DDS- Planning & Zoning: Plan Review Application

Submission date:	**3 September 2022, 1:53PM**
Receipt number:	**971**
Related form version:	**2**

Application Type

Check all that apply:	**Special Permit**

Property Information

Property Address:	**1390 PARK ST HARTFORD CT 06106 No coordinates found**
Zoning District:	**DT-3 CX-2**
Parcel ID:	**158-403-077**
Property Owner:	**PKV LLC**
Address of Property Owner:	**2074 PARK ST HARTFORD CT 06106**
Email:	**n.sweeney@lifecaredesign.com**

Applicant

Name of Applicant:	**Lifecare Design Inc.**
File Date:	**09/03/2022**
Address:	**1429 Park St Hartford CT 06106 No coordinates found**
Phone:	**860-726-4672**

Email:	**n.sweeney@lifecaredesign.com**

Primary Point of Contact

Name:	**Natalie Sweeney**
Phone:	**860-726-4672 m:203-448-7390**
Email	**n.sweeney@lifecaredesign.com**

Project Narrative

Please describe your application action(s) and provide as much detail as possible. Attach additional pages if necessary:	**resubmit**

Zoning Map Change Application

Proposed Zone:	
Describe the existing use of land and buildings in the zone change area:	
Reason for this request:	

Zoning Appeal Application

Are you an aggrieved party?	
Permit or Violation Number:	
State your reason for appealing the decision of the administrator or enforcement officer:	

Variance Application

Please state the paticular hardship* or unnecessary difficulty that prompts this application and the site the section of the zoning regulations that you are seeking relief from:

Subdivision Application

Number of lots to be created:

Area of each lot in square feet:

Street frontage of each of the new lots in feet:

Lot Combination Application

Addresses of lots to be combined

Map/Block/Lot for each property to be combined:

Liquor Permit Application

Please upload a copy of your State of CT Liquor Permit below.

Sign Permit Application

1. Is this sign proposed outside of the building line?

Maximum extention from building line:

2. Is this sign proposed outside of the street line?

Maximum extension from the Street line

3. Is the sign luminated?

4. Engineer Name (if any):

Phone:

Address:	
5. Minimum distance from lowest point to the sidewalk:	
6. Maximum height of sign from lowest point of established grade:	
7. Distance from the nearest outdoor sign:	
8. Square feet of surface for one face of the sign:	
9. Wording of the sign (include all words):	
Description of work (upload additional files if necessary)	
Upload any supporting materials below.	sps narrative 9-2-2022.pdf FINAL SPR REV 9-2-2022.pdf

Signatures

Signature of Applicant	 Link to signature
Printed Name of Applicant:	**Ntalie Sweeney**
Date:	**09/03/2022**
	If you are not the property owner, you must attach a Letter of Authorization from the property owner to apply.
Letter of Authorization from Property Owner	site plan Review Authorization - 1390.pdf
Date:	**09/03/2022**

1390 -1400 Park Street, LLC

February 1, 2022

Historic Review Commission
Development Services
260 Constitution Plaza
Hartford, CT 06103

To Whom It May Concern:

Please accept this letter as authorization for Natalie Sweeney and/or Hermann Cartes-Barrios of Lifecare Design to submit the project at 1390 Park Street, Hartford for Site Plan Review on my behalf.

Please contact me with any questions at (860) 796-8174.

Thank you.

Sincerely,

Carlos Mouta

Parkville Market Campus

1390-1420 Park Street, Hartford CT 06106

Special Permit Submission

July, 29th 2022

LIFECARE DESIGN INC.

1429 Park St. Ste 201
Hartford, CT 06106

The Parkville Market Campus is now entering its second phase of construction with minor changes to the original vision of uses (listed on the attached traffic study). A brewery is still being offered at the 1420 Park building and the Market will still be expanded with food vendors and extra dining in the middle portion of 1390 Park. Vendors will be on the upper level with a small amount of seating and the lower level will have a large dining hall with accessory bar. This dining hall will primarily accommodate the outdoor seating for when it gets cold or rains and will also be rented out to private parties or functions. The room on the north end, upper level and labeled winery in the traffic study, will be a rentable event space with roof lounge. The roof lounge will only be in service with the event, it will not function on its own. The lower level room is TBD, originally thought of as part of the Market with games to support the dining hall, it now will be used for storage until we see what would fit well with the other uses, most likely an eating venue or craftsman industrial. See Drawing A-1 and A-2.

'Food is required to be served. – Please confirm how food will be provided at all times either through a menu or confirmation that the food vendors in the market will be open and accessible to patrons of the entertainment venue.'

Menu

Food will be served at all times within the space either through a catering partner with a catering food license or through the restaurant Operators within the Market. The menu will depend on the event format, but the menus within the Market cover a wide range of appetizers, full meals and desserts, including; tacos, pizza, sandwiches, pasta, ice cream, etc. Our catering partners offer a full gamut of dining options from passed appetizer to full sit down meals.

Security plan

In our current operations, Parkville Market has security on the property every day from at least 4PM to close and the property has overnight security every night. For special events and large entertainment gatherings, we bring on additional security to support, including team members assigned to managing parking, access to the property and support with safe alcohol service and will use the same consideration in staffing private events and entertainment events at the venue, where needed. We have over 50 cameras on the property, with more being added as part of this phase.

Noise mitigation plan

Parkville Market is working with a sound engineer to install the proper acoustic and sound absorption equipment within the space.

'Per Sec.1.3.4.D(2) – Special Permits shall show that they: Do not create safety hazards in the proposed vehicular and pedestrian circulation pattern; Will not seriously degrade traffic levels of service without

providing adequate mitigation measures; and provide pedestrian amenities. Please provide a transportation management analysis that determines necessary mitigations to the pedestrian, bicycle and vehicular systems on Park St and the connections to the nearby transit station. This study should include all currently proposed uses on the entire property. This may not need to be a full traffic study because the property is located in the Transit Oriented Development overlay and the focus should be on pedestrian, bicycle and transit modes, but at the least it should be an analysis by a professional that determines necessary improvements to the existing infrastructure to ensure safe conditions in light of the additional flow.

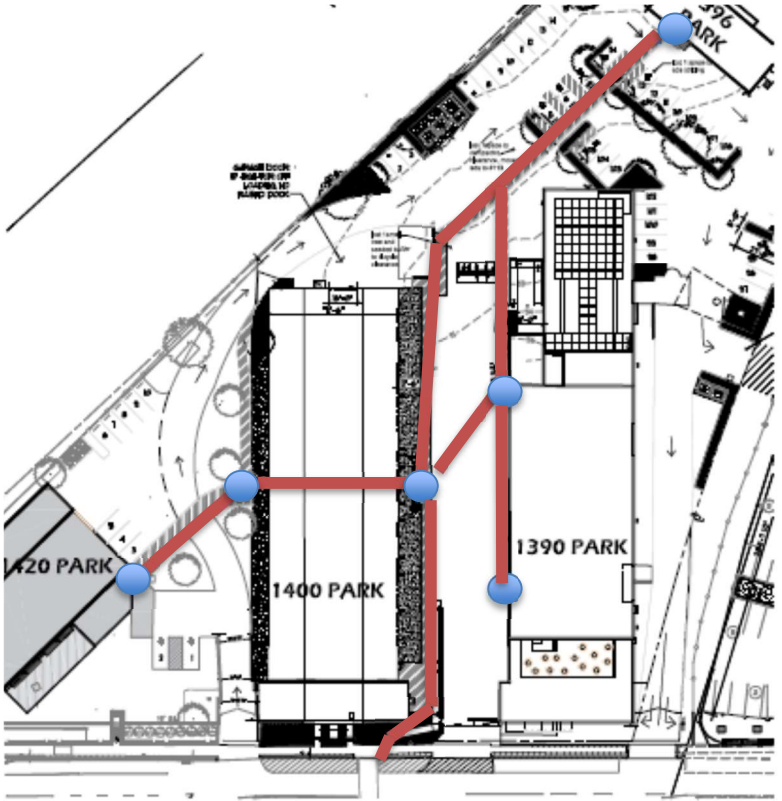
Please discuss the impact of this increase in users on the site and on the pedestrian streetscape and the connection to the nearby transit station'.

Transportation management analysis

A new Traffic Study was created by Beta Engineering for the whole campus to reflect the increase in traffic flow from additional uses at 1390 and 1396 Park. It not only considers vehicles, but pedestrian, pedestrian for mass transit and bike traffic as well. Park street has sidewalks and crosswalks to the main entrance of the campus which is the ramp located on the east side of the central building. One entrance from the street provides additional security since it aligns with the existing crosswalk and lands in the central patio. Entry/exit drives are too narrow to allow a pedestrian path. The west side of the frontage also has a steep berm/slope to navigate. Once up the ramp and in the campus, circulation from one building to the next happens through an east west direction where the central building has aligned entrance/exit doors midway through the long building on the east and west facades. A pedestrian striped path will take patrons to the Brewery at 1420 Park or they can cross the outdoor patio to the 1390 building and enter at its central entrance on the west side of this building. Striped walkways secured with bollards and sturdy concrete planters extend down from the parking to funnel people on a safe path and away from vehicular circulation. Accessible spaces tie into this path at the closest point to the building. Bicycle stalls are positioned close to the central patio so they avoid the parking area altogether.

Entry Points

Circulation paths



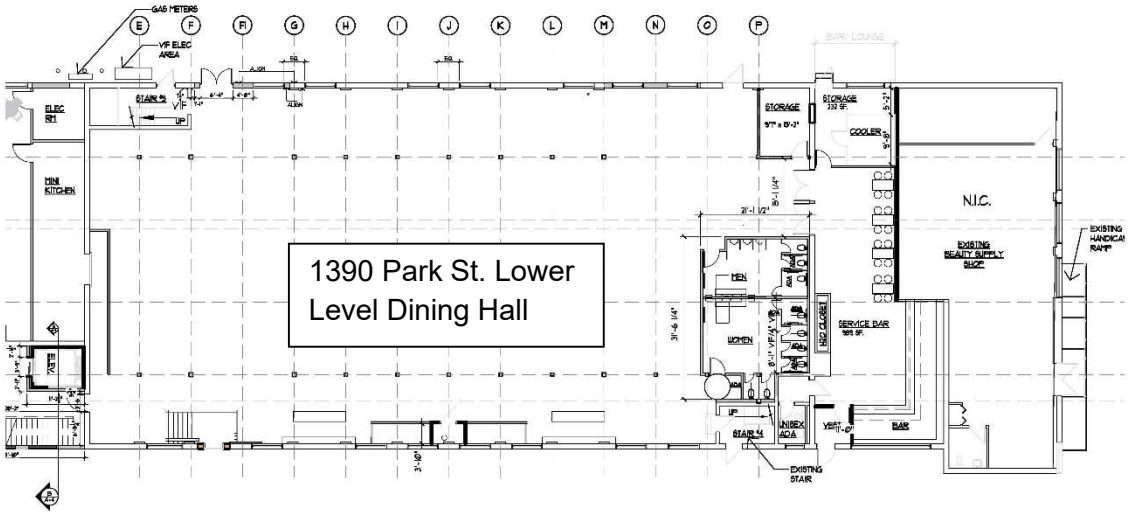
Please confirm hours of operation of the Entertainment Assembly and Drinking Place use.

This space will primarily be in operation for the following:

- **During private events, scheduled through our events team in accordance with our current property hours of operation (listed below)**
- **Additional seating for market patrons during colder months when our patio is closed. The Operating hours in this use case will likely be on Friday evenings, Saturdays and Sundays, when our traffic is highest.**
- **Entertainment events scheduled by our Events team, within the current Market operating hours.**
- **Current Market Operating Hours:**
  - **Monday: 11AM - 8PM**
  - **Tuesday :11AM - 10PM**
  - **Wednesday: 11AM - 11PM**
  - **Thursday: 11AM - 11PM**
  - **Friday: 11AM - 12AM**
  - **Saturday: 11AM - 12AM**
  - **Sunday: 11AM - 8PM**

The small outdoor dining area above the first floor of 1390 will be only used for the adjacent food vendors during Market Operating hours.
The Roof Top Lounge on the north end will be used only when the room below is rented for events and will close when the event is over.

The lower level dining hall, see below, will be the first part of this expansion before the circulation tower construction starts and leads way to the upper level projects. This room will keep the existing stair, maintain ADA entrance through the bar entry and have additional bathrooms built. A stage will come later, sized for what the market can sustain. Currently, the hall will start with a temporary platform for ambient music as part of the dining hall experience.



PKV, LLC
PARKVILLE MARKET

1390 PARK ST. BUILDING ALTERATIONS

1390 Park St. Hartford, Ct. 06106

LIST OF DRAWINGS

SITE PLAN AMENDED

LIFECARE DESIGN INC.

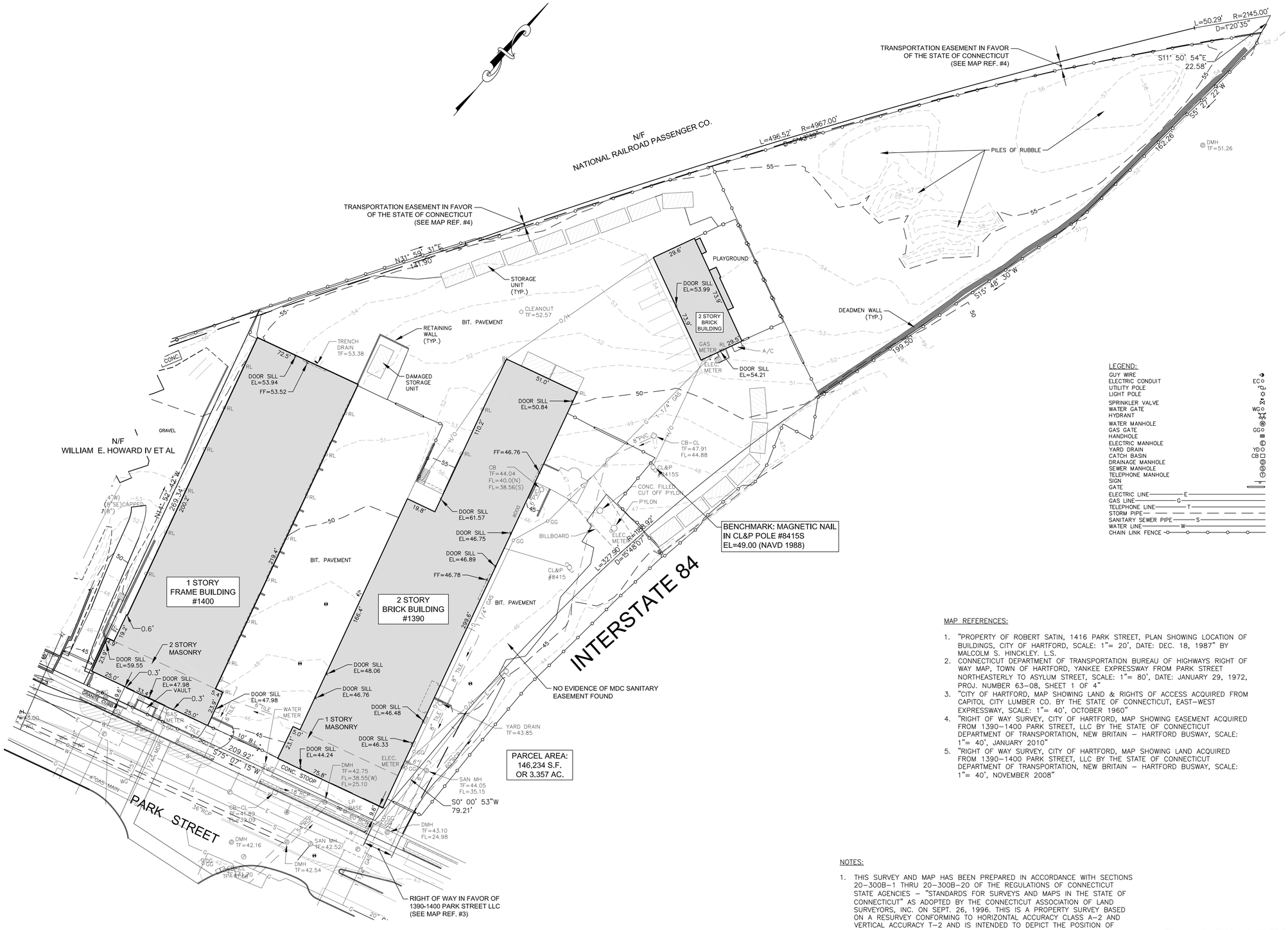
1429 Park Street, Ste 201, Hartford, Ct 06106 860 726-4672

NOV. 30th 2021
REV MARCH 2022

FINAL REV JUNE 5TH 2022

FINAL REV INCLUDING CANNABIS RETAILS
COMMENTS FROM 7-26-2022

FINAL REV DOJ PARKING
8-15-2022



LEGEND:

GUY WIRE	
ELECTRIC CONDUIT	EC
UTILITY POLE	
LIGHT POLE	
SPRINKLER VALVE	
WATER GATE	WG
HYDRANT	
WATER MANHOLE	
GAS GATE	GG
HANDHOLE	
ELECTRIC MANHOLE	E
YARD DRAIN	YD
CATCH BASIN	CB
DRAINAGE MANHOLE	D
SEWER MANHOLE	S
TELEPHONE MANHOLE	T
SIGN	
GATE	
ELECTRIC LINE	E
GAS LINE	G
TELEPHONE LINE	T
STORM PIPE	
SANITARY SEWER PIPE	S
WATER LINE	W
CHAIN LINK FENCE	

MAP REFERENCES:

1. "PROPERTY OF ROBERT SATIN, 1416 PARK STREET, PLAN SHOWING LOCATION OF BUILDINGS, CITY OF HARTFORD, SCALE: 1"= 20', DATE: DEC. 18, 1987" BY MALCOLM S. HINCKLEY. L.S.
2. CONNECTICUT DEPARTMENT OF TRANSPORTATION BUREAU OF HIGHWAYS RIGHT OF WAY MAP, TOWN OF HARTFORD, YANKEE EXPRESSWAY FROM PARK STREET NORTHEASTERLY TO ASYLUM STREET, SCALE: 1"= 80', DATE: JANUARY 29, 1972, PROJ. NUMBER 63-08, SHEET 1 OF 4"
3. "CITY OF HARTFORD, MAP SHOWING LAND & RIGHTS OF ACCESS ACQUIRED FROM CAPITOL CITY LUMBER CO. BY THE STATE OF CONNECTICUT, EAST-WEST EXPRESSWAY, SCALE: 1"= 40', OCTOBER 1960"
4. "RIGHT OF WAY SURVEY, CITY OF HARTFORD, MAP SHOWING EASEMENT ACQUIRED FROM 1390-1400 PARK STREET, LLC BY THE STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION, NEW BRITAIN - HARTFORD BUSWAY, SCALE: 1"= 40', JANUARY 2010"
5. "RIGHT OF WAY SURVEY, CITY OF HARTFORD, MAP SHOWING LAND ACQUIRED FROM 1390-1400 PARK STREET, LLC BY THE STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION, NEW BRITAIN - HARTFORD BUSWAY, SCALE: 1"= 40', NOVEMBER 2008"

NOTES:

1. THIS SURVEY AND MAP HAS BEEN PREPARED IN ACCORDANCE WITH SECTIONS 20-300B-1 THRU 20-300B-20 OF THE REGULATIONS OF CONNECTICUT STATE AGENCIES - "STANDARDS FOR SURVEYS AND MAPS IN THE STATE OF CONNECTICUT" AS ADOPTED BY THE CONNECTICUT ASSOCIATION OF LAND SURVEYORS, INC. ON SEPT. 26, 1996. THIS IS A PROPERTY SURVEY BASED ON A RESURVEY CONFORMING TO HORIZONTAL ACCURACY CLASS A-2 AND VERTICAL ACCURACY T-2 AND IS INTENDED TO DEPICT THE POSITION OF BOUNDARIES WITH RESPECT TO LOCATIONS OF ALL BOUNDARY MONUMENTATION; APPARENT IMPROVEMENTS AND FEATURES; RECORD EASEMENTS AND VISIBLE EVIDENCE OF THE USE THEREOF; RECORD AND APPARENT MEANS OF INGRESS AND EGRESS; LINES OF OCCUPATION AND DEED RESTRICTIONS PERTAINING TO THE LOCATION OF BUILDINGS OR OTHER IMPROVEMENTS.
2. THIS SURVEY IS NOT VALID WITHOUT A LIVE SIGNATURE AND EMBOSSED SEAL.

TO MY KNOWLEDGE AND BELIEF THIS MAP IS SUBSTANTIALLY CORRECT AS NOTED HEREON.

By _____
PAUL W. HUMPHREYS, L.S.
LIC. NO. 12322

CJM
Close, Jensen and Miller, P.C.
Consulting Engineers, Land Planners and Surveyors
1137 Silas Deane Highway
Wethersfield, CT 06109
tel. 860.563.9375

Revisions

SITE PLAN REVIEW SUBMISSION	8/6/18

Horizontal Datum	HORIZONTAL
Vertical Datum	VERTICAL
Compiled By	
P.C. Check By	
Designed By	
Drawn By	
Checked By	
Scale	SCALE
Date	DATE
Project No.	PROJNO
File No.	FILE#
DWG Name	DWGNAME

PROPERTY SURVEY

PROPERTY OF
1390-1400 PARK STREET LLC
1390-1400 PARK STREET
HARTFORD, CONNECTICUT

Sheet	Of
3	50

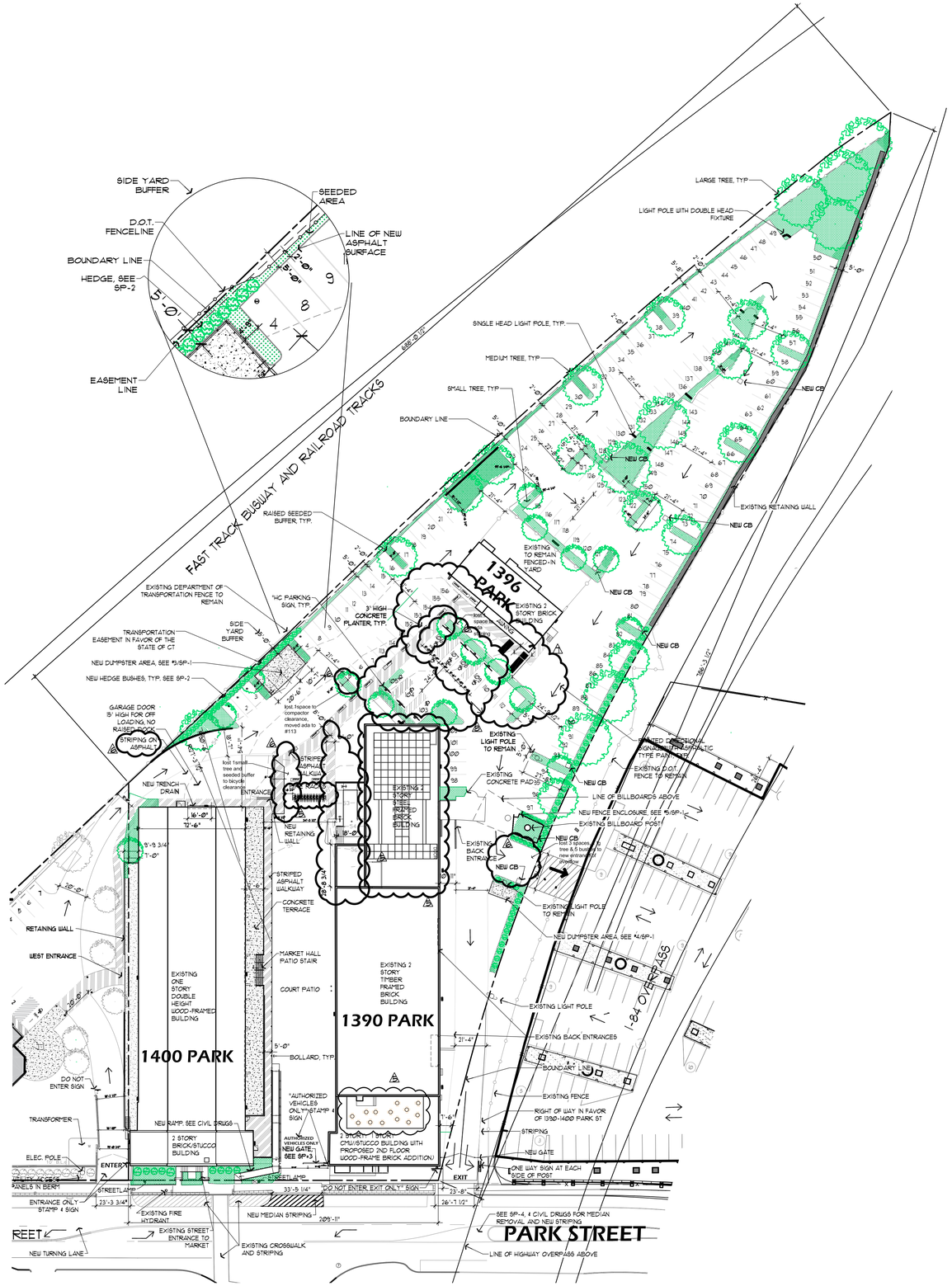
The location of the underground utilities shown on this plan have been obtained from the best available sources. The actual location of these utilities should be verified in the field by the contractor. There may be other utilities not shown on these plans. Any damage made to existing utilities by the contractor shall be the sole responsibility of the contractor.

ZONE DT-3 T.O.D. OVERLAY STOREFRONT BLDG TYPE (1390 PARK) AND GENERAL BLDG TYPE (1400 PARK)

Property Address:	1390-1400 Park Street
Area of Property in SF and Acres:	146,326.01 s.f. or 3.35 acres
Length of Front Lot Line:	209.92'

Section 4.3.2 No.	Title	Requirement (General)	Proposed
A. Building Siting			
1	Multiple Principal Buildings	permitted	
2	Min Front Lot Line Coverage	85%	75% variance accorded by COH
3	Occupation of Corner	NA	
4	Front Build-to Zone	at or maximum 5' behind the Building line	At Building Line
5	Corner Build-to Zone	at or maximum 5' behind the Building line	NA
6	Minimum Side Setback	abutting adjacent building or minimum 7.5'	0'- 106' variance accorded by COH
7	Minimum Rear Setback	10'	119'-164' non-conforming lot
8	Minimum Lot Width	none	
8	Maximum Building Width	none	
9	Maximum Building Coverage	90%	27%
9	Maximum Impervious Area	no limitation	90%
9	Add'l Semi-Pervious Area	10%	NA
10	Parking/Loading Locations	rear yard or internal to building (refer to 4.3.2.C.)	Rear
11	Permitted Vehicular Access	one driveway off each abutting secondary street; no secondary street left to zoning administrator	Front
B. Height			
12	Minimum Overall Height	2 stories and 40'	2 stories variance for 40' accorded by COH
13	Maximum Overall Height	8 stories; 5 stories on lower Main Street	2 stories
14	Ground Story Min Height	14'	10'
14	Ground Story Max Height	24'	21'
15	Upper Stories Min Height	9'	9'
15	Upper Stories Max Height	14'	14'

C. Uses			
16	Primary Street Ground Story	retail, service & office category of uses permitted by district, except in DT-2 on Bushnell park frontage	general retail, complies for 1390, variance accorded for 1400 park
17	Upper Stories	any use permitted by district	general retail, complies for 1390 park, variance
18	Parking within Building	permitted fully in any basement and/or in rear of upper floors	NA
19	Entrance to Parking/Loading within Building	any rear, side, or Secondary Street Facade	NA
20	Required Occupied Space	minimum 30' deep on all full floors from Primary Street façade	complies
D. Street Façade Requirements			
21	Min Transparency Ground Story of Front Façade	65%	1390=65% and 1400=75%
22	Min Transparency Per Story	15%	1390= 50% 1400=27.5%
23	Blank Wall Limits	required per floor on all stories (refer to 4.18.4.B.)	complies
24	Primary Street Façade Entrance Type	storefront, arcade	1390= storefront, 1400= stoop
24	Secondary Façade Entrance	storefront, arcade, stoop	stoop
25	Principal Entrance Location	Primary Street façade	primary street
26	Required # Street Entrances	1 per each 75' of Primary Street facade	complies
27	Ground Story Vertical Façade Divisions	every 30' of Primary Street façade width; every 60' secondary façade	complies
28	Horizontal Façade Divisions	required within 3' of the top of the ground story and 5th floor above the	existing buildings, complies
29	Permitted Roof Types	parapet, pitched, flat, tower	parapets



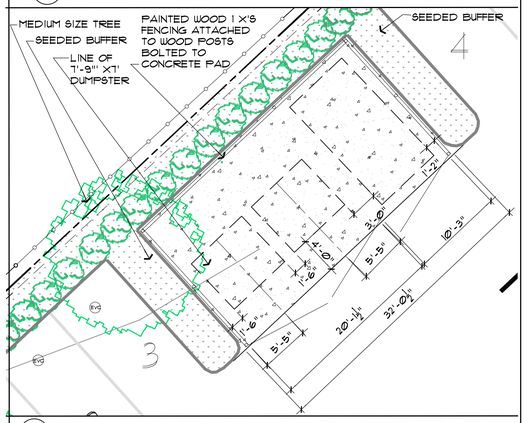
1 PROPOSED SITE PLAN & ZONING INFORMATION

N

0 20' 40' 80'

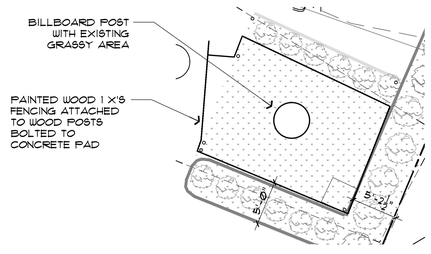
SCALE: 1"=40'-0"

2 ZONING INFORMATION



3 EXIST. DUMPSTER ENCLOSURE 1400 PARK

SCALE: 1/8"=1'-0"



5 EXIST. BILLBOARD POST FENCE ENCLOSURE

SCALE: 1/8"=1'-0"

4 EXIST. DUMPSTER ENCLOSURE 1390 PARK

SCALE: 1/8"=1'-0"

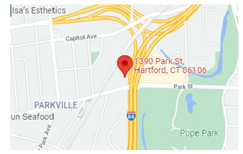
PKV, LLC

2047 PARK ST.
HARTFORD, CT 06106

1390 PARK ST BUILDING ALTERATIONS

1390 PARK ST.
HARTFORD, CT 06106

LIFECARE DESIGN INC.
1429 Park St. Ste 201
Hartford Ct. 06106
architecture - planning - interior design
WWW. LIFECAREDESIGN.COM



key plan issue or revision	date
SITE PLAN REVIEW SUBMISSION	8/6/18
SUPERSEDES SP-1 SUBMITTED 8/8	12/20/18
1 REVISIONS AS PER P & Z COMMENTS DATED 2/11/19	2/19/19
2 REVISIONS AS PER ALLIWASTE & DUMPSTER CLEARANCE REQUIREMENTS	6/7/19
3 REVISIONS AS PER P&Z COMMENTS (ELIZABETH SANDERSON)	10/10/19
4 REVISIONS AS PER P&Z COMMENTS (ELIZABETH SANDERSON)	11/19/19
5 REVISIONS AS PER NEW TENANT	11/29/21
6 CLARIFICATIONS TO P&Z COMMENTS DATED 5-10-22	6/5/22
7 CLARIFICATIONS TO P&Z COMMENTS DATED 7-26-22	8/5/22
8 REV AS PER DOJ COMMENTS DATED 8-1-22	8/15/22

drawing title

PROPOSED SITE PLAN, ZONING INFORMATION & SITE DETAILS

scale:	designer:
as indicated	h.c.b.
project no.:	drawn by:
21729	s.m.
date:	checked by:
11/30/2021	h.c.b.

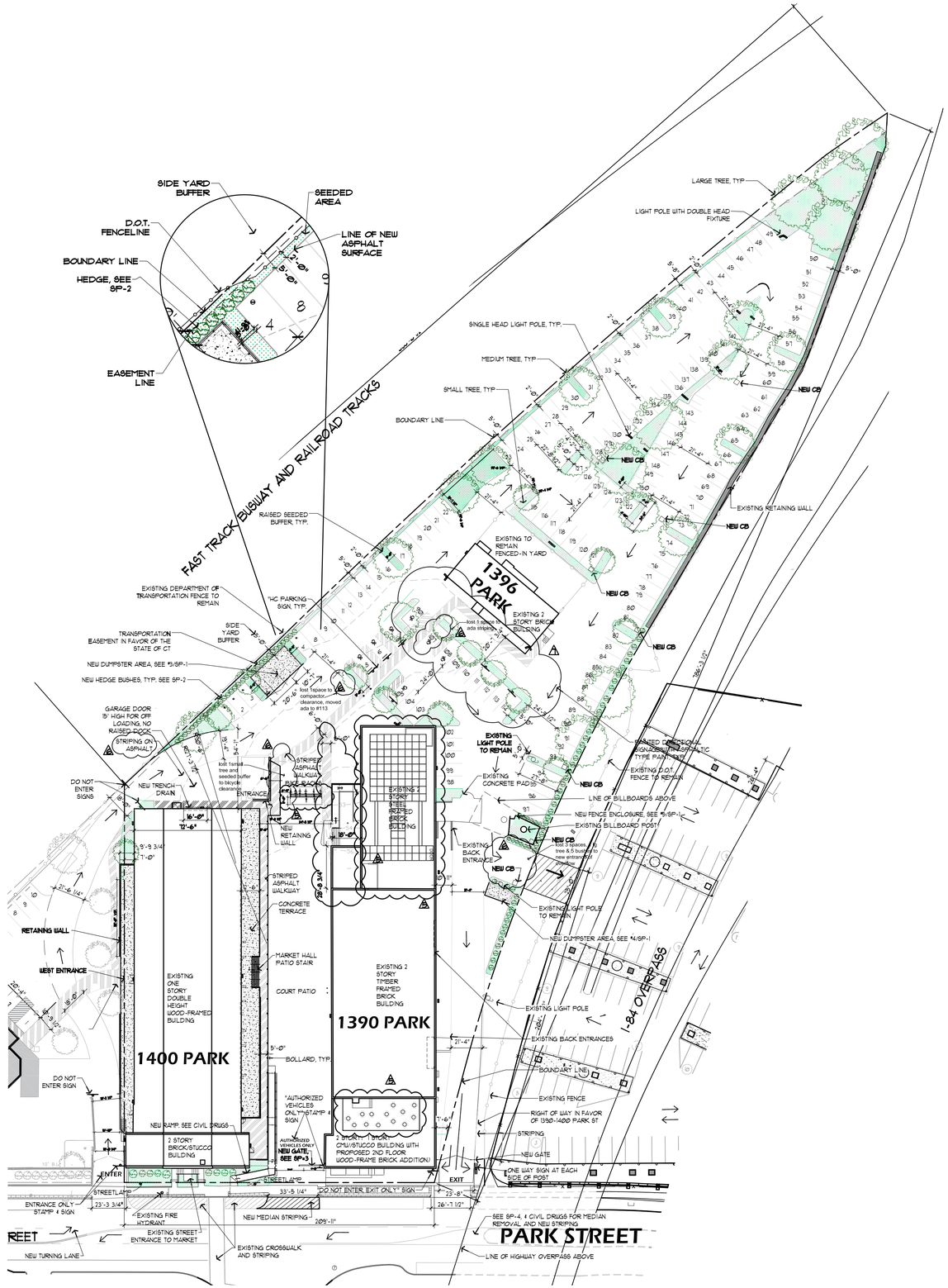
seal

sheet number

SP-1

sheet

X of X



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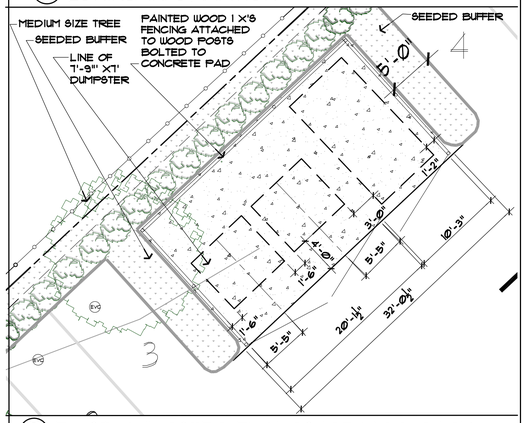
2 ZONING INFORMATION



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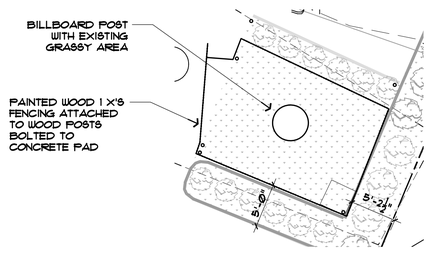

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PKV, LLC

2047 PARK ST.
HARTFORD, CT 06106

1390 PARK ST BUILDING ALTERATIONS

1390 PARK ST.
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LIFECARE DESIGN INC.
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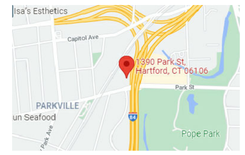
architecture - planning - interior design
WWW. LIFECAREDESIGN.COM



key plan

issue or revision	date
SITE PLAN REVIEW SUBMISSION	8/6/18
SUPERSEDES SP-1 SUBMITTED 8/18	12/20/18
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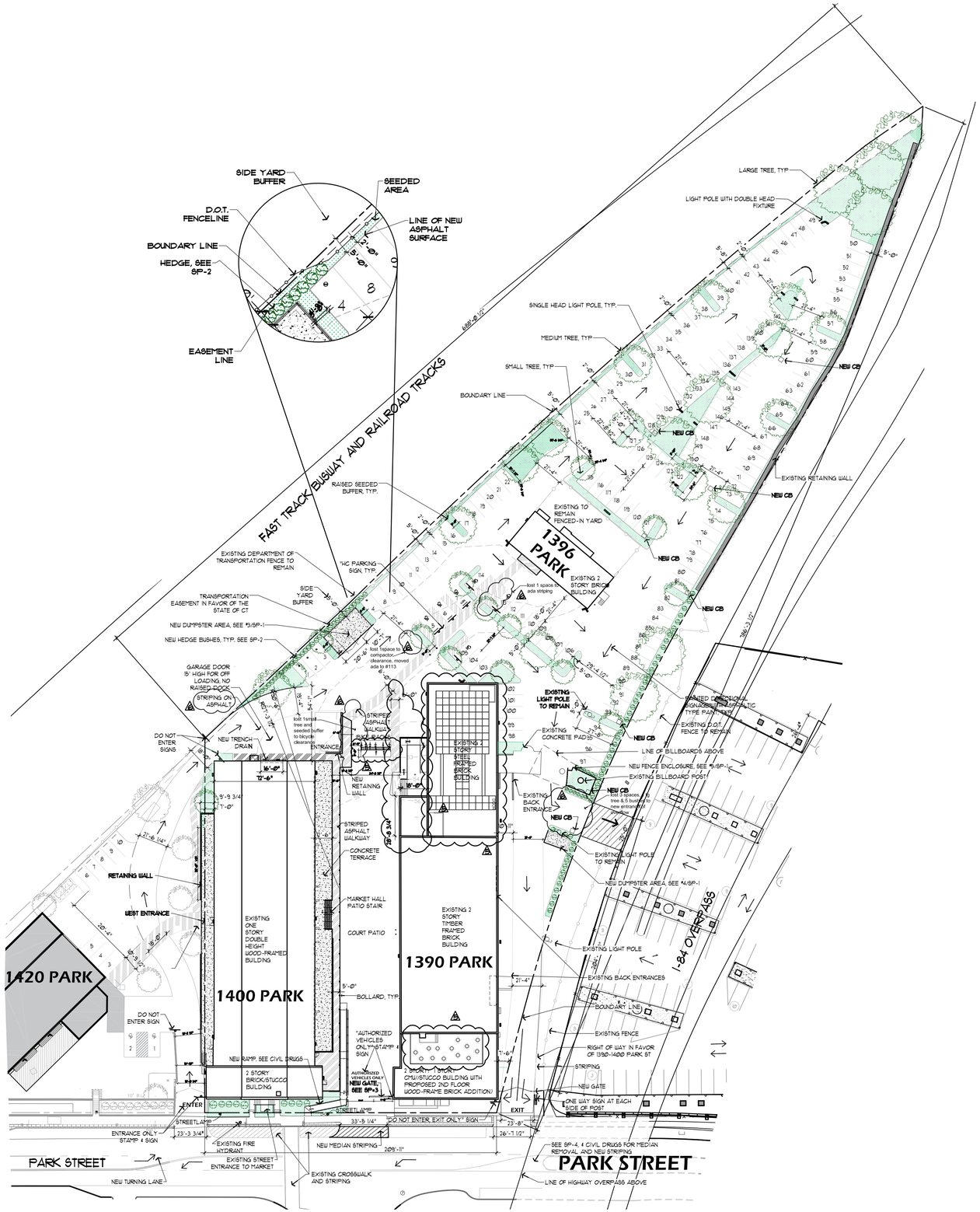
⚠2 REVISIONS AS PER ALLIWASTE DUMPSTER CLEARANCE REQUIREMENTS	6/7/19
⚠3 REVISIONS AS PER P&Z COMMENTS (ELIZABETH SANDERSON)	10/10/19
⚠4 REVISIONS AS PER P&Z COMMENTS (ELIZABETH SANDERSON)	11/19/19
⚠5 REVISIONS AS PER NEW TENANT	11/29/21
⚠6 CLARIFICATIONS TO P&Z COMMENTS DATED 3-18-22	6/5/22
⚠7 CLARIFICATIONS TO P&Z COMMENTS DATED 7-26-22	8/5/22

drawing title

PROPOSED SITE PLAN, ZONING INFORMATION & SITE DETAILS

scale: as indicated	designer: h.c.b.
project no.: 21729	drawn by: s.m.
date: 11/30/2021	checked by: h.c.b.
seal	sheet number SP-1
	sheet X of X



① PROPOSED SITE PLAN & ZONING INFORMATION

N

0 20' 40' 80'

SCALE: 1"=40'-0"

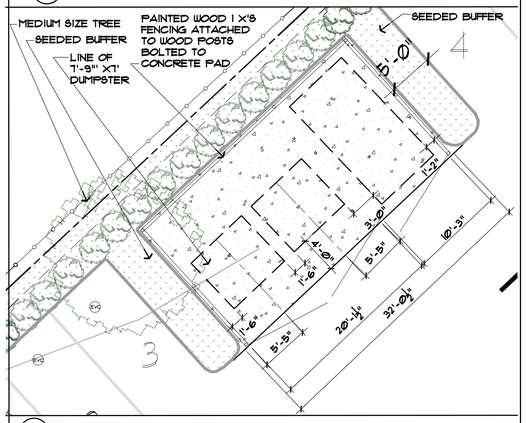
ZONE DT-3 T.O.D. OVERLAY STOREFRONT BLDG TYPE (1390 PARK) AND GENERAL BLDG TYPE (1400 PARK)

Property Address:	1390-1400 Park Street
Area of Property in SF and Acres:	146,326.01 s.f. or 3.35 acres
Length of Front Lot Line:	209.92'

Section 4.3.2 No.	Title	Requirement (General)	Proposed
A. Building Siting			
1	Multiple Principal Buildings	permitted	
2	Min Front Lot Line Coverage	85%	75% variance accorded by COH
3	Occupation of Corner	NA	
4	Front Build-to Zone	at or maximum 5' behind the Building line	At Building Line
5	Corner Build-to Zone	at or maximum 5' behind the Building line	NA
6	Minimum Side Setback	abutting adjacent building or minimum 7.5'	0'- 106' variance accorded by COH
7	Minimum Rear Setback	10'	119'-164' non-conforming lot
8	Minimum Lot Width	none	
8	Maximum Building Width	none	
9	Maximum Building Coverage	90%	27%
9	Maximum Impervious Area	no limitation	90%
9	Add'l Semi-Pervious Area	10%	NA
10	Parking/Loading Locations	rear yard or internal to building (refer to 4.3.2.C.)	Rear
11	Permitted Vehicular Access	one driveway off each abutting secondary street; no secondary street left to zoning administrator	Front
B. Height			
12	Minimum Overall Height	2 stories and 40'	2 stories variance for 40' accorded by COH
13	Maximum Overall Height	8 stories; 5 stories on lower Main Street	2 stories
14	Ground Story Min Height	14'	10'
14	Ground Story Max Height	24'	21'
15	Upper Stories Min Height	9'	9'
15	Upper Stories Max Height	14'	14'

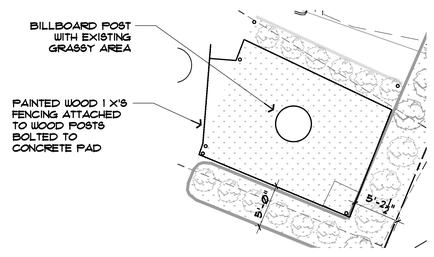
C. Uses			
16	Primary Street Ground Story	retail, service & office category of uses permitted by district, except in DT-2 on Bushnell park frontage	general retail, complies for 1390, variance accorded for 1400 park
17	Upper Stories	any use permitted by district	general retail, complies for 1390 park, variance
18	Parking within Building	permitted fully in any basement and/or in rear of upper floors	NA
19	Entrance to Parking/Loading within Building	any rear, side, or Secondary Street Facade	NA
20	Required Occupied Space	minimum 30' deep on all full floors from Primary Street façade	complies
D. Street Façade Requirements			
21	Min Transparency Ground Story of Front Façade	65%	1390=65% and 1400=75%
22	Min Transparency Per Story	15%	1390= 50% 1400=27.5%
23	Blank Wall Limits	required per floor on all stories (refer to 4.18.4.B.)	complies
24	Primary Street Façade Entrance Type	storefront, arcade	1390= storefront, 1400= stoop
24	Secondary Façade Entrance	storefront, arcade, stoop	stoop
25	Principal Entrance Location	Primary Street façade	primary street
26	Required # Street Entrances	1 per each 75' of Primary Street façade	complies
27	Ground Story Vertical Façade Divisions	every 30' of Primary Street façade width; every 60' secondary façade	complies
28	Horizontal Façade Divisions	required within 3' of the top of the ground story and 5th floor above the	existing buildings, complies
29	Permitted Roof Types	parapet, pitched, flat, tower	parapets

② ZONING INFORMATION



③ EXIST. DUMPSTER ENCLOSURE 1400 PARK

SCALE: 1/8"=1'-0"



⑤ EXIST. BILLBOARD POST FENCE ENCLOSURE

SCALE: 1/8"=1'-0"

④ EXIST. DUMPSTER ENCLOSURE 1390 PARK

SCALE: 1/8"=1'-0"

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1390 PARK ST BUILDING ALTERATIONS

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architecture - planning - interior design
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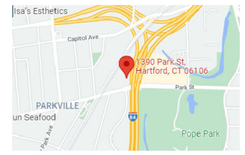

key plan

issue or revision	date
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SUPERSEDES SP-1 SUBMITTED 8/18	12/20/18
⚠1 REVISIONS AS PER P & Z COMMENTS DATED 2/1/19	2/19/19
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drawing title

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project no.: 21729	drawn by: s.m.
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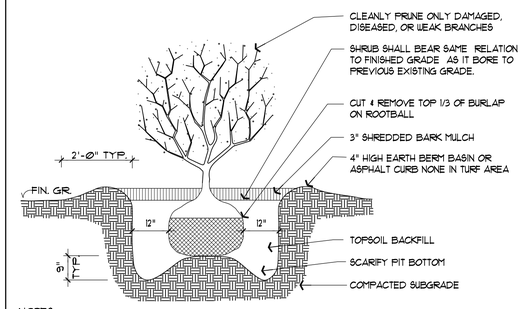
1 LANDSCAPING PLAN

N

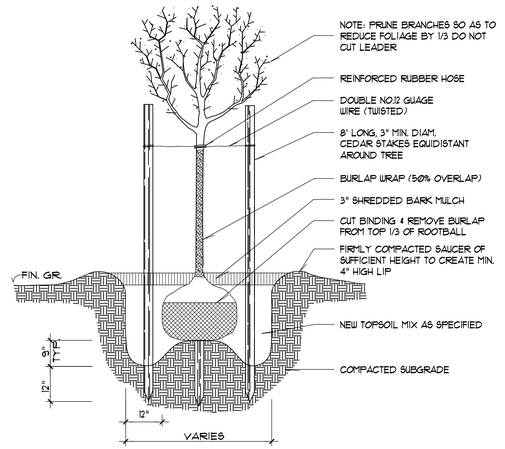
0 20' 40' 80' SCALE: 1"=40'-0"



NOTES:

1. IF CONTAINERS ARE USED CAREFULLY REMOVE TOP 1/3 OF CONTAINER (IF CONTAINER IS NON-ORGANIC, REMOVE COMPLETELY). CUT VARIOUS SLITS IN ORGANIC CONTAINER TO FACILITATE ROOT PENETRATION (OR REMOVE CONTAINER BOTTOM).
2. DO NOT ALLOW ANY PORTION OF CONTAINER TO REMAIN EXPOSED.
3. WATER THOROUGHLY SUBSEQUENT TO INSTALLATION.

SHRUB PLANTING DETAIL (BALL & BURLAP) SECTION

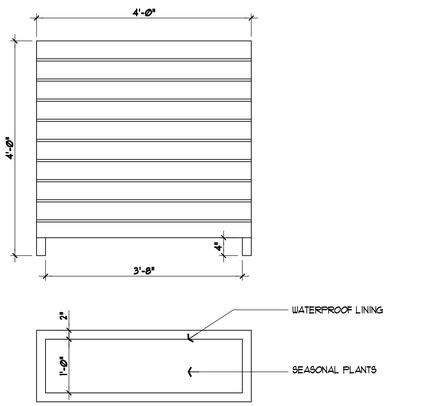


DECIDUOUS TREE PLANTING DETAIL SECTION

PROVIDE STRUCTURAL SOIL AS NEEDED PER SPECIES OF TREE. EXTEND BENEATH PARKING SURFACE BEYOND RAISED SEEDED PARKING ISLAND

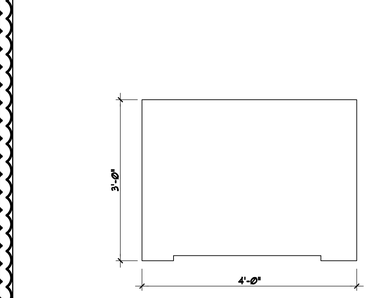
2 PLANTING DETAILS

SCALE: N.T.S.



3 TYPICAL ROOFTOP PLANTER DETAIL

SCALE: 3/4"=1'



3A TYPICAL PARKING LOT CONCRETE PLANTER ELEVATION

SCALE: 3/4"=1'

QTY	SPECIES
112	W=SHRUBS: BOXWOOD, BUXUS, PROVIDE 5 GAL. CONTAINER OR 18" BALLED AND BURLAPED SPACED 24" O.C. MIN. TO 36" O.C. MAX
6	X=LARGE TREES: MAPLE RED, ACER RUBRUM, PROVIDE 15" CALIPER MINIMUM
14	Y=MEDIUM TREES: HORNBEAM, EUROPEAN, CARPINUS BETULUS, PROVIDE 15" CALIBER MINIMUM
16	Z=SMALL TREES: LILAC TREE, SYRINGA RETICULATA, PROVIDE 15" CALIPER MINIMUM

TREE CANOPY REQUIRED: 15% OF 148,234 SF = 21,835 SF. PROVIDED: 21,900 SF.

PROVIDE HEALTHY TOPSOIL FOR SEEDED AREAS, SEED SHALL CONSIST OF DROUGHT TOLERANT SPECIES OF KENTUCKY BLUEGRASS, RYEGRASS, AND FINE FESCUES.

4 LANDSCAPING LEGEND

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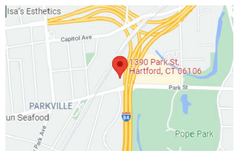

key plan

issue or revision	date
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A REV AS PER DOJ COMMENTS DATED 8-1-22	8/15/22

drawing title

LANDSCAPE PLAN AND SITE DETAILS CONT'D

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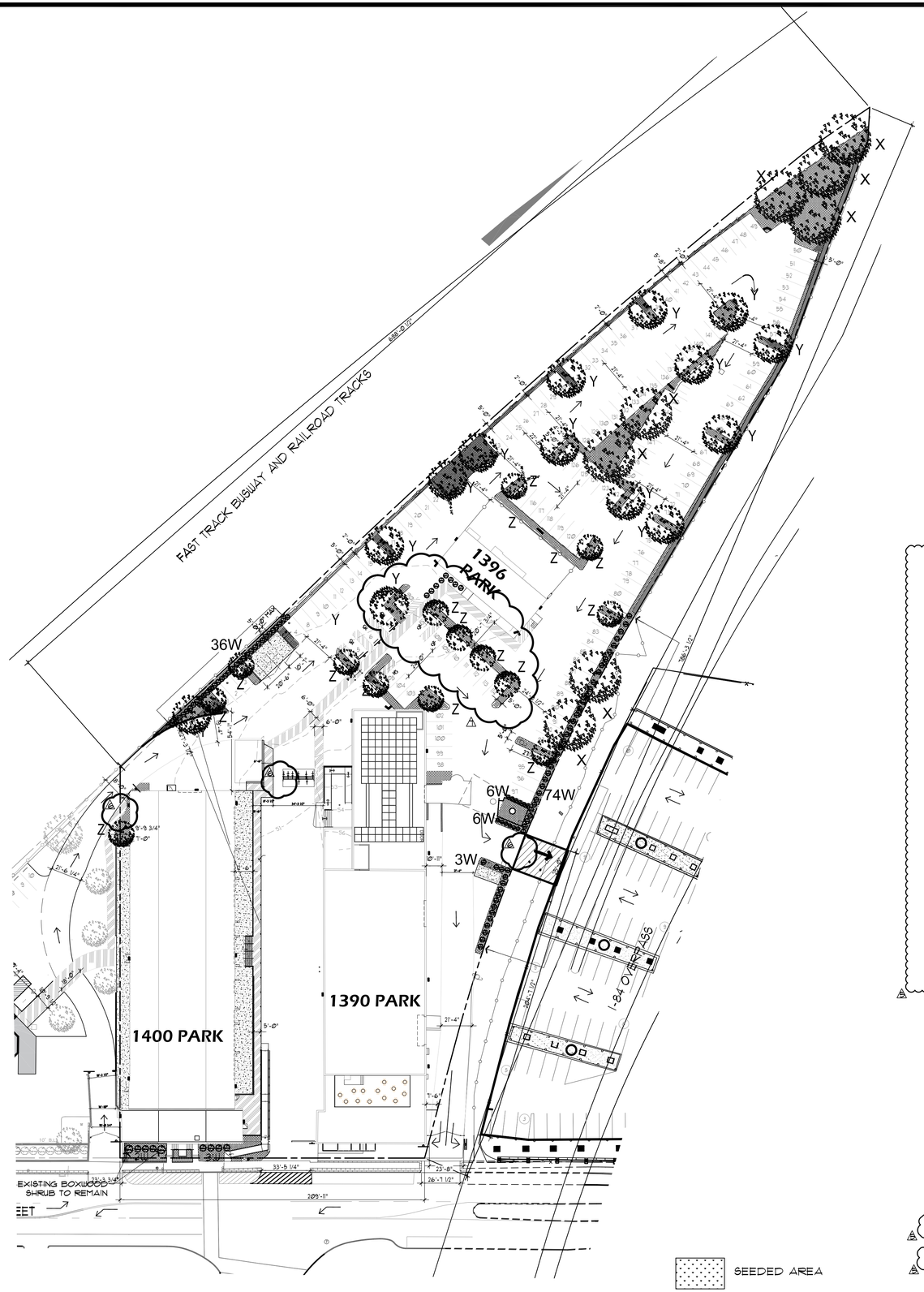
SP-2

sheet



1 LANDSCAPING PLAN

N

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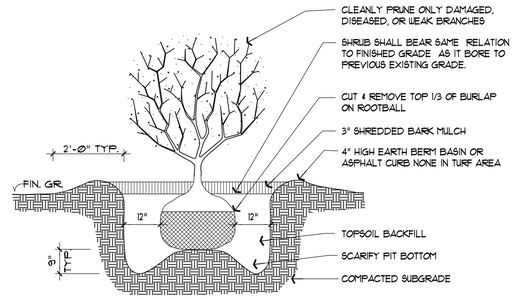

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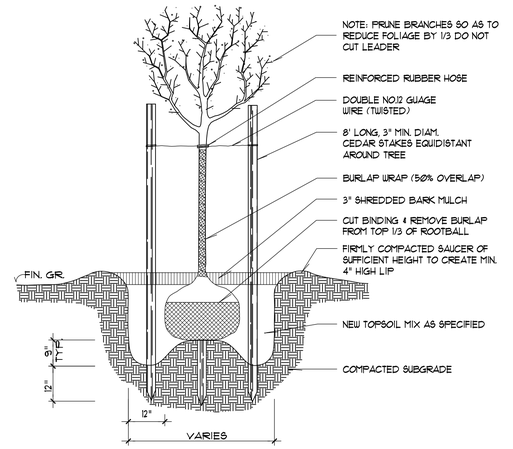
SHRUB PLANTING DETAIL (BALL & BURLAP)

SECTION



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SECTION

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2 PLANTING DETAILS

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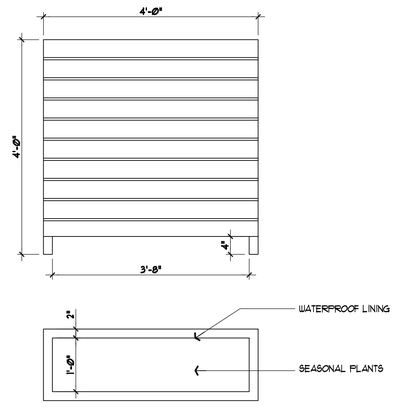

3 TYPICAL ROOFTOP PLANTER DETAIL

SCALE: 3/4"=1'

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4 LANDSCAPING LEGEND

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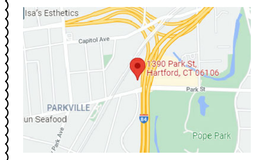

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issue or revision	date
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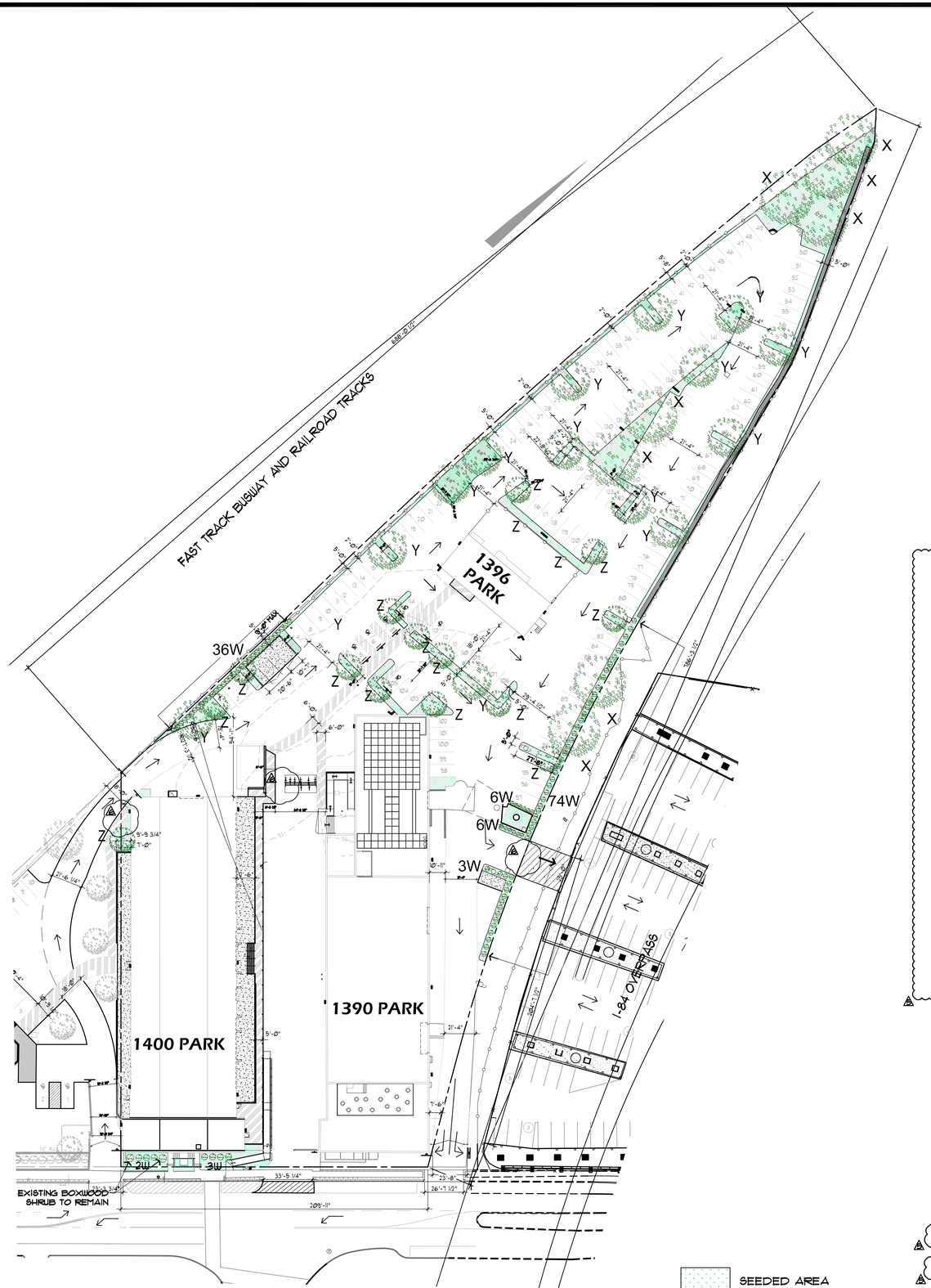
seal	sheet number

SP-2

sheet

4 of 10



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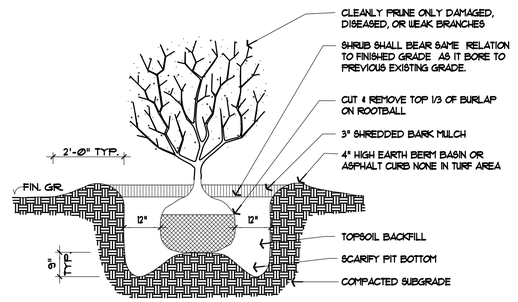

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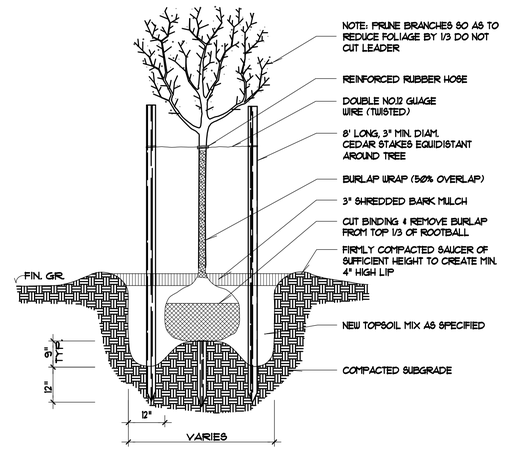
SHRUB PLANTING DETAIL (BALL & BURLAP) SECTION



DECIDUOUS TREE PLANTING DETAIL SECTION

PROVIDE STRUCTURAL SOIL AS NEEDED PER SPECIES OF TREE. EXTEND BENEATH PARKING SURFACE BEYOND RAISED SEEDED PARKING ISLAND

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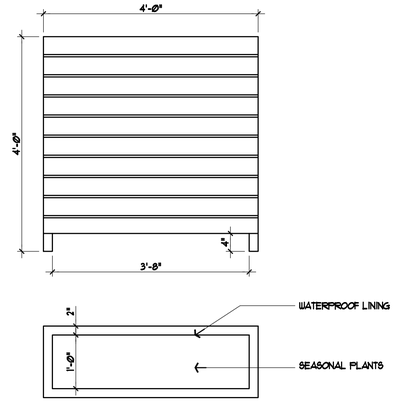

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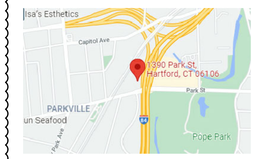

key plan

issue or revision	date
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drawing title

LANDSCAPE PLAN AND SITE DETAILS CONT'D

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project no.: 21729	drawn by: s.m.
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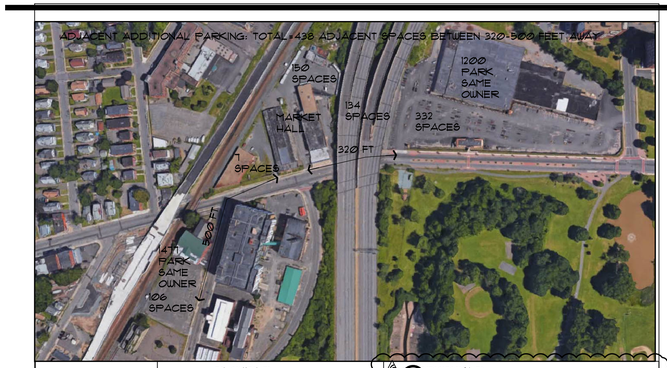
seal	sheet number SP-2

sheet 4 of 10



	REQUIRED	PROPOSED
PARKING SPACES	141 (332x.15 BIKE CREDIT/2 TRANSIT CREDIT)	150 + 134 OVERFLOW PARKING LOT =284
ADA SPACES	6	7 (VAN SPACES INCLUDED, SPACES #103-109
ADJACENT SPACES	n/a	438 ADJACENT SPACES WITHIN 500 FT.
BICYCLE SPACES	n/a	20
SCOOTER SPACES	n/a	0
MOTORCYCLE	n/a	0

M — EXTERIOR SECURITY LIGHT, SEE SITE PLANS FOR LOCATIONS

P — DOUBLE HEAD SOLAR LIGHT POLE

Q — WALKWAY HEIGHT SOLAR SINGLE HEAD LIGHT POLE

R — ILLUMINATED ROOFTOP LETTERS SEE A-5 EXTERIOR ELEVATIONS

S — LED DOUBLE HEAD FLOOD LIGHT MOUNTED ON POLE SECURED TO BUILDING

SEE A-3 AND A-4 FOR ALL EXTERIOR AND INTERIOR LIGHT FIXTURES

NOTE: THE CITY OF HARTFORD ENGINEER RESERVES THE RIGHT TO CHANGE TRAFFIC PATTERNS AND ENSURE THE PUBLIC SAFETY AT THE INTERSECTIONS WHEN AND IF DEEMED NECESSARY

1 PARKING PLAN

N

0 20' 40' 80'

SCALE: 1"=40'-0"

1a ENLARGED PLAN OF BIKE RACK AREA

SCALE: 1/16"=1'-0"

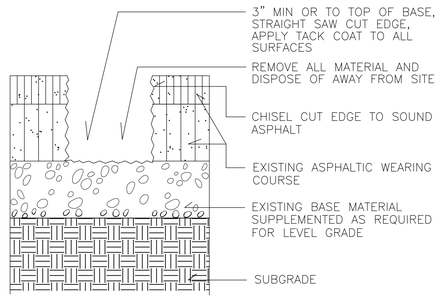
CHAINS AND U-LOCKS SUPPORTED AT 2 POINTS OF FRAME

SILVER FINISH

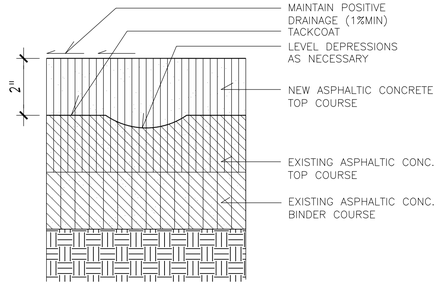
U-Lockit 10-Bike 66 in. Galvanized Bike Rack

2 TYP. BIKE RACK DETAIL

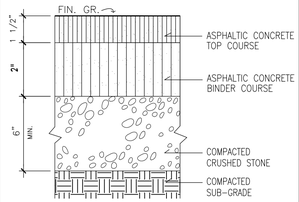
SCALE: N.T.S.



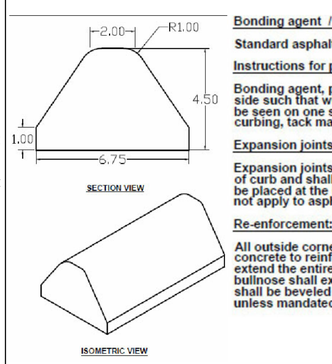
3 ASPHALT PATCH DETAIL, TYP



4 ASPHALT RESURFACING SECTION, TYP



5 TYPICAL ASPHALT PAVING FOR ROAD OR PARKING LOT



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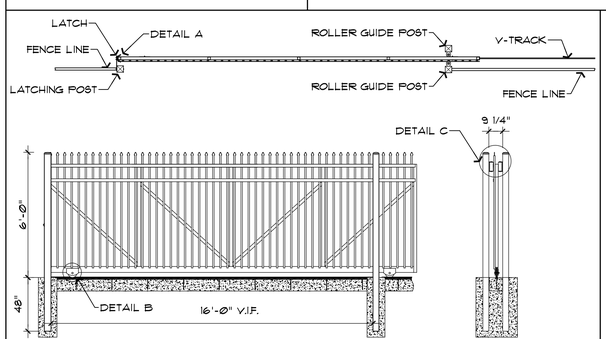
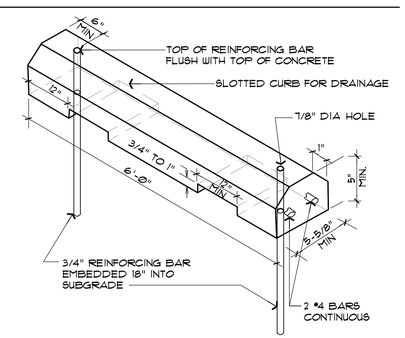
6 ASPHALT CURB DETAIL



7 EXISTING GATE PLAN SECTION AND ELEVATION

SCALE: 1/4"=1'-0"



8 WHEEL STOP DETAIL, TYP

SCALE: N.T.S.

PKV, LLC

2047 PARK ST.
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1390 PARK ST BUILDING ALTERATIONS

1390 PARK ST.
HARTFORD, CT 06106

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Hartford Ct. 06106
architecture - planning - interior design
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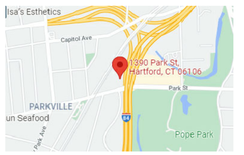


key plan

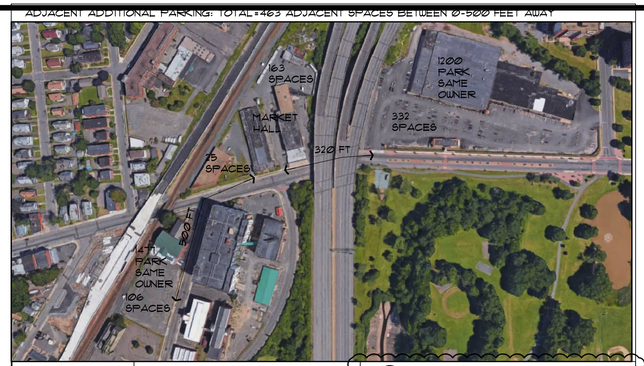
issue or revision	date
SITE PLAN REVIEW SUBMISSION	8/6/18
⚠1 REVISIONS AS PER P & Z COMMENTS DATED 2/6/19	2/19/19
⚠2 REVISIONS AS PER P+Z COMMENTS (ELIZABETH SANDERSON)	10/16/19
⚠3 REVISIONS AS PER NEW TENANT	11/30/21
⚠4 CLARIFICATIONS TO P+Z COMMENTS DATED 5-18-22	6/5/22
⚠5 CLARIFICATIONS TO P+Z COMMENTS DATED 7-26-22	8/5/22
⚠6 REV AS PER DOJ COMMENTS DATED 9-1-22	8/15/22

drawing title

PARKING PLAN, LIGHTING LAYOUT & SITE DETAILS CONT'D

scale:	designer:
as indicated	h.c.b.
project no.:	drawn by:
21729	s.m.
date:	checked by:
11/30/2021	h.c.b.
seal	sheet number
	SP-3
	sheet
	X of X

ADJACENT ADDITIONAL PARKING: TOTAL=463 ADJACENT SPACES BETWEEN 0-500 FEET AWAY



	REQUIRED	PROPOSED
PARKING SPACES	141 (332x.15 BIKE CREDIT/2 TRANSIT CREDIT)	150 ⚠6
ADA SPACES	6	8 (1 VAN SPACE INCLUDED, SPACE #5,6,7,105(VAN),113,114
ADJACENT SPACES	n/a	432 ADJACENT SPACES WITHIN 500 FT.
BICYCLE SPACES	n/a	62
SCOOTER SPACES	n/a	0
MOTORCYCLE	n/a	0

NOTE: THE CITY OF HARTFORD ENGINEER RESERVES THE RIGHT TO CHANGE TRAFFIC PATTERNS AND ENSURE THE PUBLIC SAFETY AT THE INTERSECTIONS WHEN AND IF DEEMED NECESSARY

M EXTERIOR SECURITY LIGHT, SEE SITE PLANS FOR LOCATIONS

P DOUBLE HEAD SOLAR LIGHT POLE

Q WALKWAY HEIGHT SOLAR SINGLE HEAD LIGHT POLE

R ILLUMINATED ROOFTOP LETTERS SEE A-5 EXTERIOR ELEVATIONS

S LED DOUBLE HEAD FLOOD LIGHT MOUNTED ON POLE SECURED TO BUILDING

SEE A-3 AND A-4 FOR ALL EXTERIOR AND INTERIOR LIGHT FIXTURES

1a ENLARGED PLAN OF BIKE RACK AREA

SCALE: 1/16"=1'-0"

1 PARKING PLAN

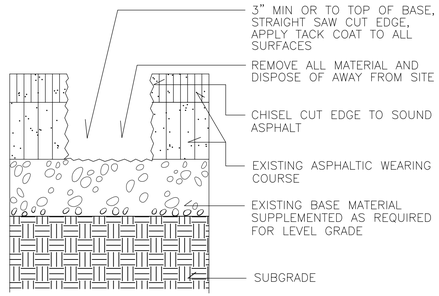
N 0 20' 40' 80' SCALE: 1"=40'-0"

CHAINS AND U-LOCKS SUPPORTED AT 2 POINTS OF FRAME

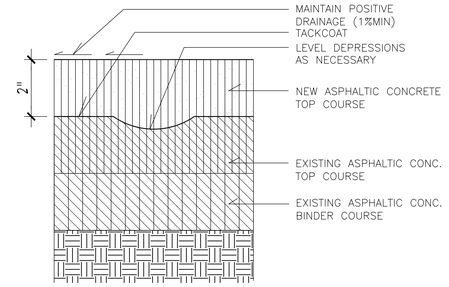
SILVER FINISH

2 TYP. BIKE RACK DETAIL

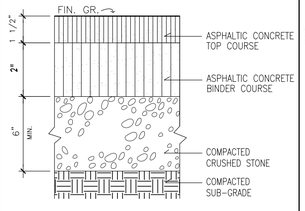
SCALE: N.T.S.



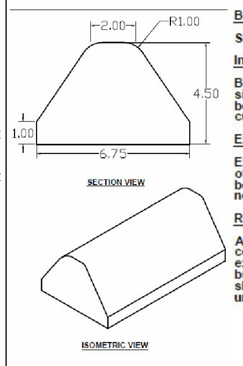
3 ASPHALT PATCH DETAIL, TYP



4 ASPHALT RESURFACING SECTION, TYP



5 TYPICAL ASPHALT PAVING FOR ROAD OR PARKING LOT



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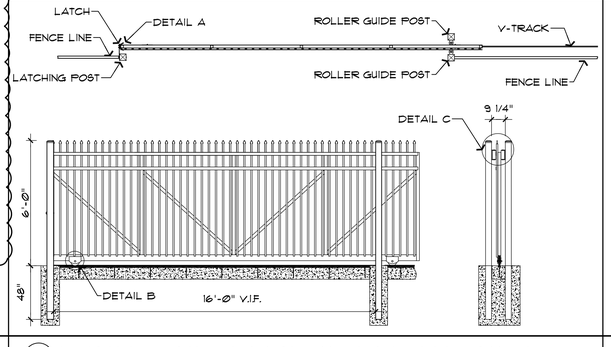
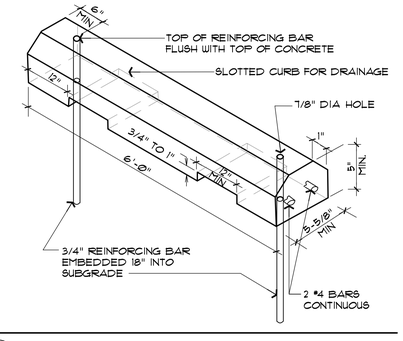


7 EXISTING GATE PLAN SECTION AND ELEVATION

SCALE: 1/4"=1'-0"



8 WHEEL STOP DETAIL, TYP

SCALE: N.T.S.

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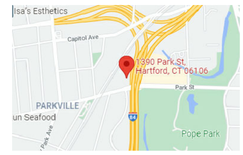

key plan

issue or revision	date
SITE PLAN REVIEW SUBMISSION	8/6/18
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drawing title

PARKING PLAN, LIGHTING LAYOUT & SITE DETAILS CONT'D

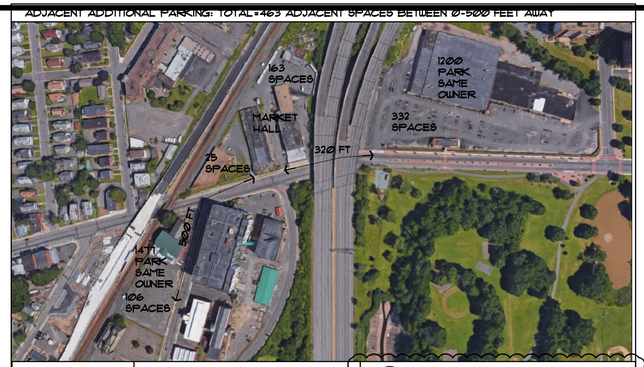
scale:	designer:
as indicated	h.c.b.
project no.:	drawn by:
21729	s.m.
date:	checked by:
11/30/2021	h.c.b.

seal

sheet number SP-3

sheet X of X

ADJACENT ADDITIONAL PARKING: TOTAL=463 ADJACENT SPACES BETWEEN 0-500 FEET AWAY



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N

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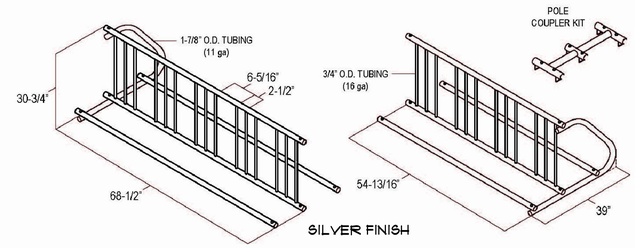
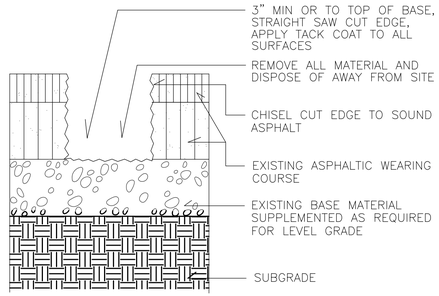


CHAINS AND U-LOCKS SUPPORTED AT 2 POINTS OF FRAME ⚠2

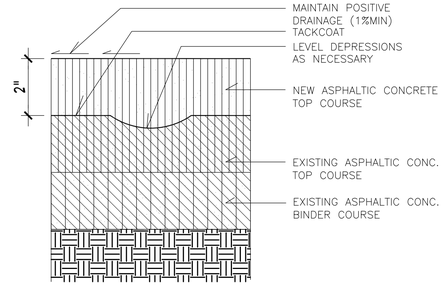
CBBR-30DG-XX (30 Bikes)	3	205-1/2"

(2) TYP. BIKE RACK DETAIL

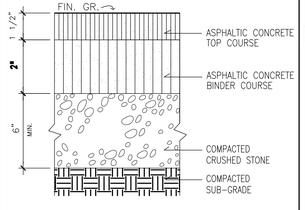
SCALE: N.T.S.



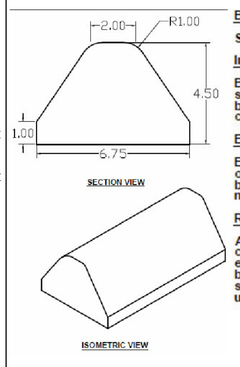
(3) ASPHALT PATCH DETAIL, TYP



(4) ASPHALT RESURFACING SECTION, TYP



(5) TYPICAL ASPHALT PAVING FOR ROAD OR PARKING LOT



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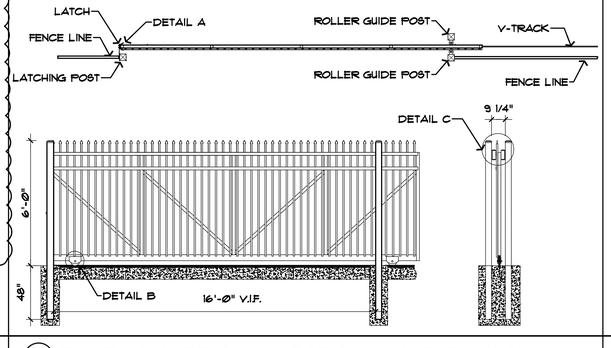

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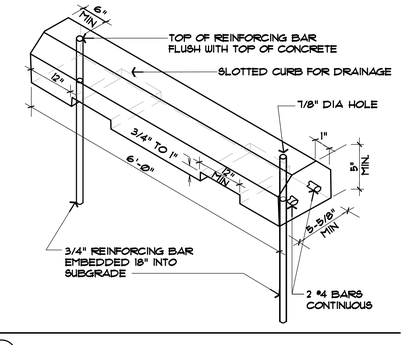

(8) WHEEL STOP DETAIL, TYP

SCALE: N.T.S.

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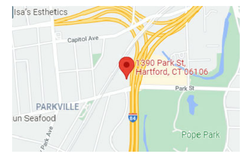

key plan

issue or revision	date
SITE PLAN REVIEW SUBMISSION	8/6/18
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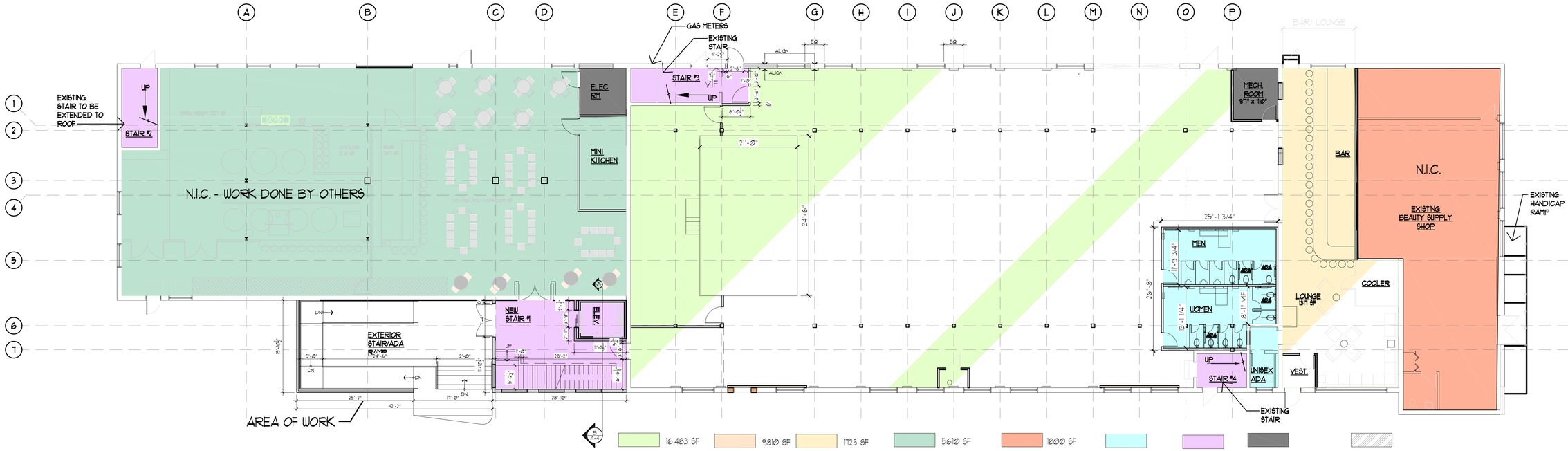
⚠4 CLARIFICATIONS TO P&Z COMMENTS DATED 5-18-22	6/5/22

drawing title

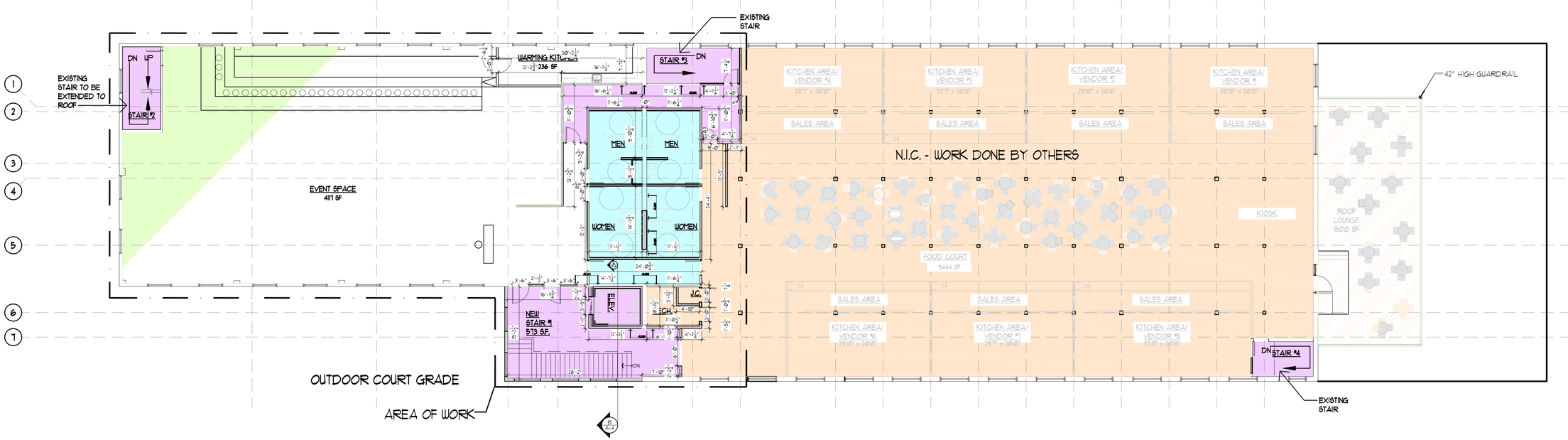
PARKING PLAN, LIGHTING LAYOUT & SITE DETAILS CONT'D

scale: as indicated	designer: h.c.b.
project no.: 21729	drawn by: s.m.
date: 11/30/2021	checked by: h.c.b.
seal	sheet number SP-3
	sheet X of X



(1) LOWER LEVEL FLOOR PLAN WITH ELEVATOR LOBBY ADDITION

SCALE: 3/32"=1'-0"



(2) UPPER LEVEL FLOOR PLAN WITH ELEVATOR LOBBY ADDITION

SCALE: 1/8"=1'-0"

SCALE: 3/32"=1'-0"

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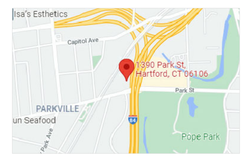


key plan

issue or revision	date

drawing title

LOWER & UPPER LEVEL FLOOR PLAN

scale:	designer:
as indicated	h.c.b.
project no.:	drawn by:
21729	s.m.
date:	checked by:
11/30/2021	h.c.b.

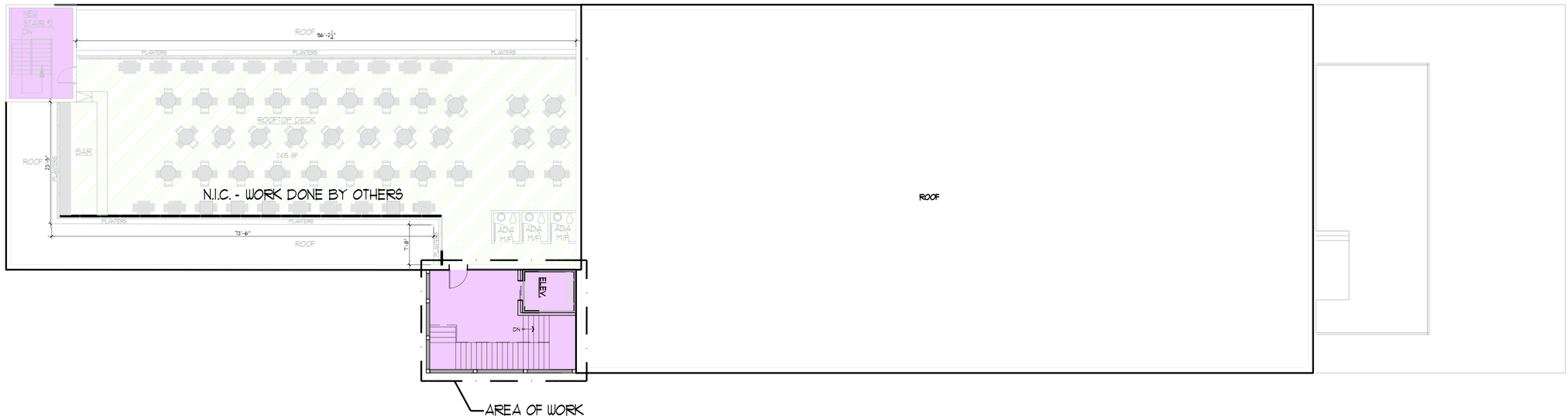
seal

sheet number

A-1

sheet

Xof X



16,483 SF — EVENT /ENTERTAINMENT ASSEMBLY

9810 SF — EATING PLACE W/ DRINKING

1723 SF — DRINKING PLACE

5610 SF — EATING AND/OR CRAFSTMAN INDUSTRIALTBD

1800 SF — NEIGHBORHOOD RETAIL

PUBLIC FACILITIES

CIRCULATION/ EGRESS

UTILITY

OUTDOOR SPACE ACCESSORY TO ADJACENT OR BELOW USE OF SAME COLOR

N

1 ROOFTOP PLAN WITH ELEVATOR LOBBY ADDITION

SCALE: 3/32"=1'-0"

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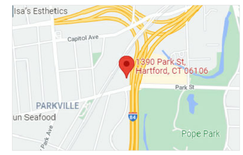


key plan

issue or revision	date

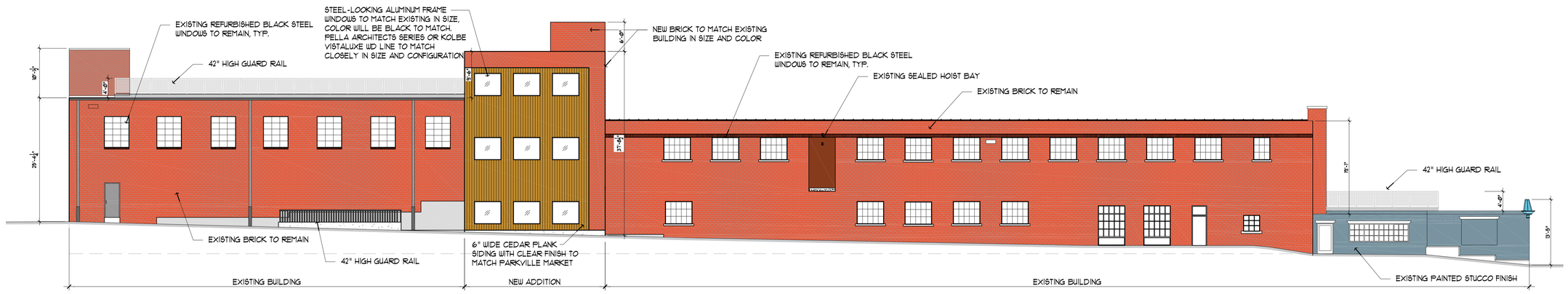
drawing title

ROOFTOP FLOOR PLAN

scale:	designer:
as indicated	h.c.b.
project no.:	drawn by:
21729	s.m.
date:	checked by:
11/30/2021	h.c.b.
seal	sheet number

A-2
sheet

X of X



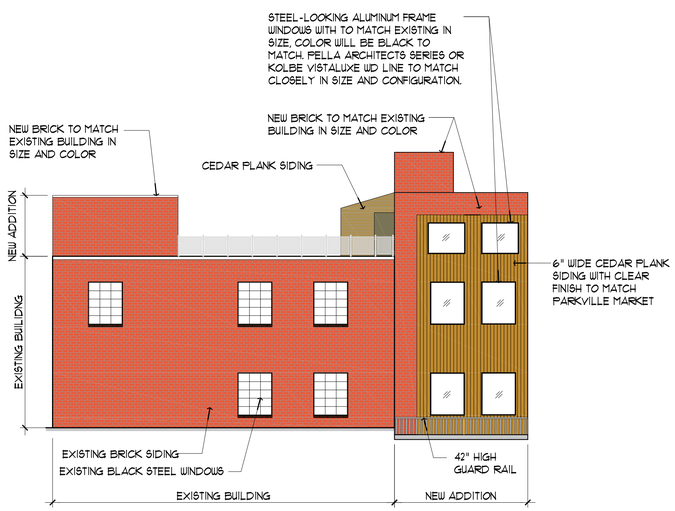
1 WEST FACADE

NOTE: ALL NEW WINDOWS WILL RECEDE FORM FACADE WALL A MINIMUM OF 2"

SCALE: 3/32"=1'-Ø"

2 EAST FACADE

SCALE: 3/32"=1'-Ø"



3 NORTH FACADE

SCALE: 3/32"=1'-Ø"

4 SOUTH FACADE

SCALE: 3/32"=1'-Ø"

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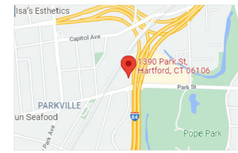

key plan

issue or revision	date
⚠ REVISIONS AS PER HISTORIC COMMISSION	12/10/21

drawing title

EXTERIOR ELEVATIONS

scale: as indicated	designer: h.c.b.
project no.: 21729	drawn by: s.m.
date: 11/30/2021	checked by: h.c.b.
seal	sheet number

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of

September 9, 2022

Mr. Carlos Mouta
1390-1400 Park Street, LLC
30 Arbor Suite 106
Hartford, CT 06106

Re: Parkville Market Traffic Impact Study – Phase 2

Dear Mr. Mouta:

BETA Group, Inc. (BETA) has prepared this Traffic Impact Assessment to evaluate the potential impacts on the local transportation network associated with the second phase (Phase 2) of redevelopment at 1390 – 1400 Park Street in Hartford, Connecticut, doing business as the Parkville Market (the Market).

PROJECT BACKGROUND

An assessment of the Phase 1 portion was documented in a July 31, 2018, letter (Parkville Market Traffic Impact Study) to the City of Hartford. This included the redevelopment of the former Bishop Ladder Company Site to the now existing Parkville Market, which opened on May 20, 2020. The Phase 1 Assessment evaluated impacts associated with approximately 20,000 square feet of mixed-use retail space for food kiosks, retail kiosks, a brewery, and a winery. The existing Market serves several food and retail kiosks. The proposed winery space was not filled. The Assessment defined a 10,000 square foot beer brewery that has yet to be filled but is now anticipated to be completed under Phase 2.

BETA assessed the projected trip generation for the Phase 2 building program in a letter (Parkville Market Special Permit Submission) dated August 5, 2022. This included 13,351 square feet of event space, 9,444 square feet of market space dedicated to food kiosks, 4,822 square feet of space in the lower level for an eatery, and 5,000 square feet of space (formerly planned for a winery) converted to an event space with a roof lounge available for rent. The assessment also included a 4,400 square foot cannabis dispensary to be opened at 1396 Park Street, a small building behind the two market buildings accessible by a shared driveway and parking area.

The following letter summarizes an evaluation of existing conditions and future conditions assuming the opening of the Phase 2 land uses.

EXISTING CONDITIONS

Site Conditions

The existing Site is located on the north side of Park Street bound by Park Street to the south, Interstate 84 on the east, and a railroad corridor/CTFastrak Busway on the west. The Site provides four existing buildings functioning as the existing Parkville Market. The Site is generally intended to remain unchanged from that assessed in Phase 1 of the Project, apart from internal renovations to existing buildings to accommodate changes in use. Additional bike racks will be provided, as illustrated on the project site plans, as proposed uses are developed. Pedestrians, bicyclists, and bike racks will be further protected from vehicles by additional planters throughout the site. On-Site parking for all four buildings is largely provided in the northern half of the Site. Overflow parking is provided in the abutting Pope Commons

retail plaza, also owned by the Applicant. Following the opening of Phase 1, the Applicant has entered an agreement with the State DOT to lease space underneath the Interstate 84 bridges as additional parking for the Market Site. The Applicant owns an additional property with at 1477 Park Street which could be considered for additional overflow parking, although it is not anticipated to be needed. Site circulation follows a clockwise pattern with vehicles entering the Western Driveway and exiting the Eastern Driveway. The Eastern Site driveway is located within an area owned by the State DOT but is operated as an easement for Market access. The Center Driveway is regularly gated to accommodate outdoor dining but can be utilized for off-peak loading and delivery vehicles when required. A separate gated entrance is provided adjacent to the Center Driveway to accommodate pedestrian access.

Intersection Geometry/Traffic Control

The Assessment included an evaluation of the two primary site driveways and seven intersections along Park Street to the west and east of the Site.

Park Street is an urban minor arterial serving east-west travel generally providing one vehicular travel lane in each direction with auxiliary left turn lanes at intersections and on-street parking along both sides of the roadway. Sidewalk (cement concrete and brick) is generally provided on both sides of the roadway. Sidewalk is widened near intersections to create bumpouts or curb extensions. These define parking or bus pull-off areas, as well as narrow the pedestrian crossing distances across Park Street. Shared Lane Markings (Sharrows) are provided along both sides of Park Street throughout the study area.

1. Park Street at Hazel Street

   Hazel Street intersects Park Street from the north to form a three-legged unsignalized intersection approximately 100 feet west of Francis Avenue. Park Street provides one free flowing general purpose travel lane in each direction with a ±100-foot long eastbound left turn lane. On-street parking is accommodated on both sides of the roadway west of Hazel Street and is prohibited east of Hazel Street due to curb extensions. Hazel Street provides travel in both directions with no roadway striping. At the intersection with Park Street, Hazel Street is controlled by a STOP sign and stop line. Bituminous sidewalk is provided along both sides of Hazel Street. A driveway apron (curb cut) is provided on the southern side of Park Street opposite Hazel Street which appears to have formerly served a paved parking area. This drive access is currently gated, prohibiting vehicle travel. Crosswalks are provided across Hazel Street at the intersection and Park Street approximately 100 feet east at Francis Avenue.

2. Park Street at Francis Avenue

   Francis Avenue intersects Park Street from the south to form a skewed three-legged signalized intersection approximately 100 feet east of Hazel Street and 175 feet west of Orange Street. Park Street provides one general purpose eastbound lane, one general purpose westbound lane, and one very short (30 feet) westbound left turn pocket. The westbound Stop Line is located approximately 60 feet from Francis Avenue requiring long acceleration and clearance times. Francis Street provides one general purpose lane in each direction divided by double yellow center line for approximately 100 feet before striping ends. Bus pull-offs are provided on both sides of Park Street between Francis Avenue and Orange Street. The southeastern corner provides a bumped out pedestrian plaza type curb extension that serves the CTfastrak Busway Parkville Station. Parking for the Station is provided off Francis Avenue. An unsignalized residential driveway apron is provided opposite Francis Avenue. Signalization is accommodated by a span wire between the southeastern and northwestern corners of the intersection and post mounted

pedestrian signal heads for crosswalks across all legs. The traffic signal phasing consists of four phases; a westbound advance left-turn, followed by eastbound/westbound traffic, an exclusive pedestrian phase (when actuated), and northbound traffic. Right Turns on Red are prohibited for northbound vehicles, likely given the long movement generated by the curb extension. Vehicle detection is accommodated by an overhead single point camera.

3. Park Street at Orange Street

   Orange Street intersects Park Street from the north to form a three-legged unsignalized intersection approximately 175 feet east of Francis Avenue. Park Street provides one free flowing general purpose travel lane in each direction with a very short (±30 feet) eastbound left turn lane. Two-way traffic is separated by a painted island east of Orange Street underneath the CTfastrak and railroad bridges. Bus pull-offs are provided on both sides of Park Street west of Orange Street. On-street parking is prohibited east of Orange Street. Orange Street provides travel and on-street parking in both directions with no roadway striping. At the intersection with Park Street, Orange Street is controlled by a STOP sign and stop line. Cement concrete sidewalk is provided along both sides of Orange Street. Crosswalks are provided across Orange Street at the intersection and Park Street approximately 175 feet west at Francis Avenue. The adjacent bridges have a height of 12'-11" as displayed on warning signage.

4. Park Street at Bartholomew Avenue

   Bartholomew Avenue intersects Park Street from the south to form a skewed three-legged unsignalized intersection approximately 300 feet west of Pope Park Highway. Park Street provides one free flowing general purpose travel lane in each direction with a ±115-foot-long westbound left turn lane. On-street parking is generally prohibited due to curb extensions and bus stops east of the intersection. Bartholomew Avenue provides travel in both directions separated by double yellow center line. On-street parking is provided along the east side of the roadway. At the intersection with Park Street, Bartholomew Avenue is controlled by a STOP sign and stop line. Sidewalk is provided along both sides of the side street. Crosswalks are provided across Bartholomew Avenue and the eastern leg of Park Street. Crosswalk warning signage was generally found to be substandard for the Park Street crosswalk.

5. Park Street at Parkville Market Western Driveway

   The Parkville Market Western Driveway intersects Park Street from the north to form an unsignalized three-legged intersection approximately 100 feet west of Pope Park Highway and 200 feet east of Bartholomew Avenue. The Driveway operates as one-way northbound, departing Park Street. Park Street operates with one general purpose free flowing travel lane in each direction with turn lanes oriented towards Bartholomew Avenue (to the west) and the Parkville Market Center Driveway (to the east). Bus pull-offs are provided on both sides of Park Street in the vicinity of this driveway.

6. Park Street at Pope Park Highway / Parkville Market Center Driveway

   Pope Park Highway intersects Park Street from the south, opposite the Parkville Market Center Driveway, to form a four-legged unsignalized intersection. Park Street generally operates with one general purpose free flowing travel lane and a ±70-foot-long left turn bay in each direction. Pope Park Highway provides one travel lane and a 5-foot-wide shoulder in each direction separated by double yellow center line. At the intersection, Pope Park Highway is controlled with a STOP sign and stop line. The Parkville Market Center Driveway is wide enough to accommodate two-way

vehicular travel, but largely remains gated throughout the day to support unconflicted outdoor dining and pedestrian activity between the two Market Buildings. It is generally understood that the gate is opened in the morning (off-peak) period for loading and delivery vehicles. On-street parking is permitted on the northern side of the Park Street fronting the Market Site. Crosswalks are provided across Pope Park Highway and the eastern leg of Park Street. The Park Street crossing is closely aligned with the Market's main pedestrian access point. Crosswalk warning signage for the Park Street crosswalk consists of pedestrian warning signs on each side of the roadway, facing both directions. Each sign has a fluorescent yellow background and the signposts are supplemented with fluorescent yellow strips to enhance their visibility and conspicuity.

7. Park Street at Parkville Market Eastern Driveway

   The Parkville Market Eastern Driveway intersects Park Street from the north to form a three-legged unsignalized intersection. Park Street generally operates with one general purpose free flowing travel lane in each direction, separated by a raised median island underneath the Interstate 84 bridge. The median island was cut back in 2020 with the opening of Phase 1 of the Market Project to accommodate left turns exiting the driveway. The curbing at the front of the island is painted yellow to increase visibility under the shadowed bridge. It is understood that the City anticipates removing additional portions of the median under a future project. The driveway operates as one-way southbound, towards Park Street, and provides narrow dedicated left and right turn lanes. On-street parking is accommodated on Park Street east of the driveway.

8. Park Street at Pope Commons Driveway

   Pope Park Commons Driveway intersects Park Street from the north to form a three-legged unsignalized intersection approximately 360 feet east of Pope Park Highway. Park Street provides one free flowing general purpose travel lane in each direction with a ±50-foot long eastbound left turn lane. East of the driveway, travel on Park Street is separated by a raised median island with planters. On-street parking is accommodated on both sides of Park Street, east and west of the driveway. At the driveway, parking is prohibited via curb extensions and flush brick textured pavement. The driveway accommodates travel in both directions with no roadway striping and no traffic control. The driveway crosses the sidewalk with a driveway apron (curb cut). The nearest crosswalk is approximately 265 feet to the east and includes bumpouts/curb extensions and a median pass-through with pedestrian warning signs. The sidewalk along the southern side of Park Street is a wide (10-11 feet) bituminous meandering path leading to Pope Park.

9. Park Street at Laurel Street

   Laurel Street intersects Park Street from the north to form a three-legged signalized intersection. Park Street generally provides one travel lane in each direction with a 80-foot long eastbound left turn lane and a 45-foot long westbound right turn lane. East of Laurel Street, Park Street provides two general purpose eastbound through lanes. Approximately 700 feet to the east, at the signalized Park Terrace, the leftmost travel lane "drops" to become a dedicated left turn lane. This double lane section accommodates Laurel Street, which provides a dedicated left turn lane and a shared left/right turn lane. Curb extensions are provided on all four corners of the intersection providing very wide sidewalks and crosswalk landing areas. A bus stop is located on both sides of Park Street, west of Laurel Street. Signalized crosswalks are provided across all three legs. Vehicle signal indications are strung from a spanwire between the northwest and southeastern corners of the intersection. Phasing generally provides an eastbound left turn advance, and a westbound right turn overlap which receives a green when Laurel Street receives a green. Pedestrians cross

with an exclusive phase. The southern side of the intersection accommodates wide bituminous pathways serving the abutting Pope Park.Existing Transit Service and Walkability

The Market Site continues to offer convenient access for transit users. The site is located approximately 700' east of the CTfastrak Parkville Station located on the southeast corner of Park Street and Francis Avenue. Additional CTtransit (Route 31 and 33) bus stops and bus shelters are located immediately to the south and to the west of the site along Park Street.

The Phase 1 Assessment found the combined corridor ridership for CTfastrak and CTtransit exceeded 17,000 users for an average weekday and 11,000 users for an average Saturday in April 2018. Review of the transit data from CTtransit suggests corridor ridership decreased significantly throughout the State's bout with the COVID-19 Pandemic but has been steadily increasing through late 2021 and early 2022. The statistics for July 2022 found approximately 15,000 average weekday passenger trips, 11,000 average Saturday passenger trips, and 6,000 average Sunday/Holiday passenger trips. This suggests consistent use on weekends (likely leisure activity) but slightly decreased use on weekdays (such as commuting activity).

The market is also expected to attract a considerable number of pedestrian users in part due to the mix of interacting land uses surrounding the site. This includes over 300,000 square feet of commercial space as well as residential, retail, and dining. Sidewalks including streetscape amenities are located on all block faces. Brick paved crosswalks are located at Park Street intersections, and traffic signals, where provided, include exclusive pedestrian phases.

Existing Traffic Volumes

Existing traffic volumes were obtained via Turning Movement Counts (TMC) at the seven study area intersections during the weekday evening commuting period (4:00-6:00 PM) and Saturday mid-day period (12:00-2:00 PM) in late August 2022. Volume associated with the Market West and East driveways were determined based on the volume of the adjacent intersections. Peak hours were found to vary intersection to intersection and day to day, but roughly represented a weekday evening peak hour of 4:30-5:30 PM and a Saturday mid-day peak hour of 1:00-2:00 PM. The observed peak hour volumes for each intersection were reported and balanced to reflect any variances in volume between intersections resulting from the different peak hours and count dates.

Crash Data

Crash data was evaluated for the most recent five years (2017-2021) of data obtained from the Connecticut Crash Data Repository maintained by UConn. The assessment included an evaluation of Park Street throughout the study area between Hazel Street and Laurel Street. The data listed a total of one hundred and eleven (111) crashes within the area during this time period. Of the intersections, Park Street at Laurel Street and Park Street at Orange Street had the most reported crashes at 16 each.

- Park Street at Laurel Street: 16 crashes
- Park Street at Orange Street: 16 crashes
- Park Street at Pope Park Highway / Parkville Market Center Driveway: 13 crashes
- Park Street at Hazel Street: 10 crashes
- Park Street at Francis Ave: 9 crashes
- Park Street at Bartholomew Ave: 9 crashes
- Park Street at Pope Commons Driveway: 4 crashes
- Park Street at Market East Driveway: 3 crashes
- Park Street at Market West Driveway: 1 crash

The year 2018, which is prior to the opening of the Phase 1 portion of the development, had the highest number of reported crashes with 29. The most common crash types during the five-year period were rear ends (34 crashes) and single vehicle crashes (27 crashes), followed by 20 angle crashes, 18 sideswipe crashes, 4 head-on crashes, 4 pedestrian or bicycle crashes, 1 rear to rear crash and 2 crashes that were not categorized. Around thirty percent of crashes resulted in injury or possible injury, and no fatal crashes were reported along the corridor. It is understood that one fatal crash occurred in 2016 at the intersection of the Market East driveway where a motorist reportedly struck a bridge abutment for the Interstate 84 overpass. Very few crashes (5 out of 111) occurred during the morning peak, and roughly thirty-four percent of crashes occurred overnight between 8 PM and 6 AM.

None of the crashes reported at the two existing Site Driveways occurred following the opening of Phase 1.

FUTURE CONDITIONS

The following section presents the analysis of future conditions at the study area intersections.

There are no significant changes to the Site expected as part of Phase 2, apart from internal renovations required to accommodate the proposed uses. Additional off-site or abutting site overflow parking has been proposed by the Applicant as discussed in prior sections of this letter.

No-Build Conditions

In accordance with the Phase 1 assessment dated July 31, 2018, this assessment applies no growth factor to the observed August 2022 volumes based on the premise of low or negative traffic growth throughout the region and no known planned development projects within the Study Area. As a result, the "No-Build" condition largely represents the existing conditions evaluated above.

Project Trip Generation

The Project Trip Generation was assessed in BETA's August 5, 2022, letter to the City of Hartford Planning Department. This found the proposed Phase 2 of the Parkville Market project is estimated to generate approximately 245 weekday evening peak hour vehicle trips (150 entering, 95 exiting), and 290 Saturday mid-day peak hour vehicle trips (158 entering, 132 exiting). The assessment noted the significant probability for walk, bike, and transit trips given the Site's proximity to CTfastrak and local bus service surrounding the study area. The existing Park Street area accommodates the significant pedestrian travel associated with the transit connections with very wide sidewalks, curb extensions, and several crosswalks. Additionally, it was observed that the Brewery, which was assumed as part of Phase 1, had not yet been developed. Since this land use within the site is still anticipated, the trips estimated for the Brewery during the Phase 1 analysis were incorporated into the Phase 2 Trip Generation assessment presented in the August 5, 2022 letter. This resulted in an additional estimated vehicle trips of 295 during weekday evening peak hour (181 entering, 114 exiting) and 335 during the Saturday mid-day peak hour (184 entering, 151 exiting).

Project Trip Distribution and Assignment

The projected vehicle trips estimated in the August 5, 2022 letter were applied to the Study Area roadway network based on existing travel patterns revealed by the Turning Movement Count exercise. It is noted that Interstate 84 (East and West) is accessible via Sisson Avenue to the west of the Study Area. Based on this regional connection, an emphasis on trips was associated to/from the west via Park Street, particularly during the evening peak hour. All trips were associated to the Site based on existing Site Circulation patterns. This assumes the existing easements related to the Eastern Site driveway remain. This

assessment provides a conservative analysis of the Site driveway operations, noting other areas of overflow parking may be used to disperse traffic. A summary of vehicle trip distribution is provided in Table 1.

Table 1: Directional Distribution

Roadway	Direction	Percent
Park Street	West	41% PM, 42% Sat
Park Street	East	34% PM, 38% Sat
Francis Avenue	South	10% PM, 5% Sat
Laurel Street	North	15% PM, 15% Sat

Pedestrians are generally expected to utilize Park Street to/from the CTfastrak station on the southeastern corner of Francis Avenue or the abutting local bus stops along Park Street. This requires pedestrians to cross Park Street somewhere between the Site and the bus station. Other pedestrian connections are likely between areas of overflow parking defined in earlier sections. This is expected to be of most impact for any parking at 1477 Park Street as pedestrians must cross Park Street. Other pedestrian trips may be related to commercial uses opposite the Market such as the mixed-use building at 1429 Park Street or the nearby Pope Park east of Interstate 84.

Build Traffic Volumes

The estimated trip generation was applied to the existing study area network based on the estimated distribution patterns to develop the "build" condition.

TRAFFIC OPERATIONS

The following section provides a description of the methodology used to evaluate traffic conditions and the results of the Level of Service and queuing analysis.

Methodology

Intersection operations at the project intersections were evaluated using the SYNCHRO software package (Version 11). Traffic operations are defined by Level of Service (LOS), which is a qualitative measure that associates LOS with vehicle delays. The criteria for unsignalized intersections are different than for signalized intersections because drivers expect different performance levels from each type of intersection. The relationship between LOS and delay is summarized in Table 2.

Table 2: Level of Service Criteria

LOS	Unsignalized Intersection Criteria Average Total Delay (Seconds per Vehicle)	Signalized Intersection Criteria Average Total Delay (Seconds per Vehicle)
A	< 10.0	< 10.0
B	10.1 to 15.0	10.1 to 20.0
C	15.1 to 25.0	20.1 to 35.0
D	25.1 to 35.0	35.1 to 55.0
E	35.1 to 50.0	55.1 to 80.0
F	> 50.0	> 80.0

Operational Analysis Results

The following section presents the results of the Level of Service and delay for the future background conditions during the weekday afternoon and Saturday midday peak hours. The Level of Service summary is presented below in Table 3. Average delays, in seconds, are shown in parenthesis.

Table 3: Level of Service (Delay) Summary

Intersection	Approach	PM Peak Hour		Saturday Peak Hour	
		Existing	Build	Existing	Build
Park St./Hazel St.	EB (L)	A (8.5)	A (8.7)	A (8.4)	A (8.6)
	SB	C (15.2)	C (17.7)	B (14.5)	C (17.2)
Park St./Francis Ave.	NB	C (27.8)	C (31.1)	C (21.9)	C (22.2)
	WB (T)	A (8.5)	B (10.0)	A (8.5)	A (9.0)
	WB (L)	A (8.5)	A (9.5)	A (7.9)	A (8.0)
	EB (T)	B (16.9)	B (20.0)	B (17.2)	B (19.5)
Park St./Orange St.	EB (L)	A (8.5)	A (8.7)	A (8.5)	A (8.7)
	SB	D (28.6)	E (47.6)	C (19.3)	D (25.8)
Park St./Bartholomew Ave.	NB	C (18.9)	C (24.4)	C (15.5)	C (18.8)
	WB (L)	A (8.9)	A (9.4)	A (8.4)	A (8.7)
Park St./West Dwy.	EB (L)	A (0.3)	A (2.1)	A (0.5)	A (2.1)
Park St./ East Dwy.	SB (L)	D (26.7)	F (53.5)	C (17.9)	D (28.8)
Park St./Pope Park Hwy./Central Dwy.	NB	D (29.2)	D (29.0)	C (19.0)	C (22.9)
	WB (L)	A (9.0)	A (9.0)	A (8.3)	A (8.3)
Park St./ Pope Commons Driveway	EB (L)	A (8.6)	A (9.0)	A (8.4)	A (8.8)
	SB	B (14.7)	C (17.3)	B (14.8)	C (17.7)
Park St./ Laurel St.	EB (L)	A (9.3)	A (9.8)	A (4.5)	A (4.6)
	EB (T)	B (10.1)	B (10.6)	A (5.2)	A (5.5)
	WB (T)	B (18.5)	C (20.2)	B (11.6)	B (12.5)
	WB (R)	A (9.2)	B (11.0)	A (4.1)	A (5.7)
	SB	C (31.9)	C (31.7)	B (17.8)	B (16.7)

As previously discussed, no background growth is anticipated for this area, therefore the Existing conditions analysis also represents the No-Build condition. As shown in Table 3, all approaches are expected to operate at LOS D or better during both peak hours under the No Build conditions.

During the PM peak hour, the LOS for the Orange Street southbound approach to Park Street is expected to drop from D to E between the No Build and Build conditions. The average delay per vehicle increases by 19 seconds as a result of the additional site generated traffic. The East Site exit driveway southbound

left turn onto Park Street drops from LOS D during the No Build condition to LOS F under the Build condition, with an increase in average delay per vehicle of 26.8 seconds.

During the Saturday peak hour, all approaches and movements are expected to operate at LOS D or better.

Queueing Conditions

Table 4 shows the 95th percentile queue lengths for the critical movements within the study area intersections.

Table 4: 95th% Queue Lengths (Feet) Summary

Intersection	Approach	PM Peak Hour		Saturday Peak Hour	
		Existing	Build	Existing	Build
Park St./Hazel St.	EB (L)	2'	2'	1'	1'
	SB	9'	11'	10'	13'
Park St./Francis Ave.	NB	66'	74'	52'	55'
	WB (T)	226'	262'	203'	248'
	WB (L)	37'	39'	29'	31'
	EB (T)	363'	466'	334'	427'
Park St./Orange St.	EB (L)	2'	2'	3'	3'
	SB	56'	88'	27'	38'
Park St./Bartholomew Ave.	NB	15'	22'	8'	12'
	WB (L)	2'	3'	1'	1'
Park St./West Dwy.	EB (L)	2'	13'	4'	14'
Park St./ East Dwy.	SB (L)	29'	98'	6'	50'
Park St./Pope Park Hwy./Central Dwy.	NB	56'	56'	30'	38'
	WB (L)	7'	7'	5'	5'
Park St./ Pope Commons Driveway	EB (L)	8'	8'	7'	8'
	SB	28'	35'	30'	38'
Park St./ Laurel St.	EB (L)	95'	99'	26'	28'
	EB (T)	201'	236'	62'	81'
	WB (T)	251'	325'	113'	151'
	WB (R)	121'	139'	46'	57'
	SB	201'	204'	77'	75'

As shown in Table 4, the longest queue lengths occur along the Park Street approaches to the signalized intersections at Francis Street and Laurel Street. The biggest increase in queue length between the No Build and Build conditions is shown for the eastbound Park Street approach to Francis Street, which is expected to extend an additional 103 feet, or approximately 4 vehicles. The East Site exit driveway southbound left turn queue length is expected to increase 69 feet during the PM peak hour and 24 feet during the Saturday peak hour, or approximately 3 and 2 vehicles, respectively. Overall, the queue lengths within the study area are not anticipated to increase significantly as a result of the additional site generated traffic.

MITIGATION

Review of the traffic operations analysis suggests the existing study area roadway network can accommodate the nominal increases in delay and queue associated with Project Site traffic. Further, the study area provides very wide sidewalks with curb extensions, high visibility crosswalks, and other streetscape features which can accommodate high pedestrian traffic to and from the CT fastrak Parkville Bus Station and adjacent bus stops. The existing Park Street section within the Study Area provides seven crosswalks, four of which are signalized at Francis Avenue and Laurel Street. The signalized crossing at Francis Avenue directly abuts the Parkville Bus Station and provides a safe (exclusive phase) crossing to the northern side of the roadway.

While the above assessment finds the proposed development can be accommodated within the existing infrastructure, the following section summarizes some potential measures that could improve conditions within the study area.

Pedestrian Warning Signage and Crosswalks

CTDOT's Pedestrian Safety Countermeasure Guidance at Marked Uncontrolled Crosswalks indicates that high-visibility crosswalks with markings and signage are appropriate for the study intersections, based on Average Daily Traffic, 85th percentile speeds, and number of lanes. Review of existing conditions suggests inconsistent pedestrian signage at Bartholomew Avenue.

It is understood that the City is undertaking a streetscape project for Bartholomew Avenue. It is recommended that the City re-evaluate the existing pedestrian crosswalk signage as part of the Streetscape Project to ensure adequate warning to motorists, particularly given the two bridge underpasses, which obscure natural light and reduce visibility.

Wayfinding Signage

The Applicant will coordinate with the City and CTtransit to install additional wayfinding signs for the Site at or near the Parkville Bus Station directing pedestrians towards the Site. Similarly, wayfinding signage and other transit info will be provided on the Site to inform patrons of the local bus service and nearby Bus Station.

CONCLUSIONS

Using standard traffic engineering practices, this Traffic Impact and Site Access study has:

- Provided an update on the Project History and assessments to date throughout the development of the Project.
- Provided an updated summary of the existing conditions based on an expanded study area when compared to the Phase 1 Assessment.
- Provided a summary of existing (and future) site circulation patterns.

- Obtained traffic volume at all study area intersections in August 2022 to assess conditions after the opening of Phase 1 of the project.
- Evaluated updated crash history on Park Street throughout the study area and at the study area intersections.
- Discussed an estimate of future trips generated by the second phase of development,
- Evaluated existing and future traffic operations at the study area intersections and site driveways.
- Discussed potential measures to improve overall operations throughout the study area.

This study shows that:

- Based on an analysis of trip generation, the 2nd Phase of the proposed market, in addition to the Brewery from Phase 1, is expected to generate 295 vehicle trips during the afternoon peak hour and 335 trips during the Saturday peak hour.
- The traffic operational analysis reveals that there will be no significant impact to the adjacent roadway network as a result of the additional site generated traffic anticipated as part of the Phase 2 redevelopment.

If we can be of any further assistance regarding this matter, please contact us at our office.

Very truly yours,
BETA Group, Inc.

Joe Rimiller, P.E., PTOE
Senior Traffic Engineer

Job No: 10595

Paul Ashworth

From: Dellaripa, Frank
Sent: Tuesday, September 20, 2022 10:41 AM
To: Paul Ashworth
Cc: Hartford Planning Division
Subject: RE: 1390 Park Street - Parkville Market Phase 2 Traffic Analysis

No issues with the report, very thorough.

Frank

Frank Dellaripa
City Engineer / Assistant Director
50 Jennings rd, 2nd Floor
Hartford, CT 06120
O: (860) 757-9975
C: (860) 214-8027
F: (860) 722-6215

From: Paul Ashworth <Paul.Ashworth@hartford.gov>
Sent: Tuesday, September 20, 2022 10:29 AM
To: Dellaripa, Frank <Frank.Dellaripa@hartford.gov>
Cc: Hartford Planning Division <oneplan@hartford.gov>
Subject: RE: 1390 Park Street - Parkville Market Phase 2 Traffic Analysis

Sorry Frank, I failed to attach. See attached for the traffic study.

We received an updated traffic study for this project. The scope hasn't changed, however while the first traffic impact letter only included total trips generated, this edition includes projected impacts, LOS for surrounding intersections and mitigation recommendations.

Does DPW have any comments or requests?

This project is going to the 9/27/22 Planning & Zoning Commission hearing.
Thank you,
Paul Ashworth
Senior Planner
City of Hartford - Department of Development Services
Planning & Zoning Division
he/him
260 Constitution Plaza, 1st Floor
Desk: 860-757-9055

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Make an appointment online: https://developmentservices.setmore.com/

From: Paul Ashworth
Sent: Tuesday, September 20, 2022 10:24 AM
To: Frank Dellaripa (Frank.Dellaripa@hartford.gov) <Frank.Dellaripa@hartford.gov>
Cc: Hartford Planning Division <oneplan@hartford.gov>
Subject: RE: 1390 Park Street - Parkville Market Phase 2 Traffic Analysis

Hi Frank,

We received an updated traffic study for this project. The scope hasn't changed, however while the first traffic impact letter only included total trips generated, this edition includes projected impacts and LOS for surrounding intersections.

Does DPW have any comments or requests?

This project is going to the 9/27/22 Planning & Zoning Commission hearing.

Thank you,
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he/him
260 Constitution Plaza, 1st Floor
Desk: 860-757-9055

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From: Paul Ashworth
Sent: Tuesday, August 9, 2022 5:34 PM
To: Frank Dellaripa (Frank.Dellaripa@hartford.gov) <Frank.Dellaripa@hartford.gov>
Cc: Hartford Planning Division <oneplan@hartford.gov>
Subject: 1390 Park Street - Parkville Market Phase 2 Traffic Analysis

Hi Frank,

We received a site plan application for Phase 2 of the Parkville Market development. They are adding ~20,000 square feet of restaurant and event space. We asked them to update the transportation management plan they provided in 2018 for Phase 1. They sent us the attached letter in response.

I also attached the original transportation management plan for reference. Does DPW/Traffic have any comments or requests?

One note, they do not go into levels of service at surrounding roadways in the updated plan.

Thank you,
Paul Ashworth
Senior Planner
City of Hartford - Department of Development Services
Planning & Zoning Division
he/him
260 Constitution Plaza, 1st Floor
Desk: 860-757-9055

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