

NEW HARTFORD CENTER

DATE ACCEPTED: MARCH 23, 1994

# A VISION AND ACTION PLAN FOR THE FUTURE

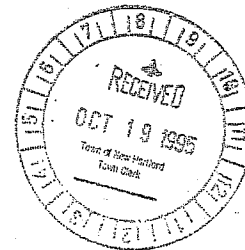
TOWN OF NEW HARTFORD - CLIENT

RICHTER CEGAN & WARD, INC. - LANDSCAPE ARCHITECT AND URBAN DESIGNER

BARKAN & MESS ASSOCIATES, INC. - TRAFFIC ENGINEERS

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A VISION FOR THE FUTURE

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# NEW HARTFORD CENTER STUDY

## - INTRODUCTION

In June of 1993 the Town of New Hartford commissioned Richter Cegan and Webb, Inc. to undertake a study of New Hartford Center. The study is intended to suggest general planning and design recommendations for New Hartford Center and generate directions for possible future improvements.

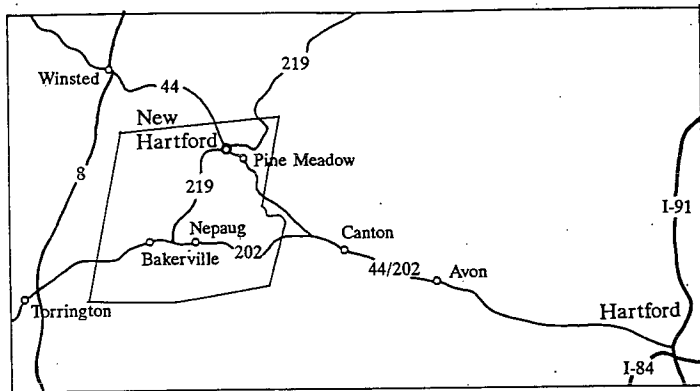
## INVENTORY and ANALYSIS

The first phase of the New Hartford Center Study is the completion of an inventory and analysis of the study area. The purpose is to isolate those specific conditions which make up New Hartford Center and might guide or impact future improvements or potential development. This evaluation serves as a basis for the planning and design recommendations that will follow in the second phase.

Some of the specific components that were evaluated are:

- historic and natural factors that are important for understanding past development patterns and future development.
- zoning, land-use, and ownership patterns which determine land-use guidelines.
- vehicular and pedestrian patterns that are one source of New Hartford's greatest liability and will become a central element for future recommendations.
- visual and spatial character studies that are the culmination of this assessment.

This information is then synthesized or weaved together to form a clear direction for improvements and future development. Although this first phase is presented in sections, it should be seen as a whole, with all elements contributing to our understanding of New Hartford Center's problems and opportunities for improvement.



## DESCRIPTION

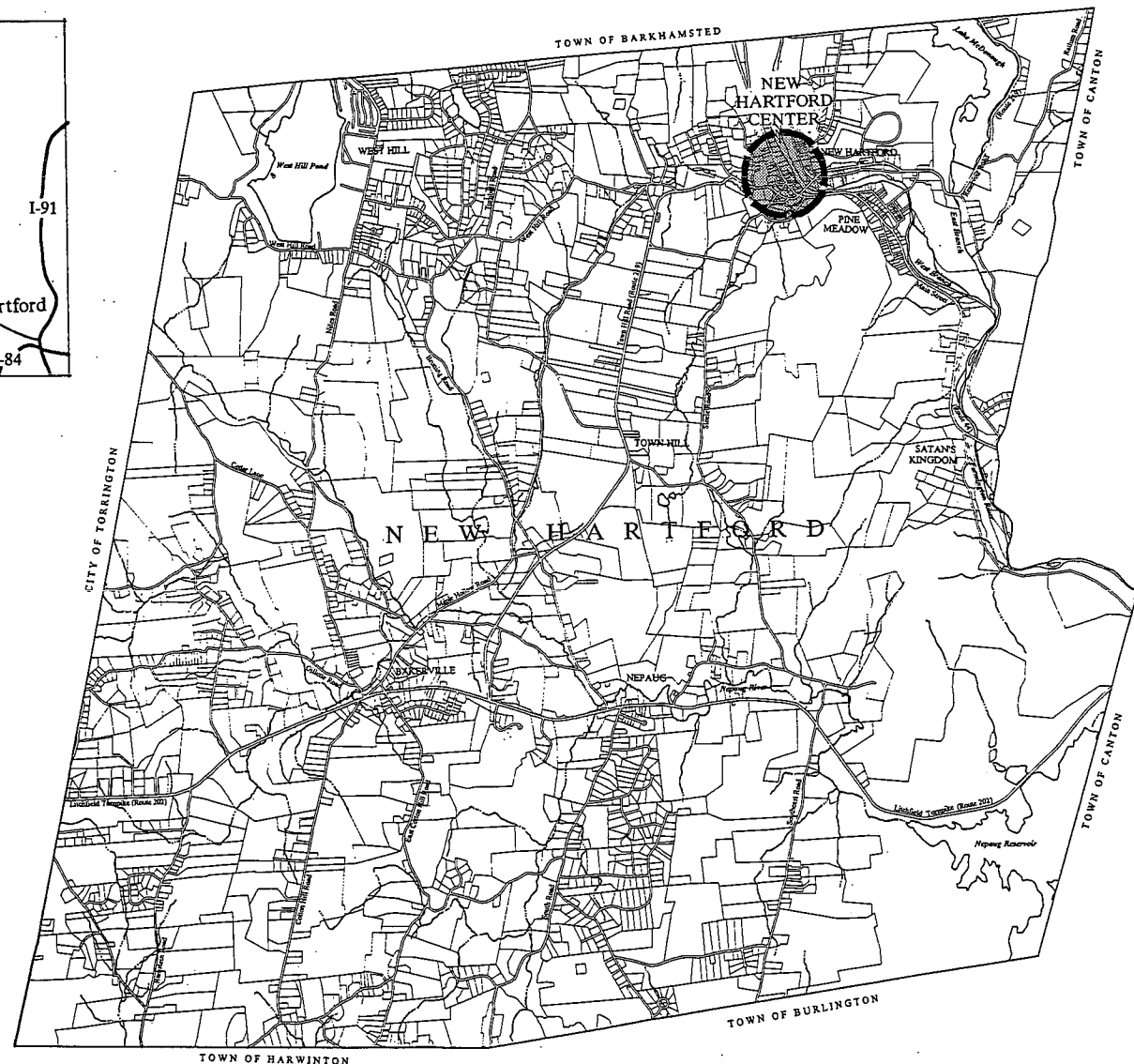
The Town of New Hartford is located in the northwest corner of Connecticut and is approximately 20 miles northwest of Hartford. The Town is accessible by Routes 44, 219, and 202. Route 44 is the primary access through New Hartford and many people travel this roadway between Hartford and points west.

New Hartford Center is located in the northeast corner of New Hartford and acts as the primary civic and business center for New Hartford's neighborhoods and villages. Some of these neighborhoods are Pine Meadow, Bakerville, West Hill, Nepaug, and Town Hill. With the exception of Pine Meadow, most of New Hartford's neighborhoods are situated over 2 miles from the center and separated by a rural landscape.

New Hartford is bordered by the Towns of Barkhamsted, Harwinton, Torrington, Burlington and Canton. It is not uncommon for the residents of New Hartford to take advantage of a larger selection of some retail and services supplied by these neighboring communities.

## SOURCE

Map taken from the 1993 New Hartford Plan of Development, prepared by Glen R. Chalder.



## DESCRIPTION

Historically, New Hartford Center was drawn to its location because of the River. It grew in a linear pattern along Main Street (Route 44) contained by the Farmington River on one side and steep slopes on the other. The commercial and municipal areas centered around intersections of major roads. This area was what is now the intersection of Main Street, Bridge Street, Central Avenue and Church Street. The residential area grew from the edge of the business district and continued north along Main Street.

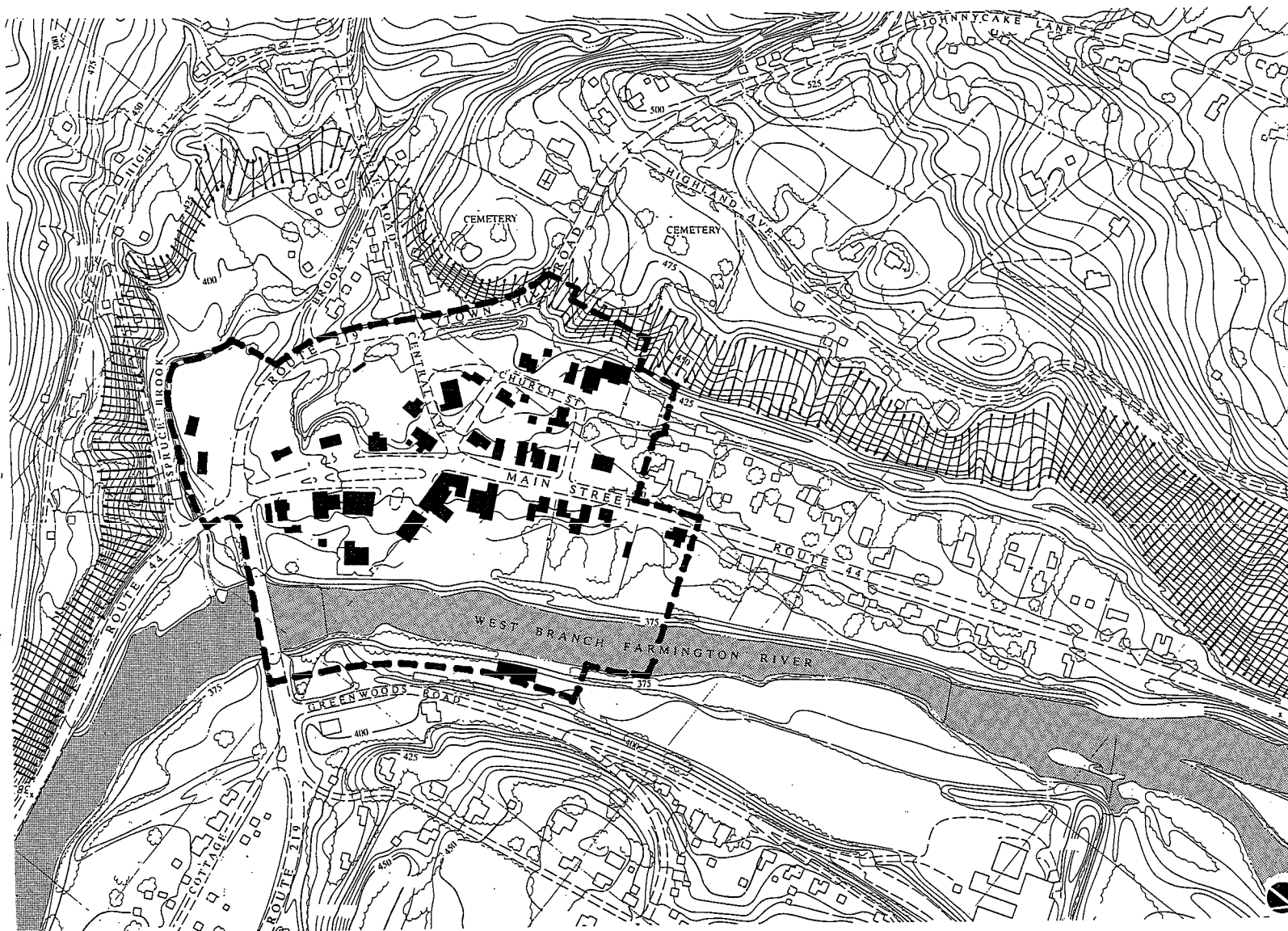
This pattern of growth is still recognizable today and the Study Area has been established around this 'heart' of New Hartford Center.

The site is accessed and bisected by Route 44 and Route 219. Route 44 directly affects the study area as it is the passage through, and acts as a gateway to the Center. Being the most used road in New Hartford, it is also the first impression many visitors will receive of New Hartford.

The Center is defined and contained by physical and visual boundaries: northerly, the residential district and steep slopes; southerly, steep slopes and the Farmington River pinching together along Route 44 and more immediately Spruce Brook; westerly, steep slopes and two cemeteries on opposite sides of Route 219; easterly, the Farmington River.

## SOURCE

Base adapted from map titled "Relocation of U.S. 44", sheet 22 of 29, prepared by Teledyne Geotronics for the Connecticut Department of Transportation, dated April 12, 1970.



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STUDY AREA 4

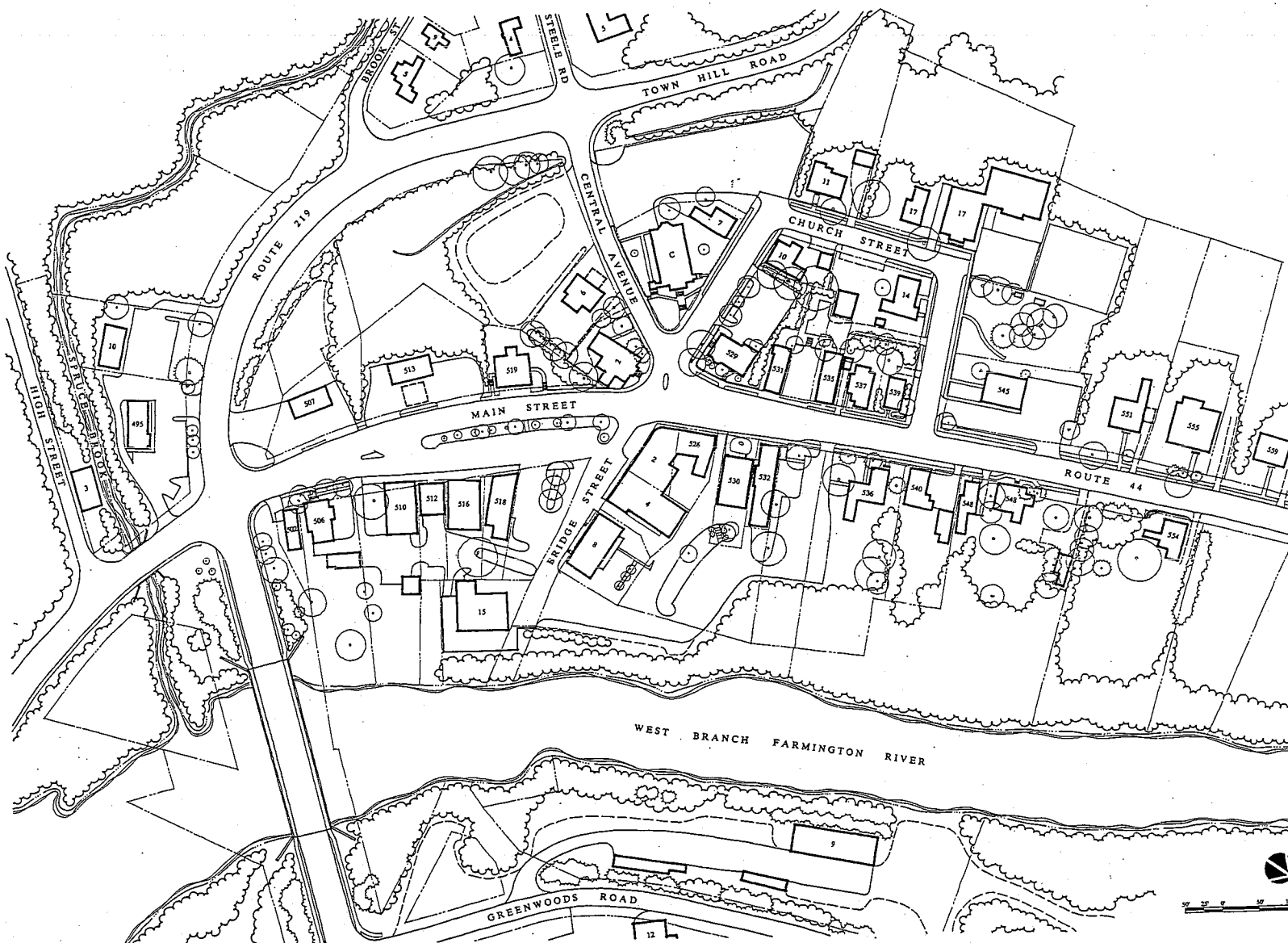
# NEW HARTFORD CENTER STUDY

## SOURCE

Base map is illustrative only and has been compiled from numerous sources for this concept study. Some discrepancies may exist on actual property lines, easements, etc. Follow-up work should be based on a more accurate comprehensive survey of individual properties as required.

Base compiled from the following sources:

1. Various surveys provided by Nascimbini & Jahne Surveyors, P.C. and the Town Clerks Office, prepared by various surveyors, with varying dates.
2. New Hartford assessors maps, photocopied June/July 1993.
3. Aerial Map prepared by AeroGraphics Corp., dated April 4, 1990.
4. Maps from Connecticut Department of Transportation, Signal Operations Plans, dated December 1974 and June 1987.
5. Map titled "Relocation of U.S. 44", sheet 22 of 29, prepared by Teledyne Geotronics for the Connecticut Department of Transportation, dated, April 12, 1970.
6. Map titled "Town of New Hartford, map showing land to be released to Town of New Hartford by the State of Connecticut", prepared by Stanley L. Allen, Project No. 91-72, sheet 1 of 9, dated July 1967.
7. Map titled "Relocation of Route No. 219", Project No. 91-76, sheet 2 and 3 of 6, dated 1958.
8. Map titled, "Connecticut State Highway Department, Right of Way Map Town of New Hartford, Hartford-Winsted Road from New Hartford Center Southeasterly about 4,000 feet. Route U.S. 44", dated April 30, 1943.
9. Field observation by Richter Cegan & Webb, Inc., June/July/August, 1993.



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# NEW HARTFORD CENTER STUDY

BASE MAP 5

## SOURCE

1. Newman Hall - Historian
2. New Hartford Historical Society
3. Booklet titled "New Hartford"
4. "People and Places", New Hartford, Connecticut, 1883, published by the New Hartford Historical Society in 1993.
5. "New Hartford Historic District Study Committee Report", dated 1979.

## DESCRIPTION

New Hartford Center character is defined by its history. Economics, flooding, fires, transportation corridors, and people have all been contributors to New Hartford's present image.

### 1734 to early 1800's

In 1734 the first settlers arrived in New Hartford. The Town Center (a church also used as a Town Hall) was established on a hilltop centrally located in New Hartford. This area was, and still is, known as Town Hill.

### Early to mid 1800's

With the arrival of the industrial revolution, people began to realize the value of the rivers for water power and the population began to shift away from Town Hill to the river valleys. Four village centers developed during this time: Bakerville, Nepaug, Pine Meadow, and New Hartford. The location of New Hartford and Pine Meadow took advantage, not only of the river, but also the main road linking Hartford and Albany (now called Route 44).

For a time, Town meetings alternated between the North Church in New Hartford Center and a church in Nepaug. In 1876, however, a Town Hall was constructed in New Hartford Center making it the municipal center for the surrounding New Hartford villages.

### Mid to late 1800's

Throughout the 19th century there were a variety of factories and mills in New Hartford Center. In 1845 the Greenwoods Company (a cotton mill) was established. In 1849 the company built a dam to the north of the Center on, what is now, the west branch of the Farmington River. The resulting pond, called Greenwoods Pond, not only assured power to the mill, but also provided recreation for the people of New Hartford and encouraged tourism from surrounding towns.

It was during this time the railroads came to New Hartford Center with both passenger and freight trains.

### Early to mid 1900's

New Hartford Center began experiencing an economic decline beginning with the departure of the Greenwoods Company. The decline continued with a fire in 1918 that destroyed two major industries, a flood in 1936 that washed out Greenwoods Dam and Pond, a devastating flood in 1955, and the closing of the railroads due to competition from the roadways.

### Mid to late 1900's

A slow revival of New Hartford Center economy began after World War II ended. Businesses filled the surviving Greenwoods Company buildings.

With the growth of the automobile industry, roadways were expanded. In the 1940's Route 44 was realigned. In the 1950's Route 219 was relocated and a new bridge built.

### Today

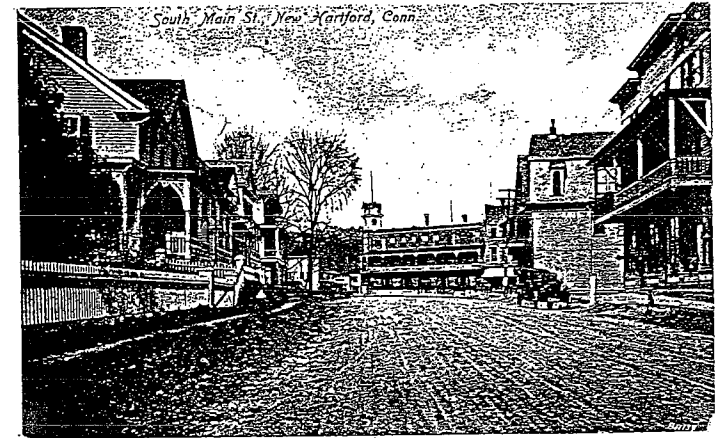
Presently, the river has lost its importance as a source for power and is used mainly for passive recreation. As the river's usefulness for energy declined so did its visibility, and the Center gradually turned its back toward the river.

Route 44, although no longer the major connection between Hartford and Albany, remains the most heavily traveled road in New Hartford. As it has in the past, and as vehicular demands increase, Route 44 will continue to influence the character of the center.

The Town Hall was rebuilt in 1895 after a fire destroyed the original structure. The Town Hall is still used for Town offices and, along with the Post Office and Library, it continues to act as an anchor for civic activity in New Hartford.

### Summary

New Hartford Center's history has shaped what it is today; the importance of the river, the village character, and the role as a municipal center.



Looking north on Main Street (Route 44) before it was realigned and widened. "The Hotel", now called the "New Hartford House", at the end of the road was and still is one of New Hartford's "Landmarks".



Looking north on a tree lined Main Street (Route 44) in the residential area. The Community House to the left of the photo was destroyed by the fire. The Post Office now stands in this location.



## DESCRIPTION

The character of New Hartford Center can be traced to its history and architecture.

The architecture follows the pattern of development which began approximately in the early 1800's. The Center was established in a linear pattern along Main Street with business and municipal buildings centered around major crossroads (this area being what is now the intersection of Main Street, Bridge Street, Central Avenue, and Church Street). The residential area grew from the edges of the business district north along Main Street and west on Church Street.

It is the architecture built in the 1800's and the distinct styles of the business and residential districts that give the Center its image.

### Architecture of the 1800's

Most of the buildings in the study area were built during the 1800's. The buildings in the business district tend to be 3 story structures, some with balconies on the second story. In the residential area, houses tend to be 2 stories high, many with front or side porches. The two to three story massing in the business district creates "walls" enclosing the streetscape space.

The architectural styles include Carpenter Gothic, Greek Revival, Village Colonial, Victorian, Federal, and Italianate.

Building materials include clapboard and brick.

The building massing, balconies, porches, railing, and quality of details are all a part of the Center's fabric.

### Architecture Altered From the 1800's

A couple of buildings from the 1800's have been altered to a point where the style only partially represents the 1800's character. With further study, some of the buildings represented as "1800's Architecture" may also fall into the category.

### Architecture of the 1900's

A few buildings in the Center were built in the 1900's, mainly in the 60's and later. The single story buildings built during this period "break" the "walls" created by earlier buildings. The requirements of automobiles often resulted in buildings set back with a front yard of pavement and parking.

The styles are hard to define, but could include modern "Greek Revival", modern gas stations, and rustic-like structures.

Building materials include brick, clapboard, vertical wood siding, and metal siding.

Many of the buildings built in the 1900's are inconsistent with the character of the earlier buildings which established the Center's image.

### Summary

New Hartford Center has several landmark buildings and retains a mostly 1800's character. The architecture built during this period should be maintained and any development should be sensitive

## LEGEND



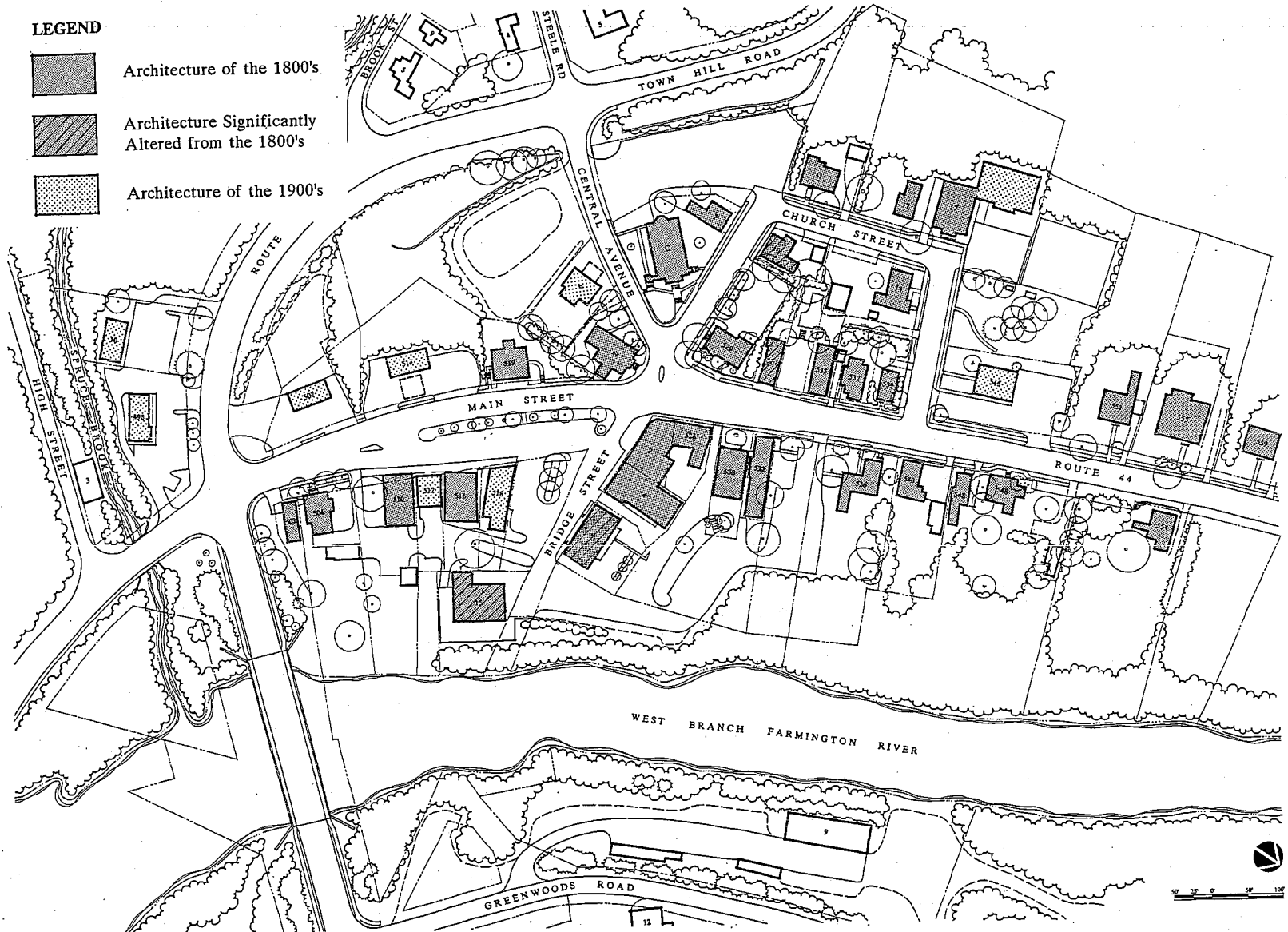
Architecture of the 1800's



Architecture Significantly Altered from the 1800's



Architecture of the 1900's











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# NEW HARTFORD CENTER STUDY

ARCHITECTURE 7



## LEGEND

-  Single-Family Residential
-  Multi-Family Residential
-  Retail, Business, and Professional Office Space
-  Municipal and Institutional
-  Industrial
-  Recreational Use, Open Space, and Vacant Lots
-  Vacant Buildings
-  Mixed Use

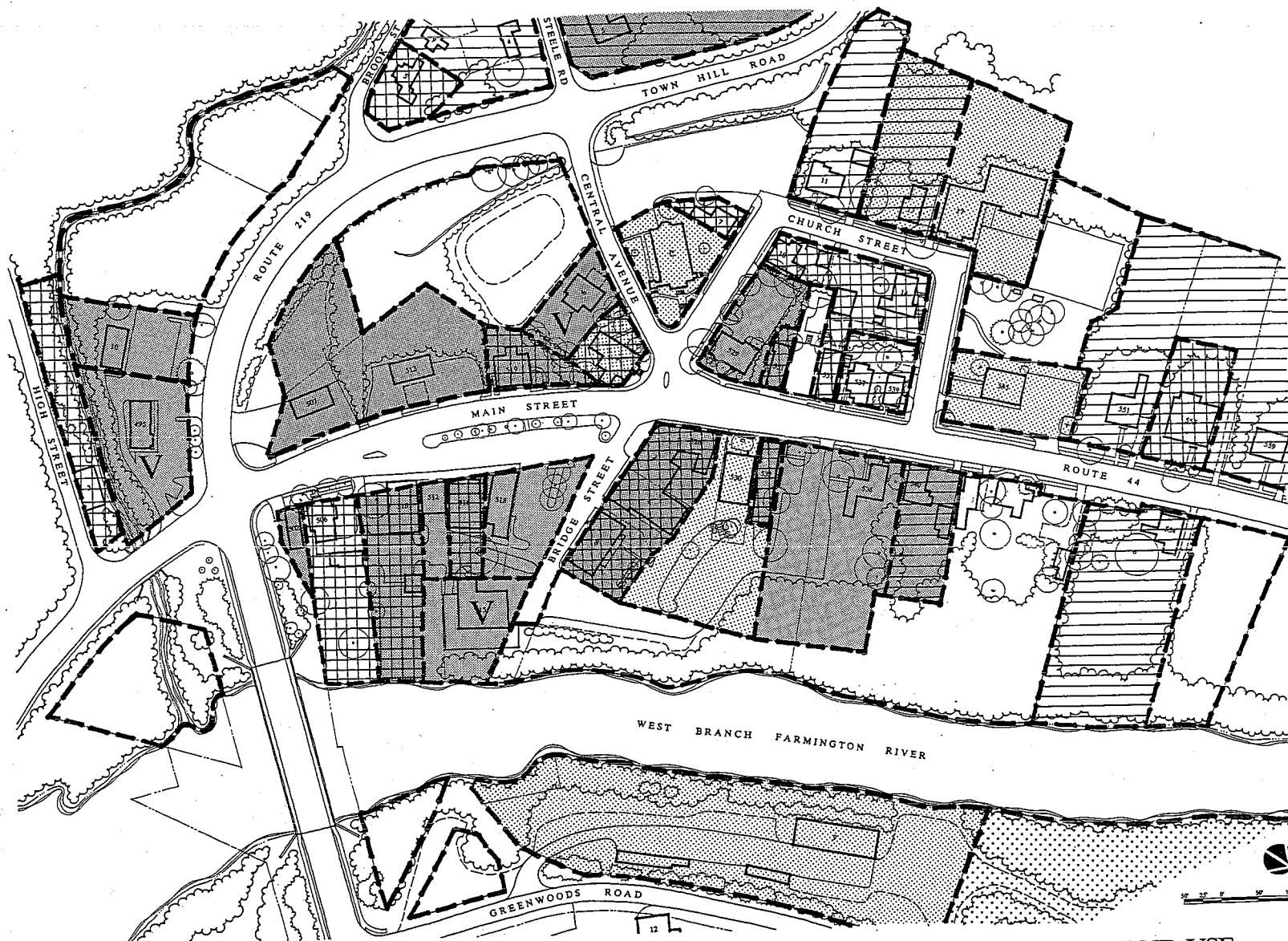
## DESCRIPTION

The Study Area is a mixture of uses: retail, business and professional office space; single family residential; multi-family residential (mainly occurring above retail and office space, and in single family homes adapted for multi-family use); municipal and institutional use (Town Hall, Library, Post Office, Municipal Parking, Immaculate Conception Church, and the North Congregational Church); areas of recreational use, open space, and vacant lots; and unoccupied buildings.

This variety of uses is beneficial to New Hartford Center with each of the uses acting to support the other. However, conflict could arise with the close proximity of single and two-family dwellings to the more active multi-family, retail, business, and municipal uses. Conversion of residential to commercial use may bring up issues of parking and service. Another conflict, based on the long term versus the short term user, could be competition for parking.

## SOURCE

Field observation by Richter Cegan & Webb, Inc.



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# NEW HARTFORD CENTER STUDY

LAND USE 8

RICHTER CEGAN & WEBB, INC. - TRAFFIC ENGINEER

## LEGEND

B-1	Business, Restricted
B-2	Business, General
I	Industrial
R-15	Residential
R-30	Residential

## DESCRIPTION

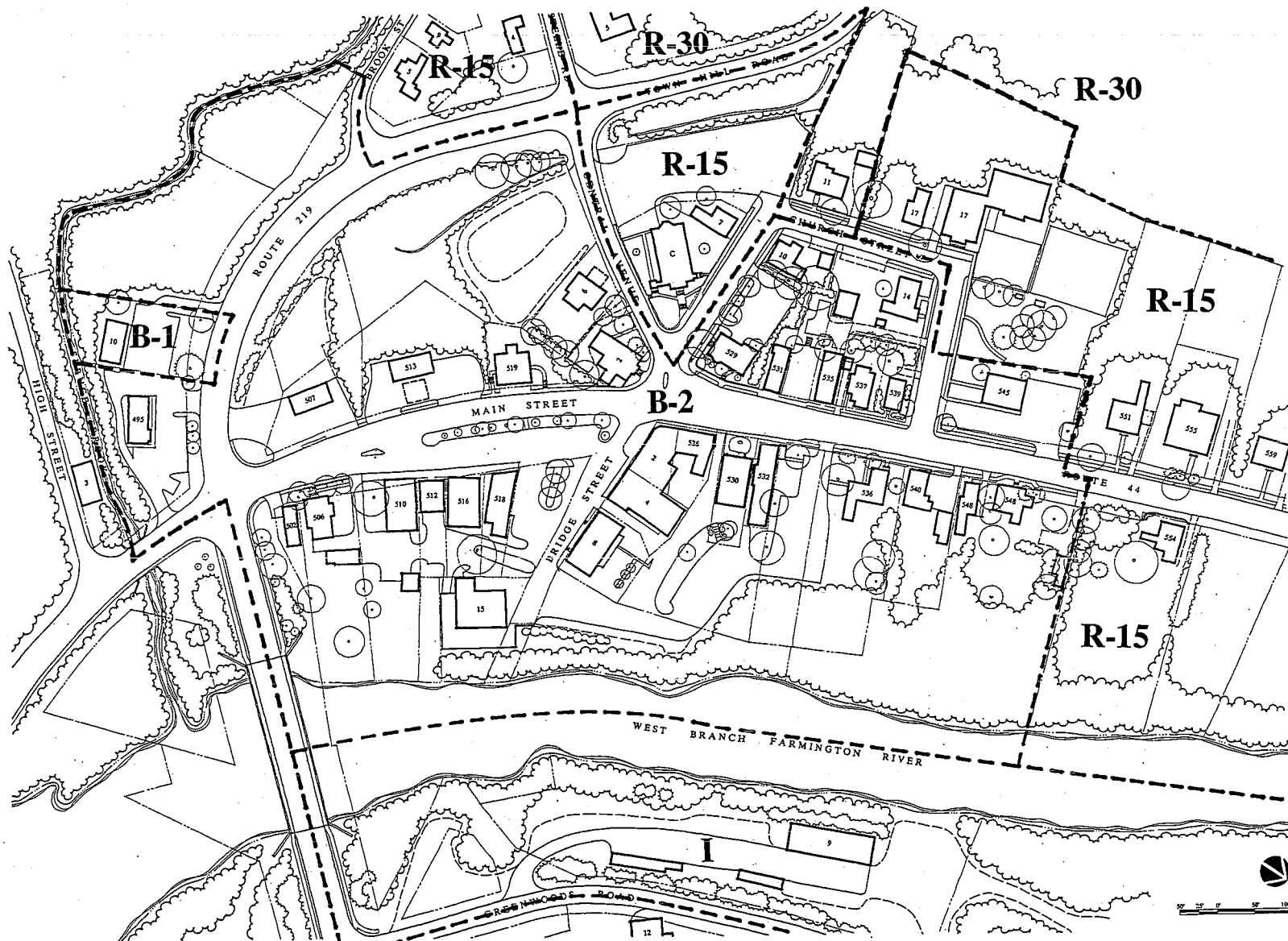
The Center is mainly zoned as business. It is surrounded by residential zones and an industrial zone to the east of the river. Within the business zone are many uses including retail, business, professional offices, municipal, institutional, single-family, and multi-family residential. Presently, the business zone is designated for business and professional offices, residential, and the continuation of existing uses. The regulations should more specifically address and encourage a mix of uses. The boundaries of the business zone within the Center could be reconfigured to provide a more integral business and commercial district. For example, the R-15 zone by Central and Church Streets may want to be included in the surrounding B-2 zone.

Maintaining the established character of the Center may require zoning which is more flexible in some regards, but more restrictive and specific in others. This zone could address issues unique to the Center in terms of use, architecture, vehicular and pedestrian circulation, open space, parking, signage, and landscaping.

See River Regulations Sheet 10 for information regarding flood plain zoning and the "Farmington River Protection Overlay District".

## SOURCE

Zoning taken from New Hartford Regulations Zoning Map, dated June 20, 1974. Revision date February 24, 1976. In areas of question assessors cards were used.



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# NEW HARTFORD CENTER STUDY

ZONING 9

**LEGEND**

----- Floodway Line

All encroachments and development within this line are prohibited unless certification is provided proving that such encroachment shall not increase flood levels during the occurrence of the 100 year flood.

----- 100 Year Flood Line

Encroachment and development are allowed in the floodway fringe (area between 100 year flood line and floodway) as long as the lowest floor is elevated to or above the base flood elevation. Non-residential structures and utilities may be constructed in the floodway fringe below the base flood elevation as long as they are floodproof and certified as such.

----- 100' Buffer Strip for "Farmington River Protection Overlay District"

No new buildings or structures allowed. Existing buildings and structures can be improved, maintained, and enlarged provided it is done in such a way so as to minimize disturbance of vegetation and natural features. Clear cutting of shrubs and trees prohibited.

Refer to Flood Insurance Studies and New Hartford Zoning Regulations (Article VI, Sections 3 and 17) for more detailed information.

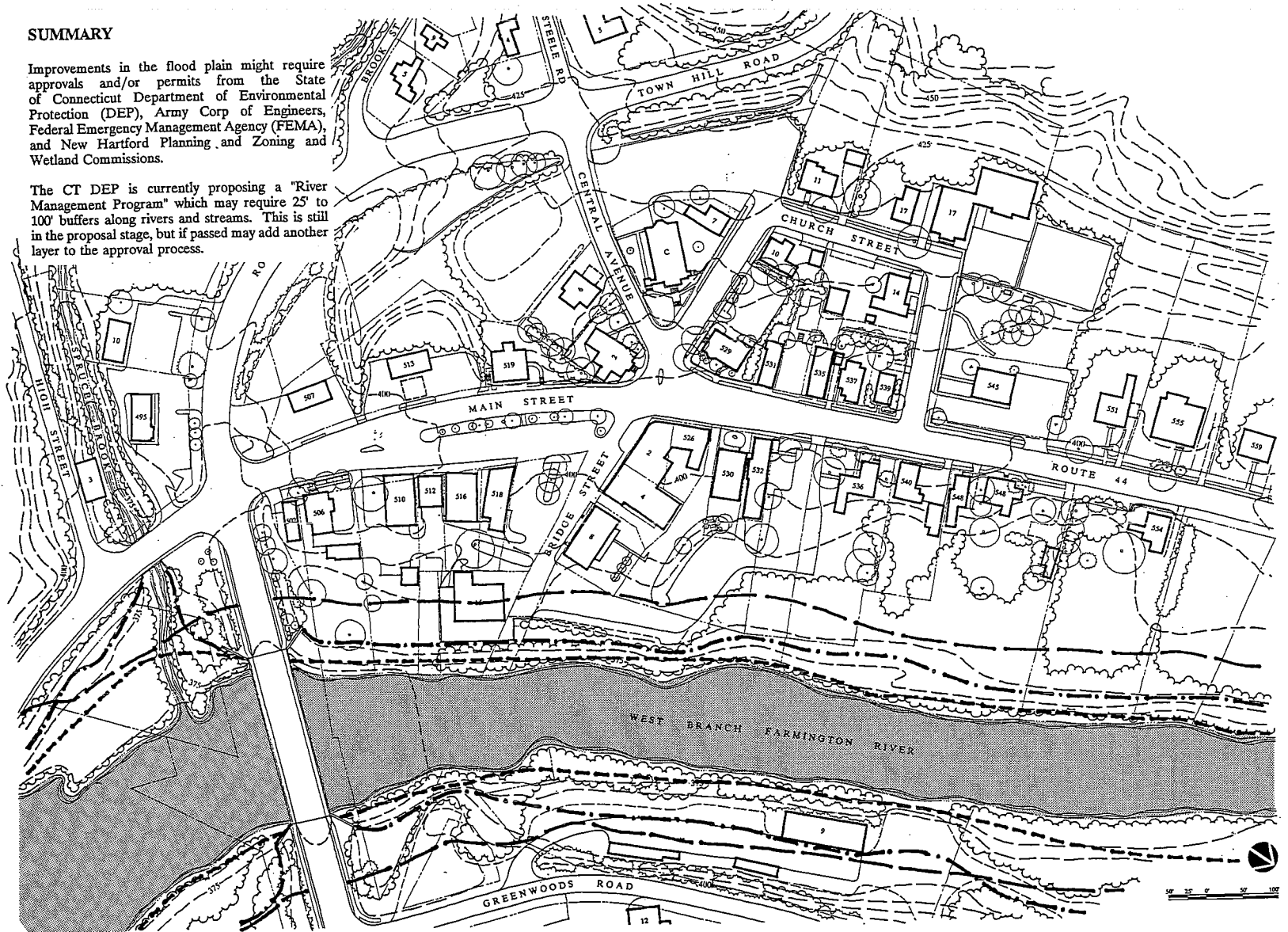
**SOURCE**

1. Floodway and 100 year flood lines are approximate only for the purpose of this study and were taken from "Flood Insurance Rate Map", Panel 6 of 20, dated February 3, 1982.
2. Topography adapted from map titled "Relocation of U.S. 44", sheet 22 of 29, prepared by Teledyne Geotronics for the Connecticut Department of Transportation, dated April 12, 1970.
3. New Hartford Zoning Regulations Article VI, Sections 3 and 17.

**SUMMARY**

Improvements in the flood plain might require approvals and/or permits from the State of Connecticut Department of Environmental Protection (DEP), Army Corp of Engineers, Federal Emergency Management Agency (FEMA), and New Hartford Planning and Zoning and Wetland Commissions.

The CT DEP is currently proposing a "River Management Program" which may require 25' to 100' buffers along rivers and streams. This is still in the proposal stage, but if passed may add another layer to the approval process.

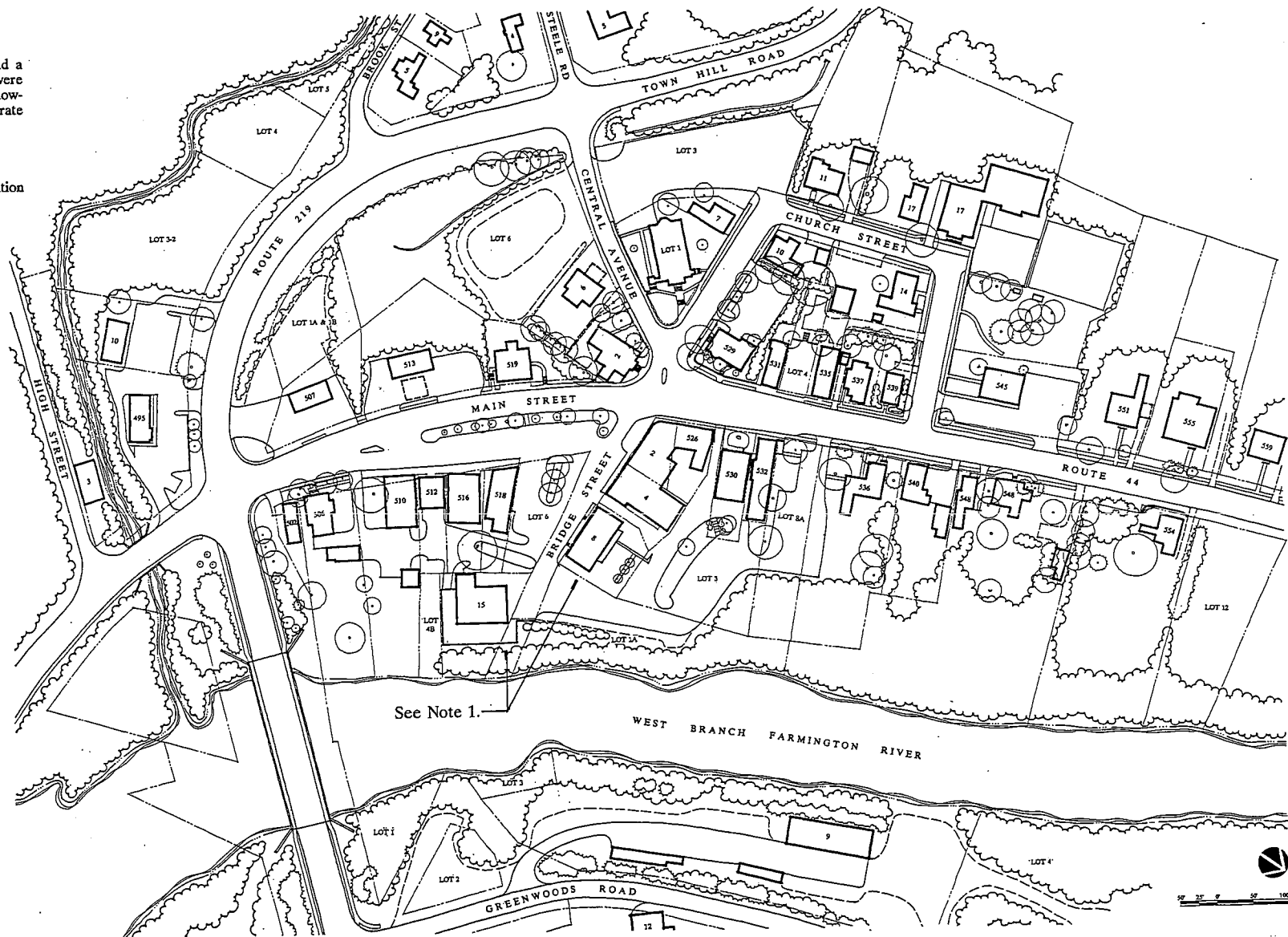


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# NEW HARTFORD CENTER STUDY

## NOTES

1. Various sources regarding Lot 1A and a portion of the Bridge Street R.O.W. were inconclusive. As with all properties, follow-up work should be based on more accurate comprehensive surveys, as required.
2. See next sheet for property owner list.
3. See Sheet 13 for ownership illustration and summary.



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NEW HARTFORD CENTER STUDY

OWNERSHIP 11

<u>ADDRESS/LOT</u>	<u>STREET</u>	<u>OWNER</u>
2	Bridge Street	Calder, Barbara
4	Bridge Street	Hoffman, John P. Jr.
8	Bridge Street	Sudyk, Frank R. & Marjorie K.
15	Bridge Street	Baron, Vincent
Lot 1A	Bridge Street	Baron, Vincent
Lot 4B	Bridge Street	Baron, Vincent
5	Brook Street	Wilcox, David F.
9	Brook Street	Stagg
2	Central Avenue	New Hartford Library, Inc.
6	Central Avenue	Ludlum, Lillian J.
Lot 6	Central Avenue	New Hartford Library, Association
Lot 1	Church Street	Immaculate Conception Church Corp.
Lot 3	Church Street	State of Connecticut
Lot 6	Church Street	New Hartford Community Club
7	Church Street	Rogers, Norman E. Jr. & Nancy P.
11	Church Street	Irwin, Clarice
17	Church Street	North Ecclesial Society of New Hartford
10	Church Street	King, Virginia
14	Church Street	Pappalardo, Norman B.
Lot 1	Greenwoods Road	Hoffman, Andrew Jr. & John Jr.
Lot 2	Greenwoods Road	Hartford Electric Co.
Lot 3	Greenwoods Road	New Hartford Village Fire Dept.
Lot 4	Greenwoods Road	New Hartford Industrial Park Inc.
9	Greenwoods Road	Town of New Hartford - DPW
12	Greenwoods Road	New Hartford Volunteer Ambulance
3	High Street	Casey, John H. & Joseph M.

<u>ADDRESS/LOT</u>	<u>STREET</u>	<u>OWNER</u>
495	Main Street	B.E. Associates of Torrington
507	Main Street	Griffin Service Center, Inc.
513	Main Street	Dolinsky Realty Corp.
519	Main Street	Fiore, Anthony, Nicholas, & Edward
529	Main Street	Misiorski, Frank A. & Clara G.
531	Main Street	Grinvalsky, Andrew
Lot 4	Main Street	York, Stephen A. & Carol G.
535	Main Street	Brown, James E.
537	Main Street	Barry, Pauline
539	Main Street	Ryan, Mary P.
545	Main Street	Cole, Everett & Hilda O.
551	Main Street	Elmore, Russell & Barbara D.
555	Main Street	Dalfino, John C. & Denise M.
559	Main Street	Kovaleski, John S. & Linda H.
502	Main Street	VHC Realty
506	Main Street	Kennedy, Charlene H. & William R. Sr.
510	Main Street	VHC Realty
512	Main Street	Shapiro, Paul
516	Main Street	Brander
518	Main Street	Fleet Bank
Lot 6	Main Street	Fleet Bank
526	Main Street	Calder, Barbara P.
530	Main Street	Town of New Hartford
532	Main Street	D'Amore, Thomas J. Jr. & David A.
Lot 8A	Main Street	D'Amore, Thomas J. Jr. & David A.
536	Main Street	New Hartford Medical & Dental Assoc.
540	Main Street	Haller, George & Michael
548	Main Street	Heath, Dorothy & Fenno F.
554	Main Street	Gagliardi, Donald & Rebecca Reslock
Lot 12	Main Street	Clark, George Jr. & Linda
4	Steele Road	Thompson, Spencer & Juniper B.
5	Steele Road	Shea, Margaret & Helen Colbert
10	Town Hill Road	Consiglio, Corrado J. & Mary C.
Lot 3-2	Town Hill Road	D'Amore Thomas J. & Marilyn
Lot 4 & 5	Town Hill Road	State of Connecticut
Lot 1A & 1B	Town Hill Road	Griffin Service Center, Inc.

## LEGEND



Private



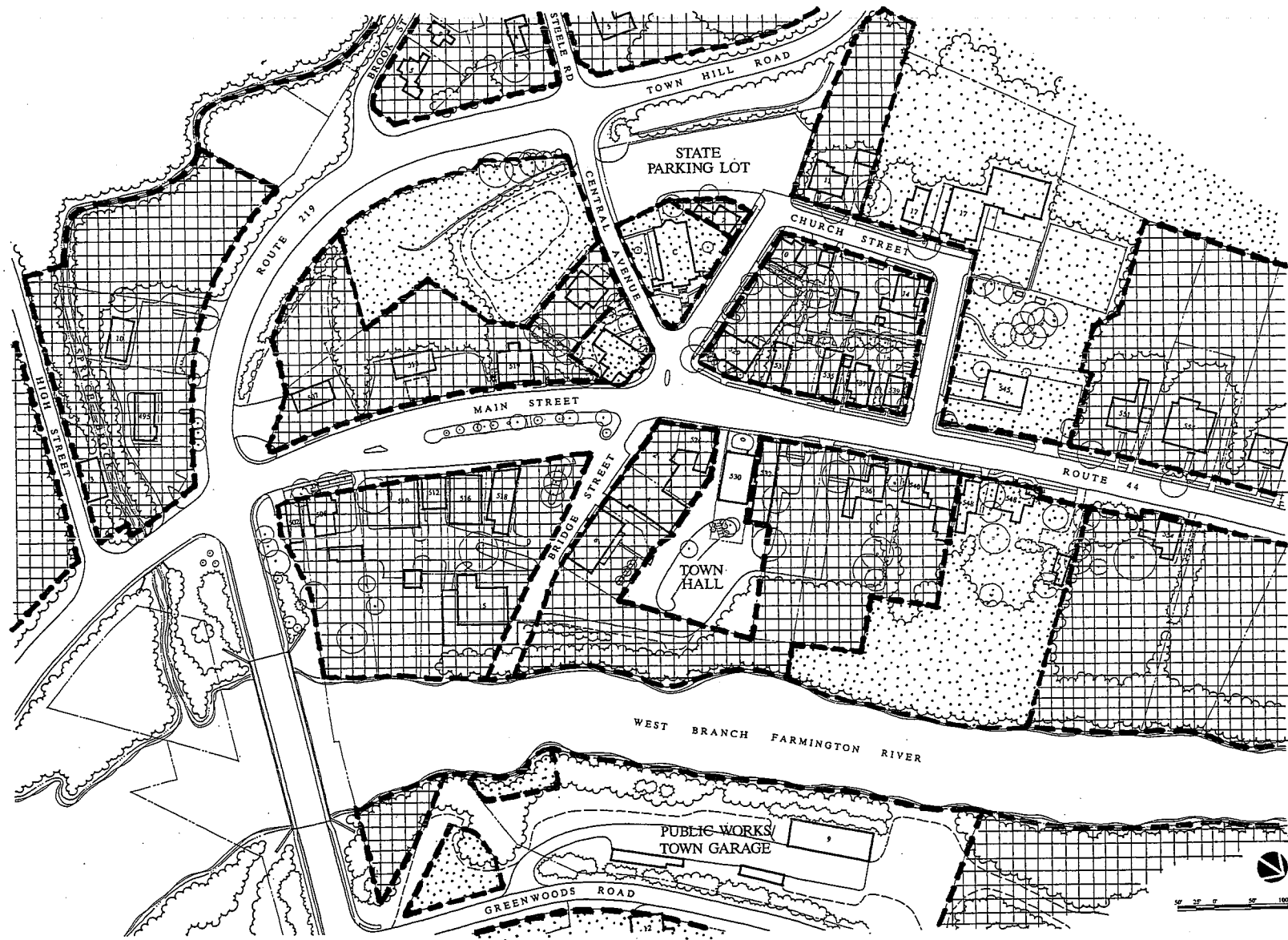
Semi-Public



Public

## DESCRIPTION

Public decisions concerning land use improvements are limited due to large amounts of private ownership and the dispersed nature of public ownership. Cooperation between property owners, semi-public holdings, and the Town will contribute greatly to maintaining and upgrading the character of New Hartford Center.



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OWNERSHIP 13

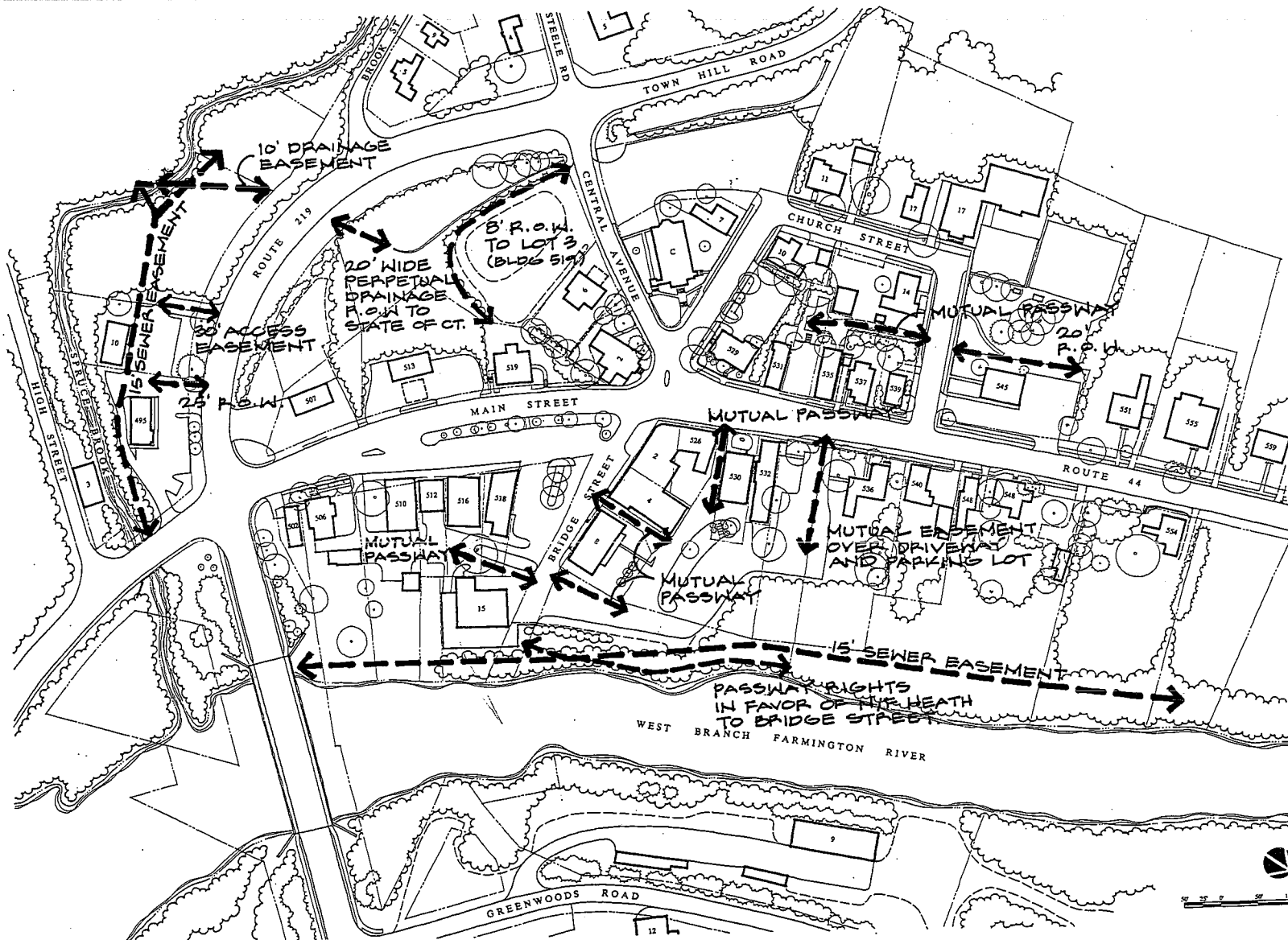
# NEW HARTFORD CENTER STUDY

## DESCRIPTION

The location of utilities, and sharing of parking and drives has resulted in easements, mutual passways, and right-of-ways. Easements shown were readily available and do not represent a complete mapping.

## SOURCE

Various surveys provided by Nascimbini & Jahne Surveyors, P.C. and the Town Clerks Office, prepared by various surveyors, with varying dates.



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# NEW HARTFORD CENTER STUDY

EASEMENTS 14



## ZONING/PLANNING

- Do not want "strip" feel.
- Demand for commercial space will increase. Need to allow for expansion while maintaining residential "patches".
- Renovate existing buildings for new business.
- Confusion with B-1/B-2 zone. Does not allow for commercial zone.
- Residential zone (building #7) in business district inconsistent with adjacent B-2 zone.

## PEDESTRIAN CIRCULATION

- Need to create a friendly environment for pedestrians. Currently a lot of mental barriers, especially in Bridge Street parking area.
- Sidewalks in poor condition.
- Responsibility of sidewalk maintenance and replacement may want to shift from owner to Town in Center area.
- Consider handicap accessibility.

## SOURCE

Comments based on a meeting with New Hartford Center property owners, merchants, Town staff, and planning consultants on September 2, 1993.

## CIVIC/MUNICIPAL CENTER

- Center anchors include Town Hall, Library, Post Office.
- Important to keep anchors in Center.

## CENTER/BRIDGE STREET PARKING

- Parking lots in Center full to limit. Need to expand.
- Lot 15 as potential parking.
- Vehicular activity on Bridge Street creates bottle-necking.
- Tenants and employees take up valuable parking spaces.
- Need long term and short term parking areas.
- Hard to regulate short term parking. Jurisdiction doesn't allow for ticketing parking violators.

## PERIPHERY PARKING AREAS (Municipal Lot, Town Hall, and Lot 8A)

- Need signage to available parking areas.
- Need pedestrian connections to lots and better lighting.
- Municipal parking used by Library and should be incorporated into new Library Plan. Possible short term parking along Central Avenue for Library.
- Town Hall parking for employees only, excludes other users.
- Lot 8A has poor site visibility when exiting because of parallel parking on Main. Possibly make one-way. Parking could be expanded into lower portion of lot.
- Some parking areas need striping.

## PARKING ON ROUTE 44

- Causes some bottle-necking.
- Without parking, walks could be widened for pedestrian use.
- Removal of parking may speed up traffic by streamlining roadway, and might make downtown look "dead".
- Businesses along Main Street need parking. Making people walk may hurt business.

## RIVER CONNECTIONS

- Would like to see strong river connection.
- Parking shouldn't overwhelm river open space.
- Need to open up views to river.

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TOWN COMMENTS 15

# NEW HARTFORD CENTER STUDY

## SUMMARY

### Landform

New Hartford Center is located in the Farmington River Valley. It is comprised of a series of gradual terraces rising from the River's edge at the east and meeting steep slopes to the west. The steep terrain wraps around New Hartford Center with slopes meeting and paralleling Rt. 44 and the River to the south and north. The development of New Hartford Center has been defined by this landform.

### Drainage

Drainage occurs mainly as sheet flow across the site toward the Farmington River. Spruce Brook also collects drainage from the site and empties into the River.

The Farmington River drains the northeastern portion of New Hartford. Its banks along New Hartford Center are shallow to moderately sloping making it easy to access the River's edge.

### Soils

The site is classified almost entirely of borrow and fill land (Bk). (Bk) is made up of borrow areas and cut and fill material over sand and gravel or coarse glacial till. Generally, the soil horizons above the underlying material have been obliterated or taken away. In places the underlying material also has been disturbed. Except in small areas on flood plains, this land is extremely droughty. It occurs most commonly in areas of Copake, Enfield, Groton, Hinckley, and Merrimac soils.

### SOURCE

Soil information taken from "Soil Survey, Litchfield County", prepared by United States Department of Agriculture Soil Conservation Service, issued November, 1970.

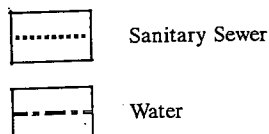


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LANDFORM, DRAINAGE, AND SOILS 16

# NEW HARTFORD CENTER STUDY

## LEGEND



## DESCRIPTION

Underground utilities may create potential conflict depending on their location in relationship to future improvements. The locations of utilities are general and may not represent a complete mapping. Follow-up work should be based on a more comprehensive survey, as required.

### Water and Sewer

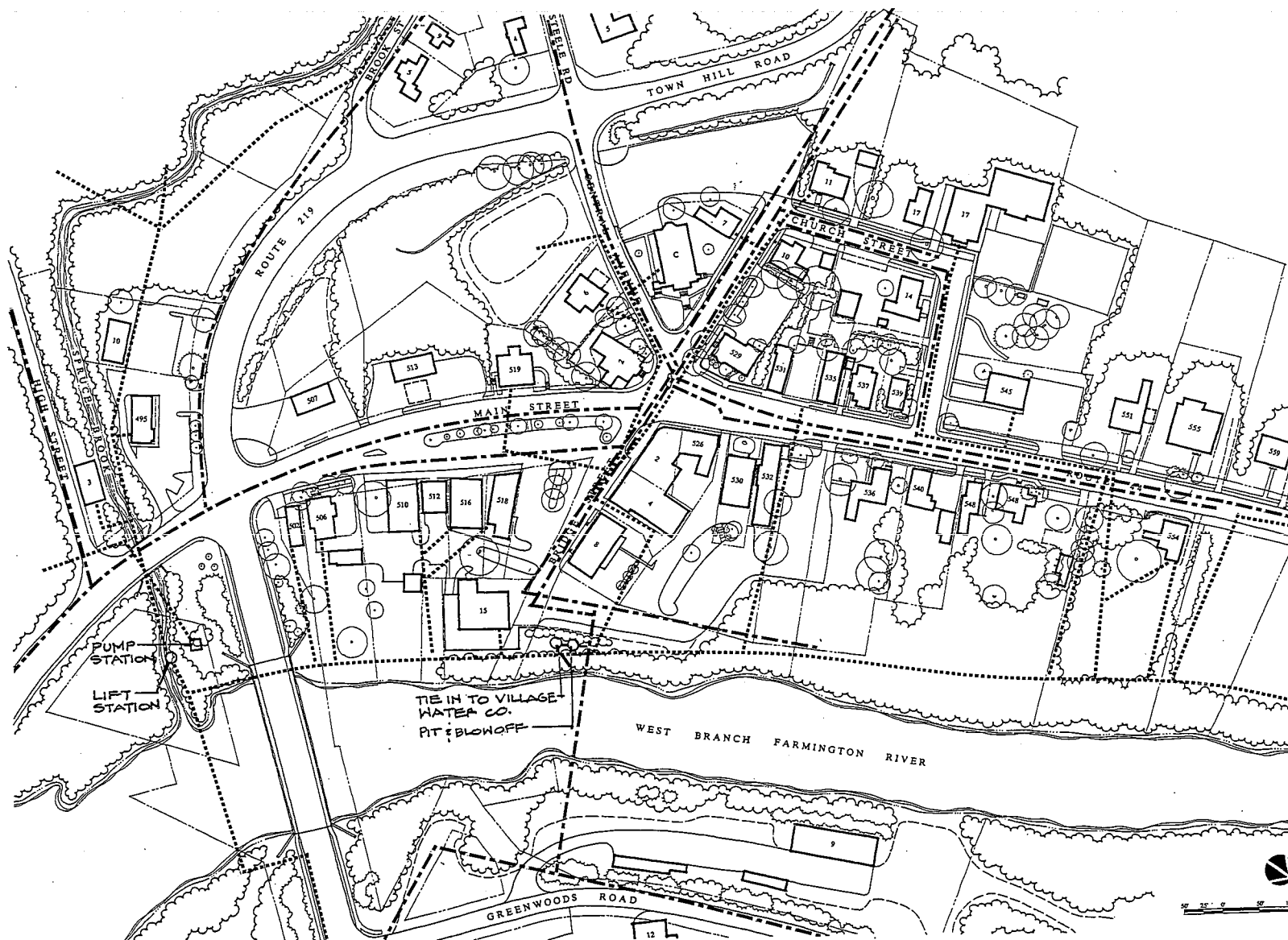
The availability of water and sewer can effect development patterns. Currently, both are available in the Center. There is adequate capacity for connections to water, but sewer capacity may be limited.

### Storm Drainage

Throughout the site are various storm drainage systems. Most of these eventually drain to Spruce Brook and the West Branch of the Farmington River.

## SOURCE

1. Map titled "Map Showing Distribution System New Hartford Water Company", New Hartford, Conn., F.N. Whittemore Jr. - L.S. Sheet 2 of 3, dated January 8, 1974.
2. Untitled map, prepared by Keyes Associates, Job #C7702, dated September 25, 1978.



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UNDERGROUND UTILITIES 17

# NEW HARTFORD CENTER STUDY

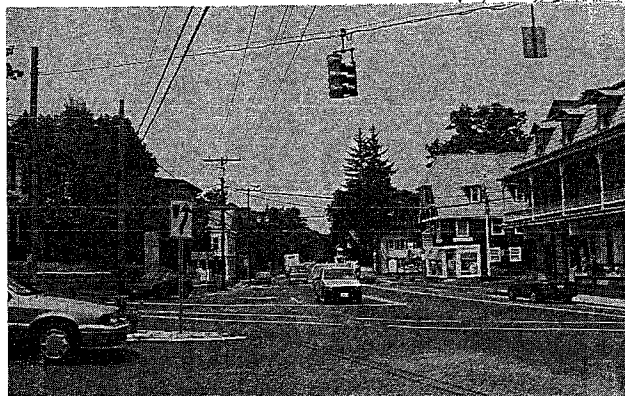
## DESCRIPTION

The location of overhead poles and wires pose some restrictions to planting in those locations. They also interfere visually with the character of the Center.

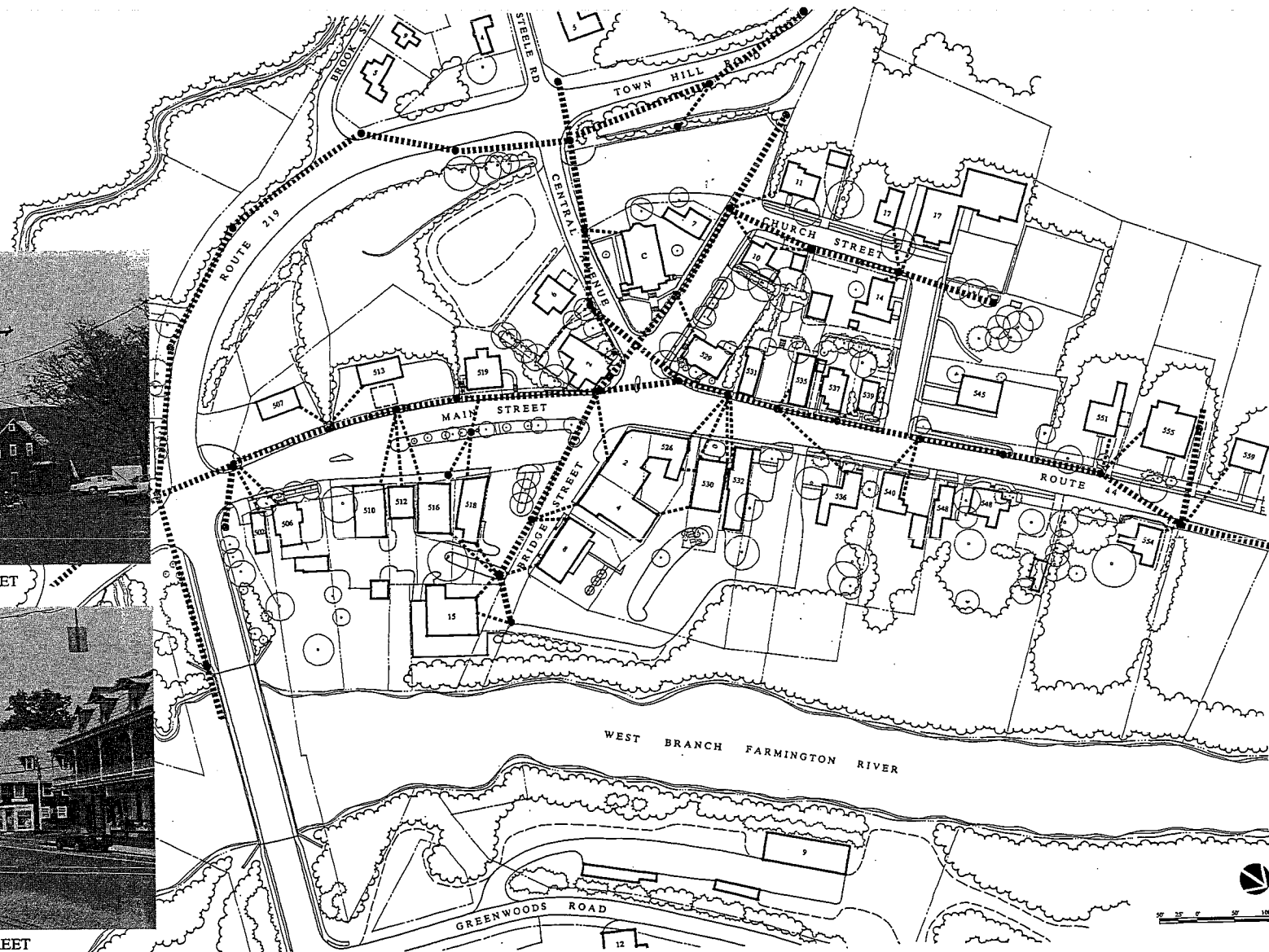
Although underground service to replace existing overhead service may be prohibitive, consideration should be given to key areas such as Bridge Street, especially if done in conjunction with other future improvements in this area. Efforts should also be made to encourage underground service to area lighting of parking lots, walks, and to any future development.



LOOKING DOWN BRIDGE STREET



LOOKING NORTH ON MAIN STREET



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OVERHEAD UTILITIES 18

# NEW HARTFORD CENTER STUDY

## DESCRIPTION

New Hartford is bisected by Main Street (Route 44). This is an arterial road and carries relatively high volumes of traffic. Route 44 provides the first impression many people will receive of New Hartford Center. A natural entrance or "Gateway" to the Center occurs at the intersection of Route 219 when driving north on Route 44. A secondary "Gateway" occurs when driving south on Route 44 at the Post Office as a transition between the residential and business areas. These entrance points are a part of the Center's identity.

Town Hill Road (Route 219) is also an arterial road bringing traffic into New Hartford Center. However, its impact is much less than that of Main Street as it by-passes the "heart" of the Center.

There are several vehicular areas that need to be addressed:

**Area 1 -** Intersection of Main, Bridge, Central, and Church Street. A number of roads converge at this intersection increasing the amount of pavement which in turn confuses vehicular circulation.

**Area 2 -** Bridge Street parking area. Bridge Street acts as a collector for surrounding parking areas, provides access to and from the Fleet Bank drive-up, and acts as a parking lot in itself. This concentration of activity creates a "bumper car" atmosphere and "bottle-necking" on Bridge Street at the Main Street traffic light.

**Area 3 -** Entrance to parking parallel to Main Street. The existing "Quick Slip" entrance encourages speeding into the parking area and also creates a lack of definition on Main Street.

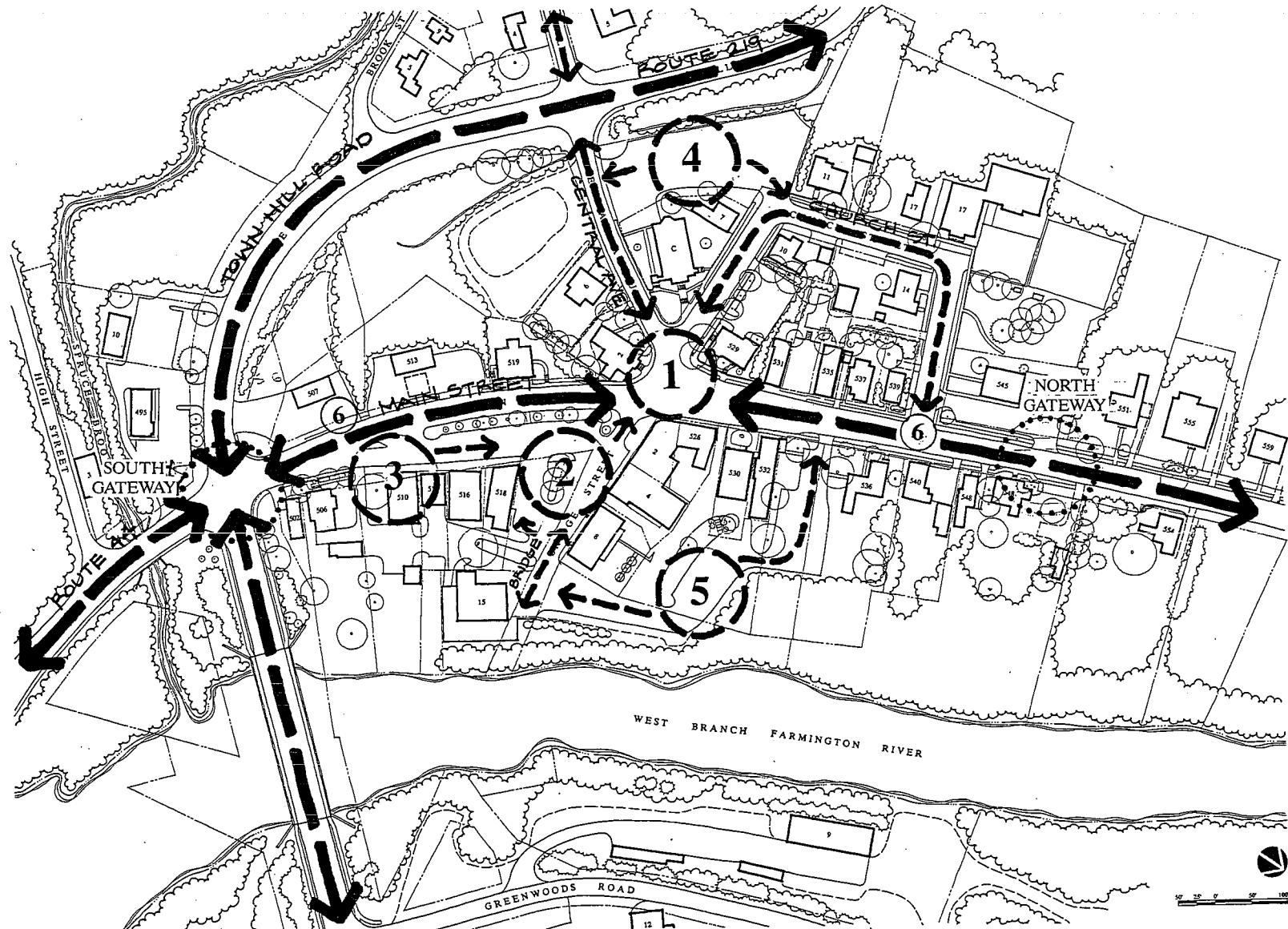
**Area 4 -** Central Avenue, the municipal parking lot and Church Street. Central Avenue is a convenient connection from the Center to Steele Road and also acts as a "short cut" to and from Route 219. This creates more cross traffic in the Center at the Main Street intersection than if traffic were diverted to the Route 219/44 intersection. If the few number of buildings along Central could be accommodated with alternative access, the possibility would exist to close Central Avenue. Church Street is mainly a loop road, but with the municipal parking area as its extension, Church Street is used to by-pass the intersection of Main, Church, Central, and Bridge Street. This pattern decreases traffic in the Center, but turns the municipal lot into a combination of parking lot and road. Better definition of the lot could separate these two functions.

**Area 5 -** Lot 8A and Town Hall Parking Areas. Presently the access thru these lots is two-way. When exiting Lot 8A, site visibility is hampered by parking on Main Street.

**Area 6 -** Main Street. Along Main Street are smaller areas of concern. The number and sometimes size of curb cuts from business and residential drives and parking contributes to vehicular confusion. Designated and undesignated parking along Main Street reduces the road width in some areas and backs up traffic behind cars turning left.

### Summary

In general, the Center is dominated by the automobile. As noted by a Town resident, people will often drive from parking space to parking space instead of walking a short distance. If better pedestrian connections were provided, more people would be encouraged to walk rather than drive, reducing some of the vehicular circulation problems.



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VEHICULAR CIRCULATION 19

# NEW HARTFORD CENTER STUDY

## TRAFFIC ENGINEERS COMMENTS

• The parking lot (8A) can be revised to provide additional parking oriented towards the medical offices. However, because of the grade and the walking distance involved, an extension of the lot into the northern corner may not be practical for Town Hall and other existing uses. Should the area along the river be converted to recreational or possibly commercial uses, nearby parking for those uses will be necessary.

• Consideration of a one-way flow clockwise through lots 8A and 3 would solve the visibility problem exiting from lot 8A onto Route 44.

• The intersection of Main Street and Bridge Street is difficult to address. A larger green area in front of the library is desirable. Eliminating the proximity of the Main Street and Central Avenue intersections along Bridge Street (or closure of Central Avenue) would help clarify movements. Provision of sheltered on-street parking along Main Street would provide an area for streetscape yet would continue to provide two way flow north of Bridge Street similar to the section south of Bridge Street. One possible scheme showing wider sidewalks and a consistent road width through the Bridge Street intersection is attached. (See Figure 1.)

• A complete revamping of the entrance to the parking area parallel to Main Street is important. Closure of the quick slip entrance would align through traffic on Route 44 plus it would slow down traffic within the parking lot. (See Figure 2.) The scheme also narrows the wide driveway entrances to the gas station on the corner of Routes 44 and 219. This results in a larger area to enhance the southern entrance way for the center. Other wide driveways are also narrowed.

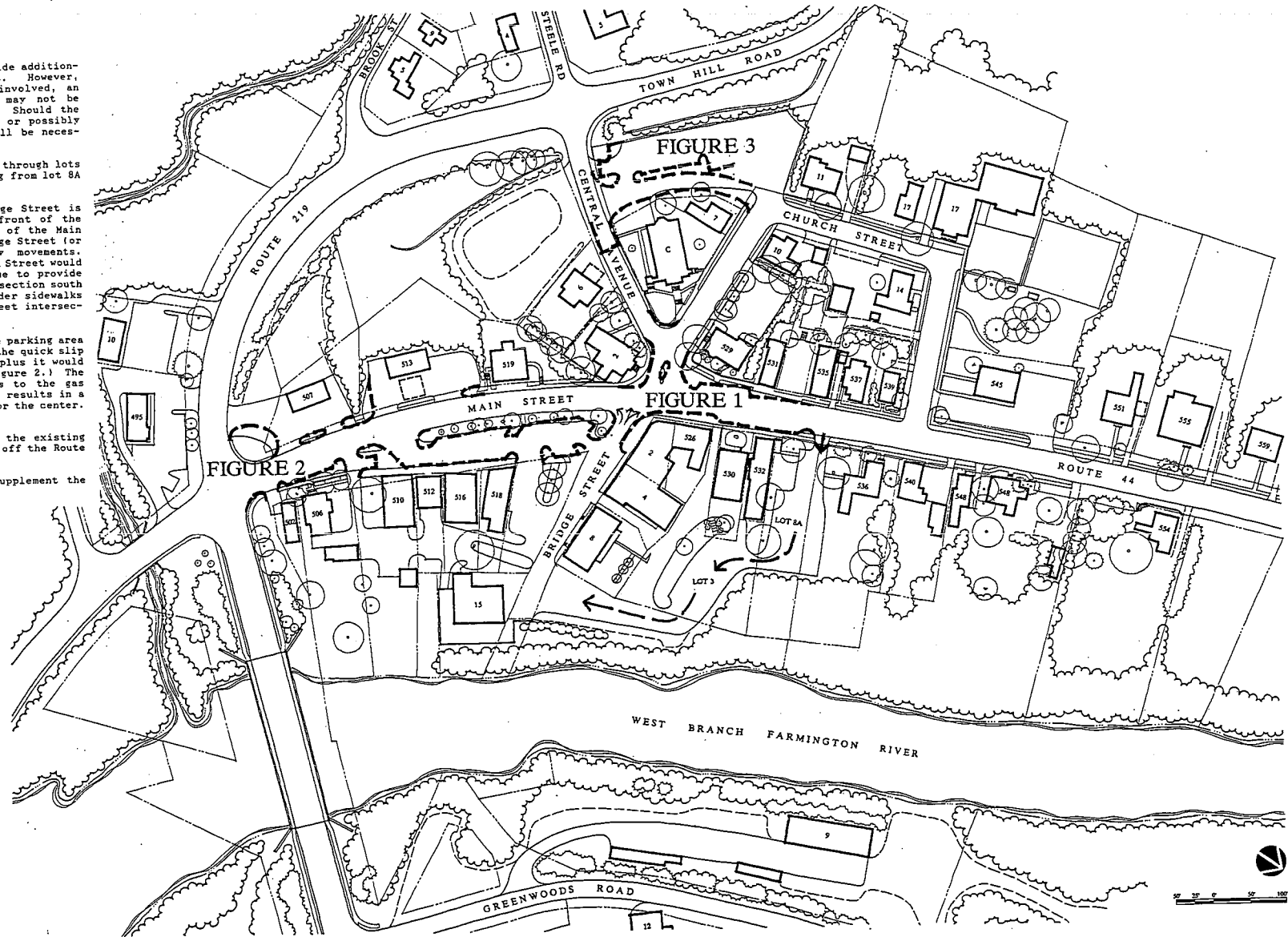
• If Central Avenue were closed, access to the existing lots and new community facilities could be gained off the Route 219 end. (See Figure 3.)

These comments and sketches are meant to supplement the discussion we had in the field last Thursday.

## BY-PASS ROAD

There have been a number of suggestions for by-pass road alternatives for New Hartford Center. A study prepared in 1972 for the CT Department of Transportation illustrates several options to alleviate or improve the traffic on Route 44, including a by-pass road to the east of the Farmington River. Another suggested location for a by-pass road is the old railroad right-of-way immediately to the west of the Center.

It is beyond the scope of the study to recommend by-pass road alternatives and their feasibility. A more specific study will need to be undertaken to look at by-pass road options and the resulting overall potential impact on New Hartford Center and the Town overall. It may be possible to request the State Department of Transportation do a preliminary by-pass road study for New Hartford Center. This would update some of the findings of the 1972 study and outline a more specific course of action the Town might undertake.



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POSSIBLE ROADWAY/CIRCULATION IMPROVEMENTS 20

# NEW HARTFORD CENTER STUDY



## DESCRIPTION

Parking is provided in several locations in the center. Four major parking areas can be identified and two other areas (Area 5) are also addressed:

**Area 1 - Bridge Street parking area.** This parking accommodates the most active and intense use area in the Center. For this reason parking is at a premium. Most uses require short term parking, allowing spaces to open up quickly for the next user. Competition for parking occurs during peak business hours and when long term parkers, including rental tenants and shop employees, use these prime spaces.

**Area 2 - Main Street.** The number of parking spaces on Main Street is hard to determine because of parking that occurs in undesignated areas along with designated areas. Most adjacent uses require short term parking and competition could arise when used by long-term parkers. Parking along Main Street causes some site visibility problems from adjacent drives and narrows the roadway in areas causing "bottle-necking".

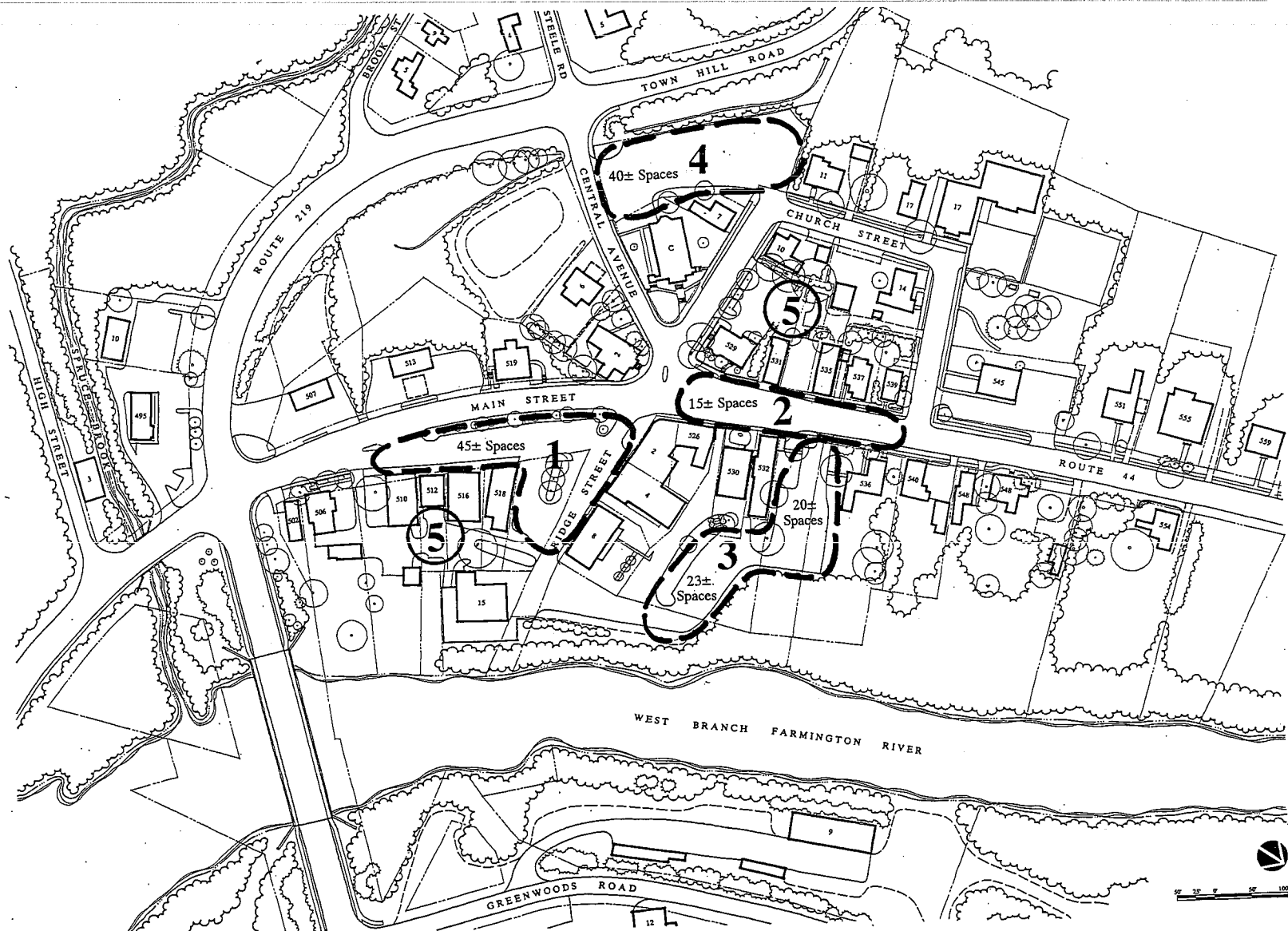
**Area 3 - Lot 8A and Town Hall (periphery parking).** Lot 8A provides short-term parking for adjacent businesses, but can also be used as a long-term parking lot. The Town Hall parking lot is for Town employees only. These parking areas are close to the Center businesses, but because of the grade change down into the lot, exclusive use by Town employees, and lack of pedestrian connections and signage, they are not often used by people visiting businesses on Main and Bridge Streets.

**Area 4 - Municipal parking lot (periphery parking).** This lot is mainly used as a long term commuter parking lot which is State owned. It also accommodates Church and Library visitors and possibly some New Hartford Center employees. This lot could be important to future development and State restrictions should be explored.

**Area 5 - Presently these areas are used for parking, access, and service by private business and residential owners and tenants. If residential uses evolve into commercial uses or as the intensity of activity increases, the circulation and organization of parking areas will need to be addressed.**

### Summary

To lessen the concentration of parking immediately off of Main Street, long term parkers should be encouraged to use periphery parking lots. A present lack of pedestrian connections and signage have made the periphery lots less appealing. Improvements such as repaving, curbing, painted lines, signs, pedestrian connections, and sharing of parking would maximize parking potential.



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# NEW HARTFORD CENTER STUDY

PARKING 21

TRAFFIC ENGINEER



## DESCRIPTION

New Hartford Center has a small scale feeling which lends itself to the pedestrian experience. However, because of the demands of the automobile, pedestrian needs have been neglected.

Sidewalks are provided along Main Street and some of the side streets, but the system is fragmented with walks not always linking to one another. Large curb cuts create areas where walks are implied and get lost in the expanse of vehicular pavement.

General walk conditions are poor. Although some walks appear to be in good condition, many walks need to be repaired or replaced. Walk materials vary, in many cases, from property to property. To provide a more aesthetic and cohesive feeling, one material should be used throughout each stretch of walk.

With pedestrian circulation, two major areas of concern come to surface in the center. Connections in these areas are key in pulling together the divisions created by the vehicular space.

**Area 1 - Intersection of Main, Bridge, Central, and Church Street.** The large number of roads converging at this point results in a large expanse of pavement that is intimidating to the pedestrian. Pedestrian signal buttons are provided, but because there is no pedestrian only or "walk" signal, the pedestrian must compete with the automobile to cross the street. Crosswalks are provided east/west across Main Street at this intersection, but not north/south.

**Area 2 - Bridge Street parking area.** The concentration of vehicular activity has left little room for pedestrian needs. With the different retail, business, and municipal services in this area, pedestrian connections are important to encourage walking between these establishments.

## Summary

Providing a walk system and pedestrian nodes is not only important in the business district, but connections are also vital to and from the residential area, parking lots, open space, and the river. Adequate walking and congregating spaces in the center may relieve some of the existing dependence on the automobile, and create a more pleasant pedestrian experience.

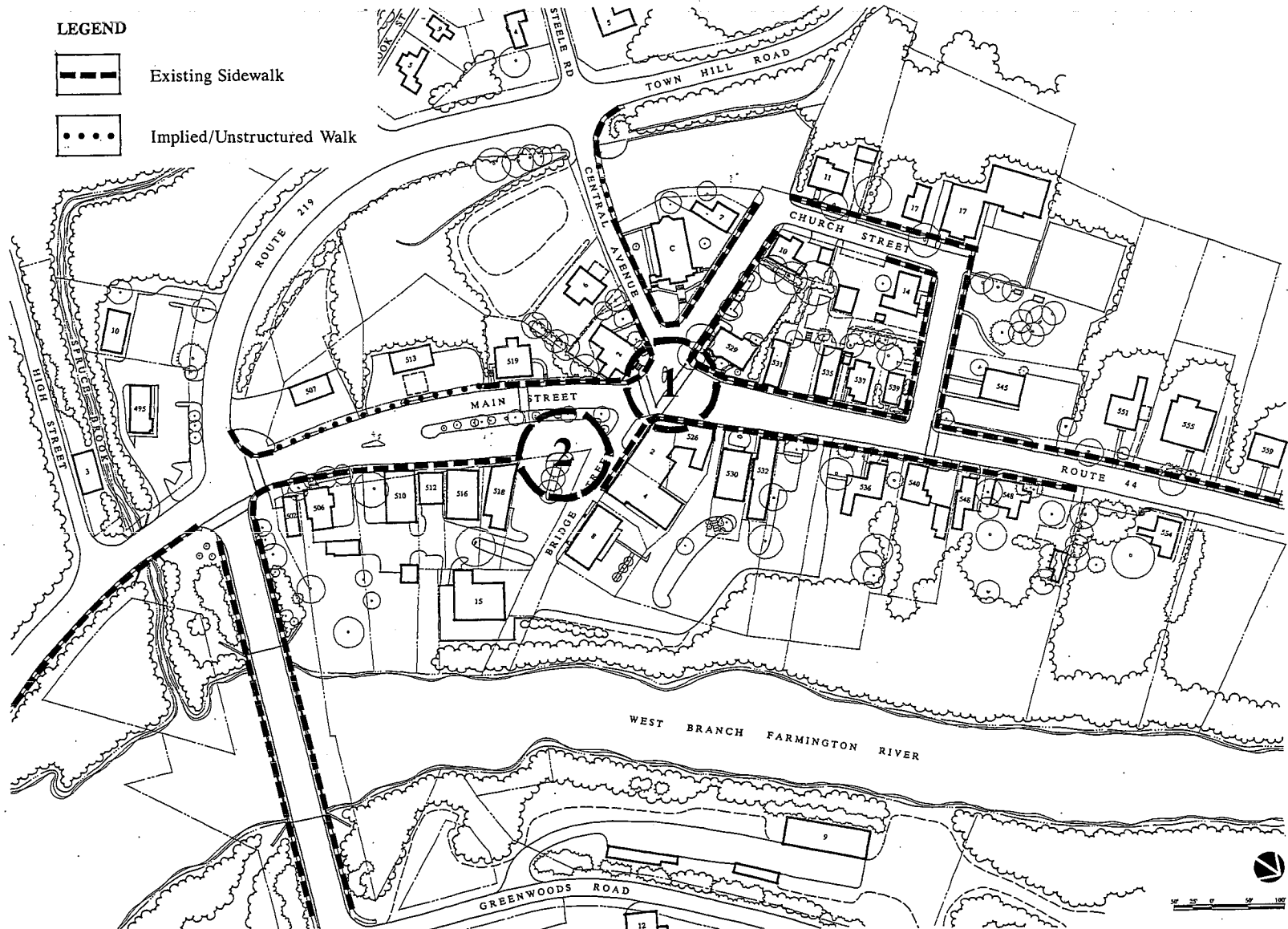
## LEGEND



Existing Sidewalk



Implied/Unstructured Walk



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PEDESTRIAN CIRCULATION 22

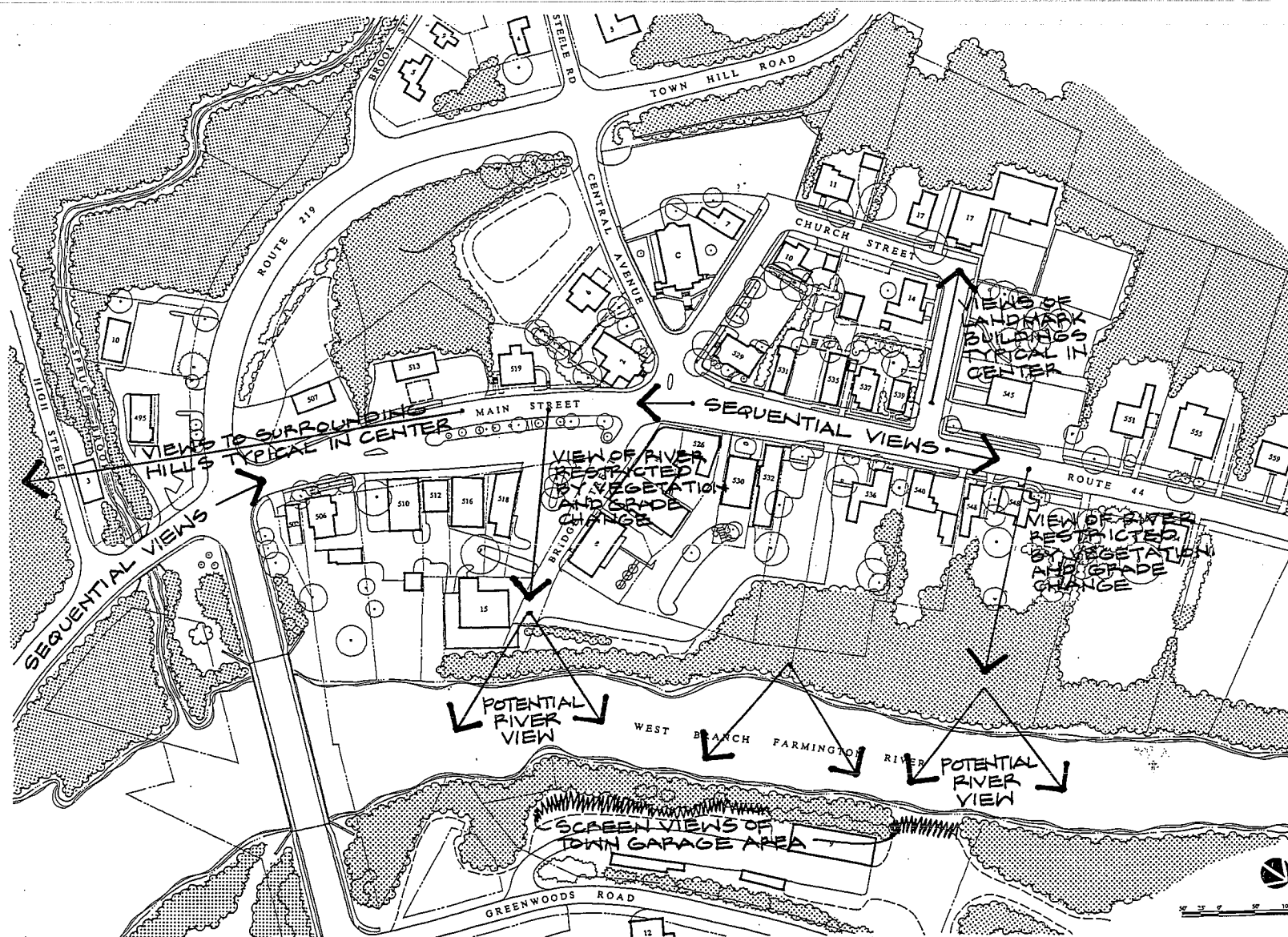
# NEW HARTFORD CENTER STUDY

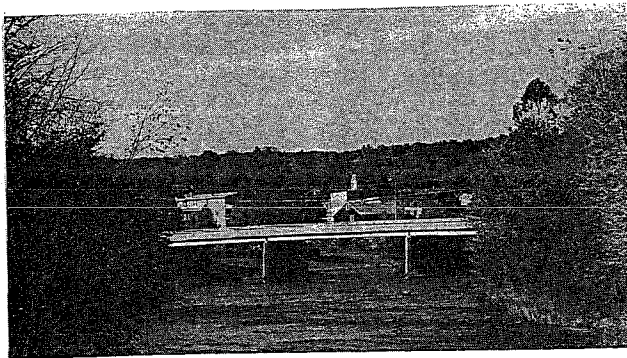
## DESCRIPTION

There are a couple of vegetative patterns that emerge in New Hartford Center. In the business district the close proximity of buildings to roadways leaves little room for planting or street trees. The exception is the planted boulevards in the parking areas. The residential area, with homes set-back from the roadway, has historically had trees lining the street. This pattern is still recognizable to some degree and could be strengthened with the initiation of a tree planting program. Surrounding and defining the site are large masses of vegetation. These occur along steep slopes to the west, in undeveloped parcels, and along the river to the east.

Desirable views occur internally to landmark buildings and the river, see Sheet 25, and externally to the surrounding hills. Mature and overgrown vegetation obscures some of the views to these features. In the center one is hardly aware of the proximity of the river because of the vegetation. Less desirable views include the visibility of parking and pavement areas, unattractive buildings and service facilities, and the Town garage on the east side of the river. Sequential views occur as one drives through the Center on Route 44/Main Street, see following sheet.

Selective clearing could help to open up desirable views. And using plants as a screen, less desirable views could be hidden or partially filtered.





1. Backside of New Hartford Center as Viewed at a Distance from Route 44



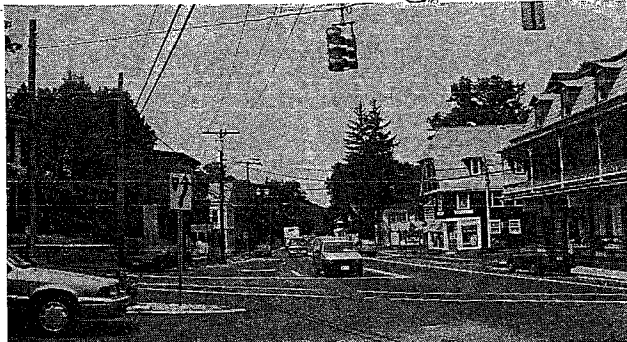
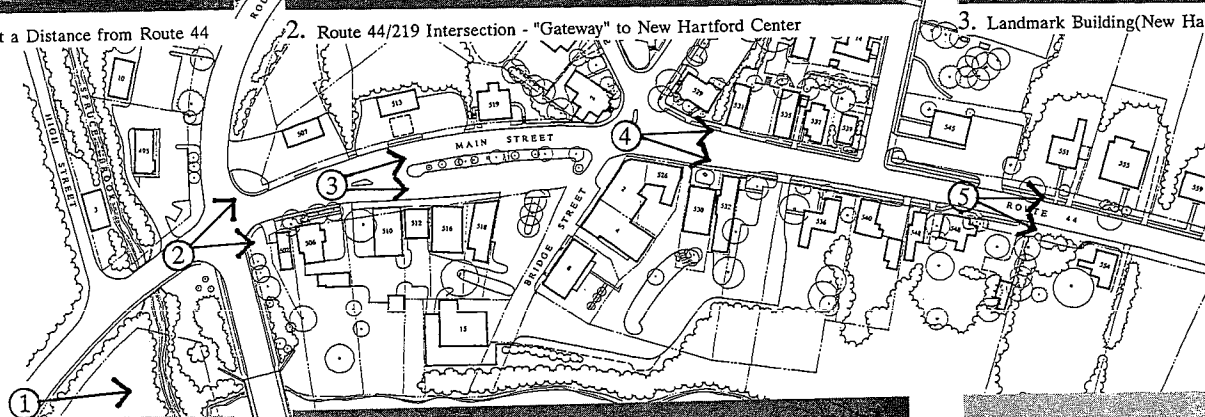
2. Route 44/219 Intersection - "Gateway" to New Hartford Center



3. Landmark Building (New Hartford House) and Business District

## DESCRIPTION

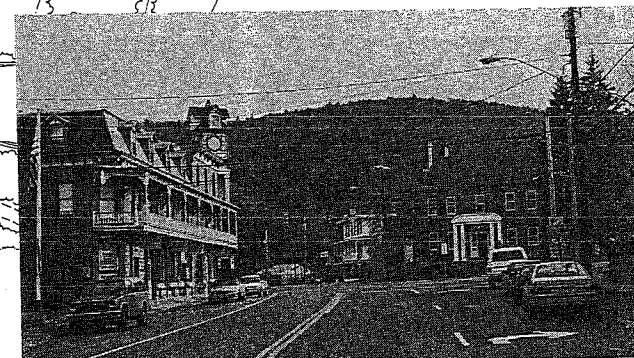
The first impression most people will receive of New Hartford Center is while traveling on Route 44/Main Street. Sequential views occur in both directions along this road. Axial views to landmark buildings become identity markers for people driving to and through New Hartford Center. Heading north, at the corner of Main and Bridge, the "New Hartford House" with its notable tower stands out as a key landmark building. In the other direction, heading south, the New Hartford Public Library becomes a major focal point.



4. Main Street at the Intersection of Central and Church



5. Residential Area Past Post Office after Leaving Center



6. Sequential Views Traveling South on Main Street Include the Library as a Major Focal Point with Surrounding Hills as Back-drop

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# NEW HARTFORD CENTER STUDY

SEQUENTIAL VIEWS 24

## SPATIAL CHARACTER

Spatial character in the Center is determined by building size, setback, and vegetation.

Two general areas can be described in terms of their spatial character: The Business District and the Residential Area.

In the Business District a narrow setback leaves little room for vegetation so the space is defined by buildings lining the street. Generally, historical buildings two to three stories in height enclose the streetscape space. More recent construction has resulted in single-story structures, in some cases set back from the road with a front yard of pavement. Encouraging a consistent building size and setback which is characteristic of earlier buildings would maintain the historic image of the Center. In cases where setbacks are inconsistently wider, elements such as planting or stone walls could help to redefine the streetscape edge.

In the Residential Area homes are mostly setback from the roadway allowing planting in the front yards. Historically many of the residential streets were tree-lined and some mature trees are a reminder of this pattern. With a more uniform street tree planting the spatial enclosure would be more consistent.

## VISUAL CHARACTER

### OVERALL

A consistent architectural style and village scale contribute to a strong overall visual character for the Town Center. Some new buildings and uses, and grounds in disrepair are not consistent with this historical character.

### FLOOR PLANE (PAVEMENT)

Generally the floor plane is dominated by the automobile. Both vehicular and pedestrian spaces need to be more clearly defined. Sidewalks especially tend to be a fragmented system, in poor condition with inconsistent use of materials.

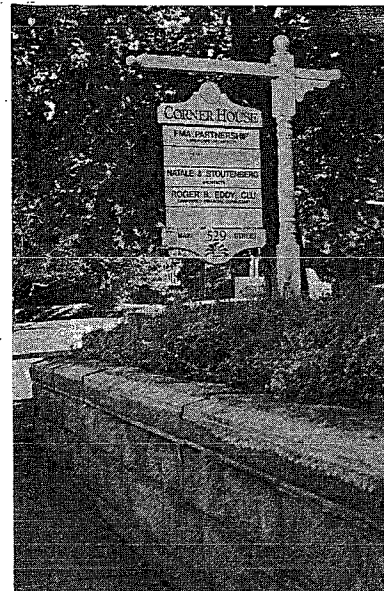
### SITE ELEMENTS

Site elements provide an overall site theme and pedestrian scale. Included in this category are signage, walls, lighting, planting, and site furniture.

### Signage

There are a variety of sign types in the Center, but the traditional style seems the most common and successful. These signs are either free-standing, attached to building facades, or are hanging from second story balconies. Location and scale of signs are generally in keeping with the architectural style. They are generally wood with exterior lighting or no lighting at all. Less common is interior lit signage. Public signage is limited. A signage system could be used to identify public parking and civic buildings/facilities. Currently entrance signs to New Hartford are typical "highway" signs. In place of these, Gateway signs unique to the character of New Hartford and the Center could be used.

To retain the historic character of the center, a similar sign style, material, and size should be encouraged.



"TRADITIONAL" SIGNAGE AND STONE WALL

### Walls

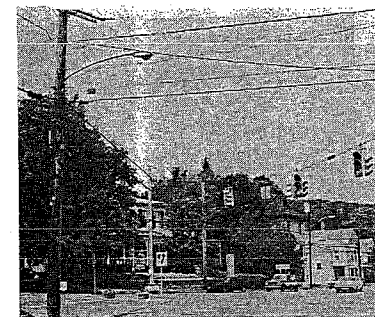
Stone retaining walls and building foundations occur throughout the site. They establish a visual connection between buildings and act as an edge to the streetscape.



INTERIOR LIT SIGNAGE

### Lighting

The predominate lighting type is a "Cobrahead" fixture attached to a wooden utility pole. Pedestrian scale ornamental lights are rare and occur where provided by individual property owners. There is a lack of sufficient lighting in some street, parking, and pedestrian areas. As pedestrian connections are strengthened, pedestrian scale lighting will become increasingly important. A coordinated system would provide adequate night light while strengthening the character of the center.



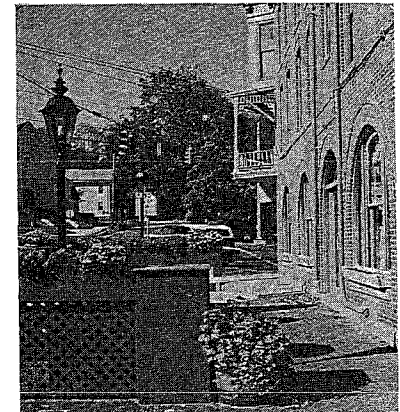
"COBRAHEAD" LIGHTING

### Planting

A consistent planting theme in the Center seems to be lacking. But an effort can be seen in the repetition of "half barrel" planters, planting in boulevards, and landscaping by private land and business owners. A consistent thematic planting style could help to establish a continuous theme throughout the Center.

### Site Furniture

In correlation with the small number of pedestrian connections and nodes, site furniture in the center is also lacking. The site furniture seen in the Study Area includes metal "oil barrel" trash receptacles, a concrete based picnic table, and wooden "half barrel" planters. Site amenities, such as benches and trash receptacles, will become increasingly important as the streetscape is developed.



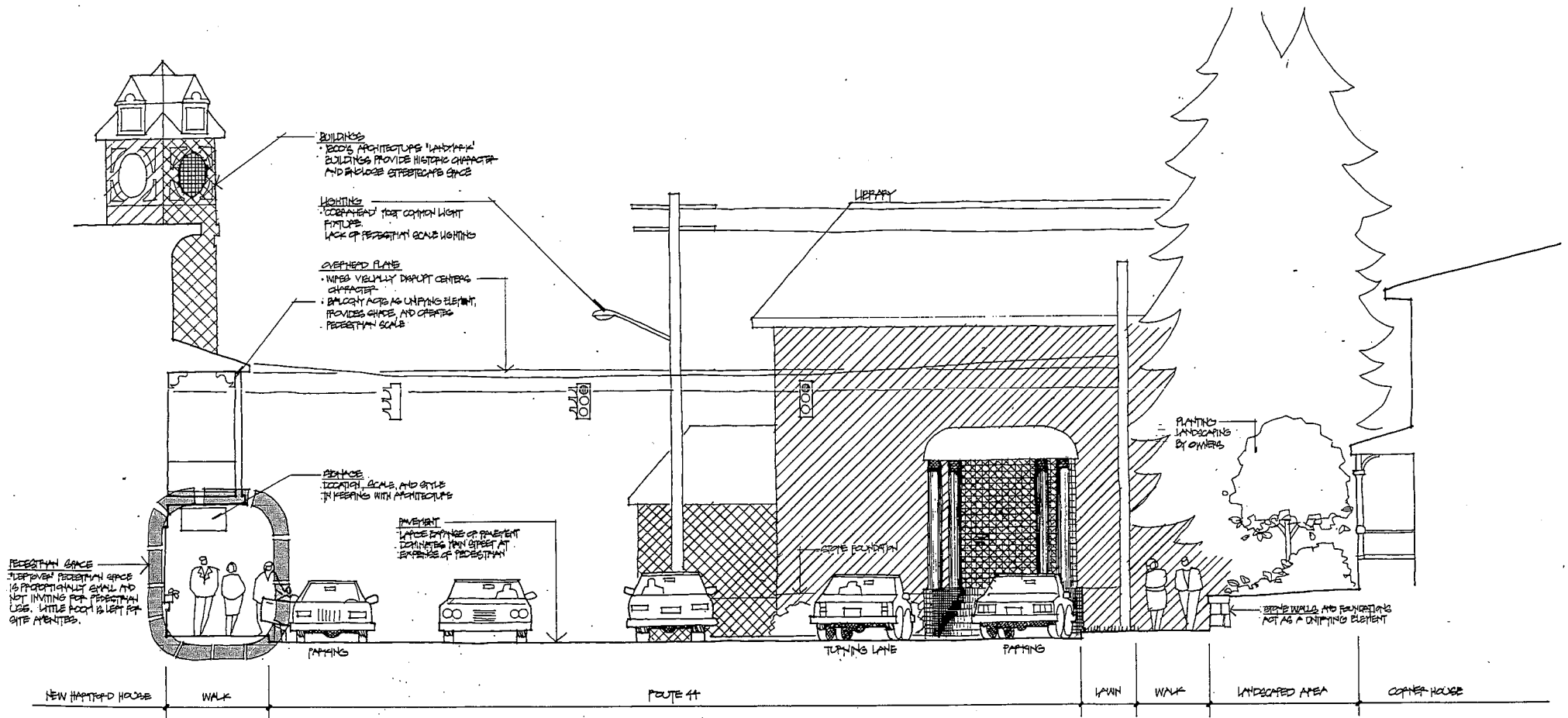
SITE AMENITIES AT CHATTERLEYS CAFE

### OVERHEAD PLANE

The overhead plane consists of second story balconies, tree canopies, and overhead wires. Both the second story balconies and the trees canopies help to provide shade, spatial definition and an overall pedestrian scale. The addition of trees will continue to define the streetscape space. Overhead wires visually disrupt the centers character. In the future, whenever possible, lines should be placed underground.

### SUMMARY

The existing visual character of the Center is most strongly reflected in its architectural heritage. The floor plane, site elements, and overhead plane are threads in the fabric of the Center. They can provide a theme or base which ties together the image of New Hartford Center.



A VISION FOR THE FUTURE

VISUAL CHARACTER: MAIN STREET 26

# NEW HARTFORD CENTER STUDY



## FUTURE LAND USE: KEY PARCELS

### NEW MEMORIAL LIBRARY

To address the need for a larger, more modern library a new building will be erected on a donated parcel of land which was the former Village Lumber property on Central Avenue. This future civic anchor should be strongly tied both visually and functionally to Main Street. The final site plan needs to be carefully integrated with the overall Center improvements plan.

### #2 and #6 CENTRAL AVENUE

Following construction of the new library, the current historic library building (#2 Central Avenue) will be preserved in its present location and contain a community meeting room and art gallery space. #6 Central Avenue, currently vacant, is located between the old library building and the proposed new library site.

To insure the new library's proper relationship with the rest of New Hartford Center and that opportunities for a strong visual and functional connection are not compromised, #2 and #6 Central Avenue should be carefully integrated with future improvements.

### TOWN HALL

As a major civic anchor, the Town Hall on Main Street is the site for the day to day administrative activities of the Town. The Town Hall building was completed in 1876 and rebuilt in 1895 after a fire destroyed the original structure.

The Town Hall plays a significant role in the vitality of the Center. In addition, the parcel to the rear of the building is an important piece in the need for a coordinated effort to help ease circulation and parking problems and provide access to the Farmington River.

The building in its present state may not be adequate to satisfy future municipal needs. Every effort should be made to preserve the Town Hall in its present historic location. Renovation of the existing building as well as possible expansion in the present location should be carefully investigated.

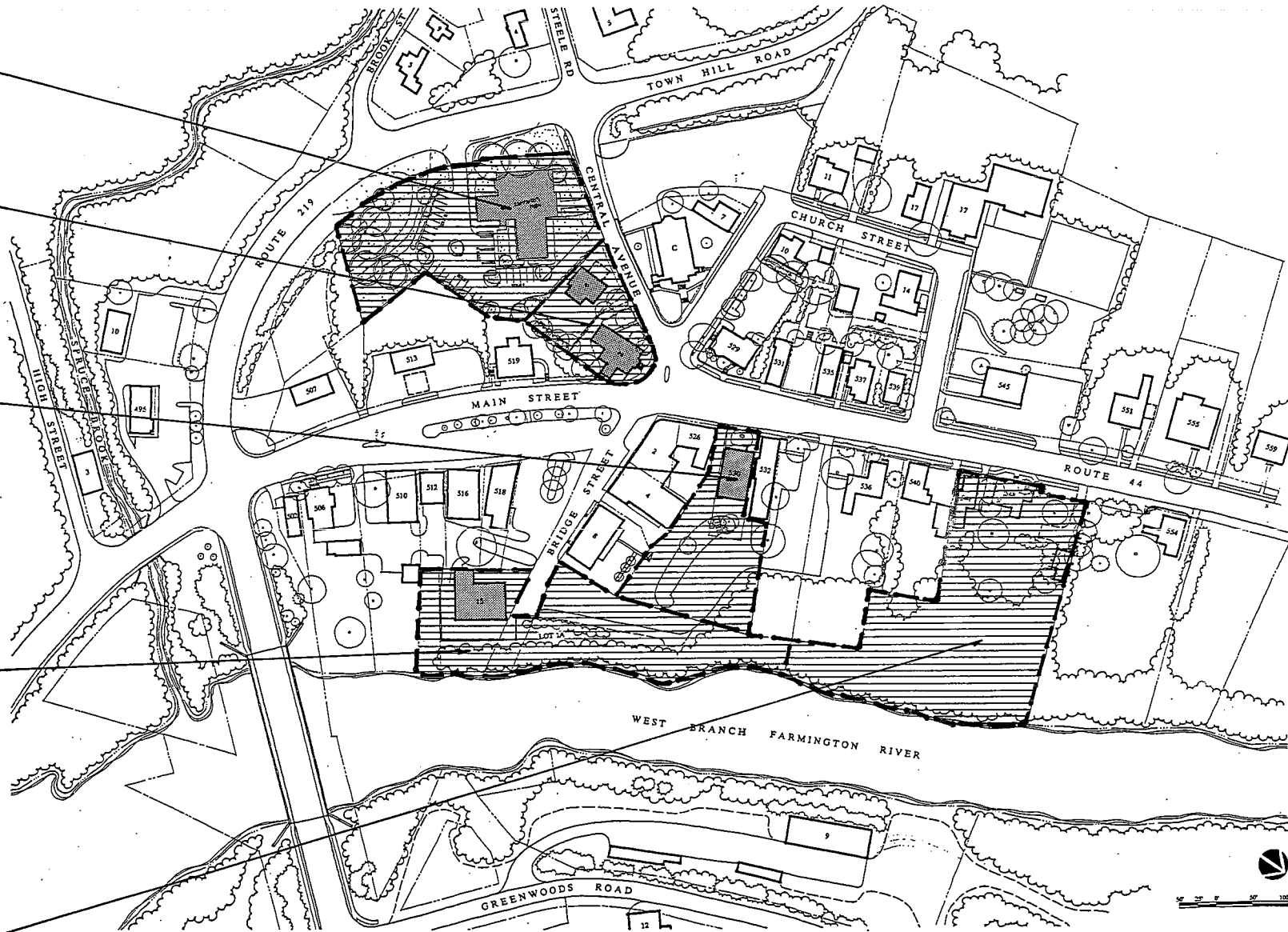
### #15 BRIDGE STREET and LOT 1A

The Baron Parcel (#15 Bridge Street) is currently vacant. The buildings and grounds are in disrepair, and while an extensive investigation has not been completed, it may not be practicable to salvage the building. The parcel can be a key element for future improvements to New Hartford Center for the following reasons:

1. Its adjacency to a more active part of the Center and potential to help ease circulation and parking problems.
2. Its prominent location at the end of Bridge Street and potential for connection to the Farmington River.
3. Its extensive frontage along the Farmington River. Its potential linkage to the Jones/Heath parcel. If the two parcels are combined they would provide access to a total of over 850 linear feet along the Farmington River.
- 4.

### JONES/HEATH PARCEL

This parcel (#548 Main Street) will be deeded to the land Trust with the restrictions that it shall forever be maintained as a park. The parcel is now clear of structures and one of the principal objectives of the proposed park is to encourage and permit views of the Farmington River as well as provide access to walking and bike trails along the river. This parcel



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FUTURE LAND USE: KEY PARCELS 27

# NEW HARTFORD CENTER STUDY

### CENTER FORM AND FUNCTION

New Hartford Center is the primary civic and business center for New Hartford's neighborhoods and villages. Natural and cultural factors have directed its form and pattern of use. Two major factors: 1) physical landscape constraints such as the steep slopes to the west and the Farmington River to the east, and 2) Rt. 44 have determined the form and land-use patterns of the Center.

The "gateways" at the north and south ends of the study area are the physical boundaries of the Center. They provide visual clues to approaching the village center and are important as "control points" - signaling the beginning and end of the Center. The gateways should include welcome signs that convey New Hartford's uniqueness and special character. Any design proposal elements such as street tree plantings or thematic lighting should begin and end at these points. Future development in the Center should respond to the role of the "gateways" as physical boundaries.

### DRIVING, PARKING, and WALKING

In general, New Hartford Center is dominated by automobiles. To some extent, traffic patterns reflect a "strip-like" land-use pattern which necessitates driving from one place to another rather than "park and walk" as in many other small towns. Parking patterns in the Center also pose limitations similar to other town centers. During peak commuter times prime parking spaces may be difficult to find.

There are opportunities however to make driving and parking easier. The potential exists to redesign the most significant parking and circulation problem areas. There is further opportunity to develop additional parking spaces behind Town Hall and at the end of Bridge Street. These would be shared lots and require the cooperation of a number of property owners.

Given the small scale of the Center, better opportunities for walking in the Center could be provided. Pedestrian connections could be developed from Main Street and Bridge Street to redesigned parking areas. (See Streetscape and River Connections)

### STREETSCAPE

The street area of any town is where the prime visual image and character is portrayed. In general, an overall dominant character has been established by New Hartford Center's historically significant architecture. However, the details at the street level convey the lack of a theme, continuity and definition.

The overhead wires, poor conditions of some of the sidewalks, curbs and roads, the random parking and circulation patterns and lack of street amenities all contribute to one's impression of the center. Yet one can sense the uniqueness and potential for establishing a strong visual theme that unifies the streetscape and connects various activities and places in the Center.

### RIVER CONNECTION/OPEN SPACE

New Hartford Center is unique in its historic relationship to the Farmington River. But this resource goes unrealized with the Center virtually turning its back on the River. The River can be an important element and should be utilized as a major visual and recreational amenity.

### FUTURE DEVELOPMENT

One key characteristic of New Hartford Center is the absence of significant, vacant, developable land. The character and scale of the Center has been established and any new development or rehabing work, must conform to the existing context.

In summary, there exists a logical layout and a good building stock within a small scaled, concentrated area. The major new work should go into resolving circulation problems, streetscape work and reestablishing connections to the River.



### DESIGN GOALS

Four overall design goals have been established as guides for the development of specific planning and design recommendations that will follow. The goals address functional, visual and land use issues and are products of our analysis of New Hartford Center.

#### GOAL I:

PROVIDE A FRAMEWORK FOR THE MAINTENANCE AND STRENGTHENING OF THE SMALL TOWN "NEW ENGLAND" CHARACTER OF NEW HARTFORD CENTER.

1. Strengthen future use of New Hartford Center as the center for retail activity and community services through redesign and land use planning.
  - a. New Hartford Center Vision Plan
2. Establish physical and policy guidelines for future development of the center.
  - a. New Hartford Center Zone
  - b. Rehab and re-use of historical structures.
  - c. Development and architectural controls
3. Establish a strong merchant association.

#### GOAL II:

ESTABLISH A STRONG VISUAL THEME FOR NEW HARTFORD CENTER WHICH COMPLEMENTS AND REINFORCES TRADITIONAL CHARACTER.

1. Unified streetscape, tree plantings.
2. Identified entry: "gateway", physical boundary.
3. Design guidelines: signage, lighting, street furniture, planting, pavement, architectural style.

#### GOAL III:

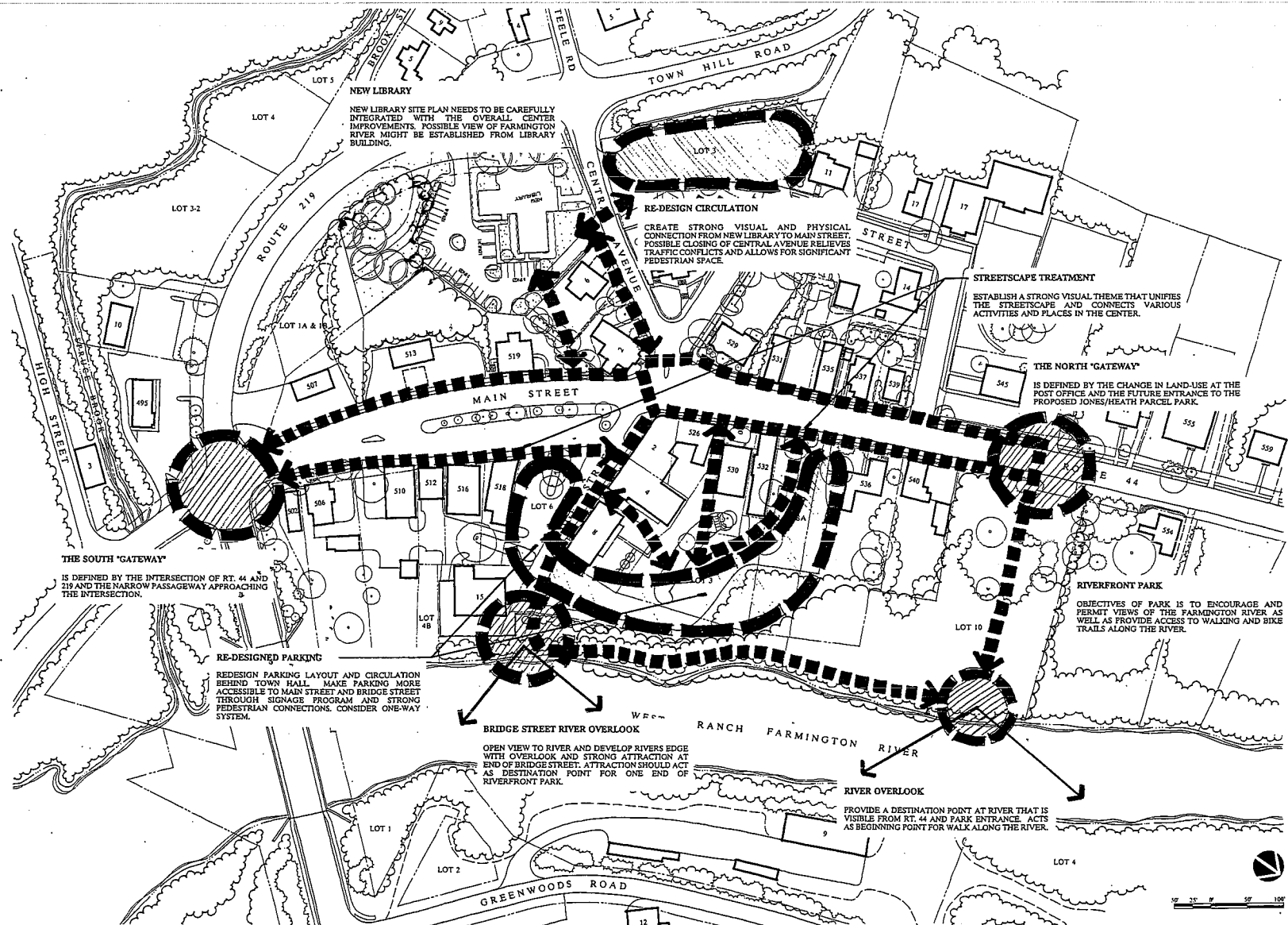
RE-ESTABLISH CONNECTIONS TO FARMINGTON RIVER UTILIZING RIVER AS A MAJOR VISUAL AND RECREATIONAL AMENITY.

1. Selective views to river, river overlooks.
2. Linear park, trail system along river, recreation opportunities.
3. Linkages to parking, Main Street.

#### GOAL IV:

PROVIDE FOR THE NEEDS OF AUTOMOBILES AND PEDESTRIANS THROUGH CIRCULATION AND PARKING IMPROVEMENTS.

1. Provide additional parking spaces in the Center to meet existing need and anticipated future demand.
2. Re-organize traffic flow for convenience and efficiency.
3. Establish a safe, attractive walkway experience. Create a system of walks and paths connecting parking areas to activities.
4. Provide access from the Center to possible recreation areas along river.



A VISION FOR THE FUTURE

ANALYSIS SUMMARY/PRELIMINARY CONCEPT 30

# NEW HARTFORD CENTER STUDY

## GENERAL RECOMMENDATIONS

Based on the Preliminary Concept Plan, a General Development Plan was completed which puts into physical form the four general design goals and more specific objectives identified earlier. The design goals were the product of a synthesis of the information gathered and issues identified in the preceding inventory/analysis process. The key guidelines are described below:

### 1. Auto Circulation:

To help improve traffic circulation, traffic flows have been reorganized and parking modifications proposed. These changes would allow alternative vehicular movements and a more cohesive system of shared parking lots behind the Town Hall, along the Main Street and Bridge Street parking areas, on Central Avenue and the Church Street block. Sharing and interconnecting parking lots allows for a more fluid movement, easier customer search patterns, reduces the number of curb cuts, opens up the rear of buildings and directs traffic onto the signalized/traffic controlled side streets. In association with interconnecting parking lots, back doors can be enhanced as secondary or even major entrances. A signage program should be developed for directional and notification signage for off-street lots.

### 2. Pedestrian Circulation and Connections:

A comprehensive pedestrian system is proposed for the Center to help strengthen the pedestrians experience and provide connections throughout the Center to and from the retail and business establishments, parking, the old and new libraries, the riverfront and residential places. As Rt. 44/Main Street is the main auto route, the sidewalks along Main Street should be designed as the main pedestrian route serving the businesses. Excessive road pavement should be reduced along Main Street to provide comfortable pedestrian spaces, crossings and activity "nodes" or places. These improvements would allow more flexible sidewalk areas for merchant displays, outdoor eating, etc. Also, the sidewalks shown provide better handicap accessibility throughout Center with use of handicap ramps at crossings, a more continuous walk system and alternative access to places where accessibility is difficult or impractical.

### 3. Gateways:

An entrance statement should be developed at both "gateways" to New Hartford Center along Rt. 44. The South Gateway is proposed for the intersection of Rt. 44 and 219. The North Gateway is proposed at the Post Office and future entrance to the new Riverfront Park. The gateways should include welcome signs that convey New Hartford Center's uniqueness and special character. The proposed streetscape treatment should begin and end at these points. Future development in the Center should respond to the role of the "gateways" as definition points of its physical boundaries.

### 4. Street Character/Theme:

A strong visual theme along the street is necessary to unify the streetscape, connect various activities and places, and complement the Center's historically significant architecture. The existing visual character of the Center is most strongly reflected in its architectural heritage and the commercial buildings constructed in the 1800's. A family of decorative street furnishings has been identified which is of a style reflective of the 1800's architecture and period. Streetscape elements would include: ornamental lighting, benches, trash receptacles, special pavement, signage, plants, etc. The streetscape theme should be established on Main Street and extend into the side streets such as Bridge Street and Central Avenue, parking lots, public facilities such as the new library, and the riverfront area.

### 5. Riverfront Park:

New Hartford Center should reestablish its historic relationship with the Farmington River. A continuous riverfront park could be developed linking the river frontage of the Baron Parcel with the Jones/Heath Parcel. A linear park is proposed along the river's edge with the potential for a Town Center focal point at the end of Bridge Street. A number of walk connections are proposed, linking the Riverfront Park to the parking and commercial areas of the Center, including a walk providing handicap accessibility.

Development of the Riverfront Park would contribute significantly to the Center's positive image, add accessible open space and recreational opportunities adjacent to the Center and insure that New Hartford Center will not lose the opportunity to re-establish its river connection.

## THE GENERAL DEVELOPMENT PLAN

The following plan illustrates how the Preliminary Concept Plan and the General Recommendations can be transformed into a physical design.

Following the General Development Plan are examples and descriptions of:

- Gateway Signs
- Lighting
- Site Furniture
- Pavement, Walls, and Signage
- Proposed Improvements: Main Street

**NEW LIBRARY**

- INTEGRATE BUILDING AND SITE PLAN WITH OVERALL CENTER IMPROVEMENTS
- CREATE VISUAL AND PEDESTRIAN CONNECTIONS TO MAIN STREET
- PROVIDE CONNECTIONS TO COMMUTER/MUNICIPAL PARKING LOT
- REPEAT STREETSCAPE THEME DEVELOPED FOR MAIN STREET (LIGHTING, PAVING, FURNITURE)

**CENTRAL AVENUE**

- CLOSE CENTRAL AVENUE TO RELIEVE TRAFFIC CONFLICT AND PROVIDE SIGNIFICANT PEDESTRIAN SPACE AND CONNECTIONS
- POTENTIAL FOR A SIGNIFICANT PUBLIC SPACE IN THIS AREA DEFINED BY 3 KEY BUILDINGS: OLD LIBRARY, NEW LIBRARY AND IMMACULATE CONCEPTION CHURCH

**MAIN, BRIDGE, AND CHURCH STREET INTERSECTION**

- NARROW EXCESSIVE PAVEMENT TO DEFINE VEHICULAR CIRCULATION AND CREATE COMFORTABLE PEDESTRIAN SPACES AND CROSSINGS WHICH PULL THE TWO "TRAVEL" OF THE CENTER TOGETHER
- PROVIDE PEDESTRIAN ONLY "WALK" SIGNAL

**PLANNED BUSINESS/SUPPORT SERVICE AREA**

- POTENTIAL FOR SMALL SUPPORT SERVICE AREA FOR TRADITIONAL CENTER, INCLUDING PLANNED BUSINESS, TR. POWER, 20-CENTER HOUSING
- MAINTAIN APPEARANCE AND CHARACTER SENSITIVE TO HISTORIC CENTER

**MAIN STREET/STREETSCAPE TREATMENT**

- ESTABLISH VISUAL THEME WITH "GATEWAYS" AND STREETSCAPE TREATMENT
- MAINTAIN SCENIC VIEW TO LANDMARK BUILDINGS (NEW HARTFORD HOUSE AND LIBRARY)
- CLOSE DOWN "QUICK SLIP" ENTRANCE TO PARKING TO DEFINE MAIN STREET EDGE AND SLOW DOWN TRAFFIC ENTERING PARKING AREA
- REMOVE SOME PARKING TO INCREASE PEDESTRIAN SPACE AND INCREASE TRAFFIC COMFORT
- WIDEN ROAD WIDTH TO 36' IN STRETCH FROM POST OFFICE TO NEW HARTFORD HOUSE TO ALLOW LARGER TRUCKS AND STREETSCAPE TREATMENT
- REMOVE EXCESS OF CONCRETE WHERE POSSIBLE TO DEFINE MAIN STREET EDGE, REDUCE VEHICULAR CONGESTION AND ALLOW FOR A MORE COHESIVE PEDESTRIAN SYSTEM
- CREATE A CONSISTENT EDGE AND VISUAL CONTINUITY THROUGH USE OF TREES, HEDGES, AND STONE WALLS

**SOUTH GATEWAY**

- PROVIDES FIRST IMPRESSION OF THE CENTER TO VISITOR TRAVELING NORTH ON ROUTE 44
- CREATE SPECIAL ENTRY SIGNAGE AND LANDSCAPING TO IDENTIFY AND ENHANCE TOWN CENTER IMAGE
- CONSIDER STONE WALL IN FRONT OF SERVICE STATIONS TO ACT AS STREETSCAPE EDGE AND TO ADD VISUAL CONTINUITY BETWEEN SITE ELEMENTS
- BEGIN SPECIAL STREETSCAPE TREATMENT

**BRIDGE STREET PARKING AREA**

- REDESIGN PARKING AND BRIDGE STREET TO INCREASE VEHICULAR PAVEMENT TO ALLOW FOR SHORTER PEDESTRIAN CROSSINGS, MORE DEFINED VEHICULAR IMPROVEMENT, AND LONGER STAGING LANES AT MAIN STREET IN FRONT
- PROVIDE STRONG PEDESTRIAN CONNECTION TO BRIDGE STREET RIVER OVERLOOK
- ENFORCE SHORT TERM PARKING RESTRICTIONS TO ENCOURAGE LONG TERM PARKING TO USE FURTHER PARKING AREAS

**BRIDGE STREET RIVER OVERLOOK**

- OPEN VIEW TO RIVER AND PROVIDE OPPORTUNITY FOR RIVER RELATED ATTRACTION WITH OVERLOOK AND NEW BUILDING
- BUILDING AND OVERLOOK SHOULD ACT AS A FOCAL POINT AND MAGNET TO DRAW PEOPLE TO RIVER AND THE CENTER
- CONTINUE STREETSCAPE TREATMENT (OFFICIAL PAVING, LIGHTING, SITE FURNITURE, AND PLANTING) INTO PLAZA AT OVERLOOK
- CONNECT TO RIVER WALK AND RIVER PARK, CREATE AS A DESTINATION POINT FOR ONE END OF RIVER WALK

**TOWN GARAGE AREA**

- SHORT TERM: PROVIDE EVERGREEN PLANTINGS TO SCREEN BUILDINGS, TRUCKS, AND SAND PILES FROM RIVERFRONT PARK, WALK AND OVERLOOK
- LONG TERM: CONSIDER RELOCATING TOWN GARAGE AND REPLACE WITH PARK TO PROVIDE ATTRACTIVE OPEN SPACE, COMPLEMENTING RIVERFRONT PARK AND OTHER IMPROVEMENTS ACROSS RIVER IN THE CENTER

**COMMUTER/MUNICIPAL LOT**

- REDESIGN CIRCULATION TO SEPARATE PARKING FROM THE CHURCH STREET EXTENSION
- PROVIDE SIGNAGE TO GUIDE POTENTIAL USERS TO PARKING AREA
- ENCOURAGE USE BY LONG-TERM PARKERS
- PROVIDE PEDESTRIAN CONNECTIONS FROM LOT TO NEW LIBRARY AND MAIN STREET
- EXPLORE STATE RESTRICTIONS AS COMMUTER LOT

**INFILL BUILDING**

- INFILL "GAP" WITH NEW BUILDING SENSITIVE TO HISTORIC CHARACTER OF ADJACENT BUILDINGS
- LONG TERM: CONNECT PARKING AREAS BEHIND BUILDING TO PROVIDE MORE EFFICIENT PARKING AND CIRCULATION

**PEDESTRIAN CIRCULATION AND CONNECTIONS**

- PROVIDE COMPREHENSIVE PEDESTRIAN SYSTEM IN CENTER TO ENCOURAGE WALKING, SHOPPING, AND DINING
- PROVIDE PEDESTRIAN CONNECTIONS THROUGHOUT THE CENTER TO AND FROM THE RIVERFRONT, LIBRARY, RETAIL, AND BUSINESS ESTABLISHMENTS, PARKING, OPEN SPACE AND RESIDENTIAL AREAS
- CLOSE ALLEYWAY OFF BRIDGE STREET TO VEHICLES FOR STRONGER, SAFER PEDESTRIAN CONNECTION TO PARKING
- REDUCE VEHICULAR PAVEMENT WHERE POSSIBLE TO PROVIDE COMFORTABLE PEDESTRIAN SPACES AND CROSSINGS
- REPLACE EXISTING WALLS IN CENTER WITH BRICK, CONCRETE PAVEMENT, OR CONCRETE
- MAINTAIN CONSISTENT MATERIALS AND CONTINUOUS WALK SYSTEM
- CREATE A PEDESTRIAN SCALE THROUGH STREETSCAPE TREATMENT (LIGHTING, SITE FURNITURE, AND PLANTING)
- PROVIDE HANDICAP ACCESSIBILITY, INCLUDING HANDICAP RAMPS AT ALL INTERSECTIONS

**NORTH GATEWAY**

- PROVIDE FIRST IMPRESSION OF THE CENTER TO VISITOR TRAVELING SOUTH ON ROUTE 44
- CREATE SPECIAL ENTRY SIGNAGE AND LANDSCAPING TO IDENTIFY AND ENHANCE TOWN CENTER IMAGE
- BEGIN SPECIAL STREETSCAPE TREATMENT
- COORDINATE GATEWAY IMPROVEMENTS WITH ENTRANCE TO PROPOSED RIVERFRONT PARK

**TOWN HALL PARKING AREA**

- REDESIGN PARKING AND CIRCULATION REGARDLESS TO RAISE PARKING AREA TO MORE STRENGTH RELATE TO LEVEL OF MAIN AND BRIDGE STREETS TO IMPROVE ACCESSIBILITY AND REMOVE EXCESS PAVEMENT CREATED BY GRADE CHANGE
- PROVIDE ONE WAY SYSTEM INTO LOT 8A TO REDUCE TRAFFIC CONFLICT AND SITE VISIBILITY PROBLEMS AT LOT 8A
- EXPAND LOT 8A PARKING TO INCREASE NUMBER OF SPACES
- ENCOURAGE OR REQUIRE TOWN HALL EMPLOYEES TO USE NORTHWEST PORTION OF LOT TO OPEN UP SPACES FOR USES OF MAIN AND BRIDGE STREET BUSINESSES
- PROVIDE STRONG PEDESTRIAN CONNECTIONS FROM PARKING AREA TO MAIN AND BRIDGE STREET BUSINESSES AND RIVERFRONT
- PROVIDE SIGNAGE TO GUIDE POTENTIAL USERS TO PARKING
- ENCOURAGE LONG TERM PARKERS SUCH AS TEENAGERS AND EMPLOYEES TO USE BACK PARKING AREA

**RIVERFRONT PARK**

- PARK DEVELOPMENT AND USE SHOULD BE CONSISTENT WITH RESTRICTIONS SET FORTH IN LAND DEEDS
- ENCOURAGE VIEWS TO RIVERS EDGE THROUGH PARK BY SELECTIVELY CLEARING VEGETATION
- PROVIDE ACCESS TO RIVER BY ADDING PEDESTRIAN CONNECTION FROM PARKING TO RIVER OVERLOOK AND RIVER WALK
- PROVIDE PARK AREA FOR PASSIVE RECREATION AND FISHING
- ADD PARKING AND OVERLOOK FOR PARK USERS

**RIVER OVERLOOK**

- PROVIDE GAZEBO OR SIMILAR STRUCTURE AS A DESTINATION POINT THAT IS VISIBLE FROM MAIN STREET AND PARK ENTRANCE
- CREATE AS A DESTINATION POINT FOR ONE END OF RIVER WALK

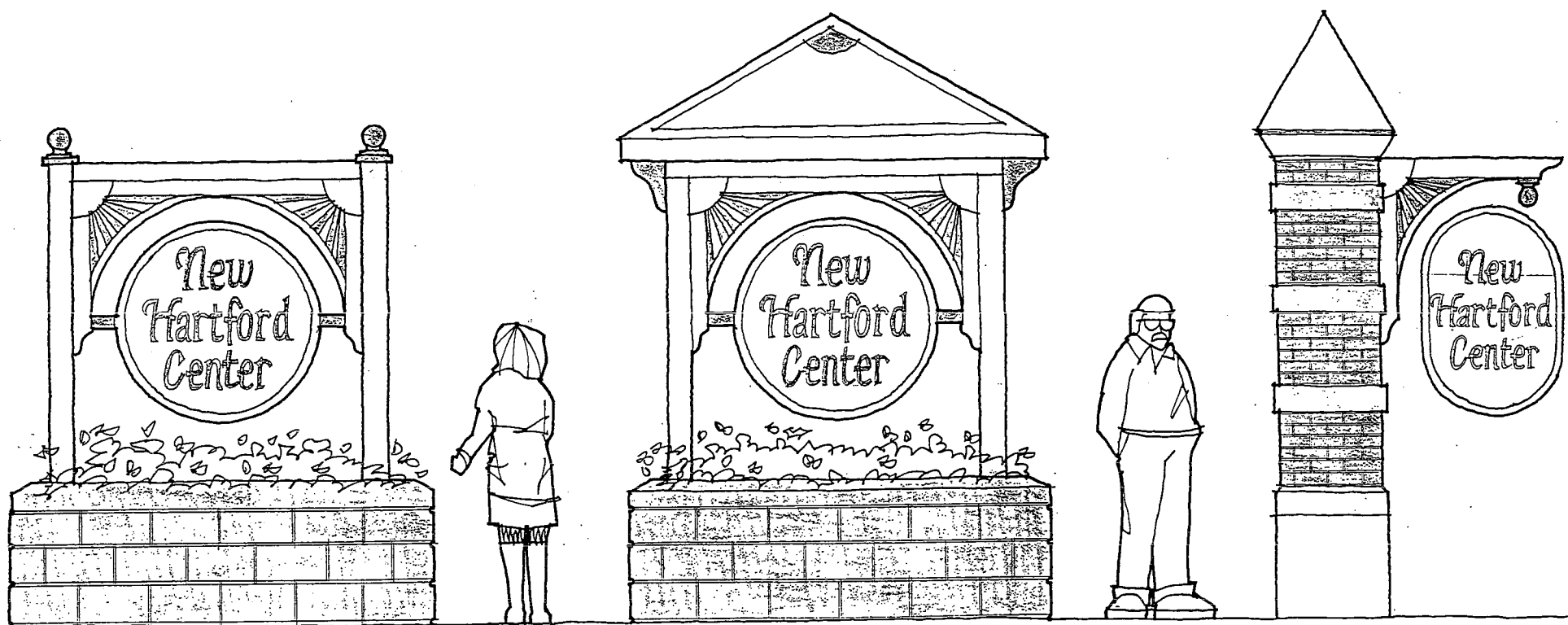
**RIVER WALK**

- PROVIDE WALKING PATH ALONG RIVER LINKING BRIDGE STREET RIVER OVERLOOK AND RIVERFRONT PARK
- CONNECT TO PARKING AND MAIN/BRIDGE STREET BUSINESSES
- SCREEN PARKING AREAS FROM WALK
- PROVIDE CANOE LAUNCHES AND ACCESS TO RIVER FOR PASSIVE RECREATION



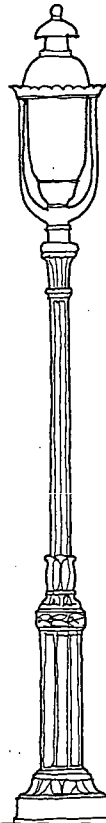
## GATEWAY SIGNS

Shown here are three alternate gateway signs. The signs reflect the historic character of the Center by mimicking architectural details, such as brackets, brick work, and stone foundations. Stone walls seen throughout the Center are also repeated in the base of the sign.



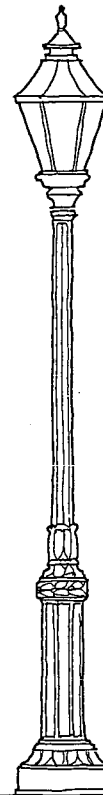
## LIGHTING

In conjunction with the existing "cobrahead" street scale lighting, a pedestrian scale light should be added. These will provide additional lighting and complement the character and scale of New Hartford Center. Lighting locations and styles should be finalized in the next design phase.



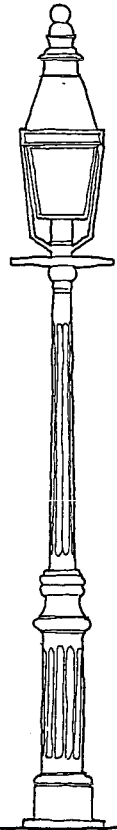
VICTORIAN

SUCH AS, THE SPRING CITY  
BOROUGH LUMINAIRE AND  
MADISON POST



TRADITIONAL

SUCH AS, THE WELSBACH  
COPENHAGEN OR  
PHOENIX LUMINAIRE

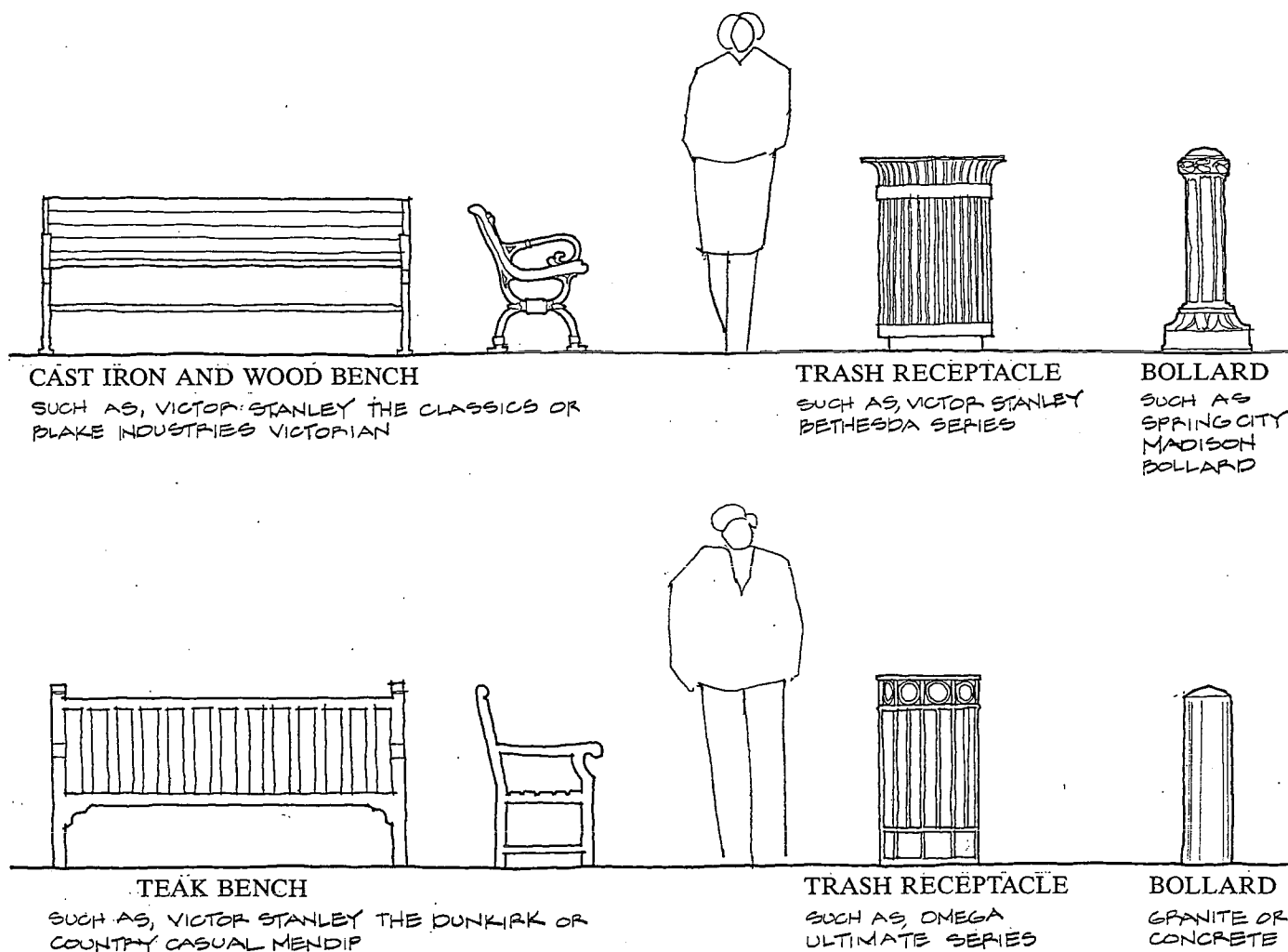


COLONIAL

SUCH AS, THE SPRING CITY  
HANCOCK LUMINAIRE AND  
HANCOCK POST

## SITE FURNITURE

Benches, bollards, and trash receptacles provide amenity to pedestrians and make walks and plazas more successful and attractive. Location of site furniture should be finalized in the next design phase. Designation of a particular style or theme will help individuals make decisions for future improvements.





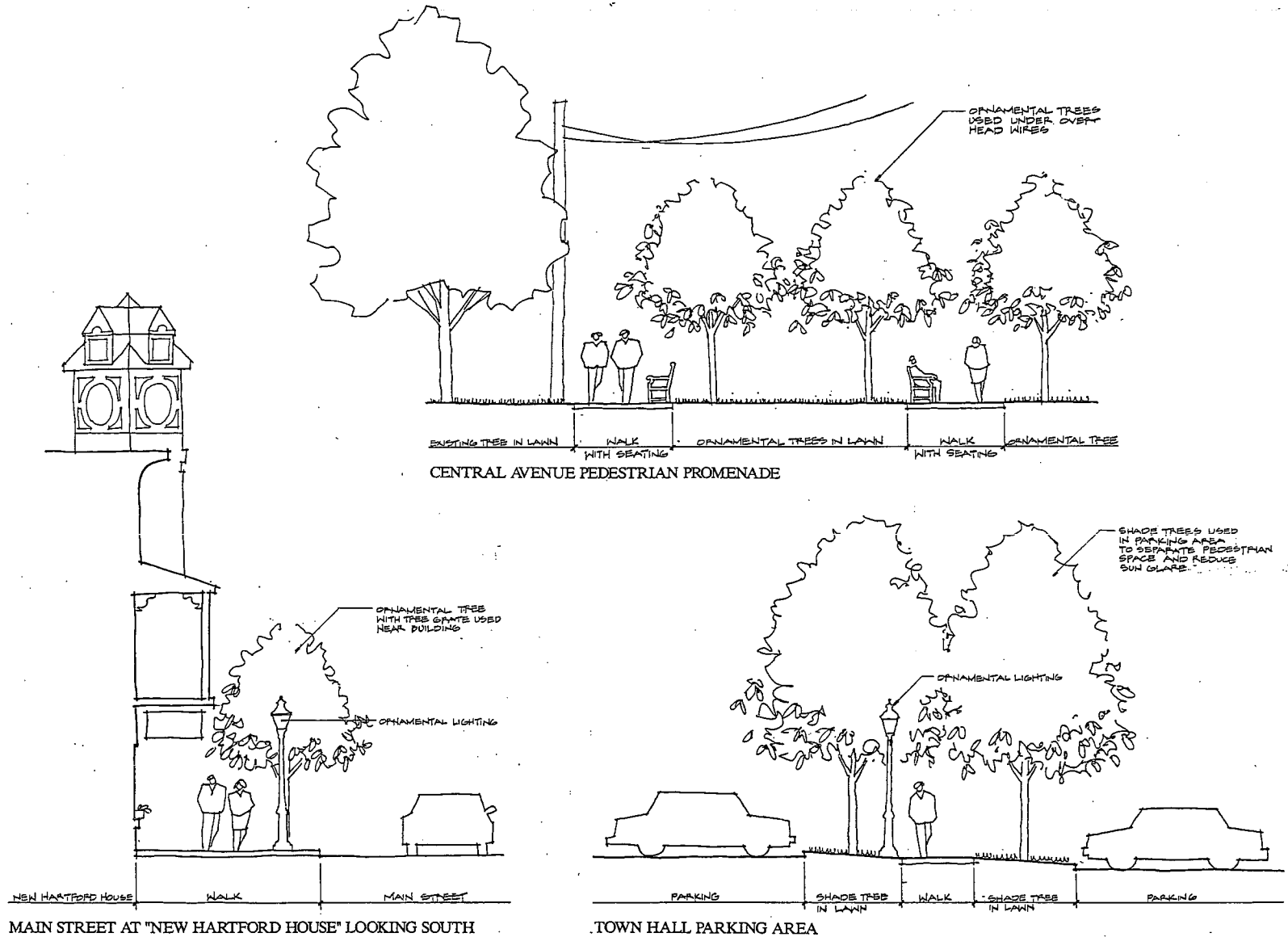
## PLANTING

Planting can work in several ways to strengthen New Hartford Center's identity.

Tree-lined streets provide consistent spatial enclosure, and strengthen the small town New England character. Ornamental trees can be used to line the street in areas where overhead wires restrict the use of shade trees. As the design develops, feasibility of placing wires underground in conjunction with street improvements should be studied. If this becomes possible, shade trees could be used in some areas where ornamental trees have been recommended. To maintain sight visibility on Route 44, trees should generally be placed a minimum of 10' back from the street.

Trees should frame not hide interesting architecture, and views to landmark buildings should remain open. Evergreen trees, shade trees, and shrubs can be used to screen or filter undesirable views. Selectively cleared vegetation can open up desirable views and views to the river.

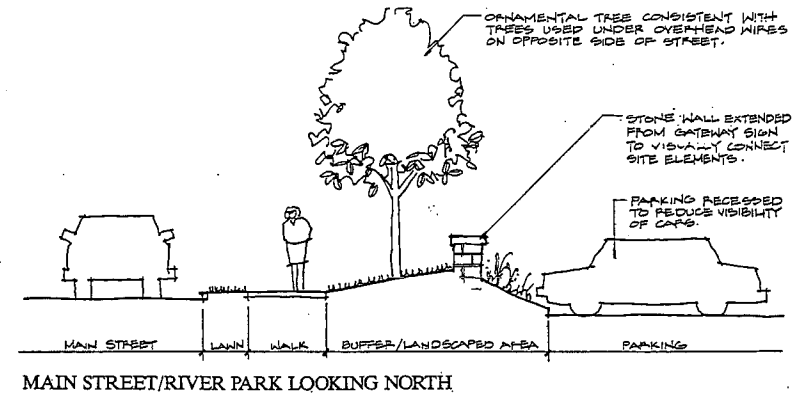
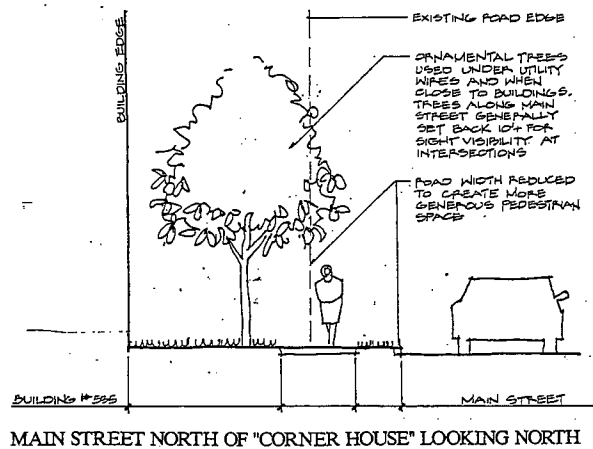
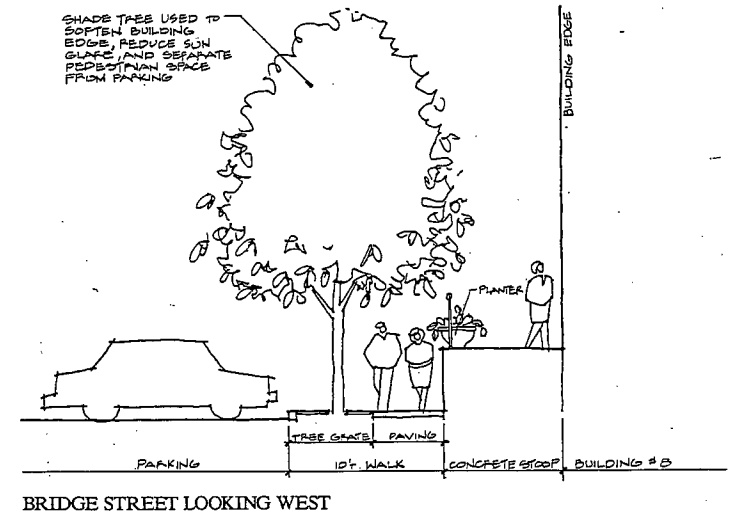
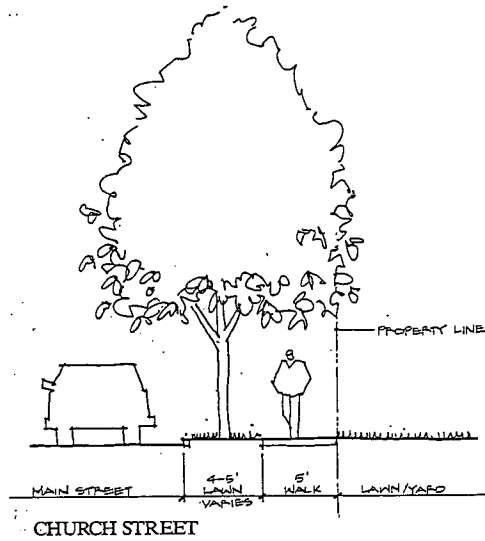
The planting theme can continue into parking areas. This will act to unify the site, reduce sun glare, and separate the pedestrian space from parking.



NEW HARTFORD CENTER

PLANTING AND STREET SECTIONS 36

A VISION AND ACTION PLAN FOR THE FUTURE



## PAVEMENT AND WALLS

Special paving can be used to define and unify the pedestrian system. Carried through into crosswalks, it can give visual cues to motorists to slow down for pedestrian zones. Existing pavement in the Center is in poor condition and should be replaced with brick, concrete pavers, or concrete. Pavement materials should be consistent from property to property.

Existing stone walls and foundations establish a visual connection between buildings and act as an edge to the streetscape. This is an element that can be repeated throughout the Center. New walls, columns, and stone details can continue to function as a unifying element. In areas where historically narrow setbacks have been widened, walls can act as an edge to redefine the streetscape space.

## PAVING

### • MAIN STREET, BRIDGE STREET, AND KEY CONNECTIONS:

BRICK OR CONCRETE PAVERS

### • SIDE STREET AND SECONDARY CONNECTIONS:

CONCRETE

### • RIVERFRONT PARK AND RIVER WALK:

STONE DUST

### • PEDESTRIAN CROSSWALKS:

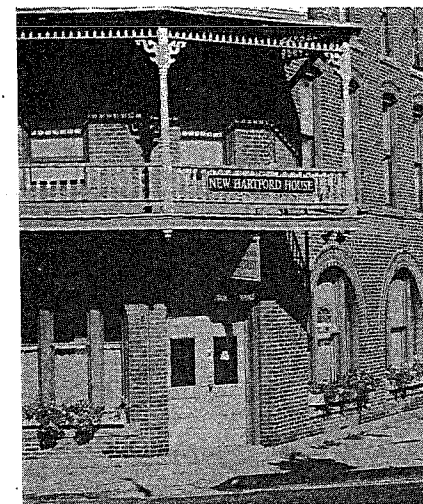
PAINTED MARKINGS OR SPECIAL PAVING

## SIGNAGE

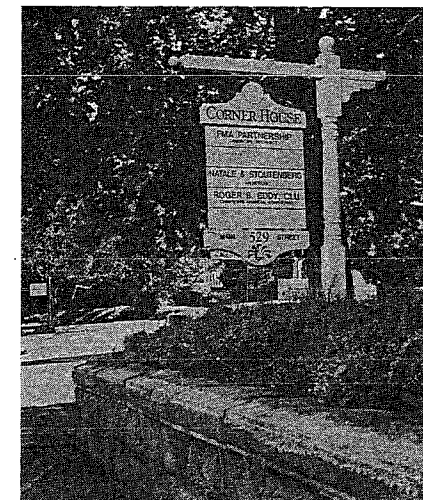
Existing and proposed signage should reflect and harmonize with the "New England" character in the Center. Presently, many of the signs in the Center are successful. To maintain and promote a consistent image, signage guidelines should be included in the "New Hartford Center Zone" regulations. The following recommendations could be included:

1. Wood or metal signage should be encouraged over plastic signs.
2. Neon signage should be discouraged.
3. Free standing signage should maintain an appropriately low height.
4. Signage attached to buildings should not overwhelm the architecture or create visual clutter, but work within the architectural framework.
5. Encourage use of "Hanging" signs over shop entrances, such as the signs at the New Hartford House. Second story balconies are conducive to this type of signage.
6. Lettering style should reflect the overall "Traditional" character of the Center.
7. Encourage incandescent lighting sources rather than mercury vapor or sodium. Incandescent provides an image more closely related to gas lamps and candlelight.

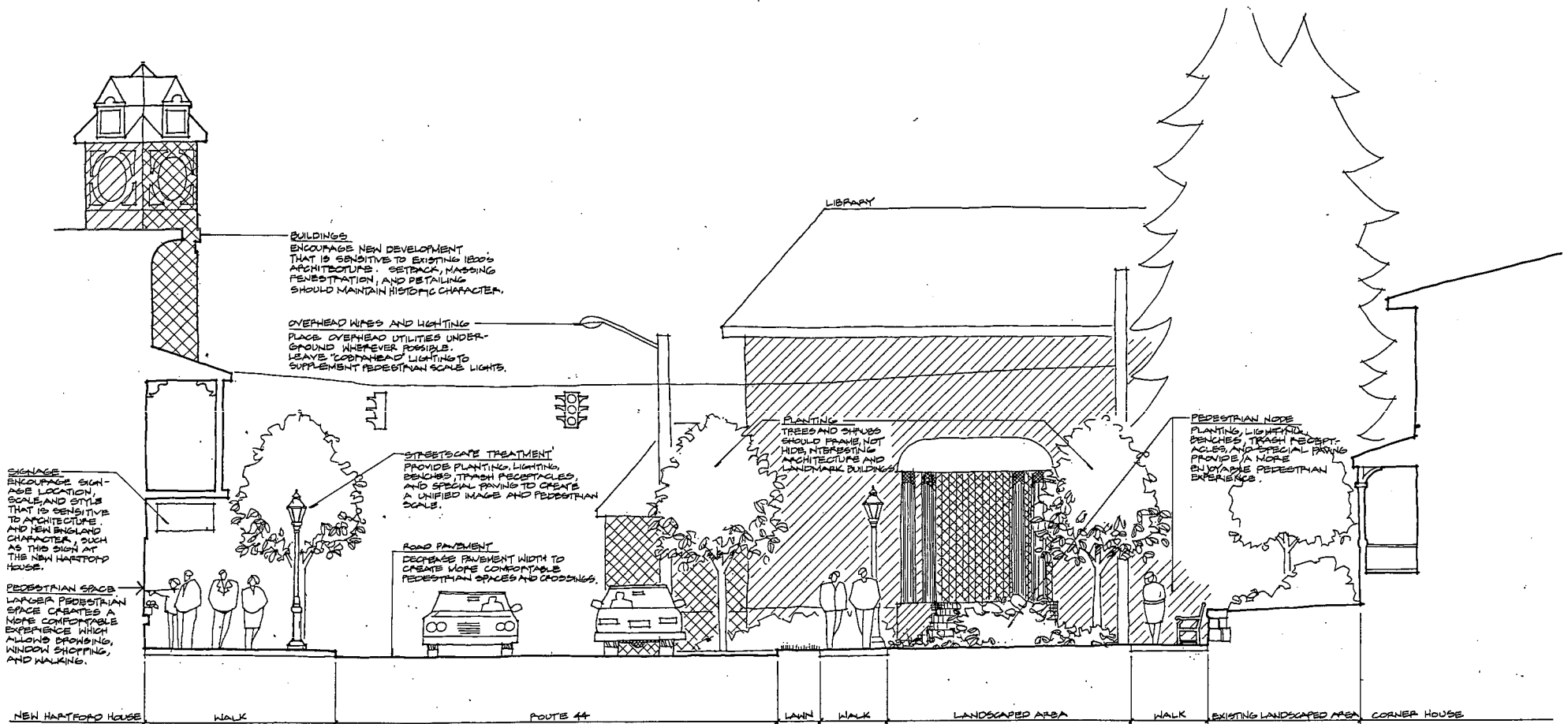
A comprehensive signage system should be established. This system should provide visual and directional clarity to both visitors and residents. The sequence should begin by welcoming visitors at the entrance to the Center with "Gateway" signs. As motorists and pedestrians pass through the Center signs should provide direction to parking, businesses and services, the riverfront, and recreational amenities.



NEW HARTFORD HOUSE SIGN  
AND HANGING SIGN



CORNER HOUSE FREE-STANDING SIGN



NEW HARTFORD CENTER

PROPOSED IMPROVEMENTS: MAIN STREET 39

A VISION AND ACTION PLAN FOR THE FUTURE

## LONG TERM DEVELOPMENT CONSIDERATIONS

Longer term development considerations suggested here are based on possible changes that will most likely not occur in the short-term, but are in response to issues raised in the course of this study.

### Area 1: Reestablish Historic Main Street Character:

As present uses in this area transition, or find alternative locations, encourage reestablishment of building massing and narrow setbacks consistent with the surrounding 2-3 story 1800's buildings found in the Center. This would continue and reinforce the established village character and add significantly to the Town Center's image as one approaches from the south. There is ample room for a shared parking lot to the rear of the proposed buildings.

### Area 2: Redesign Parking and Circulation:

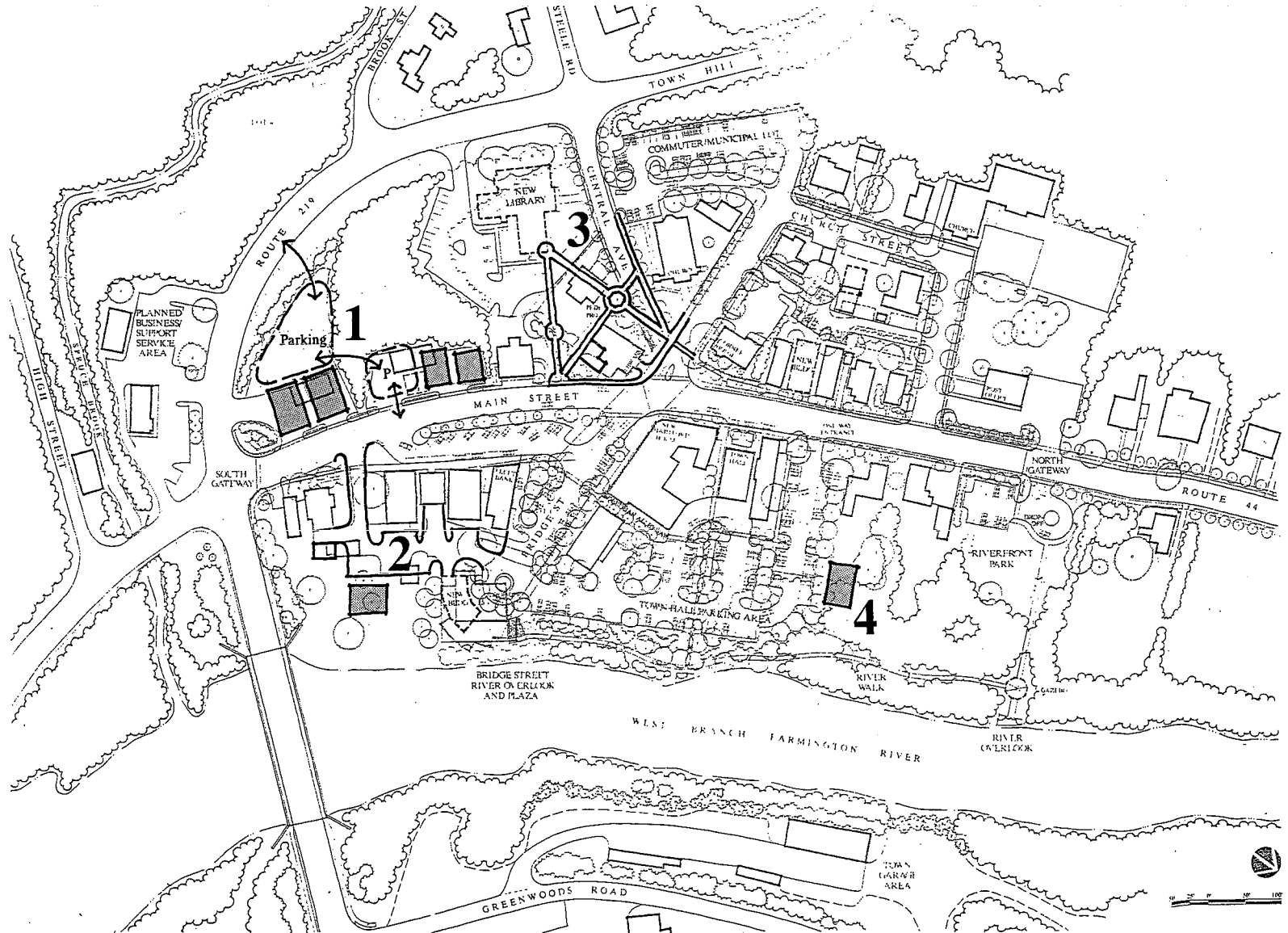
Recommendations here are similar to those for the buildings along Main Street at the Church Street block. As the residential uses in this area evolve into commercial uses or as the intensity of activity increases, the circulation and organization of parking to the rear of the buildings will need to be addressed and redesigned. The possibility of an additional building might be considered to the rear of these buildings, however, any encroachment in the 100' river protection zone would require approval by the Planning and Zoning Commission and other reviewing boards.

### Area 3: Future Town Green/Public Spaces:

The proposed "New Library" and the conversion of the existing library for public use begins to establish a centrally located, accessible public space. If the adjacent property at #6 Central Avenue becomes available, the opportunity would exist for a significant public space or Town Green in this area defined by 3 key buildings: Old Library, New Library, and the Immaculate Conception Church. The design for the new library should anticipate this possible longer-term consideration.

### Area 4: Possible Future Building:

As improvements to the Center proceed and the demand for useable space increases, there exists the opportunity for a small building adjacent to the proposed Town Hall Parking Lot expansion. The building would be adjacent to the proposed Riverfront Park and should be carefully designed to respond to guidelines suggested in this study.



## LAND-USE GUIDELINES/PROPOSED ZONING CHANGES

Design and planning recommendations are both physical and policy oriented. Physical recommendations presented here must be backed by policy commitments from the Town, merchants, civic organizations and the residents of New Hartford Center. A strong land use policy is important to assure that development is consistent with the character of the Center and interests of the residents, property owners and merchants.

It is essential to revise zoning regulations to preserve and enhance the Center's historic character and to provide the flexibility necessary to encourage private development in the Center, including the renovation and expansion of existing buildings as well as new construction.

The single most important zoning change needed to support and implement the Center Improvements Plan is the establishment of the New Hartford Center Zone. The new regulations should be based on clear principals that are consistent with maintaining and revitalizing the historic Center area.

The New Hartford Center Zone would be established to allow continued development of New Hartford Center as the Town's governmental, historic, cultural and business center. The Zone would be intended to encourage construction and rehabilitation of structures in conformance with the existing scale and character of the traditional Center.

The following specific zoning issues should be addressed as a New Hartford Center Zone is drafted:

### 1. Boundaries of Zone:

- set physical limits of zone.
- use "gateways" as north/south boundaries, Farmington River and Rt. 219 as east/west boundaries.
- consider area south of Rt. 219 as planned business/residential area.

### 2. Mixed Land Uses:

- encourage mixed land-use.
- special permit process can assure compatibility between adjoining uses.

### 3. Dimensional Requirements:

- setbacks and lot coverage requirements should be consistent with the tight fabric of buildings found in the Center.
- front yard setbacks established to maintain a "build to line".
- complete illustrative layout guidelines to help demonstrate how guidelines reinforce and strengthen existing fabric.
- in determining permitted height of buildings, the relationship of a proposed building to adjacent buildings and the Center as a whole should be considered.

### 4. Parking:

- encourage shared facilities and interconnecting parking lots.
- allow municipal spaces and spaces shared with other establishments to count toward parking requirements.
- make parking requirements more flexible based upon specific characteristics of a proposed use.
- require employees and residents to use off-street spaces to free up prime spaces for customers.
- require on-site parking to be located behind buildings where feasible.

### 5. Signage:

- consider signage guidelines be part of New Hartford Center Zone. (See specific signage recommendations).
- signage should reflect and harmonize with the Center's historic character.

### 6. Specific Design Restrictions:

- include site controls which address the street "floor" or pavement and street furniture and integrates historic features into street image. All light standards, street furniture and related structures shall be shown on submitted plans and shall be compatible with the scale and character of the existing Center.
- provisions should be made for pedestrian circulation within the site and linking to the systems of adjacent sites.
- permanent landscaping should be provided in all areas where appropriate.
- locate all utility wiring underground whenever legally possible.
- no mechanical equipment shall be on the roofs of buildings unless suitability screened from view.

### 7. General:

- reference New Hartford Center Study and New Hartford Center General Development Plan.
- reference New Hartford Plan of Development currently being completed.

## **IMPLEMENTATION**

The refinement and implementation of the recommendations in this study depend on the cooperative effort of the Center's merchants and property owners, public officials and the citizens of New Hartford. Following are specific recommendations for the actions necessary to refine the recommendations, to secure potential funding sources and to begin working with local and State officials on more detailed plans for New Hartford Center. The recommendations have been subdivided into two categories: 1) Policies and Programs, and 2) Prioritizing Improvement Areas.

### **POLICIES and PROGRAMS:**

1. **Establish a Center "Action" Organization**
  - a. To insure refinement and implementation of study recommendations.
  - b. To confirm action plan, short and long-term goals.
  - c. Coalition could be made up of merchants, property owners, public officials and residents.
  - d. Goals should be community based, not based on political parties, factions or individual personalities.
2. **Establish a Strong Owner/Merchant Association**
  - a. Coordinate lot sharing agreements, shared parking lot development and signage in conjunction with Town.
  - b. Develop policy on employee parking in non-prime areas.
  - c. Increase maintenance and enforcement responsibilities with Town.
  - d. Owner/Merchant efforts to market "The Center".
3. **Complete an Economic Development Plan**
  - a. Develop marketing plan for working with existing businesses and getting new businesses to Town.
  - b. Prepare strategic business plan, identifying specific target types of businesses.
  - c. Business Plan should work in conjunction with physical improvements proposed in New Hartford Center General Development Plan.
4. **Make Necessary Changes to Land Use Guidelines**
  - a. Planning and Zoning Commission should initiate establishment of a New Hartford Center Zone.
5. **Establish Riverfront Park Policy**
  - a. Confirm direction on acquiring/maintaining key open space parcels along Farmington River to establish riverfront park.
  - b. Short-term: 1) Consider acquiring Baron Parcel and integrate with future development of Jones/Heath Parcel park development, 2) Provide plantings to screen Town Garage area.
  - c. Long-term: Relocate Town Garage.



6. Issues Needing Further Study

- a. A number of issues identified were beyond the scope of this study and require further investigation:
  1. Center By-Pass Road: A more specific study will need to be undertaken to look at by-pass road options and the resulting overall potential impact on New Hartford Center and the Town overall. It may be possible to request the State Department of Transportation do a preliminary by-pass road study for New Hartford Center. This would update some of the findings of the 1972 study and outline a more specific course of action the Town might undertake.
  2. Overhead Utilities: Various options and their cost to place utilities underground should be reviewed with the utility companies. This work should be coordinated with the possible phasing of other improvements.
  3. Town Hall Expansion/Relocation: Every effort should be made to preserve the Town Hall in its present historic location. Renovation of the existing building as well as possible expansions in the present location should be carefully investigated. A "Town Hall" committee should be formed to investigate these issues. The services of an Architect to evaluate renovation/expansion possibilities may be required.
  4. Extending Improvements Along the Farmington River: Although this recommendation goes beyond the assigned scope of the present study, New Hartford -- as part of being a "river town" -- should amplify its visual relationship with the River by thinning trees and vegetation all the way along the River south of Town to Satan's Kingdom, as well as similar trimming north of the old Greenwoods Dam.

The Town should contact ConnDOT regarding the high view-blocking concrete abutment that runs along the east side of Rt. 44 between New Hartford and Pine Meadow. The abutment will need repair at some point, and the State might be willing to substitute an open barrier through which the river could be viewed.

7. Explore Potential Sources for Funding

- a. Consider hiring a professional consultant with experience in obtaining funding for small communities.
- b. Possible Funding Sources:
  1. Community Development Block Grants: and grants through the Connecticut Department of Economic Development.
  2. ISTEA: (Intermodal Surface Transportation Efficiency Act of 1991), will fund 80% of approved project submitted to the Capitol Region Council of Governments (CRCOG) and approved by ConnDOT.
  3. Connecticut DEP Outdoor Recreation Fund: for riverfront park development.
  4. Town General Fund: for improving services to the Center such as street cleaning and maintenance, sidewalk construction, tree planting replacement program.
  5. Special Assessment District: could be created for the Center business sector and would provide increased credibility with funding agencies. This would require a special vote of a majority of the property owners.
  6. General Obligations Bond: Town could issue a general obligation bond for specific improvements in the Center.
  7. Private Owners: could cooperatively donate to a fund for general improvements in the area as well as invest in their own properties.
  8. Civic Groups: such as Rotary Club, Business Council, Garden Clubs, etc. could contribute money, materials or labor to improvement efforts.

## **PRIORITIZING IMPROVEMENT AREAS:**

### **SHORT TERM IMPROVEMENTS:**

Following is a list of short term actions that might be taken. These are based on prioritizing the specific recommendations made in the General Development Plan. Each improvement is identified along with the administrative organization required for its implementation:

1. **Improvement: TOWN HALL PARKING AREA**

Description: Redesign parking and circulation, lot sharing agreement, signage system for parking off Main Street and Bridge Street.

Administration: Planning and Zoning Commission with Town Officials, Owner/Merchant Association, Individual Property Owners.

2. **Improvement: MAIN STREET DEMONSTRATION AREA**

Description: Demonstration project at key area along Main Street to establish a visual theme and example of streetscape treatment, including widened sidewalk, site lighting, special paving, street furniture and planting.

Administration: Planning and Zoning Commission and ConnDOT with Owner/Merchant Group, Individual Property Owners, Town Officials.

3. **Improvement: NORTH and SOUTH GATEWAYS**

Description: Special entry signage and landscaping to identify and enhance Town Center image.

Administration: Planning and Zoning Commission and ConnDOT with Individual Property Owners, Town Officials.

4. **Improvement: RIVERFRONT PARK**

Description: Design and implementation of first phase of Riverfront Park. Acquire Baron Parcel (#15 Bridge Street), and integrate with future development of adjacent Jones/Heath parcel park. Baron Parcel acquisition allows for full development of Town Hall Parking Area.

Administration: Planning and Zoning Commission with Town Officials and other reviewing agencies such as Inland Wetlands Commission and DEP.

### **LONG-TERM IMPROVEMENTS:**

Long-term proposals could include the redesign of the Bridge Street parking and circulation, a continuation of the streetscape treatment along Main Street and adjacent streets, the closing of Central Avenue and development of the public space between the old and new library, and the redesign of the commuter/municipal parking lot.

It is important to begin investigation and coordination of long-term proposals along with short-term improvements. Because long-term proposals may require more time, efforts to begin implementation should begin immediately.

### **SPECIFIC AREA DESIGN ... NEXT STEPS:**

- a. On a priority basis as funding becomes available, proceed further with Design Development and Construction Documents.
- b. General steps in all improvement phases:
  1. Work with private and public parties affected by improvements.
  2. Topographic and Boundary Survey.
  3. Completion of more detailed design and construction documents.
  4. Obtain necessary permits and approvals.
  5. Implementation and Construction Administration.
  6. Maintenance

### CONCLUSION

The study summarized in this booklet: "New Hartford Center: A Vision and Action Plan for the Future", is a significant first step in the process of improving the Center. It is significant not only because it represents a collective first effort, but more importantly, because of the dedication and enthusiasm expressed by Planning and Zoning Commission members and residents of the Town of New Hartford. It is this group concern which is the essential ingredient in successful community improvement efforts.

The study assesses the physical and aesthetic characteristics of the Center, makes physical design recommendations aimed at alleviating problems and improving the overall character of the Center, lists specific planning recommendations and outlines a plan of action. But the plan is still only a prescription, it is still only paper. Its realization can only be accomplished through the continued support and effort of the Town.

The next few years are critical to the programs success. It is the difficult period of building on the initial support base, establishing programs, collaborating with agencies and gaining consensus within the town. During this initial administrative period, visible evidence of improvement will be slight and there is a danger that interest in the program may wane. However real, lasting substantial community improvements do not occur overnight. They take planning, dedication to the objective and plenty of hard work. With this in mind, the New Hartford Center Plan is well founded and will provide the vehicle for the programming of long term Center improvements.

Regardless of the timing and sequence of implementation, the land use policy recommendations and physical improvements to New Hartford Center are important in physically making the Center a more unique and stronger village center. But to maintain a viable village center, the economic concerns must also be addressed. The abundance of architecturally significant structures and rural setting at the edge of the Farmington River make New Hartford Center special. As the Town of New Hartford grows, a clear direction for its business and municipal center must be established and maintained.