

# HOMESTEAD AVENUE REDEVELOPMENT PLAN

HARTFORD, CONNECTICUT | JULY 2025

**DRAFT**



# ACKNOWLEDGMENTS

Thank you to the Steering Committee of this project. It is not always easy to make time out of your busy schedules to help lead a planning process, but your continued dedication to this project and to the residents of Upper Albany, Asylum Hill, and Clay Arsenal defined its success.

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An aerial photograph of a city street intersection, overlaid with a semi-transparent teal filter. The image shows buildings, trees, and a road with some vehicles. The text 'EXECUTIVE SUMMARY' is prominently displayed in white, bold, sans-serif font across the lower portion of the image. A yellow L-shaped line is positioned to the left of the text, and a horizontal yellow line is below it.

# EXECUTIVE SUMMARY





to be completed

to be completed

An aerial photograph of a city street intersection, overlaid with a semi-transparent blue filter. The image shows buildings, trees, and a road with a crosswalk. A large yellow number '1' is positioned in the top left corner.

# 1

# INTRODUCTION





03	Project Purpose
05	Vision & Goals
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# Project Purpose

## THE PURPOSE OF THIS PLAN IS TO DEVELOP AN ACTIONABLE COMMUNITY-CENTERED STRATEGY FOR REVITALIZING THE HOMESTEAD AVENUE CORRIDOR.

The plan aims to identify a mix of redevelopment, land use, and public realm strategies to revitalize this major corridor in the Upper Albany neighborhood. By collaborating with the community on a shared vision, the plan outlines actions to address brownfields, activate vacant properties, promote accessible housing through infill development, improve transportation quality of all modes, and implement placemaking initiatives that celebrate Homestead Avenue and Upper Albany's distinct character.

## Plan Objectives

### Community Visioning

Build vision through a cohesive community engagement process which increases awareness about the project, gathers local knowledge, understands the community's needs, and identifies, develops, and vets desirable redevelopment options.

### Sound Analysis to Inform Decision-Making

Conduct a comprehensive analysis of the current land use, socio-economics, built environment, and market challenges and opportunities to allow for well informed decisions for the future of the corridor.

### Defining a Future for the Corridor

Identify desired redevelopment options, public realm improvements, and an implementation strategy which will have the potential to foster a more cohesive, livable, connected, and vibrant corridor.

## STUDY AREA (PRIMARY + SECONDARY) CHARACTERISTICS

**145** Parcels

**74** Total Acres

**1.5** Mile Corridor



# Study Area

Primary Study Area

Homestead Avenue

Walnut Street

Secondary Study Area



# Vision & Goals

## Vision Statement:

Homestead Avenue will emerge as a vibrant, thriving corridor that connects Upper Albany, Clay Arsenal, Asylum Hill, and Downtown by fostering community-driven investment, enhancing public spaces, generating meaningful employment opportunities, and establishing a distinctive identity. The revitalized corridor will strategically leverage nearby trail connections to expand mobility options and recreational access, creating a unique sense of place that reflects Hartford's rich heritage, while embracing its promising future.



## Goal #1

### SUPPORT COMMUNITY REVITALIZATION AND INVESTMENT

Position the corridor to capitalize on economic, infrastructure, and housing opportunities



## Goal #2

### CREATE JOBS AND EMPLOYMENT

Catalyze opportunities for uplifting careers for neighborhood residents



## Goal #3

### IMPROVE THE PUBLIC REALM

Create higher quality public spaces, streets, sidewalks, and building façades



## Goal #4

### CREATE COMMUNAL SENSE OF PLACE

Create a positive and unique atmosphere in the corridor for users and residents





#2

Lower barrier for creation of job-producing businesses within walking or biking distance of job seekers

Homestead Ave

#4

Opportunity to create a programmable, branded open space at an important gateway intersection

#1

Market-backed vision for housing or mixed-use redevelopment

Garden St

#3

Improve safety and reduce conflicts at intersections



# Past Plans & Studies

**THE HOMESTEAD AVENUE CORRIDOR HAS BEEN SLATED FOR TRANSFORMATION IN MULTIPLE CITY OF HARTFORD PLANS IN THE PAST FIVE YEARS.**

## 2024

### HFD Engine Company #5 Updates

After learning that renovating the Asylum Hill Fire Station would be prohibitively expensive, Hartford city leadership decided to move the station to the city-owned lot on the southwest corner of Homestead Avenue and Sigourney Street. A date for implementation of the new facility is not set yet. The new location has the potential to be a stabilizing influence on the corridor.

## 2022

### Upper Albany Neighborhood Plan

An extension of Hartford City Plan 2035 that applies its five action areas to Upper Albany. Plan participants imagined a mix of uses on the Homestead corridor, including light industry and retail. Identifies need to incorporate role of Sigourney and Woodland Avenues into plan, as well as support development of artist spaces.

### Arrowhead Gateway Small Area Plan

Revitalization plan for the north Downtown area adjacent to Homestead Avenue. Aims to enhance connectivity, stimulate economic development, and create a sense of place. The Arrowhead Plan and the Homestead Plan together form a unified effort to revitalize neighborhoods north of Downtown.

### City of Hartford Comprehensive Parking Study

Sets priorities to create more public parking supply to better utilize the existing parking infrastructure in Hartford. Most private lots on Homestead Avenue were found to have low utilization. Recommendations of the plan to utilize better parking management to “right-size” parking lots will provide for better parking on Homestead Avenue and free up space for redevelopment.



## 2021

### Hartford 400

Partnership of non-profits carrying out a long-term plan to make the Connecticut Valley more sustainable, prosperous, equitable, mobile, and vibrant through project-based work. Identifies the Hartline project, which aims to incorporate a greenway on the Griffin line which borders Homestead Avenue to the south.

### Greater Hartford Mobility Study

Study to stimulate regional mobility, economic growth, and sustainability in the Greater Hartford region. The study aims to minimize highway impact on densely populated areas like Homestead Avenue and encourage walking, biking, and transit options.

### Hartford Complete Streets Plan

Lays out a strategy to make Hartford's streets inviting and safe for all users and has informed this plan's prescribed measures for making Homestead Avenue a complete street. This Plan has identified Homestead Avenue as a candidate for a multi use path.

## 2020

### Hartford City Plan 2035

Aims to improve quality of life by taking action in the areas of green, grow, live, move, and play. Homestead Avenue is a major corridor of the plan's identified Albany Avenue Gateway transformative project. The plan's action areas of building an innovation economy, improving the built environment, and promoting connectivity align with this plan's goals.

## 2019

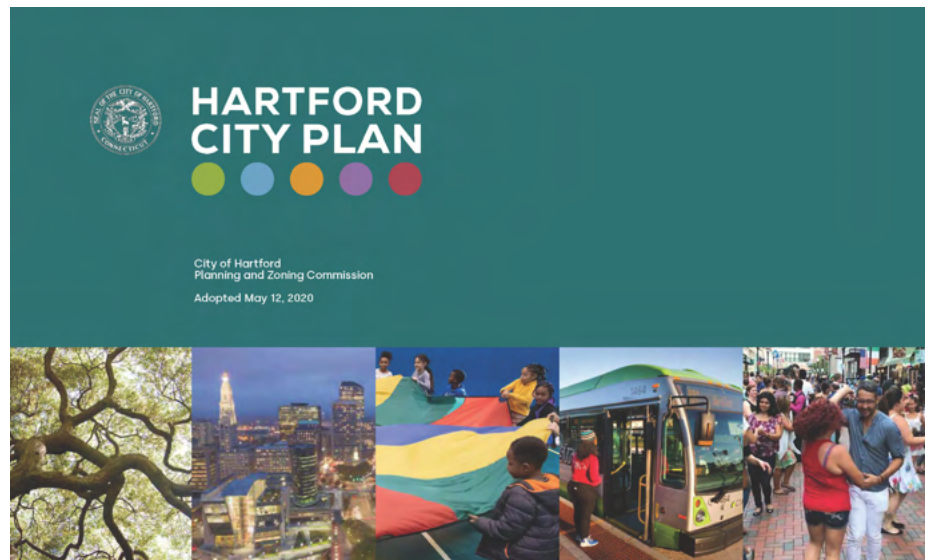
### City of Hartford Bike Master Plan

Provides guidance for implementing bicycle infrastructure on Hartford's streets. Recommends one-way paired separated bicycle lane and buffered bicycle lane for Homestead Ave.

## 2016

### City of Hartford Zoning Regulations

Hartford's zoning code was overhauled to utilize form- and use-based standards and eliminate parking minimums. The new regulations strictly regulates form, which will help to preserve Homestead Avenue's historic districts. The new regulations also aim to promote sustainability and economic growth, keys to Homestead's revitalization.



### Hartford City Plan 2035

# Neighborhood History

**HOMESTEAD AVENUE'S HISTORY IS INTERTWINED WITH INDUSTRY, IMPROVED LIVING CONDITIONS FOR THE WORKING CLASS, AND THE GROWTH OF HARTFORD AS A CITY.**

The expansion of the Albany Avenue trolley line in 1886 spurred the rapid development of a new district northwest of Downtown, replacing large estates and family farms. Manufacturers like the Hartford Special Machinery Company, Smith Worthington Saddlery Company, and Stanley P. Rockwell Company established operations along Homestead Avenue, leveraging its proximity to the newly built Connecticut and Western Railroad. The well-paid industrial jobs allowed workers to move from single-room dwellings to apartments in the characteristic three- to six-family houses, attracting Irish immigrants to join the Hartford community. Much of the district's original architecture from 1900-1920 remains intact, offering a glimpse into the era's style. While specialty machinery production has ceased, the historic factory buildings stand ready to accommodate contemporary industry and modern uses.



**1871**

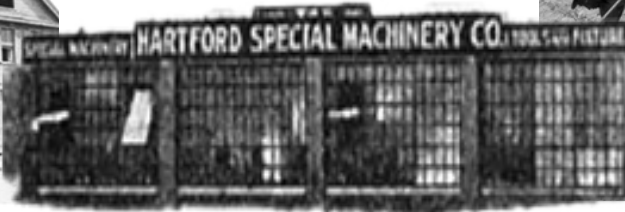
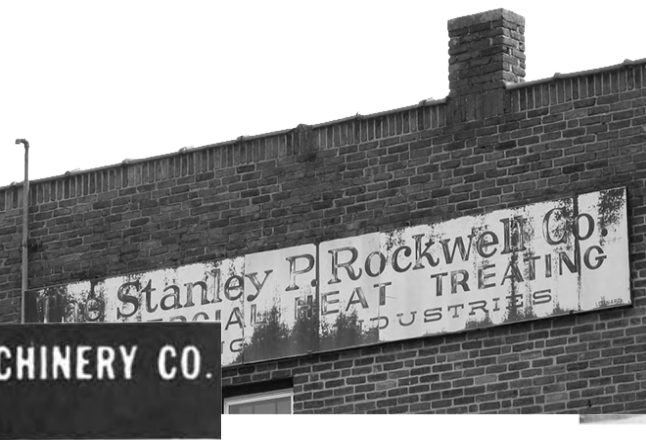
The Connecticut Western Railroad is complete, connecting Hartford to rail lines in upstate New York.

**1886**

Albany Avenue trolley line expands northwest of Downtown, drawing development to the area.

**1915**

Hartford Special Machinery Factory built at 287 Homestead Ave. The company's early slogans were "You name it, we'll make it!" and, "You can't stump us!"



**1929**

Stanley P. Rockwell  
Factory built at 296  
Homestead Ave.

**1937**

Home Owner's  
Loan Corporation  
designates  
Homestead Ave  
part of a "Third  
Grade" residential  
security zone,  
limiting the amount  
of home loans  
issued in the area.

**1960**

Hartford Special  
Machinery  
Company vacates  
the Homestead  
plant.

**1960**

The majority  
demographic of  
neighborhood  
residents becomes  
African Americans  
following two  
decades of  
immigration.

**2010**

Stanley P. Rockwell  
Company vacates  
its Homestead  
plant.





# 2

# PUBLIC PARTICIPATION



13 Engagement Activities

15 What We Heard



# Engagement Activities

**COMMUNITY FEEDBACK WAS CENTRAL TO THE DEVELOPMENT OF THE PLAN, WITH OPPORTUNITIES FOR ENGAGEMENT HOSTED THROUGHOUT THE PLANNING PROCESS.**

## Steering Committee Meetings

Project Team members convened a steering committee to meet and discuss plan visioning, findings, and recommendations. Steering committee members represented a wide range of organizations who work in the Upper Albany and Asylum Hill neighborhoods, including neighborhood groups, business organizations, community support organizations, City staff, City boards and commission members, businesses, and more.

- July 31st, 2024 | Plan Intro & Visioning; Virtual
- October 2nd, 2025 | Existing Conditions Findings & Visioning; Chrysalis Center
- March 4th, 2025 | Preliminary Recommendations; Virtual
- June 5th, 2025 | Final Recommendations; Hartford Public Library

## Public Meetings

Project Team members conducted meetings open to the public to discuss plan visioning, findings, and recommendations. These meetings were held at locations community members would be familiar with, and which are within walking distance of most of the Homestead corridor. Stakeholder networking and social media invites were utilized to encourage turnout to meetings.

- November 6th, 2024 | Visioning Open House; Artists Collective
- July 31, 2025 | Findings Workshop; Chrysalis Center

## Public Survey

Project Team members hosted an online public survey to allow residents and





stakeholders to share how they use the corridor, the corridor's challenges and opportunities, and their vision for its future. The survey received 51 responses from a variety of Hartford stakeholders, who highlighted the need for more and improved housing, jobs, transportation options, retail, and green spaces.

### Pop-up Events & Community Organization Presentations

Project Team members hosted pop-up events in Upper Albany, Downtown, and Asylum Hill where community members could learn about the project during various points of development and share their ideas. The project team was able to establish constant contact with the community by meeting community members in familiar neighborhood locations approximately once per month during the planning process.

- August 6th, 2024 | National Night Out; Keney Park
- August 19th, 2024 | Transforming Communities Initiative; Hartford YWCA
- September 28th, 2024 | Know Your Community Day; Urban League
- November 4th, 2024 | Upper Albany NRZ Presentation; Virtual
- January 28th, 2025 | Advocacy 2 Legacy Walkthrough; On-site
- February 13th, 2025 | Upper Albany Main Street; Virtual
- March 6th, 2025 | iQuilt North End Project Showcase; Artists Collective

### Stakeholder interviews

Project Team members met with major stakeholders while forming plan recommendations to ensure alignment with their vision of the corridor's future. In-depth discussions were held to discuss how to best partner for the implementation of plan projects, policies, and strategies.

- Habitat for Humanity
- Clay-Arsenal NRZ
- iQuilt Partnership
- Hartford Department of Development Services



National Night Out



North End Project Showcase

# What We Heard

**HIGHLIGHTS FROM COMMUNITY FEEDBACK ARE SUMMARIZED HERE. COMMON THEMES INCLUDE REDEVELOPMENT, JOBS, ACCESSIBILITY, HOUSING, MULTIMODAL CONNECTIONS, AND COMMUNITY SERVICES.**



## KEY TAKEAWAYS

Economic development and reduction of vacant space is key to the future of the corridor

Residents want to see the corridor become more connected to surrounding neighborhoods and welcoming to the wider community

Better quality & more accessible transportation options for all modes

More housing, especially affordable and ownable housing, is needed by the community

Businesses and housing on the corridor need façade improvements

Adaptive reuse of Stanley P. Rockwell building is a focal point of interest

More options for youth programming

## Why do you visit the corridor?

“I live there”

“Traveling through on a commute”

“To shop or use the commercial services”

“To attend programming or special events”

“I work there”

## What improvements would you like to see along the corridor?

“Improve building façades”

“Better connections to surrounding neighborhoods & green spaces”

“Better and more accessible sidewalks and crosswalks”

“More street trees”

“Smoother road surfacing”

## What are the highest priorities for future land use on the corridor?

“More jobs accessible to neighborhood residents”

“Affordable and ownable housing”

“Reuse of Stanley P. Rockwell building”

“More and better green spaces”

“Youth spaces and programming”

## What do you see as Homestead Avenue's greatest challenge today?

- "Vacant or underutilized properties"
- "Walkability"
- "Lack of retail"
- "Lack of a plan for the future of the corridor"
- "Limited public green spaces"

## Using one word, what improvement or site development do you think would have the greatest impact on enhancing the corridor?

- "Development"
- "Housing"
- "Jobs"
- "Retail"
- "Green space"

HOMESTEAD AVENUE REDEVELOPMENT PLAN  
Visioning Exercise: Question #1

**In one word...**  
**Describe the Homestead Avenue corridor today.**

Please write your answer(s) here:

*Handwritten responses:*  
~~Wider~~ bad Sidewalks! Potholes!!!  
 Homeless  
 Police Protection  
 Walk lights  
 Blight  
 Walking safely  
 Blighted  
 Litter  
 Potholes  
 Abandoned Buildings  
 Smoker + drug dealing issues  
 If the streets needs repavement go to it  
 we want always in district state a men over man  
 in charge with rules to be consider at good ways on how to give  
 A good example for all of us for the better world.  
 \*Need more positive TLC work!!  
 Jobs for people

Try answering in **ONE** word!

HOMESTEAD AVENUE REDEVELOPMENT PLAN  
Visioning Exercise: Question #2

**What would you like to see on the Homestead Avenue corridor five years from now?**

Please write your answer(s) here:

*Handwritten responses:*  
 Business for community investment  
 better sidewalk  
 driveway  
 more protection  
 Better WALK lights  
 grocery store  
 NO litter  
 roller skate rink  
 activities for kids  
 better access for wheelchair users  
 Center for kids  
 food market  
 events  
 Green space  
 Teen plan for kids: TEENS!  
 Safer area

Answer as many words needed



An aerial photograph of a city street intersection, overlaid with a semi-transparent purple filter. The image shows buildings, trees, and vehicles. A large, bold, white title 'EXISTING CONDITIONS' is positioned in the lower half of the image, framed by a yellow L-shaped line on the left and bottom.

# EXISTING CONDITIONS



19	Regional Context
21	Subarea & Local Context
23	Socio-Demographic Context
25	Inventory & Analysis
53	Market Conditions
54	Challenges & Opportunities

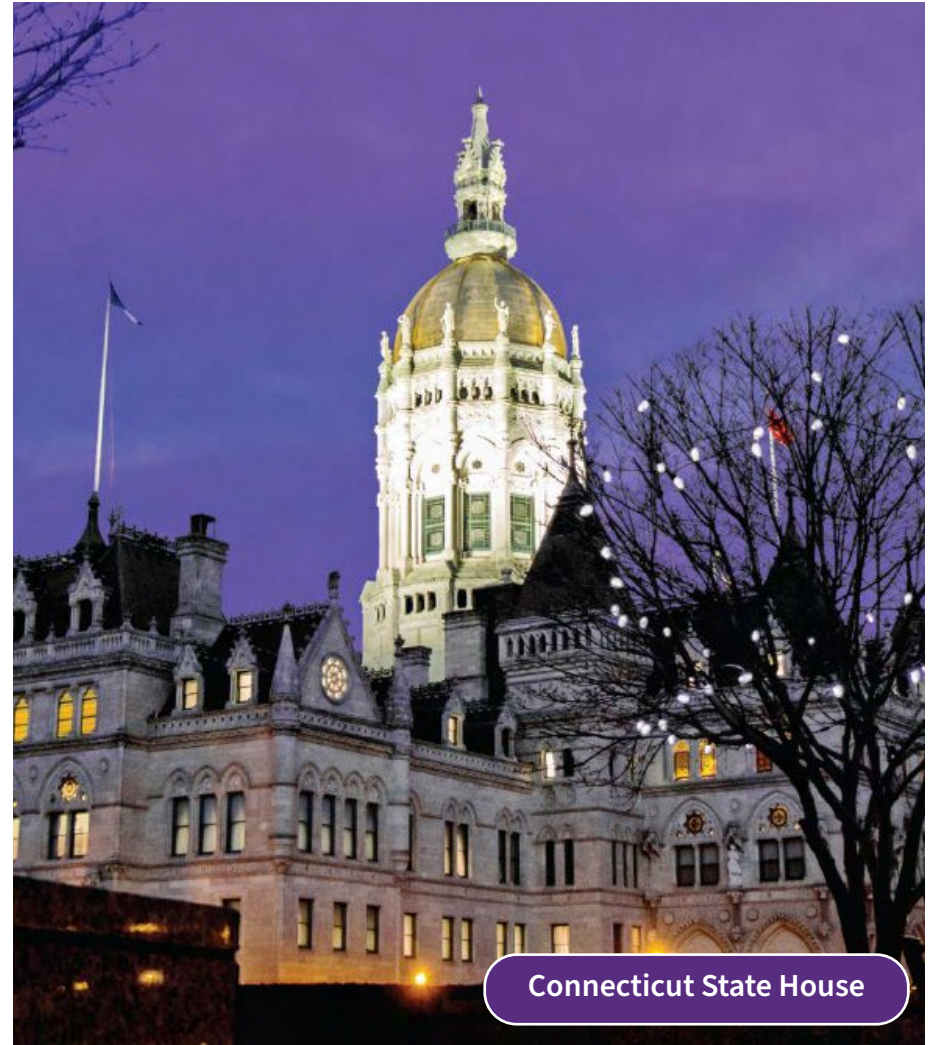


# Regional Context

**THE GREATER HARTFORD AREA IS THE REGIONAL HUB FOR CENTRAL CONNECTICUT, SERVING AS A CENTER FOR ECONOMIC, CULTURAL, AND TRANSPORTATION ACTIVITIES.**

The greater Hartford region is internationally known for its insurance, financial, aerospace, education, and manufacturing sectors. It is home to the UCONN Storrs campus, the state's largest university. Major employers in the region include Aetna, Cigna, ESPN, Eversource, Pratt & Whitney, Hartford Healthcare, Stanley Black & Decker, The Hartford, The Jackson Laboratory, Travelers, and United Technologies. Hartford is recognized as being one of the major national centers for the insurance industry. The city is also a major center for healthcare and is home to Trinity College, one of the nation's oldest centers for higher learning.

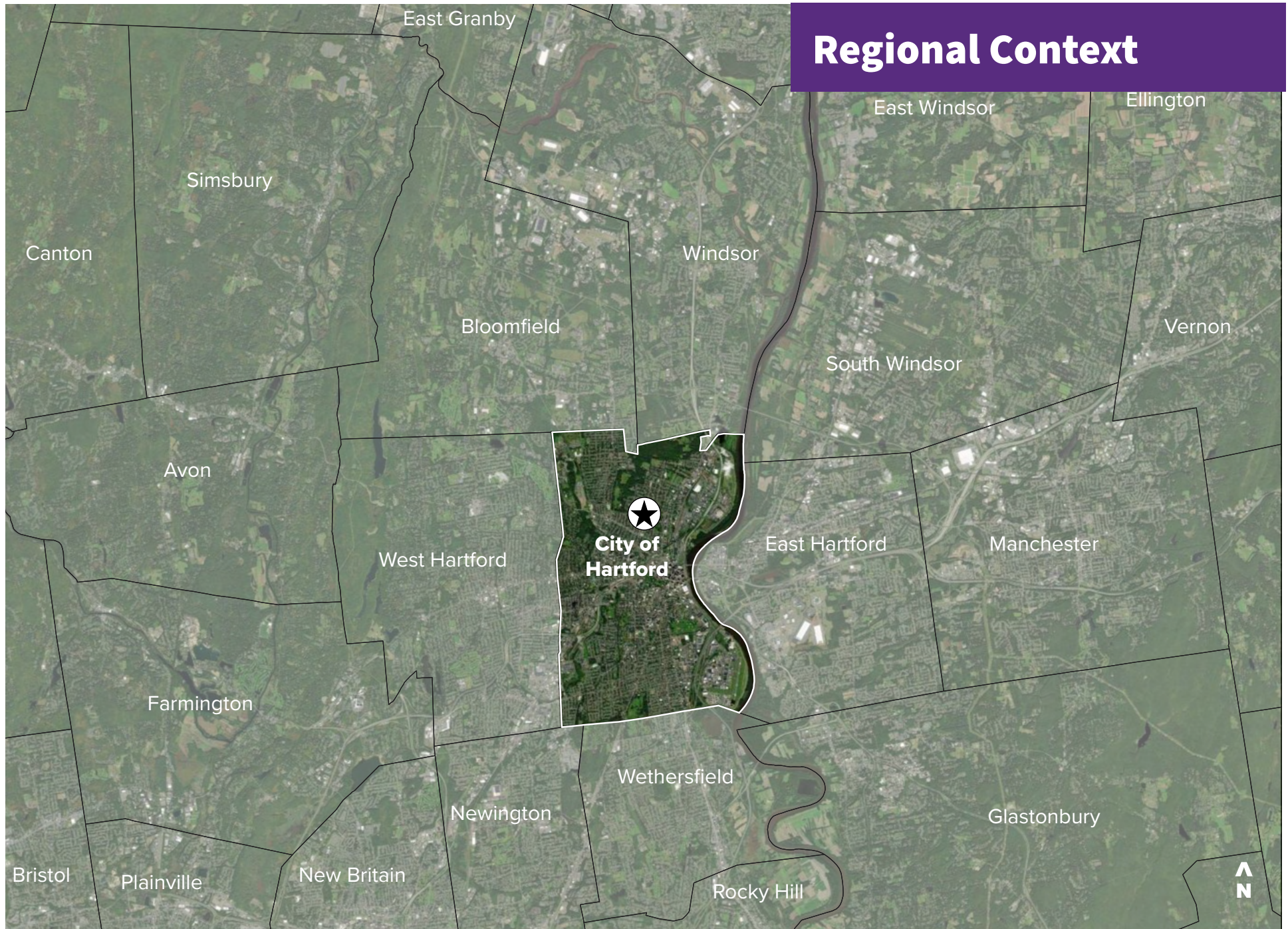
Hartford is located in the north-central part of the State of Connecticut. The city is the capital of the state and is the most populous city in the Capitol Region Council of Governments.



Connecticut State House



## Regional Context





# Subarea & Local Context

**THE HOMESTEAD AVENUE CORRIDOR HAS THREE AREAS WITH DISTINCT CHARACTERS: THE WESTERN HOMESTEAD SUBAREA, CENTRAL HOMESTEAD SUBAREA, AND WALNUT STREET SUBAREA.**

## Western Homestead Subarea

The northwestern portion of Homestead Avenue between Albany Avenue and Woodland Street is largely industrial and commercial. Large post-industrial vacant lots characterize this portion, as well as the still standing Hartford Specialty Machinery Company and Stanley P. Rockwell Company buildings.

## Central Homestead Subarea

The middle section of Homestead Avenue between Garden Street and Woodland Street has a majority of residential uses, with most of the multi-family housing contributing to the Homestead Avenue Historic District. Several bodegas, vacant lots, and warehouses make up the rest of the subarea.

## Walnut Street Subarea

Walnut Street lies between the eastern terminus of Homestead and the railroad bridge that acts as a delineator and barrier between Downtown. It is predominantly commercial, with the exception of vacant lots and the Global Communications Academy. Automotive services dominate the commercial uses here, such as detailing shops, car parts stores, and tire repair shops.



## Subareas

Together, the three segments create a corridor which acts as a complementary street to Albany Avenue and is a major corridor between Downtown Hartford, northwestern Hartford, and the Town of West Hartford. The corridor was developed along the edge of the Griffin Rail Line, which is the delineator and barrier between Asylum Hill and Upper Albany.



The map shows a section of Homestead Avenue, a major thoroughfare in Hartford, Connecticut. The avenue runs diagonally from the top left towards the bottom right. It is flanked by residential streets on both sides. The map is divided into three distinct subareas, each outlined with a different color: red for the Western Homestead Subarea, green for the Central Homestead Subarea, and blue for the Walnut Street Subarea. The Griffin Rail Line is shown as a dashed line running parallel to the bottom of the subareas. Labels for several streets are present: Woodland Street, Albany Avenue, Sigourney Street, Garden Street, Edwards Street, and Walnut Street. The subarea labels are in purple text with black leader lines pointing to their respective boundaries.

**WESTERN  
HOMESTEAD  
SUBAREA**

**CENTRAL  
HOMESTEAD  
SUBAREA**

**WALNUT  
STREET  
SUBAREA**



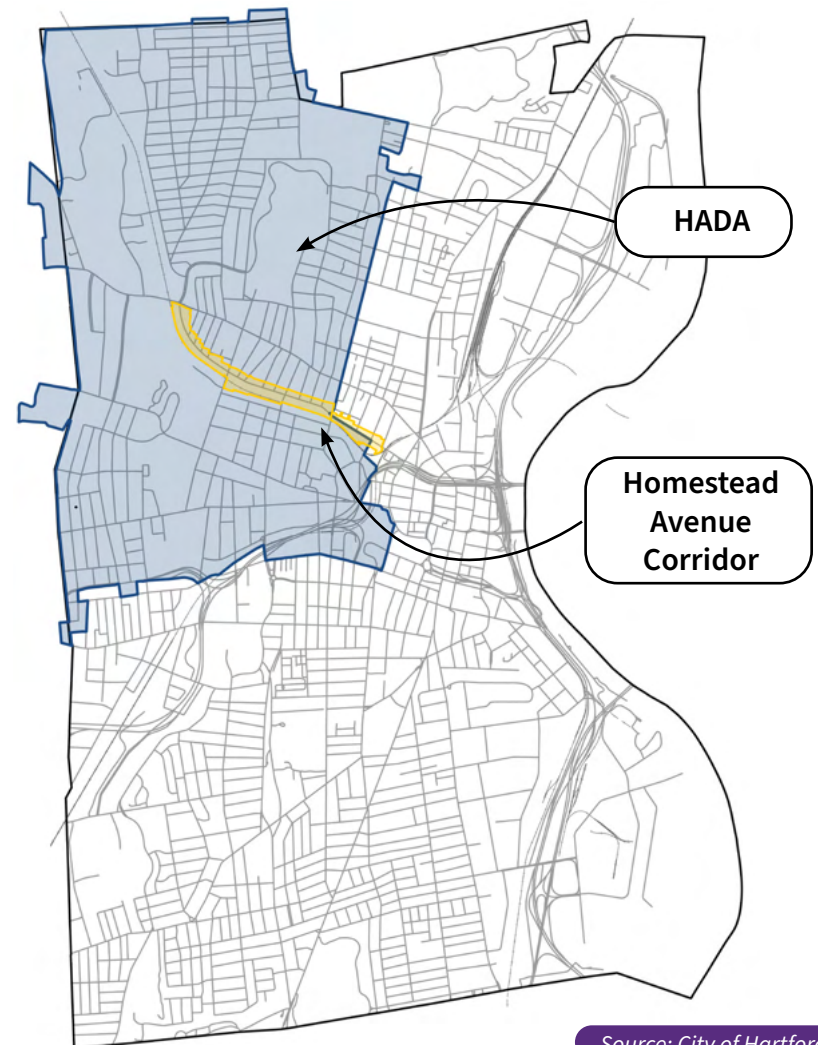
# Socio-Demographic Snapshot

**THE HOMESTEAD AVENUE DEMOGRAPHIC AREA (HADA) REFLECTS MANY OF THE SAME CHARACTERISTICS AS THE BROADER CITY OF HARTFORD.**

## Overview

As part of the Market Analysis part of this plan, a Primary Market Area (PMA) consisting of ZIP codes 06112 and 06105 was developed to obtain local insights. For socio-demographic purposes, this area is known as the Homestead Avenue Demographic Area (HADA.)

## HADA WITHIN THE CITY OF HARTFORD



Source: City of Hartford



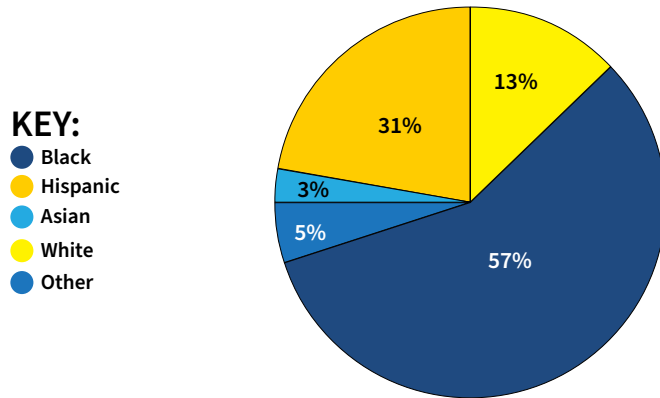
## KEY TAKEAWAYS

More than half of the households in the HADA earn under \$49,000 per year.

Almost half of the Black population of Hartford lives in the HADA.

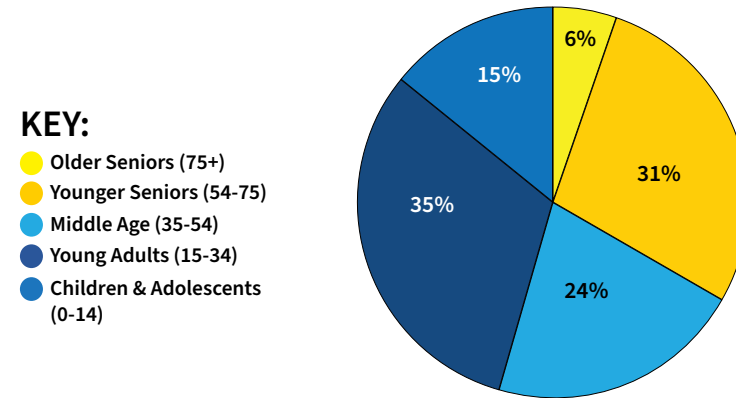
## Population by Race, 2024

Although they are similar in population trends, household demographics, and educational attainment, HADA and Hartford have distinct ethnic makeups. Where Black/African Americans and Hispanic people make up similar portions of the Hartford population, the Black population of HADA is nearly double that of the Hispanic population.



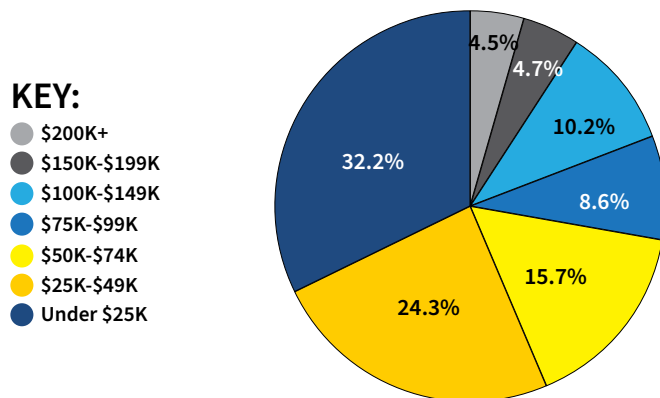
## Age Cohorts, 2024

The average age of residents of the Homestead Avenue Demographic area is 34.8 years old. This trends slightly older than the City of Hartford as a whole, but both HADA and the city of Hartford's residents tend to be younger than the residents of the Hartford Metropolitan Statistical Area.



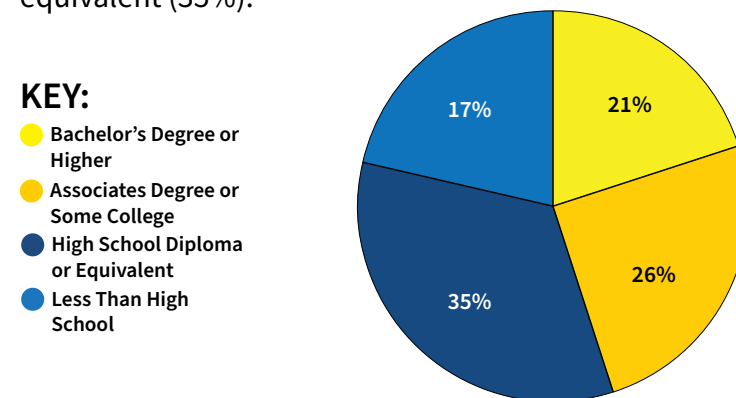
## Households by Income Group, 2024

Household income for the HADA is slightly lower than the city of Hartford, at \$40,053 and \$44,384 respectively. Notably, more than half of the households in the Demographic Area earn less than \$49,000 per year.



## Educational Attainment, 2024

Roughly one-quarter (22%) of Hartford residents over the age of 25 do not hold a high school diploma, which is higher than that of HADA (17%). HADA and the city have the same portion of residents with their highest education being a high school diploma or equivalent (35%).



# Existing Land Use

**THE CORRIDOR HAS THREE DISTINCT LAND USE CHARACTER AREAS, WITH VACANT PROPERTIES MAKING UP A SIGNIFICANT PORTION OF EACH.**

## Overview

The corridor has a broad mix of mid-scale housing, warehouse-style buildings, corner stores, social service non-profits, various small businesses, and vacant lots.

- The northwestern end of the corridor between Woodland Street and Albany Avenue hosts most of the former industrial lots, many of which are vacant, and commercial properties which benefit from the vicinity to Albany Avenue.
- The middle of the corridor is predominantly three- or six-unit residences with convenience stores interspersed.
- Walnut Street has a predominantly commercial character comprised of warehouses and automotive businesses.



333 Homestead Avenue



## KEY TAKEAWAYS

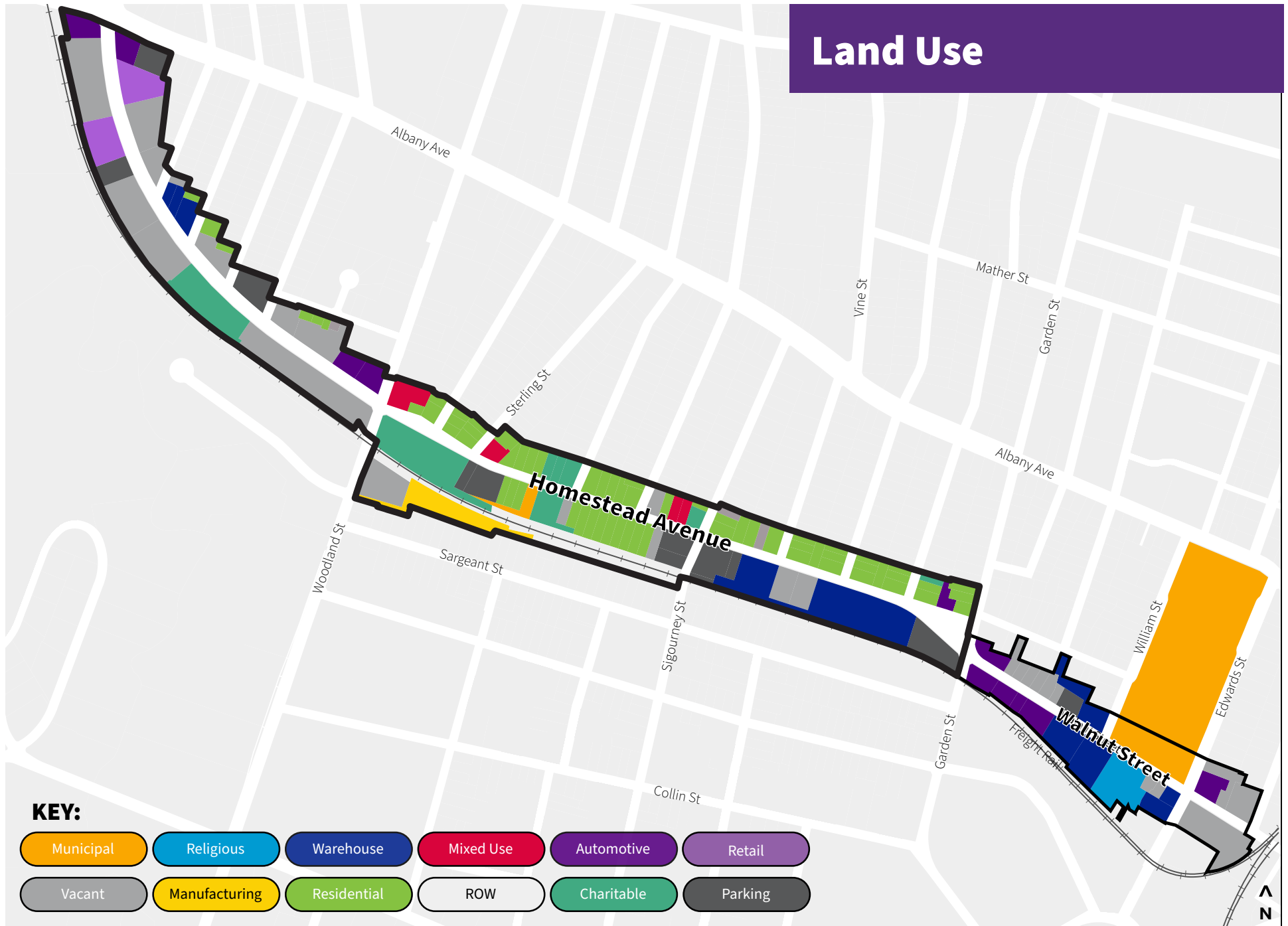
Vacant properties are interspersed throughout the corridor, but particularly along the post-industrial northeastern end.

There is a strong residential character in the middle of the corridor which should be preserved or expanded.

There is a lack of non-residential uses to generate foot traffic, which detracts from vibrancy.



# Land Use



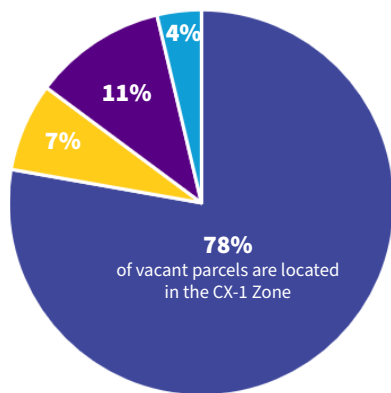
Source: City of Hartford

# Vacant Properties

**VACANT PROPERTIES COMPRISE A SUBSTANTIAL AMOUNT OF THE CORRIDOR, IMPACTING THE PHYSICAL CHARACTER AND PERCEPTION.**

## Overview

Vacant lots and empty buildings along the corridor contribute to a sense of disinvestment, creating gaps that reduce activity and make the area less welcoming, walkable, and attractive to visitors. The City owns about half of the 38 total vacant properties, representing 40% of the total acreage, and most require major rehabilitation or demolition before reuse. 18 vacant properties include buildings, nearly all requiring substantial rehabilitation or demolition before reuse. The majority of these vacant properties are in the CX-1 zone, aligning with the corridor's zoning, while the area's industrial history has left 13 parcels in need of environmental remediation. Despite these challenges, there are opportunities for immediate action. Seven parcels are shovel-ready for redevelopment, offering near-term potential, while several privately-owned vacant lots present additional possibilities for revitalization.



## Zoning Share of Vacant Properties

### KEY:

- Zone CX-1
- Zone MS-2
- Zone NX-2
- Zone N-2-2



## KEY TAKEAWAYS

**Vacant properties make up a significant portion of the corridor, with many in the City's control, allowing the City to better control the corridor's redevelopment.**

**A vast majority of the vacant properties are in the CX-1 zone, while few vacant properties exist in residential zones. A major factor contributing to this is environmental contamination leftover from past industrial uses.**

**About 1/3 of vacant properties are known or suspected to have remediation needs. The City owns many of these and has made progress toward remediation on most of them.**

# Vacant Properties



Source: City of Hartford



# Existing Zoning

**THE MAJORITY OF THE HOMESTEAD AVENUE CORRIDOR IS IN THE COMMERCIAL-INDUSTRIAL MIX ZONE, BLENDING JOB-GENERATING USES WITH NEARBY HOMES AND MAIN STREET ZONING FOR WALKABLE ACCESS TO DAILY NEEDS.**

## Overview

Only two other parts of the city have concentrated corridors of CX-1 zoned parcels: Huyshope Avenue in Sheldon-Charter Oak and Windsor Street in Clay-Arsenal. The purpose of the CX-1 zone is to allow for a flexible mix of job-generating uses, such as manufacturing and warehouse uses. This concentration of commercial and industrial use is distinct from many use cases in the greater Hartford area as it is embedded in the neighborhood.

The relative vicinity of residential uses allows those employed at buildings in the CX-1 zone to commute by walking. With the Main Street zoning of Albany Avenue within a walking distance of most of the corridor, Homestead Avenue corridor has the possibility to meet all of residents' daily needs without requiring car trips.

## Allowed Uses by Zone

CX-1	N2-2	N2-3	MX-2	NX-1	NX-2	MS-2	
							<div>● Permitted use</div> <div>● Special use permit</div> <div>● Not permitted</div>
●	●	●	●	●	●	●	Residential, various
●	●	●	●	●	●	●	Neighborhood retail
●	●	●	●	●	●	●	Neighborhood service
●	●	●	●	●	●	●	Eating places
●	●	●	●	●	●	●	Drinking places
●	●	●	●	●	●	●	Entertainment assembly
●	●	●	●	●	●	●	Office
●	●	●	●	●	●	●	Industrial
●	●	●	●	●	●	●	Hotel
●	●	●	●	●	●	●	Library / museum
●	●	●	●	●	●	●	Park
●	●	●	●	●	●	●	Community garden
●	●	●	●	●	●	●	Temporary outdoor events
●	●	●	●	●	●	●	Food truck operation



## KEY TAKEAWAYS

The majority of the corridor is zoned Commercial-Industrial Mix, allowing it to become a major job-generation center.

The corridor's location within the neighborhood allows residents to walk to employment and commercial uses.

# Zoning

## ZONE DESCRIPTIONS

### Commercial Industrial Mix 1 (CX-1)

Innovative mix of office, residential, and low-intensity industrial uses. Can include large- and small-scale warehouse and factory buildings.

### Neighborhood 2-2 (N-2-2)

Residential-dominant areas of up to 2 units, with some instances of institutional and community uses.

### Neighborhood 2-3 (N-2-3)

Residential-dominant areas of up to 3 units, with some instances of institutional and community uses.

### Multi-Use Mix (MX-2)

Large-scale institutional, office and residential uses. Different from MX-1 as it is meant for more intense uses.

### Neighborhood Mix 1 (NX-1)

Low-scale neighborhood areas that include a mix of apartment buildings and multi-unit houses.

### Neighborhood Mix 2 (NX-2)

Low-scale neighborhood areas that include a mix of apartment buildings, stacked flats, and multi-unit houses.

### Main Street 2 (M-2)

Wider mix of building types and ground story uses than MS-1. Can include retail, service, residential, and office uses on the ground floor.



Source: City of Hartford

# Parks & Open Space

**PLAYGROUNDS, COURTS, TRAILS, AND WATERWAYS ARE WITHIN A TEN-MINUTE WALK OF THE CORRIDOR, BUT ACCESS TO THESE FEEL BE LIMITED.**

## Overview

Notably, almost all parks in the vicinity have playgrounds for children. Smaller parks, such as Sigourney Square Park, Dominic Delucco Playground, and Liam E. McGee Park are very close to the study area, while Keney and Elizabeth Parks offer sprawling open spaces and a diversity of recreational activities.



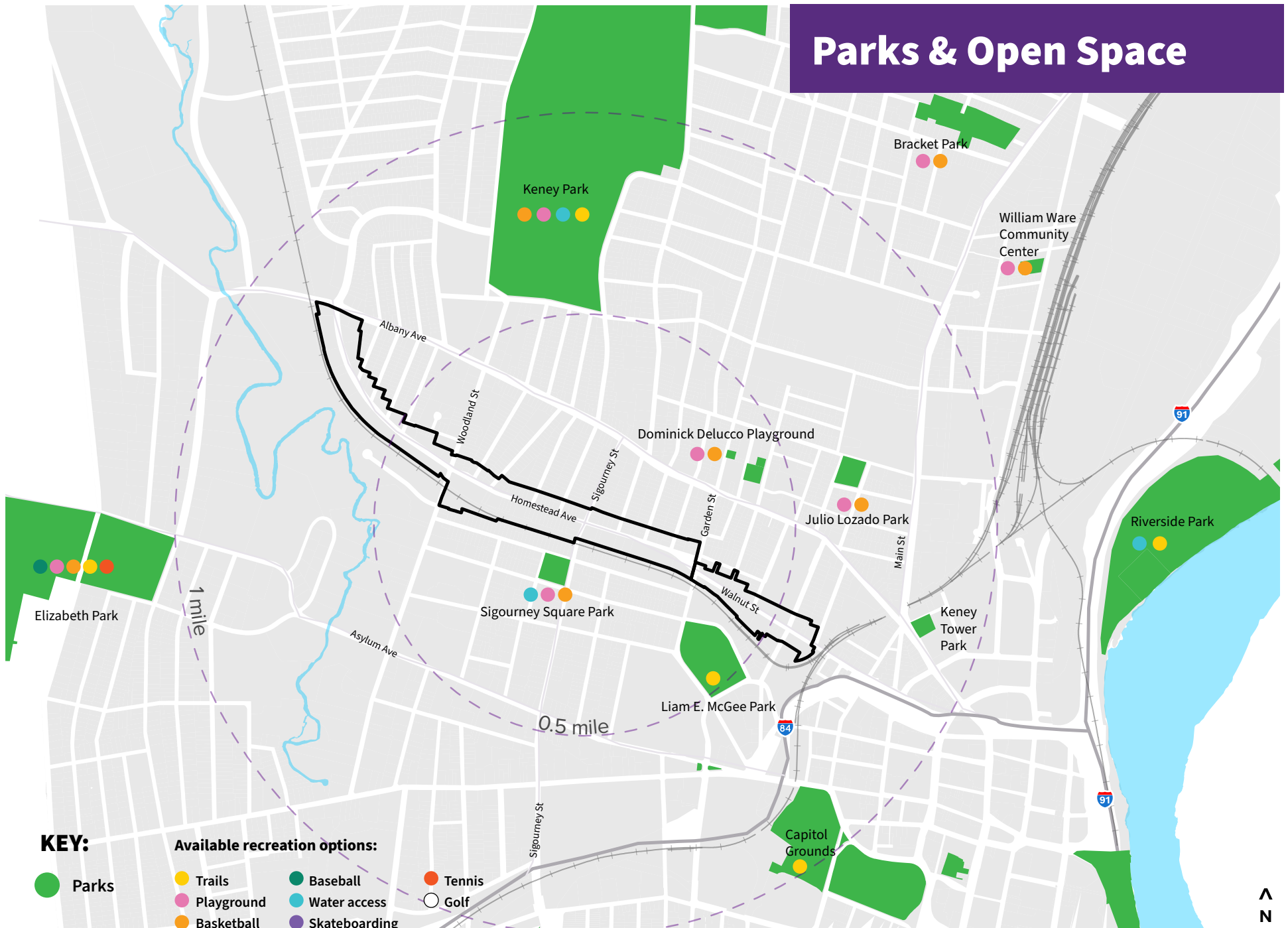
## KEY TAKEAWAYS

3 parks are within a half mile radius, or 10 minute walk, from the center of the corridor.

Many parks feel far from the corridor due to barriers such as the Park River and Griffin Line and poor condition of pedestrian and bicycling infrastructure.



# Parks & Open Space



Source: City of Hartford

# Anchor Institutions

**THE HOMESTEAD AVENUE CORRIDOR IS HOME TO MAJOR INSTITUTIONS THAT OFFER A VARIETY OF SERVICES TO COMMUNITY MEMBERS.**

## Overview

There is an abundance of community support organizations that cater to the many needs of the neighborhood, from food and shelter support, to youth and family services, to civic engagement and equity-driven organizations, to business groups. Organizations that educate many age groups surround the corridor, from the Global Communications Academy, to the University of Hartford and Handel Performing Arts Center, to Hartford Adult Education.

The Homestead corridor's stakeholder institutions have worked toward the redevelopment of the corridor since long before this plan existed, including Blue Hills Civic Association, Upper Albany Main Street, Advocacy to Legacy, and the Urban League of Greater Hartford. These organizations, among the others interested in the corridor, should be major partners in the implementation of the plan.



## KEY TAKEAWAYS

**The neighborhood's anchor organizations work to uplift residents and provide community cohesion.**

**The organizations should be key partners when implementing the plan's recommendations.**

### Educational Organizations

1. Hartford Adult Education: GED and English language courses, job readiness.
2. University of Hartford: Private university with approximately 6,000 students enrolled, offering small class sizes and over 100 academic programs.
3. Handel Performing Arts Center: Part of the University of Hartford. Classrooms and performance space for the Dance and Theatre programs. Contains two theaters which host dance performances, recitals, and lectures.
4. Global Communications Academy Complex: Pre-K-12 public school

### Public Service Organizations

5. Hartford Public Library: Provides free resources that inspire reading, guide learning, and encourage individual exploration.
6. St. Francis Medical Center: 617-bed acute care hospital.

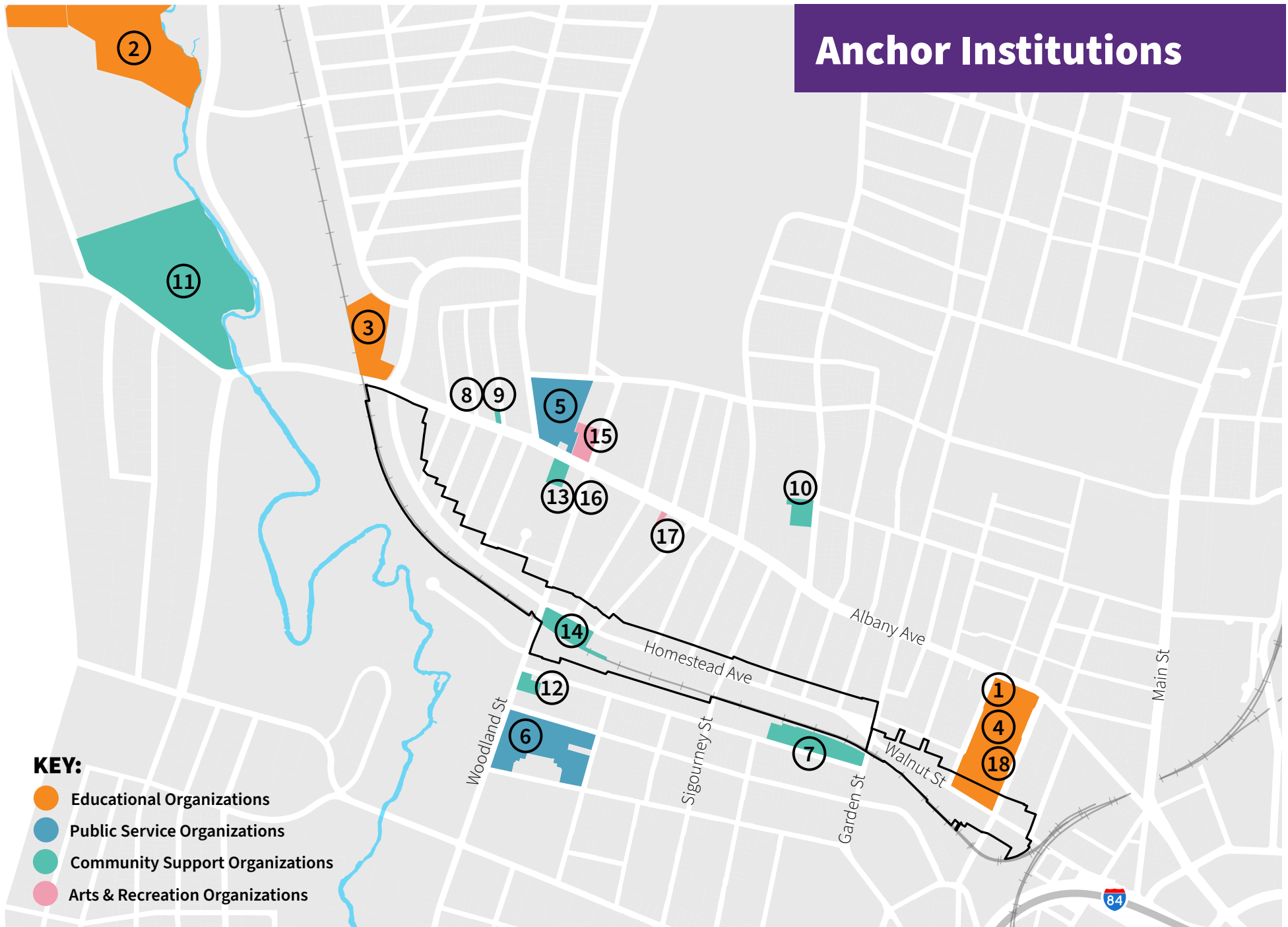
### Community Support Organizations

7. Our Piece of the Pie: Helps disadvantaged youth develop skills for education and employment.
8. Upper Albany Merchants Association: Small business owners in the Albany Avenue commercial district.
9. Upper Albany Main Street: Community-business organization working to revitalize the Upper Albany commercial corridor.
10. Center for Leadership and Justice: Neighborhood organizing center with the goal of creating systematic change for social, racial, and economic justice.
11. The Village for Families and Children: Youth and family services organization with a holistic approach to preventing and remediating trauma.
12. Urban League of Greater Hartford: Community-based non-profit which provides adult education, youth development, job training, and health and wellness.
13. Advocacy to Legacy: Neighborhood non-profit that specializes in youth development and organizing residents to help their voices be heard.
14. Chrysalis Center: Social services center providing assistance with job readiness, housing, food, mental health, addiction recovery, and many other services.
15. Kamora's Cultural Corner: Community space for Black Queer and Afrocentric culture.
16. Blue Hills Civic Association: Fosters vibrant, engaged residents and leaders.

### Arts & Recreation Organizations

17. Artists Collective: Training in performing and visual arts of the African Diaspora.
18. Police Activities League: Youth sports leagues, mentoring, tutoring, and art.

## Anchor Institutions



Source: City of Hartford



# Food Access

**THERE IS ADEQUATE ACCESS TO FRESH AND HEALTHY FOOD FOR RESIDENTS OF THE STUDY AREA, PARTICULARLY IN THE PEAK SUMMER MONTHS.**

## Overview

Healthy food access points within neighborhoods provide numerous quality-of-life benefits, from the ability to reduce health disparities to providing jobs to residents. Both Albany and Homestead Avenues host an abundance of bodegas, which mostly offer unhealthy packaged foods. However, Bravo Supermarkets, one of the few full-service grocery stores in Hartford, is less than a mile walk away from the residential uses on the corridor.

Bravo Supermarkets offers a robust fresh produce section, with many culturally appropriate foods for the neighborhood's residents. In addition, the Chrysalis Center on Homestead Avenue provides vital access to healthy food through multiple services, including Freshplace, a food pantry serving 100 low-income North End families with fruits, vegetables, and baked goods.

The Center also supports a summer farmer's market and operates Urban Roots Hydroponic Grow Center and Railway Gardens, which supply fresh produce to both Freshplace and the market. While these options exist on or near the corridor, they can feel farther to walk or bike to due to poor pedestrian and bicycle infrastructure.



Bravo Supermarkets



## KEY TAKEAWAYS

A full-service grocery store (Bravo Supermarket) and food assistance services are located under a mile from anywhere on the corridor.



1. Bravo Super Markets



2. Chrysalis Farmers Market & Food Pantry



3. Urelia Grocery



# Building Conditions

**MUCH OF THE HOMESTEAD CORRIDOR'S BUILDING STOCK IS FROM THE ORIGINAL DEVELOPMENT OF THE CORRIDOR, WITH VARYING CONDITIONS OF UPKEEP AND HISTORICAL SIGNIFICANCE.**

## Overview

The Homestead corridor was established in the late 19th century out of farmland owned by wealthy land owners. A vast majority of buildings were erected between 1900 and 1930, and many are still standing today. A small number of the buildings were built in the mid-20th century, with the newest building on the corridor being built in 2014.

Over 80% of the residential buildings in the corridor were built before 1920. Many of the residential units are in good condition, but some can use improvements. Hartford Land Bank has invested in rehabilitating properties on the corridor, including 196 Homestead Avenue. A significant portion of the commercial buildings could use improvements, as many are blemished with graffiti, deteriorating paint and signs, overgrown foliage, and crumbling façades.

Despite many of the buildings' current conditions, the corridor's architectural significance holds strong potential to attract new investors. The historical character of the structures, most of which date back to the early 20th century, reflects a bygone era of craftsmanship and design that can be revitalized through restoration efforts. While some buildings, particularly residential units, remain in good condition, the need for improvements—such as addressing graffiti, deteriorating façades, and outdated infrastructure—presents an opportunity for developers and preservationists to collaborate.

Investment in the corridor not only has the potential to restore the excellence envisioned by its original architects but also to create a vibrant, revitalized space that honors its rich history while meeting modern needs.



## KEY TAKEAWAYS

**Historic residential buildings have generally been well kept, contributing a strong early 20th century architectural character to the corridor.**

**The surviving historic industrial buildings could gain new life through adaptive reuse projects.**



# Building Conditions



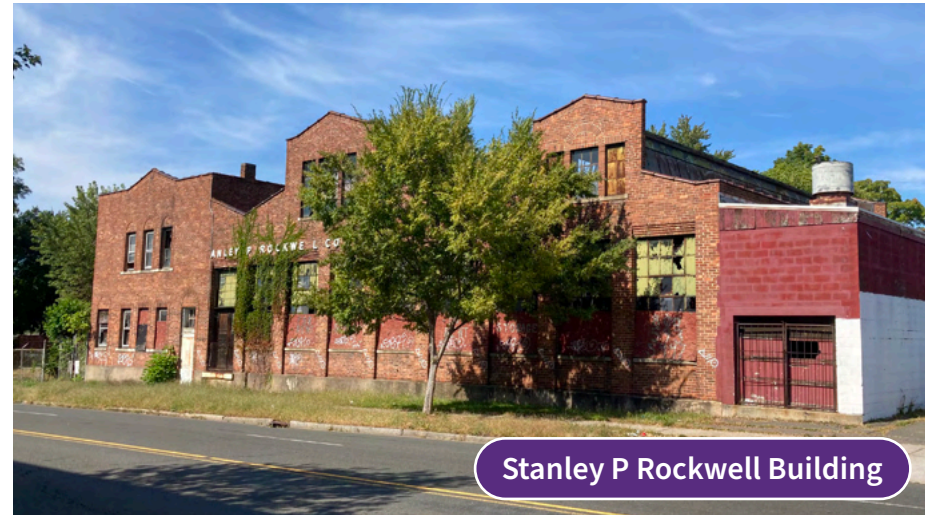
# Historic Buildings & Districts

**THE HOMESTEAD CORRIDOR'S EARLY 20TH-CENTURY BUILDINGS RANGE IN CONDITION, OFFERING SIGNIFICANT RESTORATION POTENTIAL AND OPPORTUNITIES FOR INVESTMENT.**

## Overview

Historic resources are vital to a community's identity, providing tangible links to its past and cultural evolution. A majority of the corridor's contributing structures are multifamily homes showcasing Italianate, Neo-Classical Revival, Colonial Revival, and Queen Anne styles—key architectural trends from the neighborhoods' development eras. These buildings represent a living history of Hartford's expansion, housing middle- and working-class families alongside innovative industrial facilities.

The corridor's well-maintained historic and architectural character is a valuable asset that should be celebrated and preserved. Adaptive reuse of sites like the Hartford Specialty Machinery Complex offers a unique opportunity to honor the past while addressing modern needs. Encompassing parts or all of four historic districts and buildings, the corridor reflects Hartford's rich heritage.



## KEY TAKEAWAYS

The historic and distinct architectural character of the corridor has been well maintained and should be celebrated preserved.

Adaptive reuse of the Hartford Specialty Machinery Complex should be prioritized.



# Historic Buildings & Districts

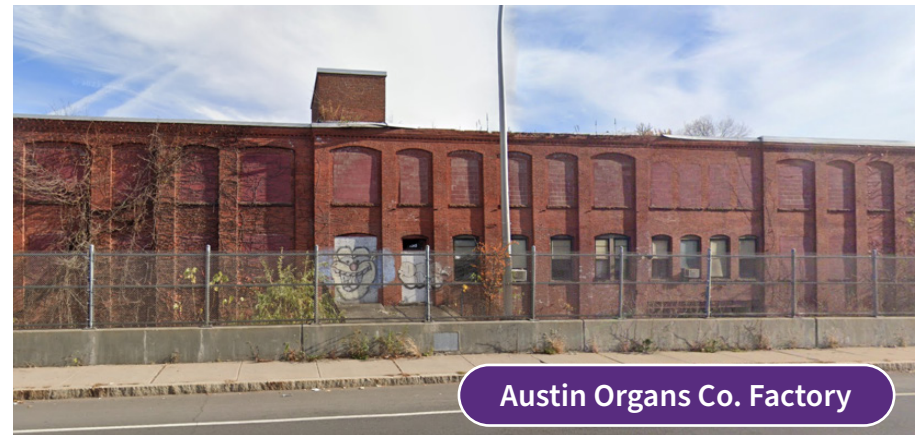
## Historic Buildings

### **HARTFORD SPECIAL MACHINERY COMPLEX**

The new practice of scientific management in manufacturing plants led to an evolution in the specialty machinery industry. Utilizing this practice, mechanical engineer Joseph Merritt established the Hartford Specialty Machinery Complex in 1915 on Homestead Avenue and expanded the complex throughout the next two decades.

### **AUSTIN ORGAN COMPANY FACTORY**

This building located at 158 Woodland Street was where Austin Organs were manufactured between 1899 and 1937. The company was noted for their technical innovations copied by other major organ production companies, including a compact and reliable console and the Universal Air Crest. Austin Organs have been played at many major institutions, including the Portland, Maine City Hall and the Los Angeles Auditorium.





# Historic Buildings & Districts

## Historic Districts

### **HOMESTEAD AVENUE HISTORIC DISTRICT**

The exemplary buildings of this district, over 60 in total, exhibit common styles of worker housing during the city's rapid development in the early 1900s, including brick triple-decker three- or six-family buildings with Italianate Style features, brick flat-front small apartment blocks with Colonial Revival elements, and wood frame two and three-family houses showcasing Neo-Classical Revival and Queen Anne styles.

### **CLAY HILL HISTORIC DISTRICT**

The contributing structures of this district were built between the Civil War and World War I and are mostly frame-and-brick residential buildings meant for working class and middle class families. The structures provide examples of the popular styles of the era, including Italianate, Queen Anne, and Neo-Classical Revival.

### **UPPER ALBANY HISTORIC DISTRICT**

This district features large, two-family frame houses built in the early 20th century as middle-class housing. The district showcases architectural details such as mixed clapboard and wood-shingle siding, Colonial Revival elements, and asymmetrical designs with overhanging stories, cut-away corners, dormers, and cross-gable wings. The houses are situated on narrow lots with tall shade trees and small, fenced-off front yards, creating long vistas of repeating architectural elements along the streets.



Homestead Avenue Historic District



# Historic Buildings & Districts

## KEY:

### *Districts & Buildings Within Study Area*

- Clay Hill Historic District
- Homestead Avenue Historic District
- Upper Albany Historic District
- Austin Organ Company Factory
- Hartford Specialty Machinery Complex

### *Districts Outside Study Area*

- Prospect Avenue Historic District
- Vine Street Historic District
- Sigourney Square Historic District
- Bedford-Garden Streets Historic District
- Asylum Hill Historic District

Source: City of Hartford

# Parking

**THE HOMESTEAD CORRIDOR LACKS ADEQUATE PARKING, PARTICULARLY IN HIGH-DEMAND AREAS WHERE IT IS MOST ESSENTIAL.**

## Overview

### ON-STREET PARKING

There is informal on-street parking between Irving Street and Woodland Street, but there is no on-street parking on the blocks that have commercial uses, which are Homestead Avenue between Woodland Street and Albany Avenue and all of the Walnut Street subarea.

### OFF-STREET PUBLIC PARKING

The City of Hartford maintains a single public lot within the study area, located on the corner of Sigourney Street and Homestead Avenue. However, this is only open during snowstorm parking bans.

### OFF-STREET PRIVATE PARKING

There are off-street private parking lots along the entirety of the corridor, with the largest lots being at the Chrysalis Center, Salvation Army, and the Saint Francis Hospital facility. These lots are intended for use only by those utilizing the associated building/facility. In addition to these larger lots, there are a variety of other off-street lots associated with commercial and small industrial uses. Many of the private lots along the corridor are fenced to maintain access control and ensure parking is restricted to those accessing the associated businesses.



## KEY TAKEAWAYS

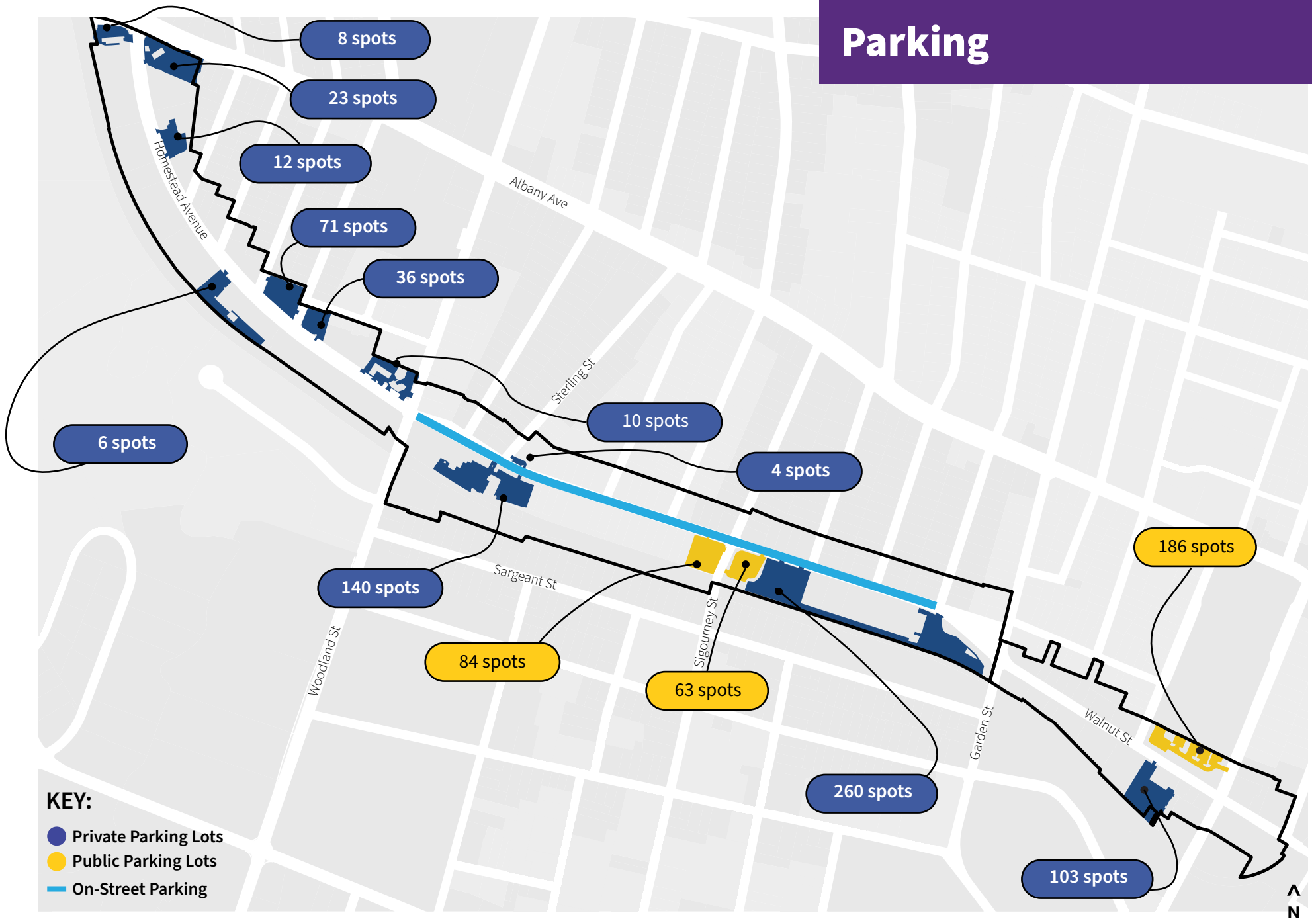
**Large amounts of underutilized paved space contributes to feeling of vacancy within the corridor.**

**The corridor's large lots and vacant space present opportunities for shared parking lots.**

**Portions of the corridor's right-of-way are wide enough to incorporate delineated on-street parking spots.**



# Parking



# Public Transportation

**THE CORRIDOR'S VICINITY TO ALBANY AVENUE AND DOWNTOWN PROVIDE KEY OPPORTUNITIES FOR IMPROVED TRANSIT CONNECTIONS.**

## Overview

CTtransit operates several bus routes in the area. Routes 74 and 76 provide access to Downtown from Bloomfield and Blue Hills, respectively. Route 76 is the only route that has stops and routing along Homestead Avenue.

Additionally, routes 50, 52, 54, 56, and 58 run on Albany Avenue. These routes provide access to Union Station, which is the shared intercity Amtrak rail, Hartford Line rail, and bus station. Access from the study area to Union Station is available within a ten-to-forty-minute walk. Bus stops in the corridor are marked with signage only and there are no dedicated bus shelters.



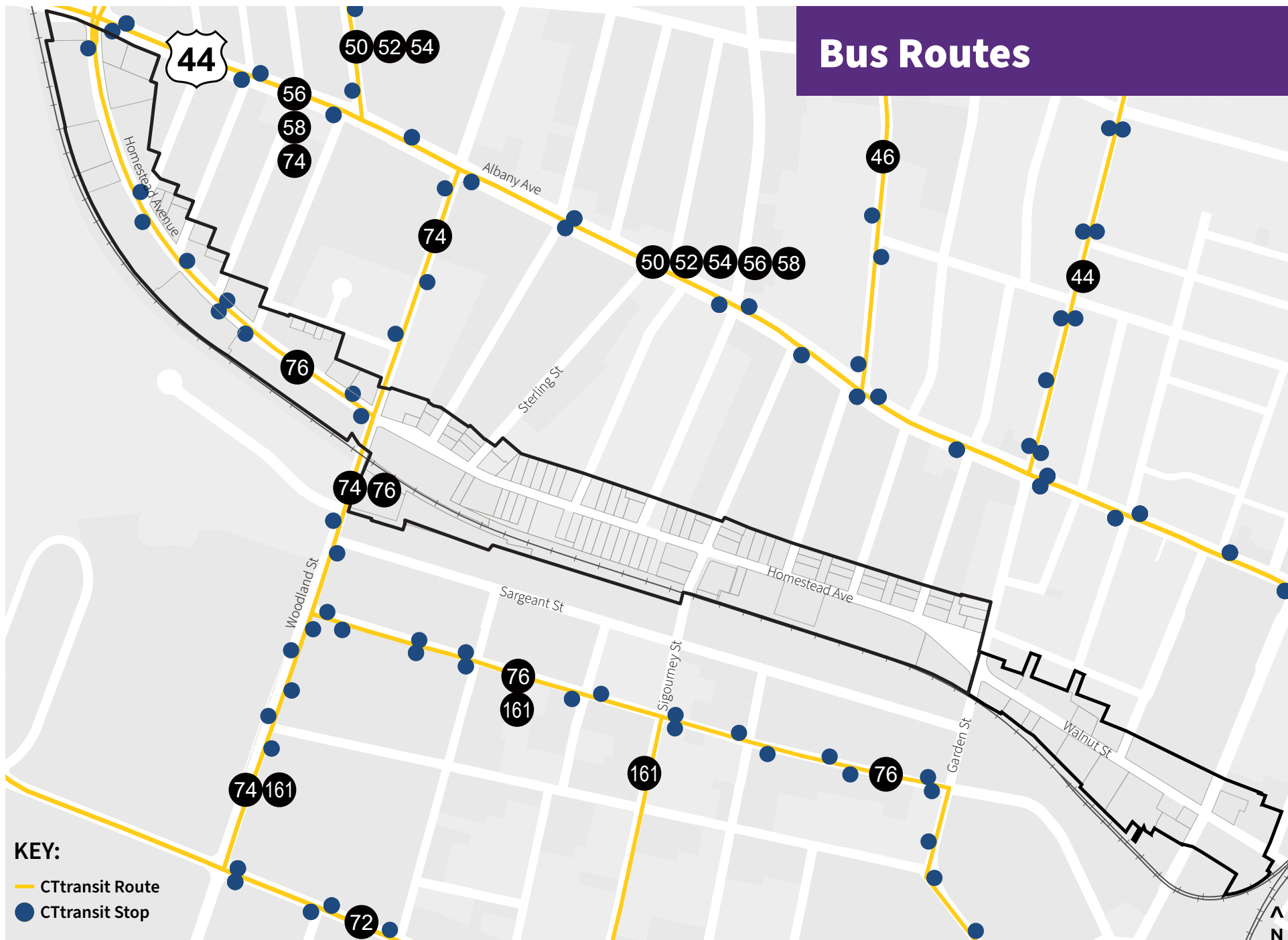
## KEY TAKEAWAYS

Route 76 provides service to Downtown and areas northwest of Hartford.

A portion of the corridor does not have direct access to bus routes.

Bus stops on Albany Avenue, which serve a variety of locations, are about a 5 minute walk from most locations in the corridor.

# Bus Routes





# Bicycle Infrastructure

**THE HOMESTEAD CORRIDOR IS LOCATED NEAR HARTFORD'S BICYCLE LANE NETWORK, OFFERING AN OPPORTUNITY TO ENHANCE CONNECTIVITY AND EXPAND ACCESS.**

## Overview

Dedicated bicycle infrastructure within the corridor is only present at the northwest corner where Homestead Avenue meets Albany Avenue with one-way bike lanes in each direction. Moving southeast along the corridor, these lanes transition into shared-use arrows requiring bicyclists to merge with other roadway traffic.

Surrounding the corridor are many portions of on-road bicycle infrastructure which don't currently represent a cohesive network, including portions of bicycle trail on Woodland Street and Sigourney Street which provide north-south connections to the corridor.

## COMMUNITY CONNECTIVITY GRANT PROJECT

There are currently designs for a road diet on Homestead Avenue from Albany Ave to Garden Street, set to be implemented in 2025. This will include reducing travel lanes from four to three, with one dedicated lane in each direction and center bi-directional left turning lanes. This road diet would also extend the existing dedicated bike lanes.



Bicycle Lane near 436 Homestead Ave

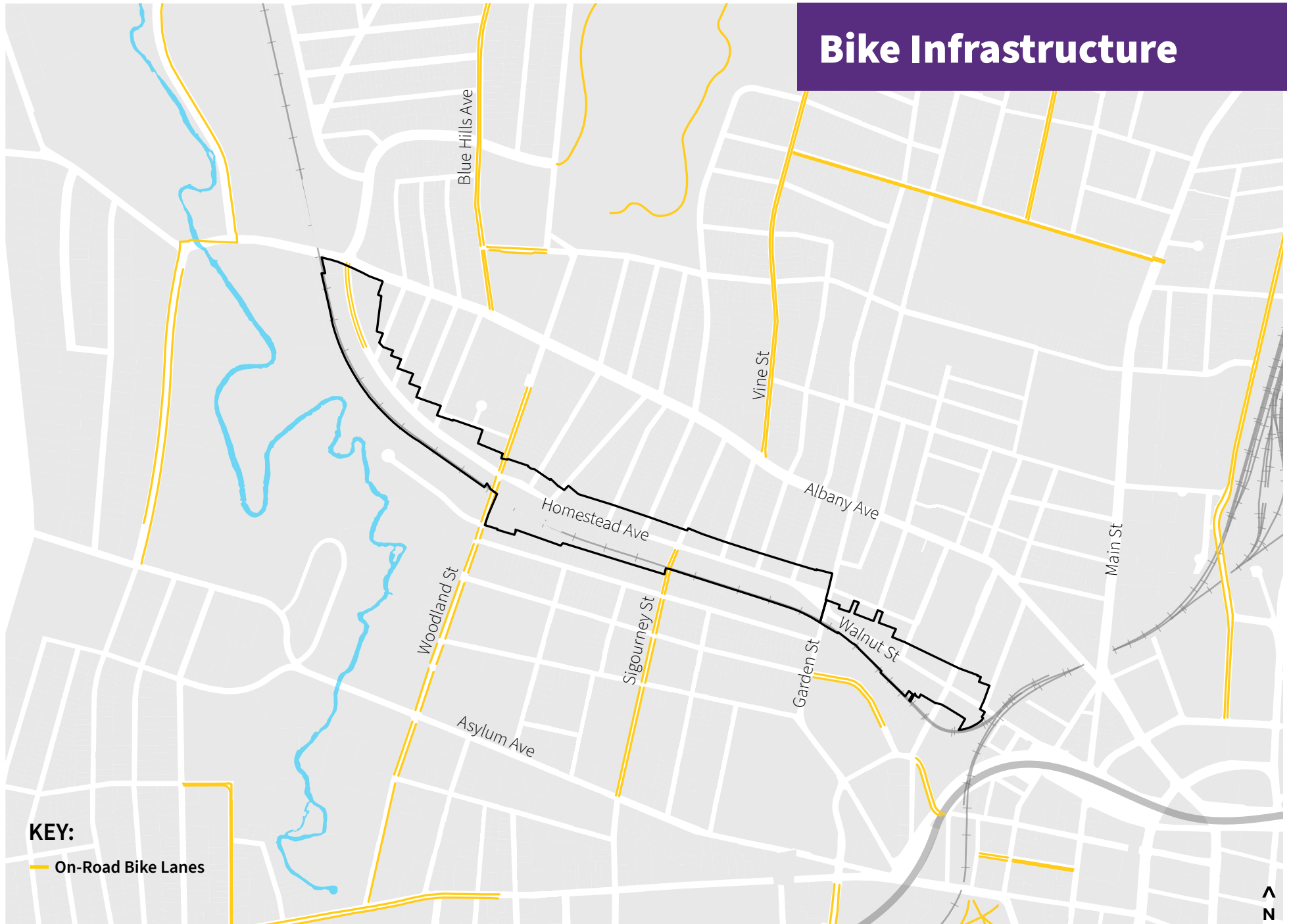


## KEY TAKEAWAYS

Providing bicycle infrastructure on Homestead Avenue can be an important step toward linking existing, disconnected bicycle infrastructure into a cohesive network.

Poor road surfacing can be a detriment to the quality of bicycle lanes.

# Bike Infrastructure



## KEY:

— On-Road Bike Lanes

# Pedestrian Infrastructure

**THE HOMESTEAD AVENUE CORRIDOR HAS A RELATIVELY COMPLETE SIDEWALK NETWORK IN TERMS OF COVERAGE, BUT THERE ARE OPPORTUNITIES TO IMPROVE QUALITY.**

## Overview

Sidewalks are crucial for pedestrian safety and creating a walkable corridor, as well as allowing those who are not able or not interested in traveling by other modes to freely move throughout their neighborhood. A well-maintained sidewalk network increases property values, supports foot traffic to local businesses, and promotes transportation accessibility.

## SIDEWALK CONDITIONS

Criteria for sidewalk conditions were ranked using a qualitative mix of pavement quality, curbing, dimensions, aesthetics, integration with surrounding streetscape, presence of ADA-compliance, crosswalks, lighting, and general comfortability. In general, the corridor is in mostly fair condition, but the state of individual segments may vary significantly along a segment of the corridor.

### Good Condition

Sidewalk segments in good condition are well-maintained, with smooth, crack-free surfaces and a safe buffer from vehicle traffic. They include complementary streetscape features, such as benches, trash receptacles, and greenery, and connect seamlessly to clearly marked crosswalks with accessible ramps and functional pushbuttons at intersections. Additionally, these sidewalks are well-lit, enhancing safety.

### Fair Condition

Sidewalks in fair condition exhibit a mix of positive and negative attributes. While some sections may have smooth surfaces and adequate width, they may lack essential safety features such as buffer zones, visible crosswalk connections, accessible ramps, or proper lighting.

### Poor Condition

Sidewalks in poor condition are severely degraded and may not be wide enough to be ADA compliant. These sidewalks have cracks, sunken or risen portions, or missing portions. The condition of these sidewalks creates tripping hazards and makes utilization troublesome for those with wheelchairs, strollers, or mobility impairments.

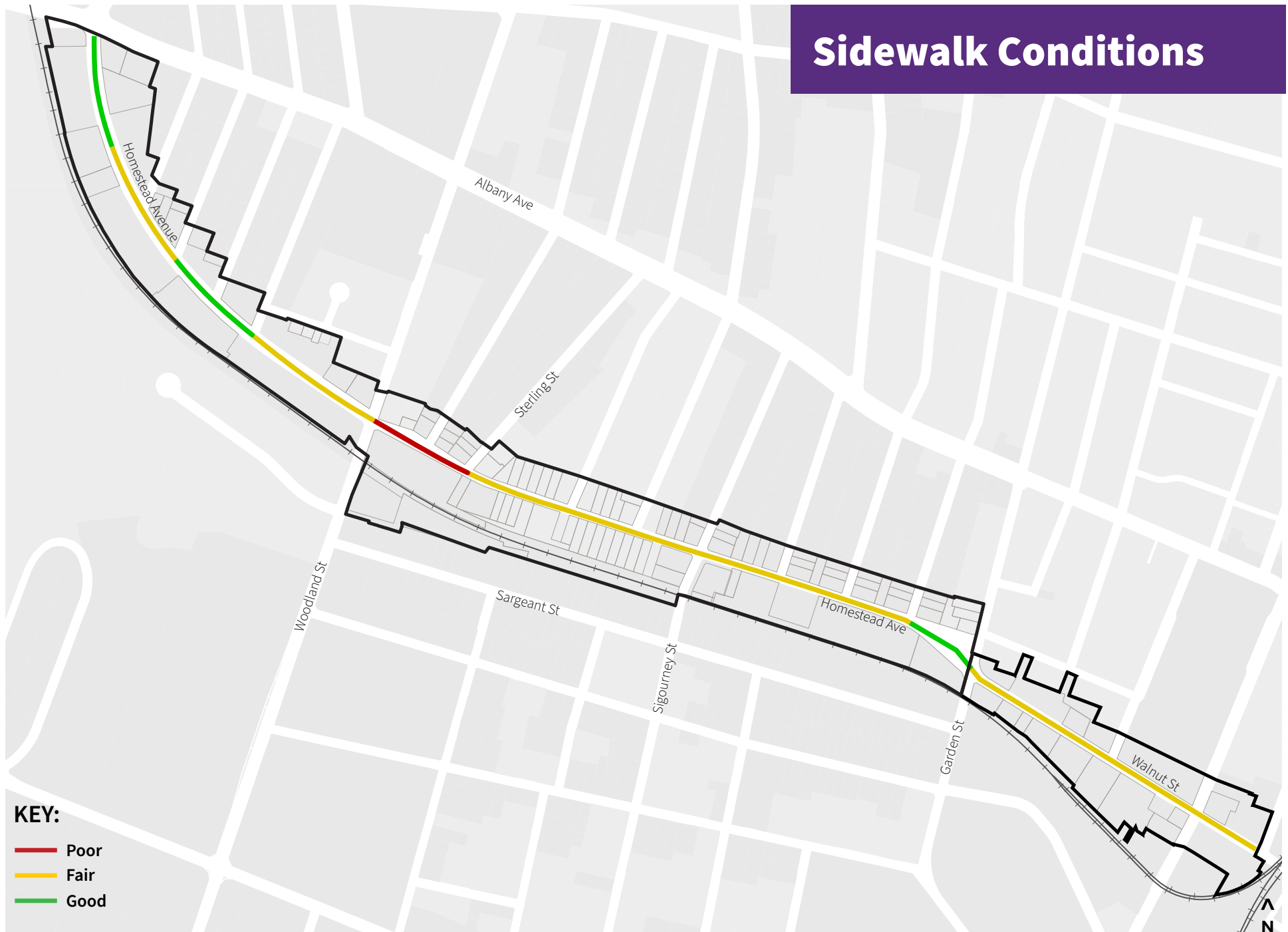


## KEY TAKEAWAYS

**Areas where the sidewalk surface is poor, narrow, or otherwise inhibits easy passage, particularly between Woodland Street and Sterling Street, discourage or prevent pedestrians from passing through the area.**



## Sidewalk Conditions



Source: City of Hartford

# Vehicular Traffic

**THE CORRIDOR EXPERIENCES A MODERATE LEVEL OF TRAFFIC, WHICH CAN AT TIMES FEEL UNSAFE AND DISORGANIZED FOR PEDESTRIANS AND DRIVERS ALIKE.**

## AADT

Average Annual Daily Traffic (AADT) volume data from the year 2021 (sourced from CTDOT) indicates that Homestead Avenue carries similar volumes of traffic (10,000-12,000 AADT) as Albany Avenue to the north and Asylum St to the south, which all run parallel. These three east-west streets all terminate in Downtown Hartford and provide access to I-84 and I-91. There are also significant volumes on the local cross streets, particularly Woodland St, as they provide cut-through routes connecting Asylum Hill to the Upper Albany and Clay Arsenal neighborhoods.

## Crashes

Crashes in the study area corridor follow a typical pattern that involves the highest concentration of activity in proximity to intersections. According to crash data from the University of Connecticut Crash Data Repository, there were 281 crashes in the five-year period from 2019-2023.

Of these, about 60% resulted in no apparent injury, and the remaining 40% resulted in some form of injury. None of these resulted in deaths. There were three crashes that resulted in major injuries. During the same five-year period, there were three crashes involving pedestrians, one resulting in a possible injury and two resulting in minor injuries. There were no reported crashes involving bicyclists in the five-year analysis period.

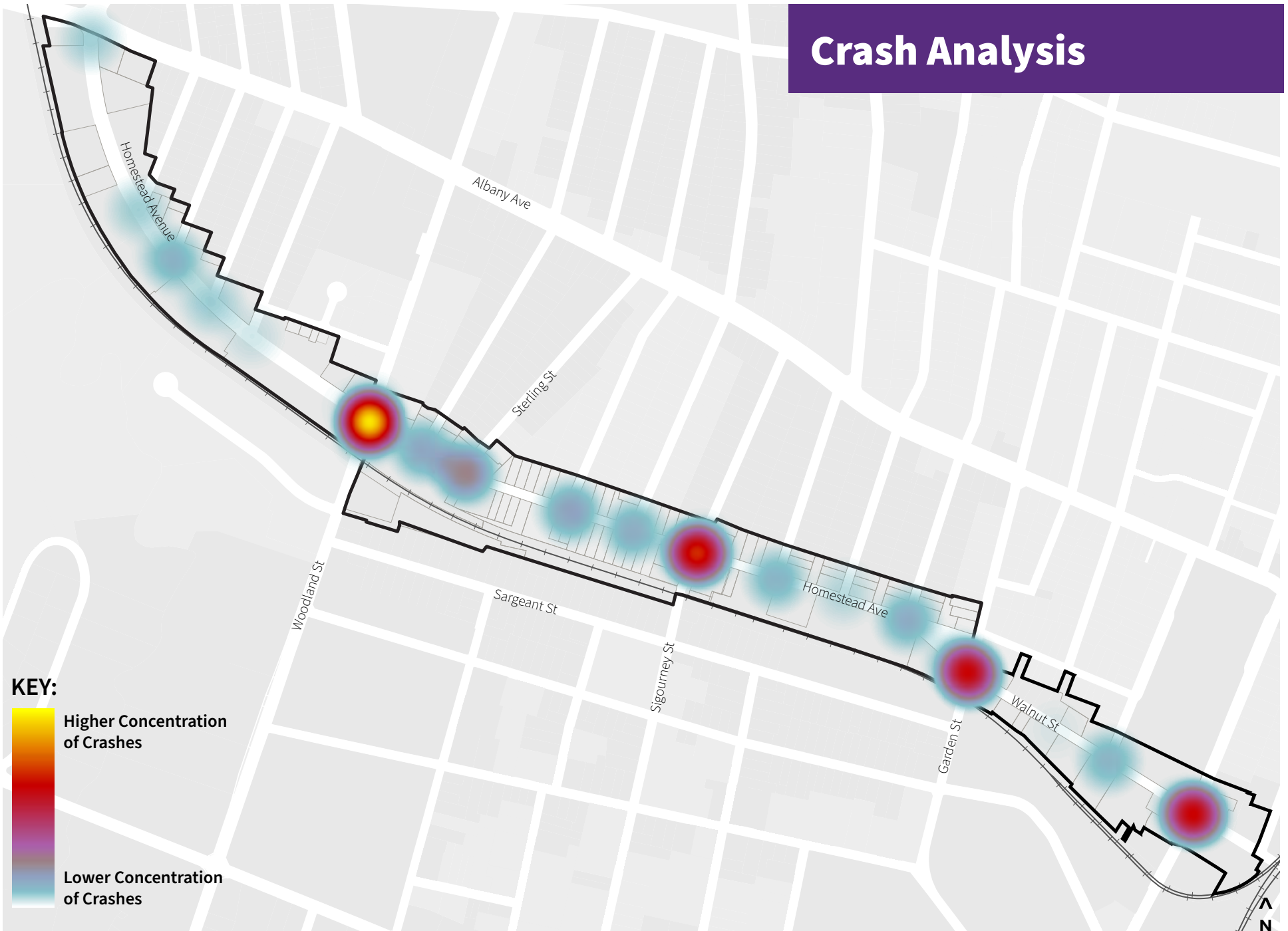


## KEY TAKEAWAYS

Enhancement should be focused at intersections, which are the most likely place for traffic incidents, particularly the Woodland Street intersection.

The corridor's moderate traffic values create a ready potential customer base for destination uses.

# Crash Analysis



Source: City of Hartford



# Market Conditions

## CONSUMER DEMAND IN THE HOMESTEAD CORRIDOR AREA CAN SUPPORT CERTAIN TYPES OF REDEVELOPMENT WHICH CAN THRIVE WITHIN ITS PHYSICAL CONDITIONS.

### Overview

Demand for affordable and ownable housing is high, with mixed-use residential and retail already successful on the corridor. Existing pass-by vehicle traffic creates strong consumer demand for commercial, retail, and restaurant uses. Niche industrial development can be supported.

Physical conditions play a key role in defining the market conditions of Homestead Avenue, most notably its vicinity to the Albany Avenue commercial corridor to the north and the Griffin Line's confining effect on parcels and traffic crossings to the south.



*\*The market conditions are based on a study of the Primary Market Area, which coincides with the Homestead Avenue Demographic Area of zip codes 06112 and 06105 as it is anticipated population-serving uses will draw from this area.*



## KEY TAKEAWAYS

There is a demand for residential development to allow for affordable housing and homeownership in the corridor area.

The Homestead corridor is home to some of the limited available industrial-flex space in Hartford, providing niche opportunities for small-bay industrial, plant nurseries, breweries, and more.

Neighborhood retail and commercial have the potential to complement uses on the Albany Avenue commercial corridor.

Planned redevelopment should take advantage of niche opportunities provided by the corridor's wide, shallow lots, industrial and flex space, and existing base of through traffic.

# Challenges & Opportunities

## CHALLENGES

### RESIDENTIAL DEVELOPMENT

**Nearby Uses** - While nearby railroad, industrial, and automotive retail provide jobs and mobility near the corridor, they also produce unwanted visual and environmental impacts.

**Lower Asking Rate for Rentals** - Average asking rents for the Primary Market Area (PMA) are \$1,089 per unit per month, below the average \$1,324 for the City of Hartford, and well below \$1,662 of the Hartford Metropolitan Statistical Area.

### RETAIL

**Nearby Commercial Corridor** - New businesses on the corridor will potentially have to compete with Albany Avenue's restaurants, laundromats, banks, barber shops, and grocery stores, which already have already established a client base among the neighborhood population.

**Low Vacancy Rates, Rising Rents** - Retail vacancy rates in the PMA are close to 0%, creating competition between businesses for prospective space. Meanwhile, retail space rents in the PMA have gone up by 76% in the past 10 years.

### INDUSTRIAL / FLEX DEVELOPMENT

**Wide, Shallow Lots** - Lots are restricted by the railway, making truck access challenging, necessitating the need for front load warehouses for new development.

**Remediation Investment**- Investment, whether by the City or redevelopers, is required to redevelop brownfield sites in the area, adding extra costs and time to implementation of prospective projects, which may impact their feasibility.

## OPPORTUNITIES

### INDUSTRIAL FACILITIES

The Homestead Avenue corridor contains almost all of the lots zoned for industrial and flex space (combined warehouse, office, and retail) in the Primary Market Area. The limited availability of this type of space nearby will drive niche redevelopment opportunities to locate onto the Homestead corridor.

### RESIDENTIAL DEMAND

457 new housing units could be realistically supported in the PMA:

- 161 Affordable Apartment Units
- 147 Market-Rate Apartment Units
- 149 Owner-Occupied Housing Units

### TOP PROJECTED GROWTH

Industries showing highest demand in the Primary Market Area:

- Healthcare (Industrial & Flex uses)
- Education (Civic & Flex Uses)
- Insurance (Office uses)

### RETAIL/COMMERCIAL

The following retail uses are in high demand in the PMA:

- Restaurants
- Drinking Places
- General Merchandise Retailers
- Nail Salons
- Nursery, Garden, Farm Supply Retailers
- Specialty Food Retailers



# CORRIDOR MASTER PLAN





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**REDEVELOPMENT SITES**

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WESTERN HOMESTEAD SUBAREA

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CENTRAL HOMESTEAD SUBAREA

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WALNUT STREET SUBAREA

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**PUBLIC REALM IMPROVEMENTS**

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TRANSPORTATION IMPROVEMENTS

101

PLACEMAKING IMPROVEMENTS



# Overview

**THIS SECTION INCLUDES AN OVERVIEW OF THE PROPOSED RECOMMENDATIONS FOR THE HOMESTEAD AVENUE CORRIDOR. THE RECOMMENDATIONS BUILD ON THE OPPORTUNITIES IDENTIFIED IN THE EXISTING CONDITIONS ANALYSIS, MARKET ANALYSIS, AND ADVANCES THE CITY'S AND COMMUNITY'S VISION AND GOALS.**

## How this Section is Organized

### **Redevelopment Sites**

The study area is divided into three distinct subareas based on the character of the existing corridor. Sites in each subarea are identified that present redevelopment potential. These are called “strategic sites.”

### **Corridor Improvements**

This section explores integrated multi-modal and vehicular improvements designed to enhance corridor circulation, accessibility, and connectivity for all transportation users.

### **Placemaking Improvements**

This section identifies strategic locations for wayfinding elements and placemaking opportunities throughout the corridor, while outlining appropriate design interventions that enhance navigation, community identity, and sense of place.



The redevelopment recommendations are organized into three distinct subareas, each with unique characteristics and designated future uses. Each defined subarea includes parcels directly adjacent to the respective corridor and, in select locations, incorporates additional strategic parcels beyond the immediate frontage:



### **The Western Subarea**

Encompasses Homestead Avenue from Albany Avenue to Woodland Street. This subarea has largely industrial, flex, and warehouse characteristics with supporting commercial. Residential is less compatible with this area.



### **The Central Subarea**

Encompasses Homestead Avenue from Woodland Street to Garden Street. This subarea has a residential character with supporting commercial as mixed use. Industrial is less compatible with this area.



### **The Walnut Street Subarea**

Encompasses Walnut Street from Garden Street to Chestnut Street. This area has commercial character with industrial on larger parcels. Residential is less compatible with this area.

## **Overarching Policies**

### **Redevelopment**

- Strengthen the individual characters of the 3 subareas
- Redevelop strategic sites to build vibrancy on the corridor
- Temporarily activate sites to build redevelopment momentum
- Take advantage of infill housing opportunities

### **Transportation Improvements**

- Improve connections to Asylum Hill, Upper Albany, and Downtown
- Improve quality of all transportation modes on the corridor

### **Placemaking Improvements**

- Create an identity for the corridor which contributes to community pride
- Take efforts to beautify the public realm



# Redevelopment Sites

**THE STRATEGIC SITES PRESENT A COHESIVE PLAN FOR THE FUTURE OF THE CORRIDOR. IT IS BASED ON PUBLIC INPUT AND THE COMMUNITY'S VISION, GOALS, AND STRATEGIES. THIS PLAN IS INTENDED TO GUIDE FUTURE DEVELOPMENT AND POLICY DECISIONS IN THE NEAR AND LONG TERMS.**

## What is a Strategic Site?

A strategic site is a specific location identified for targeted development, redevelopment, or preservation due to its particular importance to achieving the City and neighborhood's broader planning objectives and vision. These sites often have special significance because of their location, existing use, development potential, or historical value.

Through an analysis of existing information as well as feedback from the City, the Steering Committee, and public, a total of eighteen (18) strategic sites were identified as being critical to achieving the community's vision and goals for the Homestead Avenue corridor. Each of these sites are described on the following pages.

Strategic sites were selected based on the following criteria:

- Vacant or underutilized status;
- Alignment with community vision and goals;
- Potential for redevelopment as identified by the findings of the market analysis; and
- Opportunities for enhancing the corridor's historic character, improving the public realm, and strengthening its economy

## STRATEGIC SITES

### WESTERN HOMESTEAD SUBAREA

- 1 441 Homestead Avenue
- 2 424 Homestead Avenue
- 3 393-367 Homestead Avenue
- 4 360 Homestead Avenue
- 5 333 Homestead Avenue
- 6 300-296 Homestead Avenue
- 7 287 Homestead Avenue
- 8 158 Woodland Street

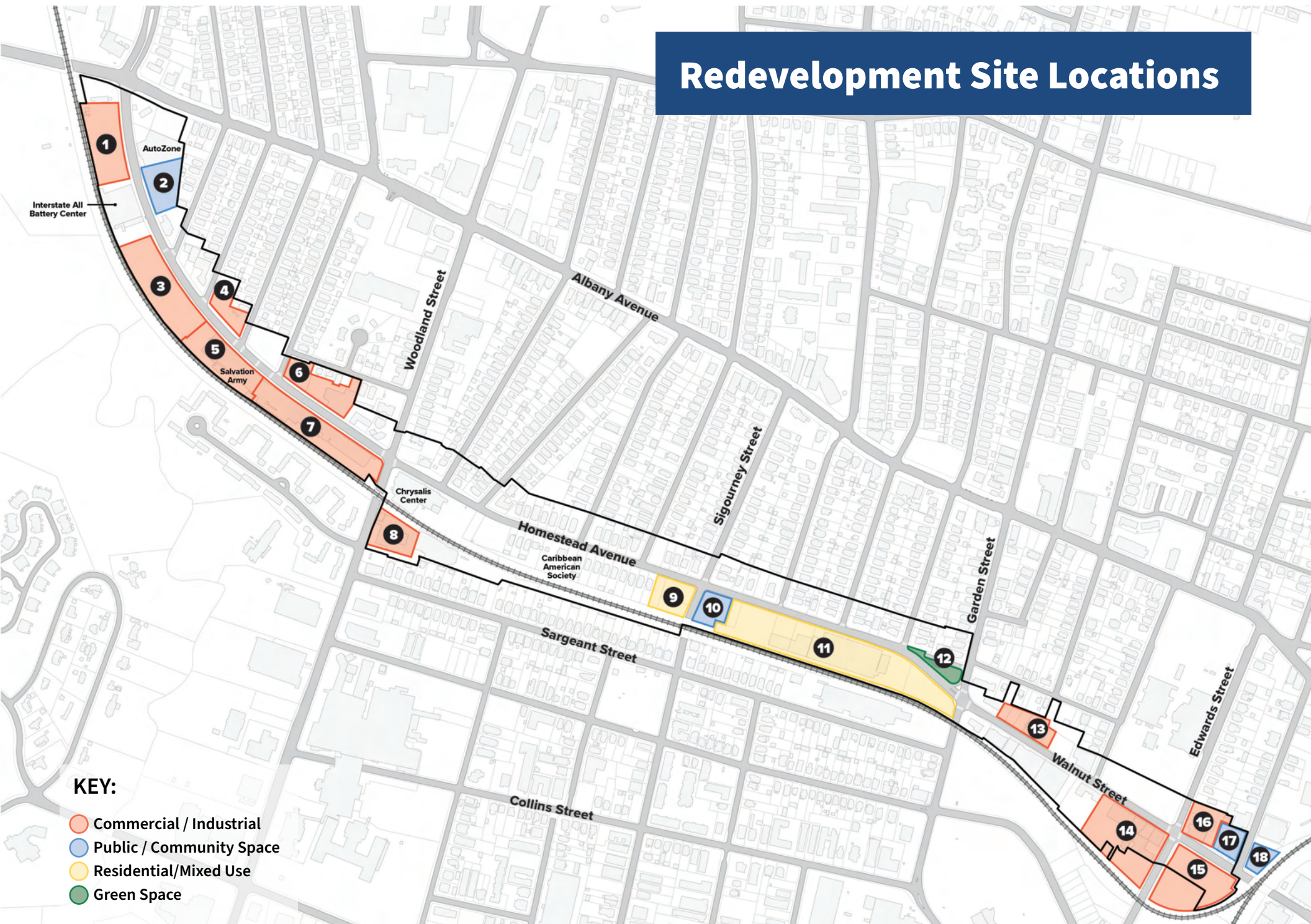
### CENTRAL SUBAREA

- 9 135 Homestead Avenue & 319-325 Sigourney Street
- 10 111 Homestead Avenue
- 11 101 Homestead Avenue & 255 Garden Street
- 12 Homestead Avenue & Garden Street Gateway Park

### WALNUT STREET SUBAREA

- 13 228-202 Walnut Street
- 14 151-133 Walnut Street & 35-59 Edwards Street
- 15 36 Edwards Street & 107 Walnut Street
- 16 110-100 Walnut Street
- 17 92 Walnut Street
- 18 70 Walnut Street

# Redevelopment Site Locations



## KEY:

- Commercial / Industrial
- Public / Community Space
- Residential/Mixed Use
- Green Space



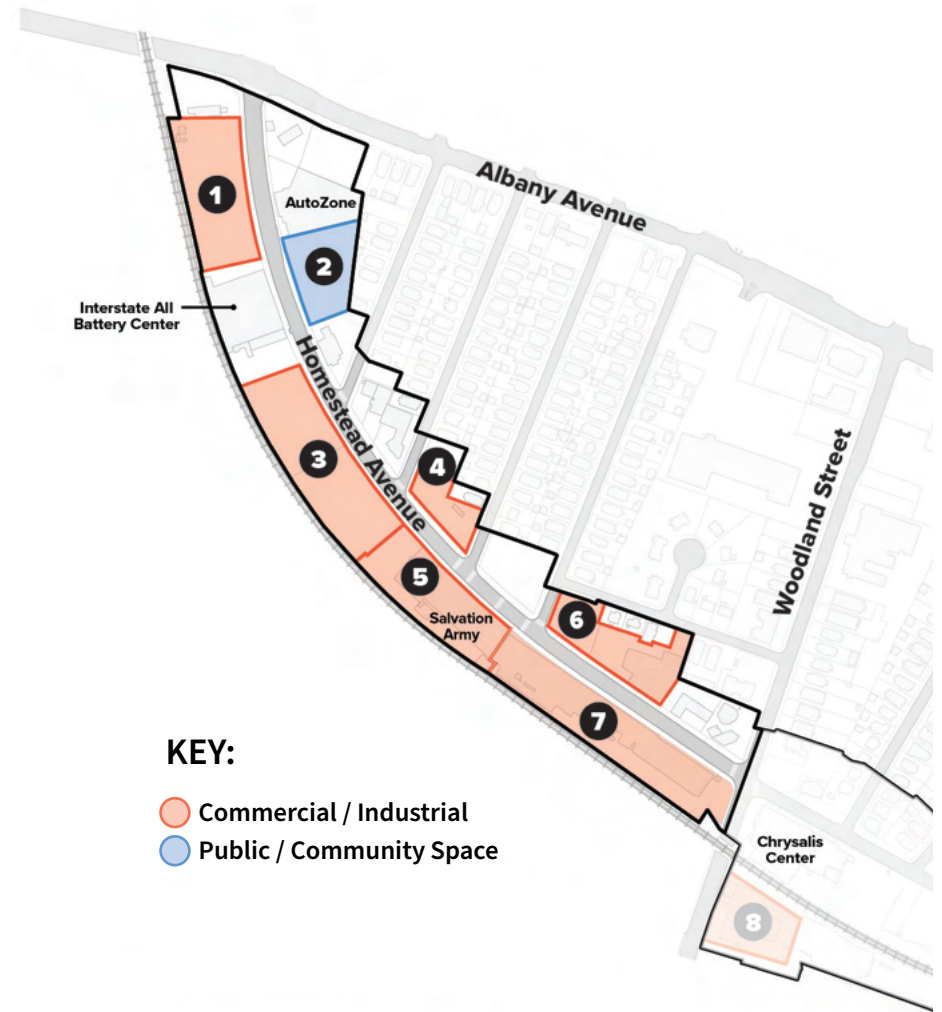
# Western Homestead Avenue Subarea

**THE WESTERN END OF HOMESTEAD AVENUE IS ENVISIONED AS BEING HOME TO HIGH TECH INDUSTRY, WORKFORCE TRAINING, URBAN MANUFACTURING, MAKERSPACES, ARTISAN FOOD PRODUCTION, AND COMMUNITY ORGANIZATIONS THAT SUPPORT RESIDENTS BY PROVIDING JOBS, ACCESS TO SERVICES, AND ENHANCED QUALITY OF LIFE.**

The Western Homestead Avenue Subarea begins at the intersection of Homestead Avenue and Albany Avenue and ends at the Woodland Street intersection.

## STRATEGIC SITES

- 1** 441 Homestead Avenue
- 2** 424 Homestead Avenue
- 3** 393-376 Homestead Avenue
- 4** 360 Homestead Avenue
- 5** 333 Homestead Avenue
- 6** 300-296 Homestead Avenue
- 7** 287 Homestead Avenue





# Case Study: Urban Manufacturing

With growing demand for jobs accessible to urban residents, it is the right time for Hartford to focus on building capacity of urban manufacturing. The following benefits can be realized with new urban manufacturing on the corridor:

- **Increasing neighborhood job offerings & economic equity:** New manufacturing businesses can capitalize on the existing job training resources in the Upper Albany neighborhood to create a school-to-job pipeline for residents and ensure a stable pool of high-quality candidates. Building this job economy will help raise the average household income of the neighborhood.
- **Resilient businesses & economy:** A large portion of urban manufacturing businesses are small companies with less than 250 employees. Although they can be more vulnerable to economic disruptions, they can adjust their business model faster than larger companies. In the event that a company of this size does vacate a location, small businesses are likely to take less time to replace than larger businesses.
- **Contributions to the Hartford area culture & economy:** Manufacturing businesses provide an opportunity to build local supply chains that uplift other businesses in the region, from sourcing pre-processed materials locally to providing goods and services crucial to other local businesses. This strengthening of industries will help build Hartford's reputation as a job center and build local pride.

## Swift Factory | Hartford

This former gold leaf factory has been repurposed to house a range of uses that contribute to economic revitalization. The majority of tenants in new manufacturing spaces are Black entrepreneurs and businesses led by women. The site hosts a 4,500 square foot food business incubator that provides affordable rental space and business support for food entrepreneurs.



## Greenpoint Manufacturing and Design Center | Brooklyn

The Greenpoint Manufacturing and Design Center (GMDC) is a network of nine properties rehabilitated and constructed to suit small manufacturing enterprises, artisans, and artists. The combined total of the properties consists of almost 700,000 square feet of industrial space, housing over 130 businesses and 760 employees, 91% of whom live locally.



## Singer CT | Bridgeport

This former sewing machine factory has been repurposed to house 160 units of rentable space, including warehouse and commercial kitchen space, making it Connecticut's largest business incubator. Recent modernization investments in the complex's infrastructure have resulted from demand for high-quality urban manufacturing space.



# 1 441 Homestead Avenue

## Existing Condition



## Existing Condition Summary

- Ownership: Talar Properties
- Acreage: 1.83
- Zoning: CX-1
- Current Use: Vacant
- Former Uses: Automobile garages, dry-cleaning service

## Site Characteristics

- Unpaved
- Northwest corner contains utility infrastructure

## Environmental Considerations

- Phase I, II, and III Environmental Site Assessment completed: contaminant releases have impacted soil and groundwater
- Remediation Action Plan completed and remediation underway

## Representative Imagery: Future Potential



## Redevelopment Potential

This large, flat lot is a great location for a commercial or industrial/flex redevelopment. The market analysis found a commercial greenhouse use for this site may be desirable due to its vicinity to Albany Avenue and the beautification aspect of plantings. Commercial greenhouse uses could potentially build on momentum created on the site by Levo International and the in-progress cannabis production facility at 287 Homestead Avenue to create a crop cultivation hub. Operations such as the Keney Park Sustainability Project can also thrive here.

The lot is near the corner of Albany Avenue and Homestead Avenue, which provides easy access to other regional commercial centers and transportation corridors. Warehouse or industrial buildings have the potential to complement the character of structures adjacent to the lot and across the street. Redeveloping this site to a desirable commercial or industrial/flex use is critical as it will be the closest new development to the Albany Gateway transformative project area and has the potential to set a tone for the redevelopment of the rest of the corridor.



## 2 424 Homestead Avenue

### Existing Condition



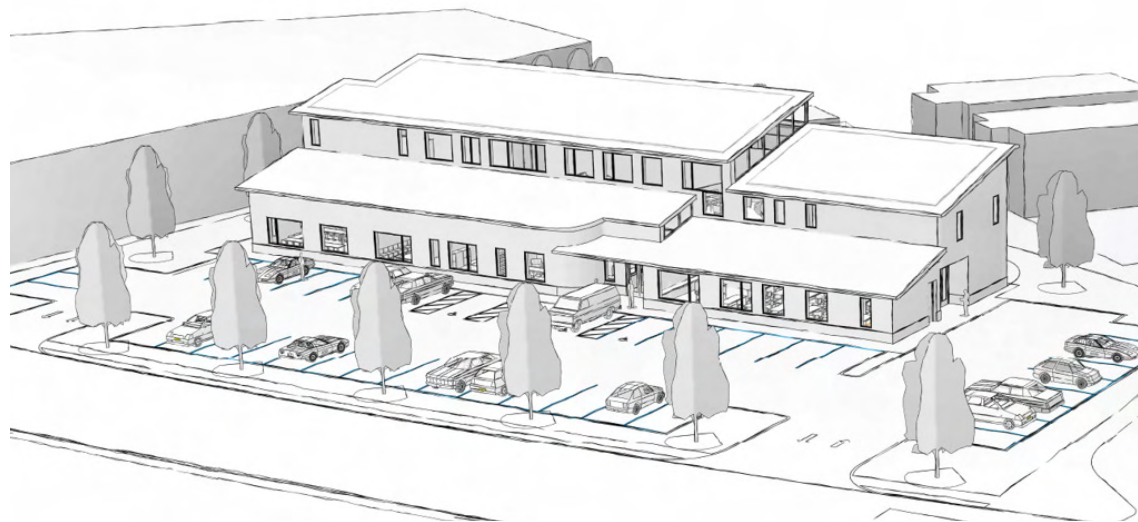
### Existing Condition Summary

- Ownership: Blue Hills Civic Association
- Acreage: 1.00
- Zoning: M-2
- Current Use: Vacant
- Previous Use: Unknown

### Site Characteristics

- Unpaved
- Fully enclosed by fencing

### Representative Imagery



▲ Rendering by O'Riordan Migani Architects

### Redevelopment Potential

This site is slated to become the Blue Hills Civic Association Community Center. The proposed Neighborhood and Community Development Center is envisioned as a two-story educational and training facility serving the neighborhoods of northwest Hartford. This building is set to contain a family and community support center, co-working spaces, a culinary arts space, media studios, and workforce training. As the corridor redevelops, the center has the potential to help position community members to take advantage of the job and entrepreneurial opportunities created.

### 410 Homestead Avenue

Blue Hills Civic Association owns the adjacent lot of 410 Homestead Avenue at the corner of Baltimore Street and Homestead Avenue. A former bank building, BHCC should consider utilizing this site to complement the planned services of the Community Center, or consider selling or transferring the property to another entity which can provide neighborhood benefits.



## 3 393-367 Homestead Avenue

### Existing Condition



### Existing Condition Summary

- Ownership: City of Hartford
- Acreage: 2.43
- Zoning: CX-1
- Current Use: Vacant
- Former uses: Philbrick-Booth metal foundry

### Site Characteristics

- Unpaved
- Fully enclosed by fencing

### Environmental Considerations

- Phase I and II Environmental Site Assessment completed: contaminant releases have impacted soil, groundwater, and remaining building materials
- Recommendation: Complete Phase III ESA and RAP, remediate site

### Representative Imagery



### Redevelopment Potential

This location is suited for a commercial or industrial/flex redevelopment. Due to limited suitable space in the City of Hartford, the market study projects that modern flex, industrial, and manufacturing space can be filled quickly if it suits the industry needs (transportation and warehousing, accommodation and food services, and retail trade are likely to expand in the Primary Market Area in the next five years.) The market study also predicts success for destination retail at this site as it is slightly off Albany Avenue, which allows for lower prices and more space. Opportunity also exists for the development of multi-tenant small urban manufacturing spaces which could attract entrepreneurs, artisans, and creatives from the neighborhood and Hartford. These types of developments could potentially benefit from the job training programs offered by non-profits in the Upper Albany neighborhood.

## 4 360 Homestead Avenue

### Existing Condition



### Existing Condition Summary

- Ownership: Salvation Army
- Acreage: 0.52
- Current Use: Vacant
- Previous Use: Unknown
- Zone: CX-1

### Site Characteristics

- Partially paved
- Dual corner lot

### Representative Imagery



### Redevelopment Potential

This site is currently an underutilized, undeveloped strategically located corner lot with strong street exposure. Its location blocks from Albany Avenue and proximate to residential neighborhoods make it an ideal site for context-sensitive commercial development. A multi-tenant development with small to mid-size commercial spaces would have the potential to address gaps in the local retail and service market, and potentially provide local start-ups or entrepreneurs smaller, affordable spaces. The Primary Market Area and City of Hartford are projected to see increases in consumer spending in the retail trades of apparel and services, entertainment and recreation, food at home, and food away from home over the next five years. Retail businesses of these types are poised for success at this location. The site should be rezoned to CX-2 to allow for these potential retail industries.



## 5 333 Homestead Avenue

### Existing Condition



### Existing Condition Summary

- Ownership: Salvation Army
- Acreage: 1.67
- Zone: CX-1
- Current Use: Partially vacant
- Previous Use: Unknown

### Site Characteristics

- Underutilized western portion of Salvation Army building.
- Brick factory building featuring a cargo bay.
- Accompanying parking lot.

### Environmental Considerations

- Recommended: Conduct Phase I ESA

### Representative Imagery



### Redevelopment Potential

This western portion of the current Salvation Army building is currently underutilized. Whether by the next phase build-out of the services provided by the Salvation Army or by a different organization or business, this site has potential to be renovated to a flex reuse while keeping the current brick façade characteristic of the industrial buildings on Homestead Avenue. The market study found that redeveloping small bay industrial buildings such as this can create niche opportunities for small businesses. Reactivating this portion of the building has the potential to act as a beginning to a prospective continuous mini-corridor of flex/manufacturing activity along the southern side of the Western Homestead Avenue subarea.

Since this portion of the building has not been renovated, a Phase I ESA should be conducted to determine if environmental contamination exists, especially for hazardous building materials.



# Case Study: Adaptive Reuse of Historic Buildings

The Hartford metropolitan area leads Connecticut in the number of apartment units created from adaptive reuse of buildings. Momentum from these efforts should be carried onto the Homestead Avenue corridor to create new manufacturing, commercial, industrial, and residential uses. Adaptive reuse provides the following benefits:

- **Enhancing existing neighborhood character:** Buildings which have stood for decades become engrained in the culture and character of neighborhoods. The historic architecture of these buildings becomes easily identifiable with their neighborhood. Restoring the façades of these buildings will build community pride and preserve the buildings for years to come.
- **Conservation of quality building materials and craftsmanship:** The abundant red brick façades of buildings in North Hartford, along with artistic details installed by skilled laborers, will not likely be economical for a developer to incorporate into a new building replacing a demolished historic building.
- **Reduce costs and promote sustainability:** Eliminating the demolition step from a construction project reduces costs, time, and material waste related to the project. Similarly, renovations to existing buildings require significantly less time and materials than constructing a building from scratch.

Below are examples of complete and upcoming adaptive reuse projects in Hartford:



**485 Main Street**

Former ground floor commercial and upper level office converted to mixed use residential and commercial.



**Fuller Brush Factory**

Former foundry building to be converted to a mix of innovation space, light industrial space, business space, and apartments.



**Arrowhead Block**

Future reinvigoration of mixed-use and commercial buildings in the Downtown North redevelopment district.

## 6 300 - 296 Homestead Avenue

### Existing Condition



### Existing Condition Summary

- Ownership: Multiple
- Acreage: 1.26
- Zone: CX-1
- Current Use: Vacant
- Previous Use: Metal foundry

### Site Characteristics

- Joined industrial buildings with paved lot and adjacent vacant paved lot
- Former site of Stanley P. Rockwell foundry. Listed on National Register of Historic Places.

### Environmental Considerations

- Phase I & II ESA complete: soil and groundwater contaminants identified
- Recommended: Complete Phase III ESA and RAP, conduct site remediation

### Redevelopment Potential

This historic building has the potential to be adaptively reused to accommodate a range of potential business types. Preservation of the building façade has the potential to celebrate the Upper Albany neighborhood’s historical and industrial past, while providing an opportunity for new businesses that meet the needs and desires of today’s population. The proposed Hartline Trail connection at Woodland Street has the potential to create a strong linkage and potential expanded customer base for a future use at this site.

A range of business types could potentially utilize this space with both the market analysis and community feedback indicating strong support for a business incubator, makerspace, public market, or an artist’s collective. Each of these unique uses recognize the desire to foster and provide opportunities for small business growth along the corridor. Other business types that could be suitable for the site given its context could include small-scale industrial uses with a public facing component, such as a brewery or restaurant. This site should be rezoned to CX-2 to allow for these uses.

The largest challenge facing the site is limited space for off-street parking. However, there is the potential for off-street parking on adjacent lots at 300 or 320 Homestead Avenue.



Conceptual Rendering





## 7 287 Homestead Avenue

### Existing Condition



### Existing Condition Summary

- Ownership: Eros, LLC
- Acreage: 2.56
- Zone: CX-1
- Current Use: Partially vacant
- Previous Use: Machinery manufacturing

### Site Conditions

- Block-spanning row of sidewalk fronting, connected industrial buildings
- Paved parking lot and loading bays in rear
- Former site of Hartford Specialty Machinery Complex, listed on National Register of Historic Places
- Site currently being partially redeveloped into a cannabis production facility.

### Environmental Considerations

- Recommended: Complete Phase I ESA



### Redevelopment Potential

A developer is currently moving toward the reuse of this historic factory building as a cannabis production facility. The current plans do not include reactivating the western third of the building connected to the current Salvation Army building at 333 Homestead Avenue. This portion of the building should either be expanded into a further build-out phase of the proposed cannabis production facility or be activated by an industrial/flex use that complements and is not nuisanced by the cannabis production process. The cultivation of specialty plants in this portion of the building could complement cannabis production and the potential greenhouse uses at 441 Homestead Avenue.

If the inside of this portion of the building is not already remediated, a Phase I ESA should be completed with a focus on potential hazardous building materials.

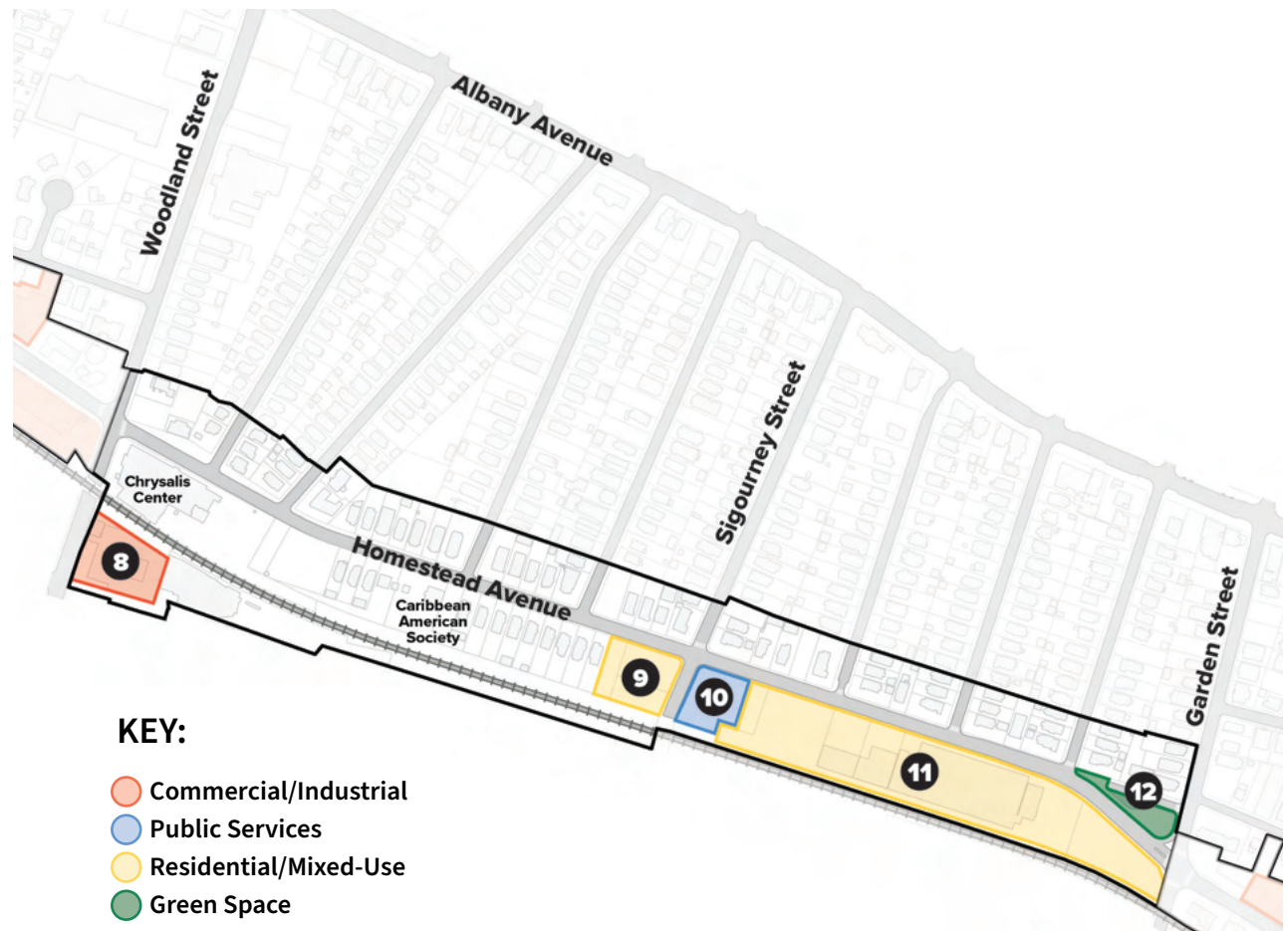
# Central Homestead Avenue Subarea

**HOMESTEAD AVENUE'S RESIDENTIAL SECTION SHOULD PROVIDE A VARIETY OF QUALITY HOUSING WITH GREEN SPACES, STREETScape AMENITIES, AND SMALL-SCALE COMMERCIAL THAT ENHANCE QUALITY OF LIFE FOR RESIDENTS AND PRESERVE THE CORRIDOR'S HISTORIC CHARACTER.**

The Central Homestead Avenue Subarea begins at the Woodland Street intersection and ends at the Garden Street intersection.

## STRATEGIC SITES

- 8** 158 Woodland Street
- 9** 135 Homestead Avenue & 319 - 325 Sigourney Street
- 10** 111 Homestead Avenue
- 11** 101 Homestead Avenue & 255 Garden Street
- 12** Homestead Avenue & Garden Street Gateway Park





## 8 158 Woodland Street

### Existing Condition



### Existing Condition Summary

- Ownership: City of Hartford
- Acreage: 0.96
- Zone: CX-1
- Current Use: Vacant
- Previous Use: Organs manufacturing

### Site Conditions

- Brick factory building
- Adjacent paved driveway
- Former site of Austin Organ Company, listed on State Register of Historic Places

### Environmental Considerations

- Recommended: Complete Phase I ESA

### Representative Imagery



### Redevelopment Potential

This historic factory building has the potential to be repurposed as an industrial/flex or mixed-use development, both of which are supported by the findings from the market analysis. If feasible, adaptive reuse of the structure should allow for restoration of the brick façade which contributes to the historic character of the Homestead corridor. The site's direct access and connectivity to the proposed Hartline Trail has the potential to be a benefit for future development and a selling point as a quality of life and recreational asset for future tenants. If the site is to be redeveloped as mixed-use, it should be considered for rezoning to MX-2. The property does not currently have adequate space for on-site parking to support future uses envisioned for the site. Further consideration of how to accommodate parking will need to be considered as part of a comprehensive redevelopment plan.

As no environmental data is currently available for this site, the results from future site investigations will impact future reuse alternatives and inform required mitigation activities and associated costs.



## 9 135 Homestead Avenue & 319-325 Sigourney Street

### Existing Condition



### Existing Condition Summary

- Ownership: City of Hartford
- Acreage: 0.80
- Zone: NX-2
- Current Use: Vacant
- Previous Use: Auto repair, contracting

### Site Conditions

- Unpaved
- Corner Lot
- Fully enclosed by fencing

### Representative Imagery



### Redevelopment Potential

This strategic site is comprised of 3 individual lots which should be merged to create a larger development lot. As envisioned by the City, this site should be redeveloped as a mixed-use building with a commercial/retail first floor use with multiple stories of multi-family residential on the upper floors. To allow for this, the site should be considered for rezoning to MX-2. The commercial first floor use is a great location for a limited service restaurant as such restaurants are in high demand in the Primary Market Area. The market analysis found that mixed-use residential and retail is successful on the corridor and is likely to continue to be successful for new developments. A commercial use can be fitting for the high traffic of the Homestead Avenue and Sigourney Street intersection and the medium-density residential use can act as a transition between the detached multi-family residential to the west of Sigourney Street on Homestead Avenue and the proposed high-density residential on the southern side Homestead Avenue between Sigourney Street and Garden Street.

## 10 111 Homestead Avenue

### Existing Condition



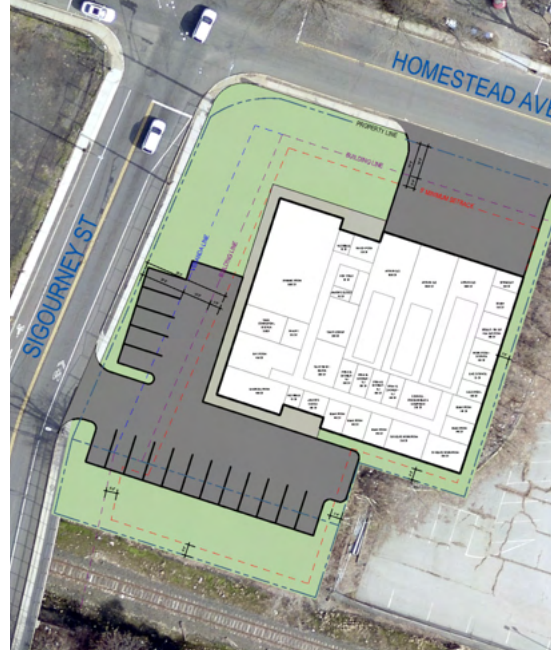
### Existing Condition Summary

- Ownership: City of Hartford
- Acreage: 0.64
- Zone: CX-1
- Current Use: Seasonal parking lot
- Previous Use: Package store

### Site Conditions

- Unpaved
- Corner Lot
- Fully enclosed by fencing

### Conceptual Plans



### Redevelopment Potential

Hartford Fire Department is planning to move Engine Company #5, currently located at 129 Sigourney Street in Asylum Hill, to this site. Four designs are being considered for the station, each with parking lot access on Sigourney Street and fire engine access on Homestead Avenue. The station will likely house 2 or 3 fire engines, staff bunk rooms, and training facilities. The station can act as a stabilizer to the Homestead Avenue corridor and enhance public services offered to the community. A potential brick warehouse character of the building can further strengthen the historic character of the neighborhood. Reuse of this site can be key to reducing the vacant space that creates a perceived barrier between Upper Albany and Asylum Hill.

In the case that the Fire Department doesn't create a new facility at this location, the site should be redeveloped as mixed-use, similar to Strategic Site #9.



# 11 101 Homestead Avenue & 255 Garden Street

## Existing Condition



## Existing Condition Summary

- Ownership: City of Hartford
- Acreage: 5.68
- Zone: CX-1
- Current Use: Warehouse, vacant
- Previous use: Medical warehouse, commercial printing, bakery

## Site Characteristics

- 3 attached warehouse buildings
- Surrounding paved lots

## Remediation Status

- Recommendation: Complete Phase I Environmental Site Assessment

## Representative Imagery



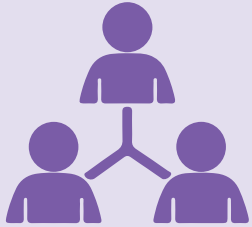
## Redevelopment Potential

The City of Hartford recently received a Community Investment Fund (CIF) grant to help purchase the St. Francis-owned portions of this block; as a result, the City will own all properties on the south side of Homestead Avenue between Sigourney Street and Garden Street. The existing warehouse space on the site should be considered for conversion to a public market or a similar concept to create a community-oriented commercial space with entrepreneurship opportunities. Combining the prospective commercial development with new housing on the site will fulfill a key need identified in the market analysis as well as relayed through community outreach activities and can play a role in providing a built-in customer base to a prospective public market on the site. If the site is to be redeveloped as multi-family or mixed-use, it should be considered for rezoning to MX-2. If the site is to be redeveloped for attached single family or townhomes, it should be considered to be rezoned to NX-2. As with other properties on the south side of Homestead Avenue, potential direct connection to the proposed Hartline Trail would provide future residents and visitors opportunity for access to outdoor recreation and a non-vehicular transportation corridor.



# Case Study: Public Markets

**PUBLIC MARKETS ARE ON THE RISE IN POPULARITY, EVEN WITHIN HARTFORD ITSELF. A NEW PUBLIC MARKET ON THE HOMESTEAD CORRIDOR HAS THE OPPORTUNITY TO ALIGN WITH THE COMMUNITY'S VISION THROUGH THE THEMES LISTED BELOW.**



## Community Gathering Space

Markets have the ability to draw crowds from every walk of life to a common space, allowing people to meet and make connections. Community building such as this was requested often during the public engagement process, and this building of social cohesion and pride can assist in attracting investment in the corridor.



## Providing Entrepreneurial Opportunities

Entrepreneurs often have trouble finding the resources to bridge the gap between starting their business and finding a brick-and-mortar destination to sell their goods and services, especially in low-income areas like North Hartford. Smaller, permanent vending locations with the ability to draw crowds such as markets can be critical for those looking to building their businesses.



## Access to Fresh Food

Throughout the public engagement process, community members expressed an interest to have more sources for fresh food and produce on the corridor. Produce vendors in a new market on the corridor will be within walking distance many residents and could potentially participate in the Connecticut Fresh Match Program to allow SNAP users to double their benefits.



### **Boston Public Market | Boston, MA**

Boston's Public Market features over 30 regional artisans who offer groceries, household items, plants, coffee, prepared food, and more. The market brands itself as a "Market on a Mission" as it assists local food growers and entrepreneurs in their participation in the market and educates visitors on the importance of equitable food systems.



### **Parkville Market | Hartford, CT**

This market is Connecticut's first and largest food hall, offering 22 restaurants and 3 bars. The market offers indoor and outdoor eating space, as well as space for yard games. The market offers karaoke nights, salsa lessons, drag bingo, and live music. Following investment from both the State and Capital Region Development Authority, the market is expanding to accommodate large events.



### **Rochester Public Market | Rochester, NY**

Voted 'America's Favorite Market' in 2010 by the American Farmland Trust, this market offers both indoor and outdoor covered vendor space, where produce, ethnic delicacies, prepared food, and general merchandise are sold. Surrounding the market is the Market District, where cafes, breweries, retail shops, and more are just steps away.

## 12 Homestead Avenue & Garden Street Gateway Park

### Existing Condition



### Existing Condition Summary

- Ownership: City of Hartford
- Acreage: 0.24
- Current Use: Open Space

### Site Characteristics

- Open space street island with neighborhood gateway sign
- Encompasses current roadway portions of turn lane from Garden Street onto Homestead Avenue and portion of Homestead Circle cul-de-sac

### Redevelopment Potential

Reactivating and expanding this currently underutilized open space can improve the neighborhood's sense of place and provide safer and better quality transportation conditions on and around this street island. In its final implementation stage, creating a gateway park here has the opportunity to:

- Create a community gathering space that can be programmed for arts and culture events and vendor fairs;
- Create a gateway to the Upper Albany neighborhood at the Homestead Avenue and Garden Street intersection;
- Reclaim the right turn lane as open space and slow turning movements onto Homestead Avenue; and
- Re-establish the sidewalk bordering Homestead Avenue along the southern edge of the open space.

### Case Study: Lawrence Street Plaza

New Haven's Lawrence Street Plaza was a summer 2024 tactical urbanist demonstration that reduced turning traffic speeds into a residential area while reclaiming unnecessary roadway as public space. The project expanded an existing street island dog park, creating a temporary public park for pop-up events with yard games, musicians, artists, and vendors. Using only temporary elements, the initiative was low-cost yet high-impact. Due to its success, there are discussions about potentially making the plaza a permanent fixture.





Conceptual Rendering





# Infill Housing

## PROVIDING INFILL HOUSING WILL CREATE GREATER OPPORTUNITIES FOR HOMEOWNERSHIP ON THE HOMESTEAD AVENUE CORRIDOR

### Overview

Vacant sites in the Central Homestead subarea and side streets between the Homestead Avenue corridor and Albany Avenue present the opportunity for more housing that matches the character of each. Creating this housing can foster greater housing security and help stabilize the neighborhood through greater homeownership opportunities.



### Partnering with Habitat for Humanity

Habitat for Humanity has previously partnered with the City to provide homeownership opportunities for Hartford residents, and is particularly interested in focusing efforts on corridors to create a greater local impact. Habitat also works as part of a network that provides homeownership assistance, not only providing a homeowner education course, but also connecting community members to Connecticut Housing Finance Authority's homebuyer education course and Liberty Bank's homeownership savings account. Habitat has previously been unable to do much work in Upper Albany due to designs not compatible with the character of the neighborhood, but their new 3- and 4-bedroom houses fit with the side streets off of Homestead Avenue, an example of which is below. The City could develop a partnership with Habitat for the implementation of infill housing in and around the corridor.





# Infill Housing Opportunities



## INFILL SITES

- ❶ 354 Woodland Street (mixed-use)
- ❷ 16H-28H Sterling Street
- ❸ 193 Homestead Avenue
- ❹ 140 Homestead Avenue
- ❺ 346 Sigourney Street
- ❻ 94 Homestead Avenue
- ❼ 228 Walnut Street



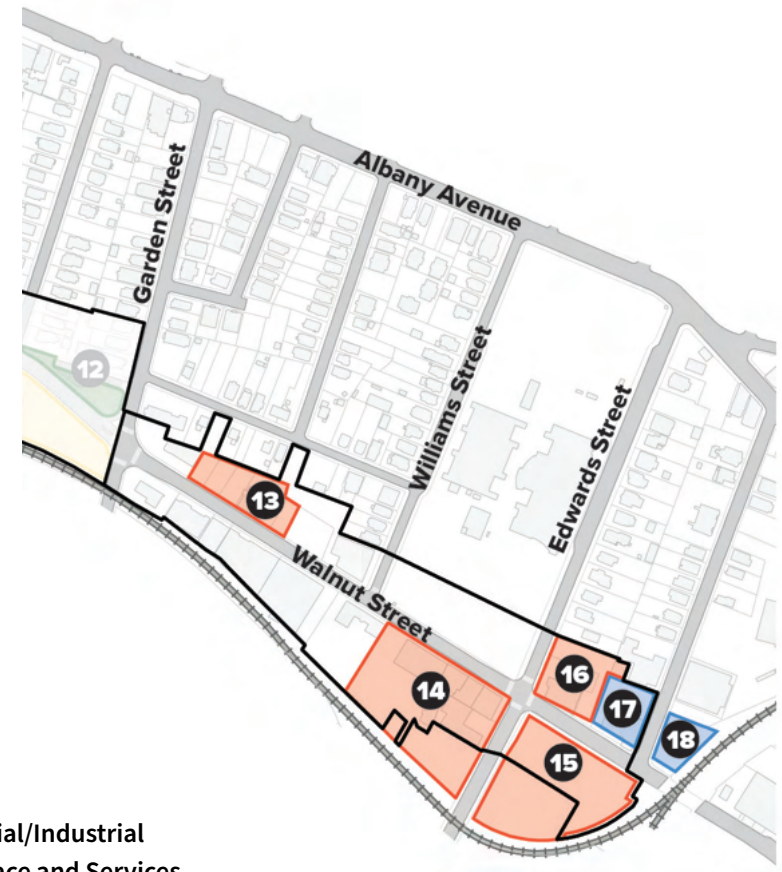
# Walnut Street Subarea

**WALNUT STREET IS ENVISIONED TO BE TRANSFORMED INTO A MIXED USE CORRIDOR WHICH PROVIDES A WELCOMING GATEWAY BETWEEN HOMESTEAD AVENUE AND DOWNTOWN.**

The Central Homestead Avenue Subarea begins at the Garden Street intersection and ends at Chestnut Street.

## STRATEGIC SITES

- 13** 228-202 Walnut Street
- 14** 151-133 Walnut Street & 35-59 Edwards Street
- 15** 36 Edwards Street & 107 Walnut Street
- 16** 110-100 Walnut Street
- 17** 92 Walnut Street
- 18** 70 Walnut Street



### KEY:

- Commercial/Industrial
- Public Space and Services

## 13 228-202 Walnut Street

### Existing Condition



### Existing Condition Summary

- Ownership: City of Hartford
- Acreage: 0.77
- Zone: CX-1
- Current Use: Vacant
- Previous Use: Restaurant, corner store

### Site Characteristics

- Vacant buildings
- Paved lot
- Former site of Comida Restaurant, and prior to that Frank DeLuca's Convenience Store

### Representative Imagery



### Redevelopment Potential

The six lots that make up this strategic site have the potential for commercial redevelopment, potentially with the addition of workforce training. This is a prime location for limited-service restaurants, entertainment, or recreation retail, which are all retail sectors projected to have increased consumer spending in the Primary Market Area over the next five years. 218, 212, and 206 Walnut Street are City-owned lots flanked by the private lots at 202 Walnut Street to the east and 224 and 228 Walnut Street to the west. 228 Walnut Street could be subdivided, with the half facing Walnut Street incorporated into this development, and the other half facing Liberty Street dedicated to infill housing. The remaining lots could be purchased by the City and combined into a single redevelopment parcel. The parcel should be considered for rezoning to CX-2 to allow for in-demand retail uses.

Surrounding this site is a hub of automotive commercial uses with car storage and workshops fronting on Walnut Street. Though the automotive uses do provide jobs and contribute to the economy of the corridor, the character of these uses are ultimately incompatible with developing a sense of walkability and pride for the corridor that the community is envisioning. The redevelopment of this parcel to a desired character can help to stabilize the Walnut Street subarea and set an example for future uses and businesses surrounding it.



## 14 151-133 Walnut Street & 35-59 Edwards Street

### Existing Condition



### Existing Condition Summary

- Ownership: 151 Walnut Street, LLC
- Acreage: 2.77
- Zone: CX-1
- Current Use: Vacant
- Previous Use: Warehouse, residential

### Site Characteristics:

- Corner lot
- Multiple attached vacant or underutilized warehouse/industrial buildings
- Accompanying paved parking lot

### Environmental Considerations

- Recommended: Complete Phase I ESA

### Representative Imagery



### Redevelopment Potential

This site offers significant redevelopment potential due to its size and accessibility from both Walnut and Edwards Streets. Its location along the Walnut Street corridor, given surrounding uses and context, make it a prime location for future commercial, light industrial or flex space. Any future use should be considered for its compatibility with the Global Communications Academy across the street.

Consideration should be made so the redevelopment complements the planning of the other sites along this segment of Walnut Street, and together they create a strong transition between the Homestead Avenue corridor and Downtown. Given the unique character of the existing buildings and their strong street frontage, efforts should be made to focus on restoration and adaptive reuse to the extent practicable.



## 15 36 Edwards Street & 107 Walnut Street

### Existing Condition



### Existing Condition Summary

- Ownership: Multiple
- Acreage: 2.58
- Zone: CX-1
- Current Use: Vacant
- Prior Use: Unknown

### Site Characteristics

- Partially paved
- Corner lot

### Environmental Considerations

- Recommended: Complete Phase I ESA

### Representative Imagery



### Redevelopment Potential

This redevelopment site is at the gateway between Walnut Street and Downtown. A portion of the site will possibly be impacted by the I-84 Realignment project, which borders it by the south and east near the rail line.

If possible after the implementation of the I-84 Realignment project, the site should be considered for a large scale commercial site that complements the planning of the other sites fronting on the Walnut Street and Edwards Street intersection. This location is prime for a manufacturing or light industrial space which can partner with the job training programs provided by Blue Hills Civic Association or Our Piece of the Pie.

Because little information is readily available about the history of the site, it is recommended to complete a Phase I ESA to establish knowledge of past uses and whether they may have caused environmental contamination.

## 16 110-100 Walnut Street

### Existing Condition



### Existing Condition Summary

- Ownership: Multiple
- Acreage: 0.83
- Zone: CX-1
- Current Use: Warehouse, vacant
- Prior Use: Unknown

### Site Characteristics

- Automotive-centered commercial building
- Corner lot
- Building surrounded by L-shaped vacant lot

### Representative Imagery



### Redevelopment Potential

Currently operating on this site is an automotive use, typical of commercial uses on Walnut Street. The City of Hartford owns an L-shaped vacant lot surrounding the current use. When the current use ends, the City should work to incorporate the vacant lot with the commercial lot for a larger, more compatible commercial use. This site could support one or more in-demand retail businesses in the Primary Market Area, such as a limited or full-service restaurant, general merchandise, a beauty salon, or a pharmacy. The site should be considered for rezoning to CX-2 to allow for these retail uses. The existing brick building should be reused to the extent possible. Considerations should be made to complement the planning of the other sites fronting on the Walnut Street and Edwards Street intersection so together they can create a character area for the gateway between the Homestead Avenue corridor and Downtown.



## 17 92 Walnut Street

### Existing Condition



### Existing Condition Summary

- Ownership: House of Bread
- Acreage: 0.58
- Zone: CX-1
- Current Use: Vacant
- Prior Use: Bar

### Site Characteristics

- Partially paved
- Corner lot

### Existing House of Bread Facility on Chestnut Street



### Redevelopment Potential

The City and House of Bread are finalizing an agreement to transfer this property to House of Bread. This new site can complement the food, shelter, and education services offered to economically disadvantaged and marginalized individuals at the adjacent facility at 27 Chestnut Street. House of Bread may have redevelopment concepts potentially as early as 2026. Reuse of this site can help add character to the gateway area between Downtown and the Homestead Avenue corridor and can be complemented by the proposed open space across the street at 70 Walnut Street.



## 18 70 Walnut Street

### Existing Condition



### Existing Condition Summary

- Ownership: City of Hartford
- Acreage: 0.37
- Zone: CX-1
- Current Use: Vacant
- Prior Use: Contracting

### Site Characteristics

- Unpaved
- Corner lot

### Representative Imagery



### Redevelopment Potential

As a City-owned lot, this site offers a unique opportunity to strengthen community green space and public gathering areas along the corridor. The site is currently underutilized in its naturalized state as a wooded open space abutting the rail line. In the short-term, this lot may be utilized and impacted for staging or construction work associated with the I-84 Alignment Project. In the future, or if the roadway project does not impact the parcel, consideration should be given to formalizing the space for community benefit. The site could be enhanced to serve as a gateway to the Walnut corridor and improved as a passive green space with signage and limited amenities such as seating areas and small public art elements. Consideration may also be given to providing additional community value by providing space for community gardens that could be maintained and utilized by nearby residents.







# Temporary Site Activation

**TEMPORARILY ACTIVATING SITES WILL HELP BUILD REDEVELOPMENT MOMENTUM UNTIL STRATEGIC SITES BECOME READY FOR IMPLEMENTATION.**

## Overview

As site acquisition, securing financing, conducting remediation, conducting site assessment, and creating development designs take quite some time, most redevelopment sites on the Homestead Avenue corridor may not be ready for implementation within 5-10 years. In the meantime, sites should be activated with temporary uses to provide training, jobs, community programming, and beautification to build momentum toward redevelopment.



## Partnering with Levo International

Levo International is a Hartford-based non-profit that specializes in community development through temporary activation of vacant sites through installation of above ground hydroponics gardens. The initiative already has several locations throughout North Hartford and is activating a portion of 441 Homestead Avenue with gardens, education programs, and a farm stand which may open in June 2025. The City should consider partnering with Levo to potentially expand programming on Homestead Avenue while development planning is underway at various strategic sites.





### Farmers and Makers Market

Utilizing a vacant site for an outdoor public market for food sellers and artisans can provide a wide range of commercial opportunities. The market can provide a destination attraction for businesses on Albany Avenue to expand their sales, as well as opportunities for entrepreneurs to grow their businesses in preparation to expand into new brick-and-mortar sites on Homestead Avenue. This market could exist as a typical farmers market and be offered as a wide range of offerings on set days per week or month, with opportunities to increase momentum by offering specific attractions on certain days, such as food truck rodeo days or flower sale days. To attract more attendees, the Danbury Farmer's Market offers live music on market days. As leading programming for a market requires a substantial amount of work, engaging stakeholders doing similar work in the corridor and vicinity, such as Levo International, Upper Albany Merchant's Association, and the Chrysalis Center, will be crucial. This market can build momentum toward a brick-and-mortar, full-time market on the corridor in the future.



### Programming, Art, and Placemaking

A vacant lot can serve as a blank slate for artists and neighborhood groups to create placemaking programming. To maximize the impact and sustainability of programming, it is highly recommended that efforts are coordinated. For example, a lot on the corridor could potentially be utilized by an artist or collective of artists to create a temporary sculpture garden, and regular events, such as a pop-up library, can be held to invite neighborhood members to utilize the space. The nature of placemaking work should be catered to the conditions of the lot it is proposed on, with pop-up placemaking on lots expected to develop in the short-term, and placemaking efforts which would benefit from infrastructure investment should be considered for long-term development lots. For example, Skateport in Bridgeport occupies a portion of a long-term vacant lot in Downtown and turned it into a community space of multiple offerings, including a rollerskating rink with pop-up program hours and rentals, a pollinator garden, a sculpture garden, and picnic space.





# Transportation Improvements

## Overview

“Complete Streets” is a street design policy which prioritizes the safety and accessibility of all users, whether they are traveling by walking, bicycle, wheelchair, stroller, vehicle, or any other form of transportation. While this is not a complete streets project, elements of the design policy are incorporated into the recommendations of the plan to accomplish the same accessibility goals.

The City of Hartford currently has a grant from the Community Connectivity Grant Program (CCGP) set to be implemented in 2025, which will implement a road diet to reduce traffic lanes, decrease vehicle speeds, enhance safety, and create space for cyclists. The roadway redesign incorporates two-way left turn lanes in strategic locations and bike lanes throughout the corridor.

Improvements proposed by this plan are recommended to complement work underway by enhancing walkability and encouraging development. Streetscape improvements include ornamental lighting, additional street trees, street furniture, upgraded bus stops, and other features that should create a more inviting atmosphere for both residents and visitors. Added together, the proposed improvements of this plan and the proposed work of the CCGP can make all modes of transportation safer and more efficient.

Recognizing the unique characteristics of the subareas, the plan tailors its approach to two specific segments: 1) Western Homestead 2) Central Homestead Avenue and Walnut Street. The typical cross sections for each segment highlight appropriate vehicular, bicycle, and pedestrian-oriented streetscape elements that respond to the particular needs and opportunities of each subarea.



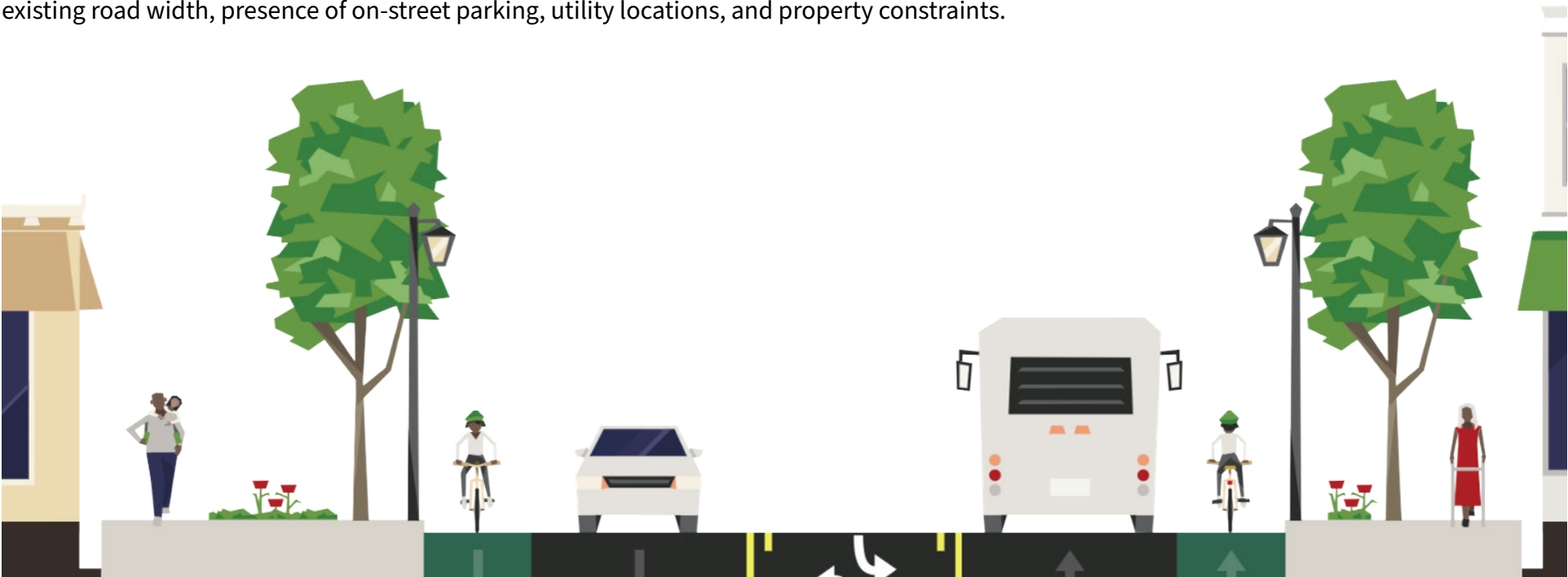
# Western Homestead Avenue Subarea Improvements

The Western Homestead Avenue Subarea begins at the intersection of Homestead Avenue and Albany Avenue and ends at the Woodland Street intersection. This subarea of Homestead Avenue is recommended to maintain its existing road width while strategically reallocating space to accommodate new vehicular and bicycle features. Currently configured with two travel lanes in each direction, the future road diet will transform this segment to one lane in each direction with a center two-way left turn lane. This configuration maintains efficient traffic flow while providing dedicated space for safe turning movements. The plan also incorporates designated bicycle lanes in both directions, clearly delineated with road striping. This thoughtful reconfiguration maximizes the existing roadway width while significantly enhancing safety and mobility options for all users. In the pedestrian realm, planted buffers and street trees line the corridor to provide protection and shade.

## Typical Cross Section Looking Eastbound

(Includes Community Connectivity Grant improvements)

This typical cross section represents the general design intent for the central subarea corridor. Actual cross sections may vary along the corridor length depending on site-specific conditions including but not limited to existing road width, presence of on-street parking, utility locations, and property constraints.



Sidewalk | Planting Buffer | Bike Lane | Roadway with a Center Turn Lane | Bike Lane | Planting Buffer | Sidewalk



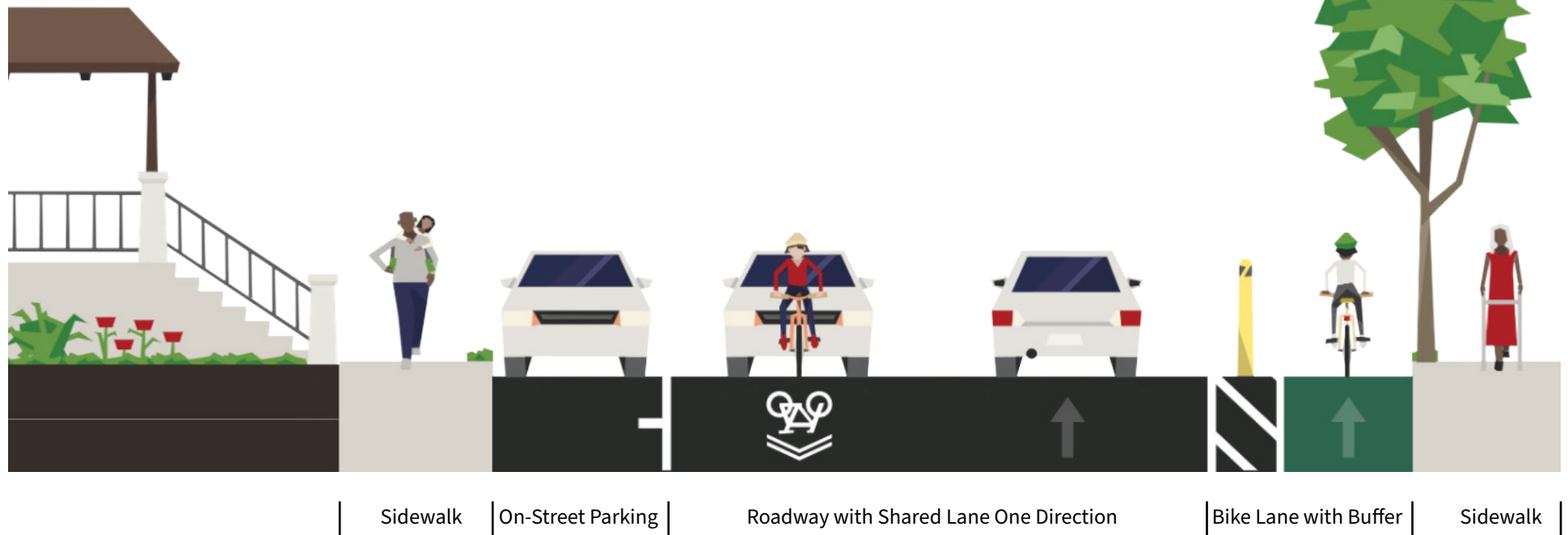
# Central Homestead Avenue Subarea & Walnut Street Subarea Improvements

The Central Homestead Avenue Subarea begins at the Woodland Street intersection and ends at the Garden Street intersection. This subarea of Homestead Avenue and Walnut Street is recommended to maintain its existing road width while strategically reallocating space to accommodate new features for vehicles and bicycles. The future road diet for this segment will reduce traffic flow to one lane in each direction, with the eastbound travel lane functioning as a shared bike lane. A dedicated one-way buffered bike lane will run westbound. A portion of the existing road width will be repurposed for on-street parking in the eastbound direction. Enhanced streetscape elements including trees and lighting will be incorporated along the north side of the corridor in these areas.

## Typical Cross Section Looking Eastbound

(Includes Community Connectivity Grant improvements)

This typical cross section represents the general design intent for the central subarea corridor. Actual cross sections may vary along the corridor length depending on site-specific conditions including but not limited to existing road width, presence of on-street parking, utility locations, and property constraints.



# Off-Street Parking Lots

As discussed in the Existing Conditions, the Upper Albany Avenue corridor has several parking lots, most of which are private. Because these private lots are restricted to specific businesses or organizations, many remain vacant when their associated properties are underutilized. This creates inefficient space usage—one lot may be full while a nearby lot sits empty, leading to an artificial parking deficit despite adequate overall capacity along the corridor.

This parking challenge is compounded by limited public options. The few public lots along the corridor are often gated and locked, reserved primarily for snow emergency parking when on-street spaces are unavailable.

The 2022 City of Hartford Comprehensive Parking Study confirmed this pattern, finding that most available parking in the area is either privately owned or reserved for residents, leaving only 140 on-street parking spaces open to the public. While the upcoming Community Connectivity Grant-funded road diet project will reorganize on-street parking, it will not add new spaces to address this underlying shortage.

The City should take an active role in remediating the corridor's parking imbalance. As new development comes online and parking demand increases, strategic partnerships with private lot owners could help unlock underutilized capacity. To the right are two parking lots in different segments of the corridor that the City could work to open for additional public parking, particularly during peak demand periods or as development intensifies.



## 320 Homestead Avenue

The City should work with the Salvation Army toward a shared public parking agreement.



## 325 Sigourney Street

The City should open this lot for year-round public parking when on-street demand is high, maintaining this use until the property is sold for development.



# Intersection Improvements

**IMPROVING THE TRANSPORTATION SYSTEM ON THE CORRIDOR SHOULD ALLOW USERS OF ALL MODES TO UTILIZE THE CORRIDOR SAFELY AND EFFICIENTLY, WHILE IMPROVING CONNECTIONS WITHIN THE CORRIDOR AND TO OTHER NEIGHBORHOODS**

Intersections are important junctions in cities and are where the mixing of all modes of transportation is most common. A well-designed intersection allows users of all modes to travel through it efficiently and safely and can be inviting as a place for social interaction or economic development. The following recommendations for improving the design of intersections on the corridor aim to create a more inviting street environment that encourages active transportation, supports businesses, and fosters community connection.

## ● **Bus Improvements**

Bus shelters protect transit users from weather conditions, significantly improving the comfort of waiting passengers. They provide seating for elderly and disabled individuals, increasing accessibility to public transportation. By creating designated waiting areas with route information and sometimes real-time arrival displays, shelters make transit use more predictable. Bus improvements can also be incorporated as physical infrastructure at new developments.

## ● **Streetscape Improvements**

Trees improve the aesthetics of a corridor, provide shade, reduce urban heat, and create a buffer between pedestrians and traffic. Pedestrian-level lighting enhances pedestrian safety by improving visibility at night and making pedestrians feel more secure. Sidewalks free of pitting or cracking reduce trip hazards and ensure accessibility for all users, particularly those with mobility or vision limitations.

## ● **Bicycle Improvements**

Bike lanes create dedicated space for cyclists, reducing conflicts with both vehicles and pedestrians while improving safety for all road users. They provide a network that makes riders feel more comfortable and legitimizes bicycling as transportation. By delineating where cyclists should ride, bike lanes improve traffic predictability and flow.

## ● **Curb Modification**

Curb extensions extend sidewalks into the parking lane to narrow the roadway and provide additional pedestrian space. Their primary purposes are to increase pedestrian safety by shortening crossing distances, improving visibility between pedestrians and drivers, slowing vehicle turning speeds, and preventing vehicles from parking too close to crosswalks.

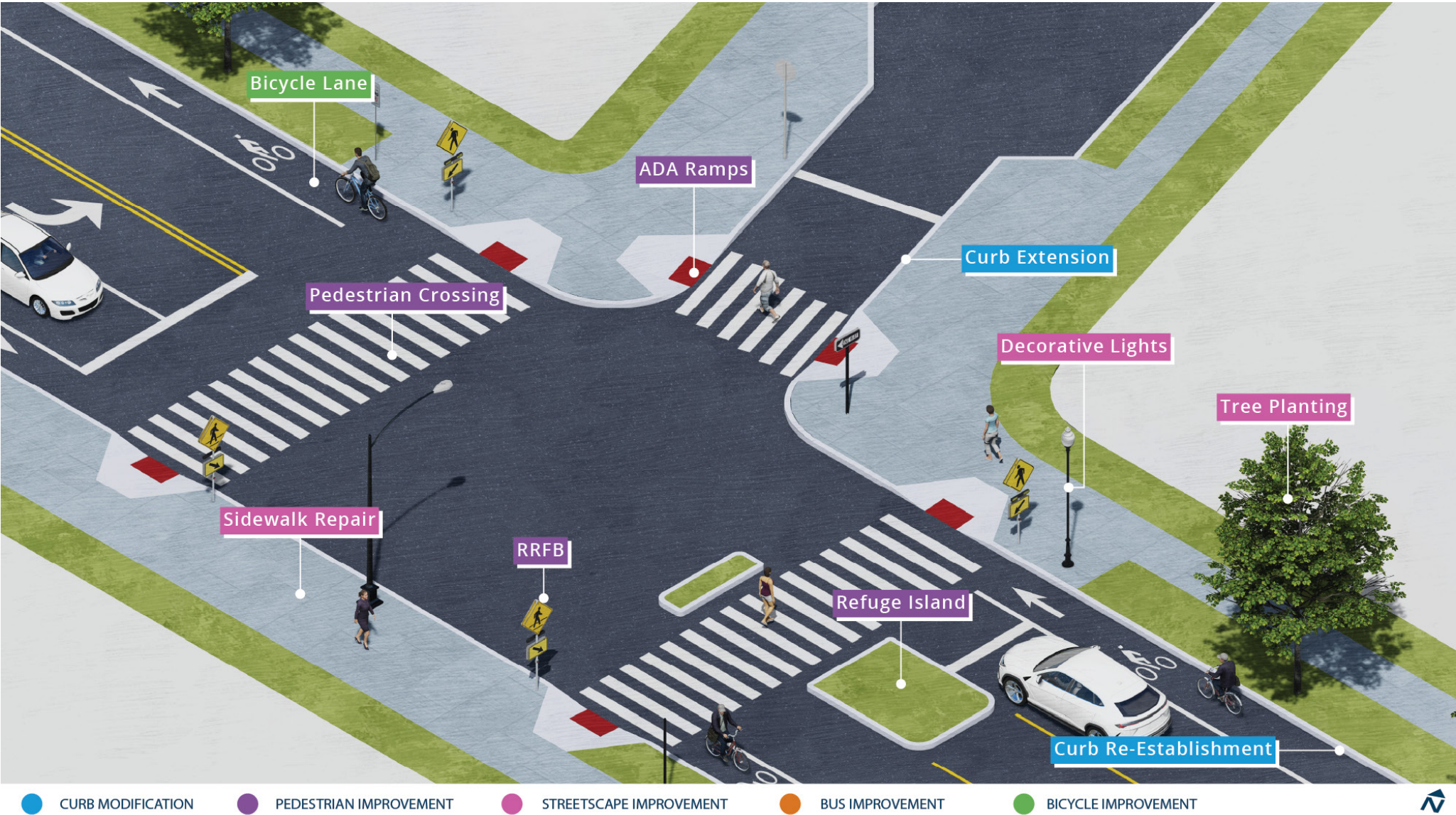
## ● **Pedestrian Improvements**

Pedestrian crossings establish designated crossing locations that concentrate pedestrian activity where drivers expect it, increasing the pedestrian's safety when crossing. Pedestrian buttons and signals at crosswalks create protected crossing opportunities by temporarily halting traffic, providing visual and audible cues that enhance safety. Rectangular Rapid Flashing Beacons (RRFB) improve driver yield rates at crossings without traffic lights by providing high-visibility LED warning lights when activated by a pedestrian. ADA ramps ensure accessibility for all users, particularly those with mobility limitations, while providing tactile warning strips for the visually impaired. Refuge islands reduce pedestrian exposure time by allowing crossing in stages and are especially valuable on wider, busier roads where complete crossing might be challenging for vulnerable users.

# Western Homestead Avenue Subarea

## Enhancing Corridor Intersections

The graphic below is not specific to an intersection in the study area. The design principles shown can be applied to all intersections within the Western Homestead Avenue subarea.

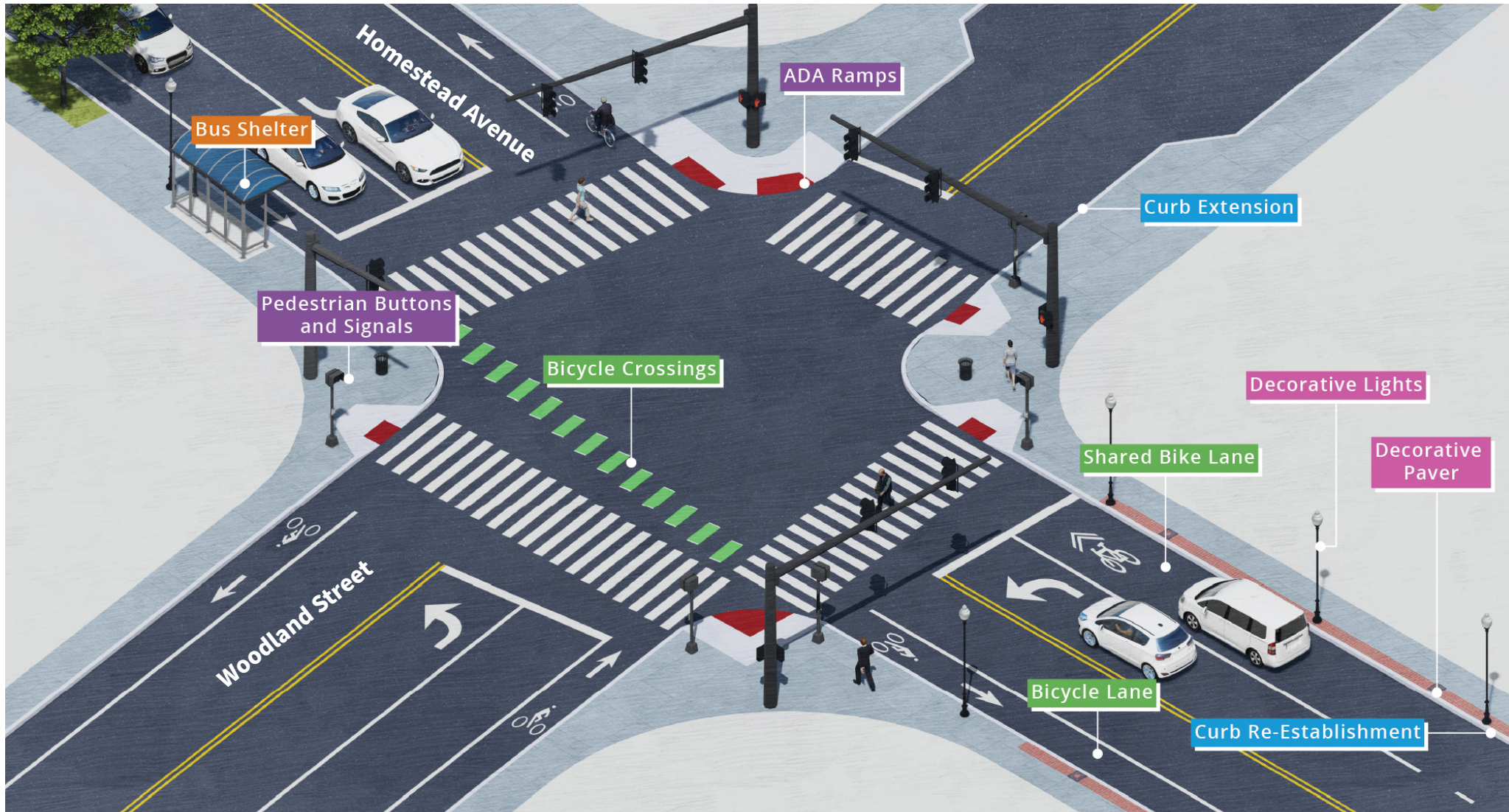




# Intersection of Woodland Street & Homestead Avenue

## Enhancing Corridor Intersections

The graphic below is specific to the intersection of Woodland Street and Homestead Avenue. The design principles shown can be applied to enhance the vehicular, pedestrian, and cyclist experience and safety at this intersection and along the corridor.



● CURB MODIFICATION
 ● PEDESTRIAN IMPROVEMENT
 ● STREETScape IMPROVEMENT
 ● BUS IMPROVEMENT
 ● BICYCLE IMPROVEMENT

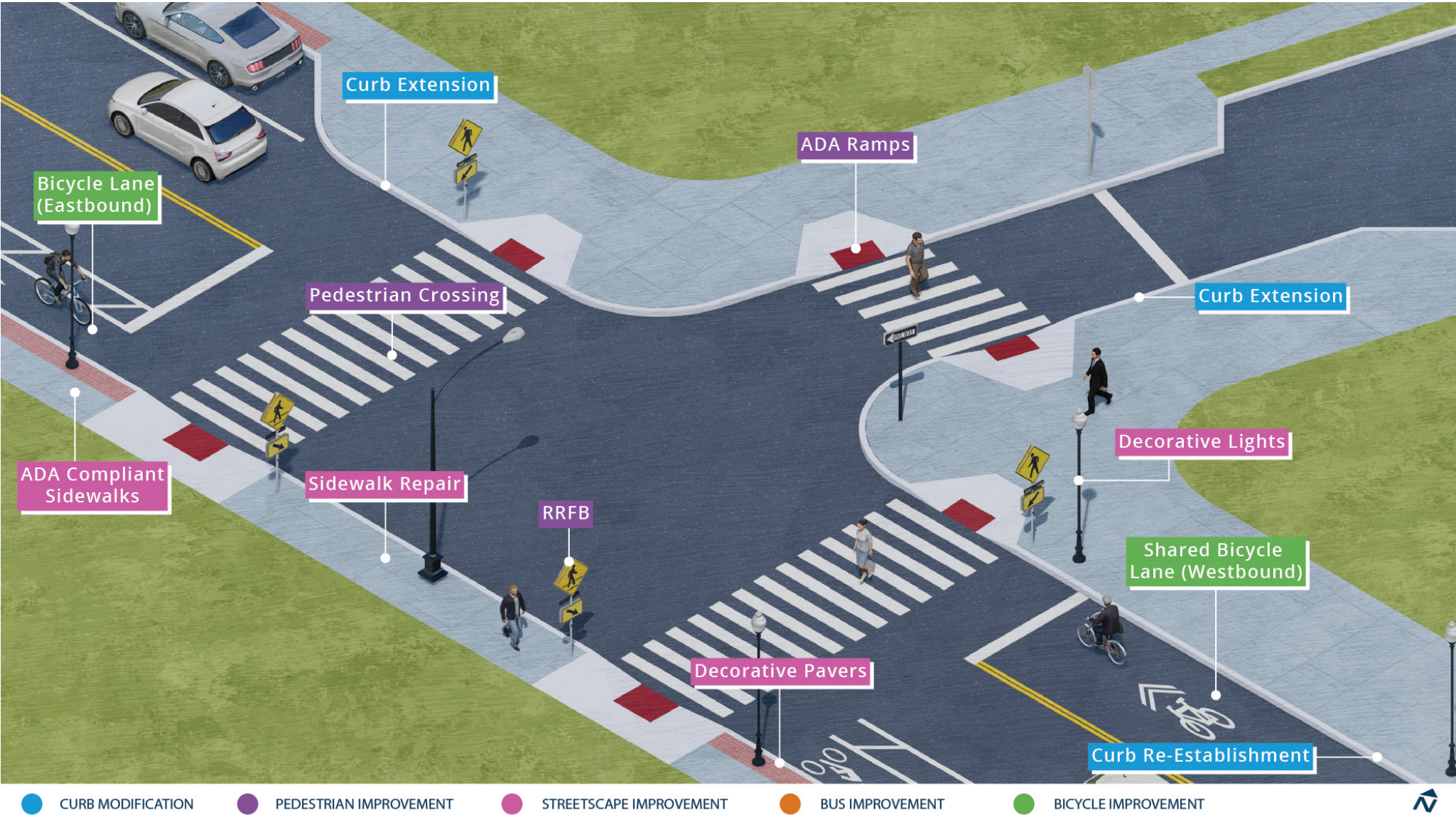




# Central Homestead Avenue & Walnut Street Subarea

## Enhancing Corridor Intersections

The graphic below is not specific to an intersection in the study area. The design principles shown can be applied to all intersections within the Central Homestead Avenue and Walnut Street subareas.





# Placemaking Improvements

**PROVIDING A CLEAR SENSE OF PLACE FOR THE CORRIDOR WILL ENHANCE COMMUNITY PRIDE AND ENCOURAGE MORE POTENTIAL USERS TO PATRONIZE THE CORRIDOR.**

## Overview

The Homestead Avenue corridor presents a significant placemaking opportunity to establish a distinct identity separate from Albany Avenue. While these corridors share proximity, Homestead Avenue should develop its own character and purpose. Placemaking on the Homestead Avenue corridor and its connections can be accomplished through these recommendations:



## HARTLINE TRAIL CONNECTIONS



## GATEWAYS & WAYFINDING SIGNAGE



## WOODLAND STREET CULTURAL CORRIDOR



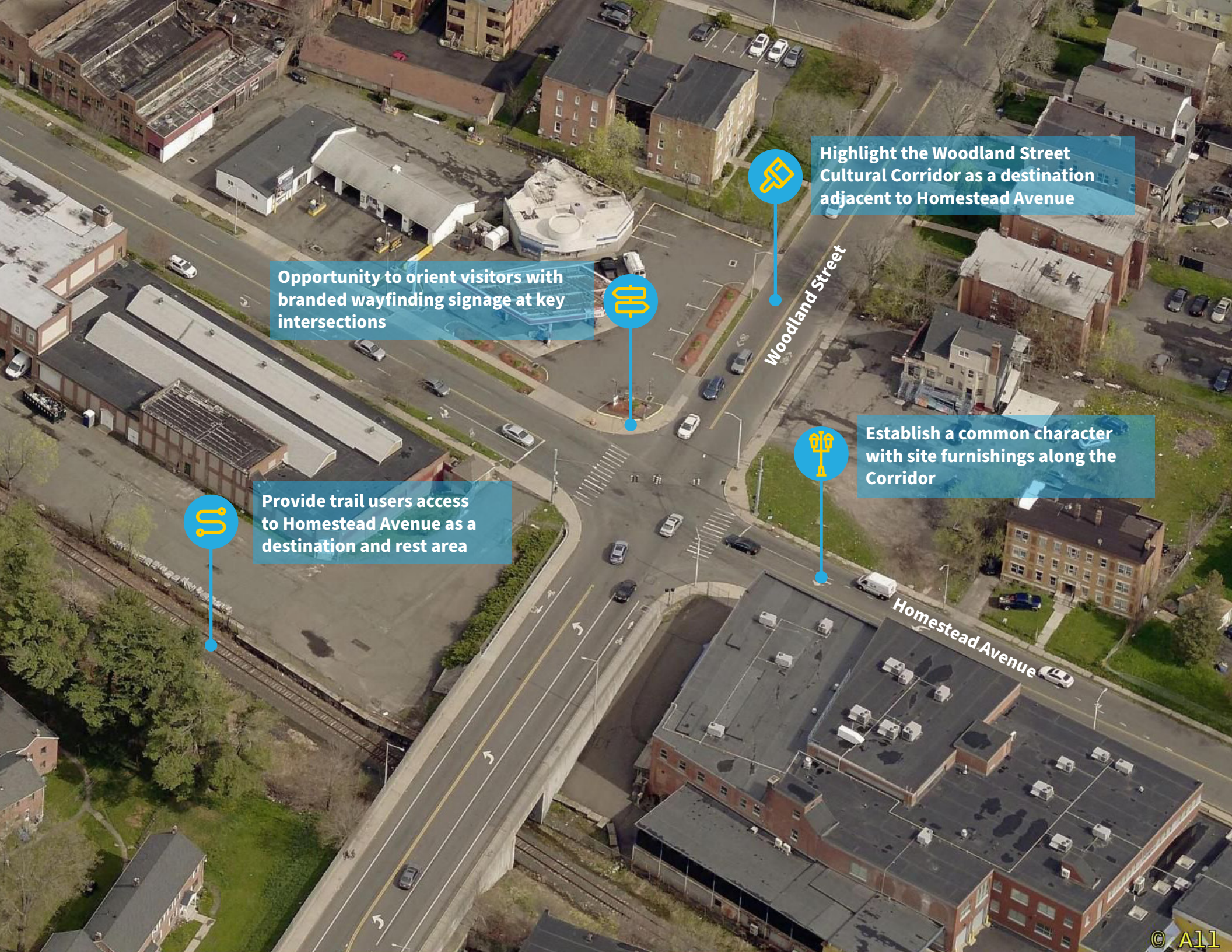
## STREETSCAPE AMENITIES

## Best Streetscape Design Practices

- Design for safety and accessibility by incorporating traffic calming measures and vertical elements between the roadway and the sidewalk, such as street trees, lighting, signs, bollards, parallel parking, and bumpouts
- Design to build community by incorporating public art and creative place-making such as banners, hanging baskets, planters, sculptures, and murals
- Design to increase appeal and dwell time by providing shade, places to sit and rest, and wayfinding
- Encourage multi-modal transportation by including upgraded pedestrian facilities and new bicycle infrastructure







Highlight the Woodland Street Cultural Corridor as a destination adjacent to Homestead Avenue

Opportunity to orient visitors with branded wayfinding signage at key intersections

Establish a common character with site furnishings along the Corridor

Provide trail users access to Homestead Avenue as a destination and rest area



# Trail Connections

## PROVIDING CONNECTIONS TO THE PROPOSED HARTLINE TRAIL WILL ENHANCE COMMUNITY ACCESS AND HELP ACTIVATE THE CORRIDOR.

### Overview

The Hartline Trail is proposed to run from Bloomfield to Hartford along the Griffin Line, then along Edwards Street before turning east to continue on Walnut Street. Trail connections are recommended to serve as gateways, with two distinct types. Minor Gateways, proposed at Woodland, Sigourney, and Edwards Streets, should include simple entrance markers, small rest areas with benches, and basic wayfinding signage and trail maps. Major Gateways should feature enhanced amenities such as prominent entrance signage, information kiosks, bicycle parking, lighting, and seating or gathering areas. A major gateway is recommended at Garden Street.

Creating multiple entry points at major intersections can enhance accessibility while boosting economic opportunities for local businesses. These connections can invite increased foot and bicycle traffic between the trail and Homestead Avenue's commercial establishments, allowing trail users to patronize local shops and businesses to reach new customers.

Connecting the main corridor intersections along Homestead Avenue to the trail would be advantageous for connectivity and inviting people onto the corridor. Intersections include:

- Woodland Street
- Sigourney Street
- Garden Street

### Case Study: Trailfront Development

Reuse of Connecticut's underutilized rail lines have created opportunities for businesses to redevelop within its historic infrastructure and benefits for local economies. Kinsmen Brewing Company in Cheshire, CT is located in a repurposed industrial park with a patio accessible from Farmington Canal Heritage Trail. Only several miles south on the same trail is Mikro Depot, a bar and restaurant built inside of a repurposed rail depot. Farther north of these two businesses in Canton, the Town has captured \$1.7 million in grants for master planning and street improvements to capitalize on the economic potential of the trail and create a spur for it to reach the Canton's business district.

On the wider scale, trails have been found to positively impact economic development in their immediate vicinity. A study by North Carolina State University of a local \$26.7 million investment in four greenways found an annual increase of \$19.4 million in local business sales and \$684,000 increase in tax revenue. The same study found that every \$1 spent on trails led to an additional \$1.70 benefit generated for local economies annually.



Kinsmen Brewing, Farmington Canal Trail



# Hartline Trail Connection Locations





# Woodland Street Cultural Corridor

## UPPER ALBANY AND ASYLUM HILL SHOULD THRIVE AS A WELCOMING SPACE FOR THE OPEN EXCHANGE OF IDEAS AND DIVERSE CULTURES, FUELING INNOVATION, ADVANCING SOCIAL PROGRESS, AND CELEBRATING ITS RESIDENTS.

Woodland Street has several points of interest that are culturally significant to the neighborhood and City, warranting the distinction as a cultural corridor. The Woodland Street corridor has potential to be a catalyst to draw in visitors and provide north and south connections from the Homestead corridor. Woodland Street could incorporate elements that give it a distinct character and allude to its cultural significance, including:

- Public art installations and murals reflecting local heritage
- Distinctive lighting fixtures that enhance character and safety
- Cultural landmarks or gateway markers
- Cultural banners or flags representing community identity
- Interpretive signage highlighting neighborhood history
- Unique paving patterns or materials
- Walkability and accessibility improvements

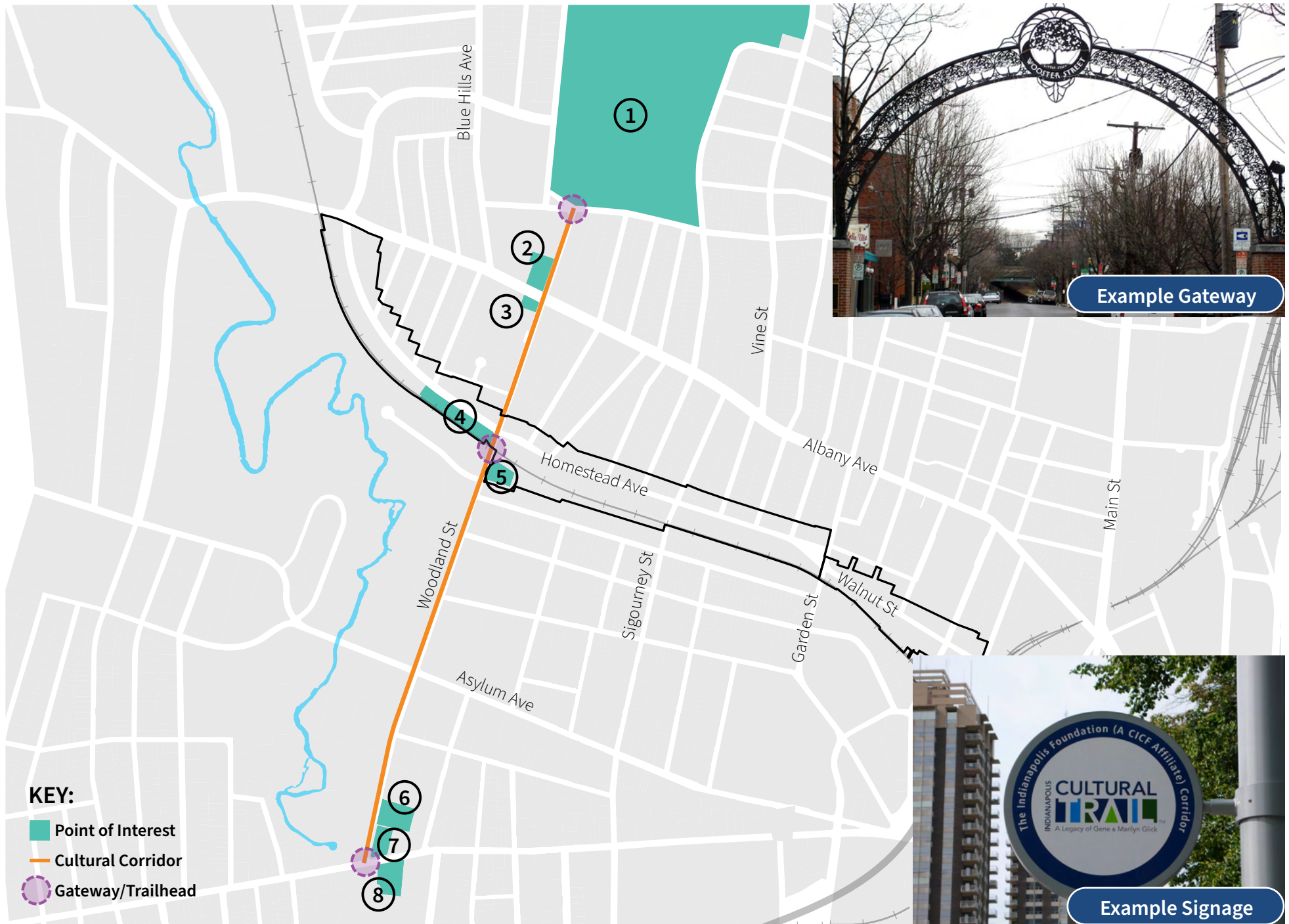


### Points of Interest

1. **Keney Park** - Historic park land donated by local inventor and wholesale grocer Henry Keney and designed by the famed Olmsted family of landscape architects.
2. **Artists Collective** - Community arts center founded by internationally acclaimed alto saxophonist, composer, educator and NEA Jazz Master Awardee, Jackie McLean with his wife, Dollie McLean.
3. **Northern United Methodist Church** - Founded in 1870 and established at its current location in 1914, this church prides itself on its community values of diversity and inclusivity.
4. **Hartford Special Machinery Complex** - Industrial facility established in 1915 by local entrepreneurs for the customized production of machinery and machine components that served as a major economic driver for the creation of the Upper Albany neighborhood.
5. **Austin Organ Company Factory** - Produced world-renowned pipe organs beginning in 1899, contributing to Hartford's industrial heritage and global artistic influence.
6. **Town & County Club** - Location of the first private women's city clubhouse in Connecticut.
7. **Riverfront Family Church** - Evangelical church founded on creating a community that values inclusivity, justice, and healing.
8. **Mark Twain House & Museum** - Built in 1874, Mark Twain lived here for what he called the happiest and most productive years of his life.

### Case Study: Minneapolis Cultural Districts

The City of Minneapolis has created a cultural district program where the City organizes partnerships between local residents, artists, businesses, and institutions to enhance each district's cultural identity and resilience. Cultural district partnerships work together to combine public art installations and year-round programming. These efforts build neighborhood pride and support each district's local economy by supporting small businesses and attracting ethical tourism.



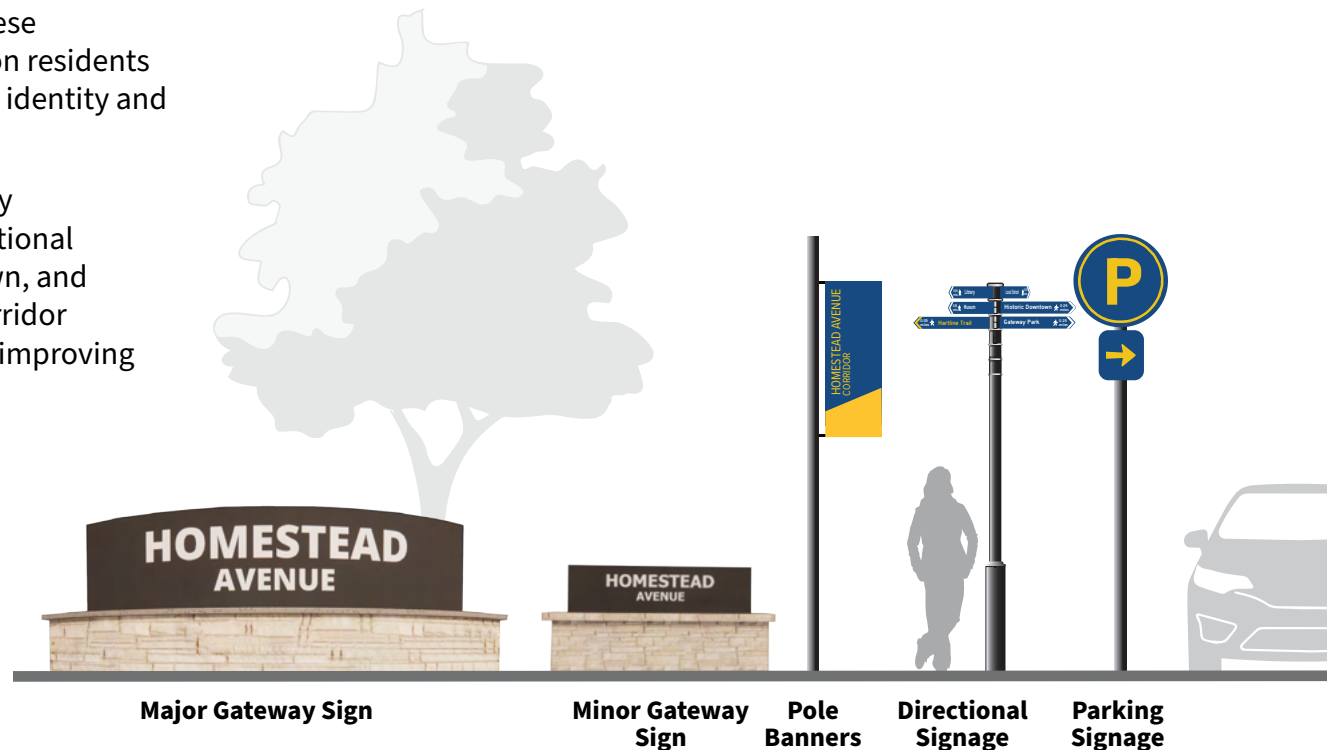


# Gateways & Wayfinding Signage

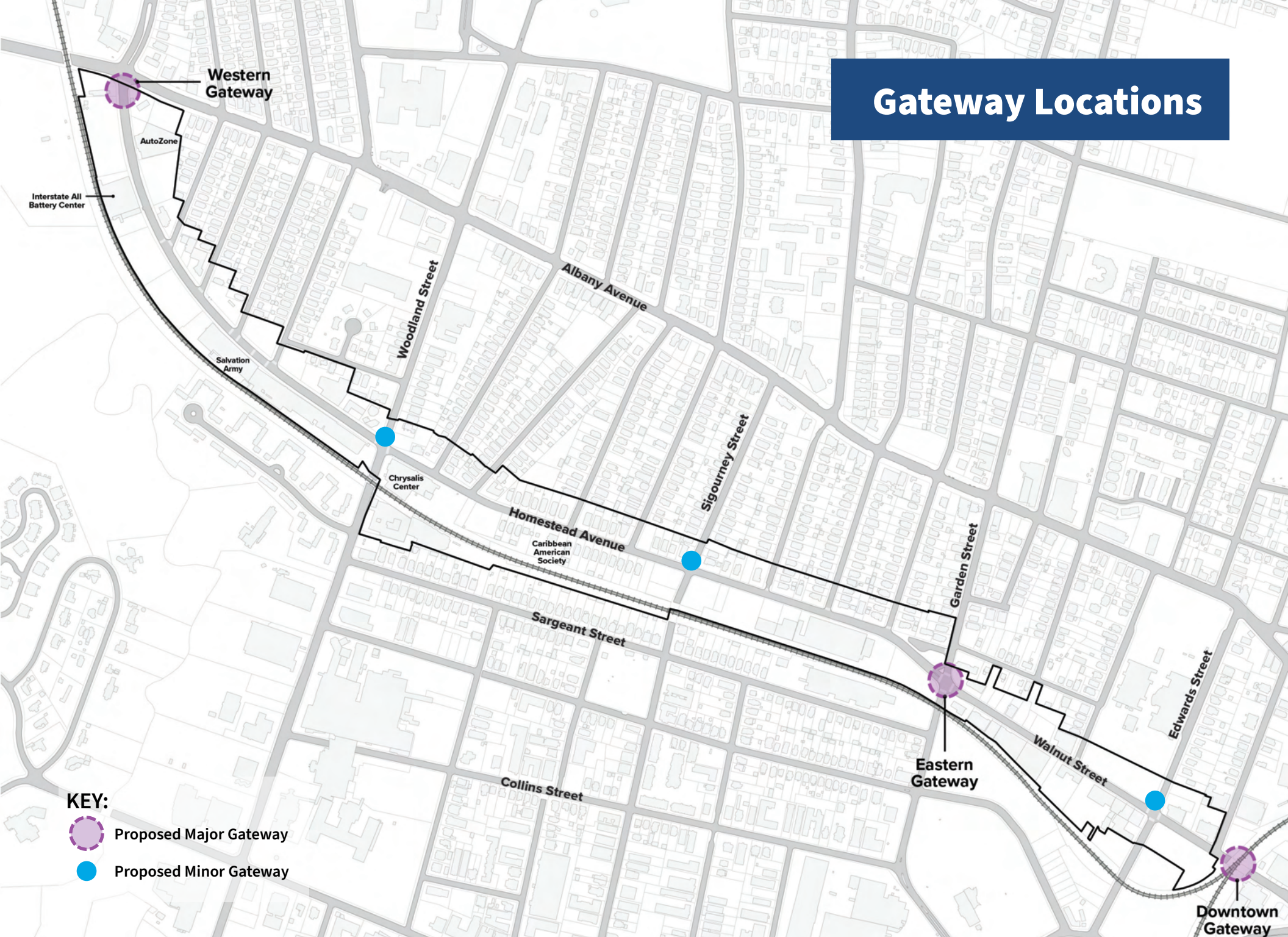
**GATEWAYS AND WAYFINDING SIGNAGE WILL GIVE USERS A SENSE THAT THEY ARE ENTERING THE HOMESTEAD AVENUE CORRIDOR AND THE UPPER ALBANY NEIGHBORHOOD, WHILE MAKING ADJACENT NEIGHBORHOODS FEEL CLOSER TO THE CORRIDOR.**

Integrating gateway treatments at strategic intersections contributes to creating a visually appealing urban environment and can help to slow vehicular speeds resulting in a safer pedestrian environment. Gateway treatments typically include inviting signage, landscaping, and architectural elements. These treatments leave a positive first impression on residents and visitors and foster a sense of community identity and pride.

Strategic wayfinding elements at key gateway intersections would create visual and navigational continuity, connecting Asylum Hill, Downtown, and Albany Avenue to the Homestead Avenue corridor while enhancing neighborhood identity and improving pedestrian accessibility.



# Gateway Locations





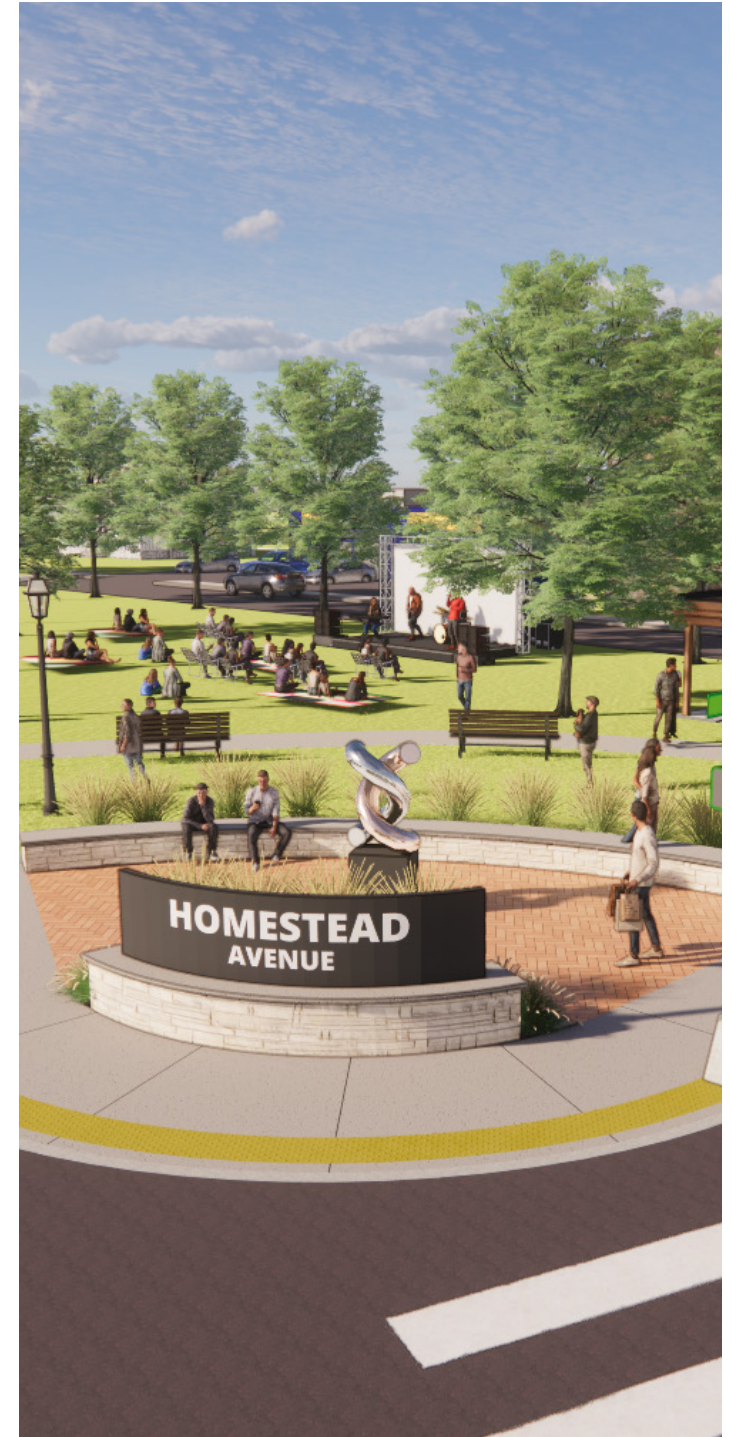
# Major Gateways

## Major Gateways

Major gateways are situated at key intersections and along neighborhood boundaries. They typically feature highly-visible enhancements such as monument signs or sculptural installations to mark a transition from one area to another. Wayfinding signage at a major neighborhood gateway serves to orient visitors, establish a sense of place, and guide people to key destinations within the area while reinforcing the neighborhood's identity.

Three (3) major gateways are recommended along the Homestead Avenue Corridor:

- **Western Major Gateway:** This gateway marks the westernmost point of the Homestead Avenue corridor and the intersection of Albany Avenue. This gateway aligns with the Albany Avenue Gateway transformative project.
- **Eastern Major Gateway:** This gateway marks the intersection of Garden Street and Homestead Avenue. This gateway location aligns with the Garden Street Gateway Park recommended in Strategic Site 12 of this plan (see page 77.) It also complements the proposed Hartline Trail connection (see page 99.)
- **Downtown Major Gateway:** Chestnut Street marks the eastern terminus of Walnut Street and the beginning of Downtown Hartford. A major gateway at this intersection would help unite the Homestead Avenue corridor.



# Minor Gateways

## Minor Gateways

Minor gateways, found at less prominent neighborhood entry points, benefit from smaller-scale signage and improvements, often paired with landscaping and lighting. They bring awareness to the Homestead Avenue Corridor while also serving as wayfinding and placemaking opportunities.

Minor gateway improvements are recommended at the three (3) intersections along Homestead Avenue:

- **Woodland Street Minor Gateway:** Homestead Avenue intersects with the Woodland Street Cultural Corridor, creating an opportunity to attract visitors to Homestead Avenue. A minor gateway with wayfinding signage at this intersection would inform pedestrians about the amenities and destinations available along Homestead Avenue.
- **Sigourney Street Minor Gateway:** Sigourney Street marks the midpoint of the Homestead Avenue Corridor, offering an ideal location to orient visitors, particularly those entering from the southern side where connections are more limited. A gateway element at this intersection would improve wayfinding and highlight nearby amenities for those navigating the corridor.
- **Edwards Street Minor Gateway:** Edwards Street sits at a strategic junction of the proposed Hartline Trail, where the off-road multi-use path transitions to an on-road segment along Walnut Street. A minor gateway at this intersection would serve a dual purpose by alerting trail users about entering or exiting the Homestead Avenue Corridor, while also enticing them to pause, explore the area's amenities, and experience the corridor as a destination rather than simply passing through.





# Streetscape Amenities

## **DESIGN TREATMENTS CAN TRANSFORM THE HOMESTEAD AVENUE STREETScape INTO A WALKABLE, SAFE, AND INVITING PEDESTRIAN ENVIRONMENT.**

The City of Hartford zoning code outlines standards for different street types, including regulations for sidewalks, landscaping, and furnishings. These standards are intended to create Complete Streets that address the needs of all users, whether walking, biking, taking transit, or driving.

Street furnishings such as benches and trash receptacles, expanded sidewalks, pedestrian-level lighting, bus shelters, green infrastructure, and additional enhancements can greatly improve the walking and biking experience along Homestead Avenue while fostering a safe and vibrant pedestrian environment.

Using cohesive design language (consistent styles, materials, and colors) for these enhancements can visually unite Homestead Avenue and Walnut Street, creating a distinctive identity for the entire corridor. Extending elements of the design vocabulary from Albany Avenue would strengthen the connection between this area and downtown, creating a more integrated urban experience.

### **Wayfinding Signage**

Directional and identification signage can help visitors navigate the corridor and can be an important element of placemaking. The City should ensure sign poles and street signs are properly upkept.

### **Improved Crosswalks**

Crosswalks should be repainted for improved visibility or added for safe and controlled crossing. At high-traffic intersections, crosswalk buttons should be functional and crossing times should be appropriate.

### **ADA Accessibility**

Accessible curb ramps with tactile warning strips must be installed at all crosswalks. These features should be properly maintained and kept clear of standing water or debris to ensure safe passage for people with mobility limitations and visual impairments. Utilities must be properly covered or stored to prevent hazards.

### **Sidewalk Zones**

Sidewalks should be designed to allow space for a variety of uses. The pedestrian zone should be clear of furnishings for at least 6 feet to allow for movement and should have a smooth surface for easy walking/rolling. Lighting should be consistent throughout the corridor.

### **Curb Extensions**

Curb extensions help calm traffic approaching intersections and make crossings safer for pedestrians.

### **Bus Shelters**

Bus stops in the study area should have bus shelters. Where this is not possible, a bench should be provided at minimum.

### **Public Green Space**

Green spaces should be incorporated into the streetscape where appropriate, particularly at the intersection of Garden Street and Homestead Avenue and on 70 Walnut Street.

### **Façade and Lot Maintenance and Improvements**

Some building façades in the study area could benefit from improvements. Ideal façades have a high percentage of ground floor transparency, use materials consistent with the character of the area, and are clean and well maintained. Green spaces and vacant lots should be cleaned and maintained regularly.

**Bus Shelter**



**Sidewalk Improvements (seating, lighting, signage)**



**Gateway and Wayfinding Signage**



**Public Green Space**







# IMPLEMENTATION STRATEGY





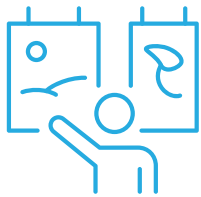
116	SHORT-TERM DEVELOPMENT ACTIONS
117	PRIORITY TASKS FOR CIF FUNDING
118	POLICY RECOMMENDATIONS
119	STRATEGIC SITES
124	ZONING ANALYSIS
125	CAPITAL IMPROVEMENTS
126	POTENTIAL FUNDING OPPORTUNITIES



# Overview

**THIS SECTION IDENTIFIES PROJECTS AND POLICIES WHICH CAN INCREMENTALLY TURN THE COMMUNITY'S VISION FOR THE FUTURE REDEVELOPMENT OF THE HOMESTEAD AVENUE CORRIDOR INTO REALITY.**

The implementation strategy is divided into seven sections:



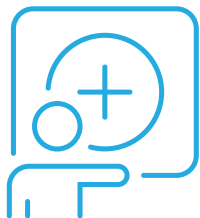
## **Short-Term Development Activities**

Identifies short-term projects which can build momentum toward implementation of the long-term community redevelopment vision.



## **Priority Tasks for CIF Funding**

This page identifies how the City's current CIF grant can be best spent to forward the implementation of this plan.



## **Policy Recommendations**

To help facilitate implement the redevelopment of the Homestead corridor as envisioned by the community, the City should pursue these policies.



## **Strategic Sites**

Identifies the phasing, delegation of leadership, and funding opportunities for the redevelopment process for each strategic site.



## **Zoning Analysis**

To allow for redevelopment to fulfill future uses envisioned by the community, the City should revise the zoning of the several strategic sites as recommended.



## **Capital Improvements**

These improvements to the public realm will help build neighborhood pride, improve connectivity, and encourage economic development.



## **Potential Funding Opportunities**

Identified in this table are opportunities to fund development and public realm improvement projects.

# Short-Term Development Actions

## **THE HOMESTEAD AVENUE CORRIDOR NEEDS IMPLEMENTATION WORK TO BEGIN IMMEDIATELY TO BUILD MOMENTUM TOWARD THE COMMUNITY'S REDEVELOPMENT VISION.**

Implementation of this plan requires a multi-phased approach which begins with important work begun immediately. Work begun in the short-term will build momentum prerequisite to the implementation of the long-term development goals of strategic sites.

Public realm projects and temporary site activations (identified in the Corridor Master Plan) will be key to attracting people to the corridor to frequent new developments and creating entrepreneurship and job opportunities. CIF pre-development work will lower barriers to attracting prospective developers and shortening the timeframe for redevelopment.

Identified in the graphic on this page are development activities which can be undertaken and completed in the first 5 years after the completion of this plan.

## **Short-Term Actions**

### **Public Realm Projects**

- Streetscape improvements which improve connectivity and comfort of traveling on the corridor
- Placemaking improvements such as gateways and wayfinding signage to build a sense of place for the corridor

### **Temporary Site Activations**

- Urban gardens to create jobs for neighborhood residents and green the corridor
- Farmers and makers markets to provide a new source of fresh food for neighborhood residents and opportunities to grow businesses
- Pop-up community initiatives to build community cohesion and invite people onto the corridor

### **CIF Pre-Development Work**

- Conduct site assessments which will assist prospective developers in forming development plans
- Market available sites to attract prospective developers



# Priority Tasks for CIF Funding

The Community Investment Fund (CIF) is a program of the Connecticut Department of Community Development (DECD) that awards \$175 million annually in grants to municipalities to promote economic and community development in underserved and marginalized communities.

The City of Hartford was awarded a CIF grant to conduct in-depth site evaluations, include engineering and design activities along with market data to maximize the buildout potential at each site. The data and plans compiled from these evaluations will be used to market the strategic sites and communal development interest. The funds should also be considered for use in implementation of short-term, momentum building strategies identified in the corridor master plan. This work will help attract developers and expedite the redevelopment of the Homestead Avenue corridor. The following strategic sites have been identified as demonstrating the best short-to medium-term promise for redevelopment and providing the greatest neighborhood impact:

- **Strategic Site 1** - Developing this site is key to establishing a commercial/industrial presence in the Albany Avenue Gateway transformative project area.
- **Strategic Site 3** - Developing this site will be key to filling in the middle of a future proposed uninterrupted block of commercial and industrial buildings along the southern portion of Homestead Avenue between Albany Avenue and Woodland Street.
- **Strategic Site 6** - Adaptive reuse of this site will be key to restoring pride in the industrial heritage of Homestead Avenue.
- **Strategic Site 8** - Adaptive reuse of this site will be key to establishing a strong gateway between Upper Albany and Asylum

Hill and build upon the historic character of the proposed Woodland Street Cultural Corridor.

- **Strategic Site 9** - Development of this site will be key to establishing a strong gateway between Upper Albany and Asylum Hill and establishing a density transition between the existing and proposed residential uses on the south side of Homestead Avenue to the east and west of Sigourney Street.
- **Strategic Site 11** - Redeveloping this as a dense residential housing site will be key to providing greater opportunities for homeownership, affordable housing, and support for new commercial businesses in the Upper Albany neighborhood.
- **Strategic Site 13** - Developing this site as a desirable commercial use will be key to beginning the redevelopment of Walnut Street with desirable commercial uses.
- **Strategic Site 16** - Developing this site will be key to re-establishing a commercial presence at the corner of Walnut Street and Edwards Street, the first major intersection after the gateway between the Homestead Avenue corridor and Downtown.

## Priority Outcomes for CIF Funding

- Build short-term redevelopment momentum on the Homestead corridor
- Spread awareness of development opportunities and community investment in facilitation of these
- Expedite the timeline of development implementation

# Policy Recommendations

Action	Description
Ensure new housing is accessible to a variety of income levels	New housing in the study area should attract new residents but should also benefit the current residents and discourage displacement and gentrification. When working with prospective developers, the City should ensure new housing will offer a range of affordability options from affordable or subsidized to market rate housing and ensure a portion of new housing is accessible to owner-occupiers.
Reduce redevelopment barriers on brownfield sites	The City should enhance resources dedicated toward redevelopment of brownfield sites, especially those located near the Upper Albany gateway transformative project area. The City should continue to seek out assessment and remediation funding for properties it owns and provide funding and resource guidance to private owners of brownfields.
Prioritize attracting commercial and industrial/flex businesses to strategic sites	The City should work to attract market-demanded businesses with which complement the businesses on the Albany Avenue commercial corridor. These businesses should attract new residents to the neighborhood and provide jobs accessible to the neighborhood's residents. Once predevelopment work has been completed on strategic sites, the City should promote the sites using sell sheets and other marketing materials.
Encourage revitalization and reuse of buildings with historic character	Buildings such as the former Stanley P. Rockwell factory, former Austin Organs factory, the Smith-Worthington Saddlery Company, and the houses of the Homestead Avenue Historic District provide a glimpse into the historic past of the neighborhood and should be preserved and revitalized to enhance the beauty of the corridor. The City should work with the Historic District Commission to regulate the redevelopment of historic buildings and offer incentives for adaptive reuse, such as assistance with predevelopment work.
Implement transportation improvements	The City should build upon the transportation improvements of the current Community Connectivity Grant to continue efforts of traffic calming, improving the pedestrian experience, and create safer intersections.
Implement placemaking enhancements	Wayfinding and gateway enhancements can create a greater sense of place on the corridor and reduce the barriers between Upper Albany, Downtown, and Asylum Hill. The City should seek out grants and dedicate capital funding toward implementation of these enhancements. The City should partner with local stakeholder groups to design and program these enhancements.



# Strategic Sites

Strategic Site	Development Type	Proposed Development	Phasing & Potential Timeline*	Lead / Partners	Funding & Potential Funding
Strategic Site #1 <b>441 Homestead Avenue</b> Ownership: Talar Properties	New Build	Commercial  Industrial/ Flex	<ul style="list-style-type: none"> <li>• Site Assessment: 1-2 years</li> <li>• Remediation: 2-5 years</li> <li>• Schematic Design: 3-9 years</li> <li>• Design Development/ Construction Documents: 5-12 years</li> <li>• Construction: 8-15 years</li> </ul>	Lead: Talar Properties Partner: City of Hartford	<ul style="list-style-type: none"> <li>• Community Investment Fund</li> <li>• Targeted Brownfield Development Loan Program</li> <li>• Urban/Industrial Sites Reinvestment Tax Credit</li> <li>• Hartford Opportunity Zones</li> <li>• MetroHartford Brownfields Revolving Loan Fund</li> <li>• Hartford Enterprise Zone</li> </ul>
Strategic Site #2 <b>424 Homestead Avenue</b> Ownership: Blue Hills Civic Association	New Build	Community Center	<ul style="list-style-type: none"> <li>• Design Development/ Construction Documents: 2-4 years</li> <li>• Construction: 4-6 years</li> </ul>	Lead: Blue Hills Civic Association	<ul style="list-style-type: none"> <li>• Blue Hills Civic Association</li> </ul>
Strategic Site #3 <b>393-367 Homestead Avenue</b> Ownership: City of Hartford	New Build	Commercial  Industrial/ Flex	<ul style="list-style-type: none"> <li>• Site Assessment: 1-2 years</li> <li>• Remediation: 2-5 years</li> <li>• Schematic Design: 3-9 years</li> <li>• Design Development/ Construction Documents: 5-12 years</li> <li>• Construction: 8-15 years</li> </ul>	Site Work/ Remediation Lead: City of Hartford  Redevelopment Lead: Private	<ul style="list-style-type: none"> <li>• Community Investment Fund</li> <li>• Brownfield Municipal Grant Program</li> <li>• Urban Act Grant Program</li> <li>• Hartford Opportunity Zones</li> <li>• Urban/Industrial Sites Reinvestment Tax Credit</li> <li>• MetroHartford Brownfields Revolving Loan Fund</li> <li>• Hartford Enterprise Zone</li> </ul>
Strategic Site #4 <b>360 Homestead Avenue</b> Ownership: Salvation Army	New Build	Commercial	<ul style="list-style-type: none"> <li>• Land Acquisition: 1-2 years,</li> <li>• Schematic Design: 3-5 years</li> <li>• Design Development/ Construction Documents: 5-7 years</li> <li>• Construction: 8-9 years</li> </ul>	Site Work Lead: City of Hartford  Redevelopment Lead: Private	<ul style="list-style-type: none"> <li>• Urban Act Grant Program</li> <li>• Hartford Opportunity Zones</li> <li>• Urban/Industrial Sites Reinvestment Tax Credit</li> <li>• MetroHartford Brownfields Revolving Loan Fund</li> <li>• Hartford Enterprise Zone</li> </ul>

\*Timeline is measured in years after plan is adopted.

## Strategic Sites (cont.)

Strategic Site	Development Type	Proposed Development	Phasing & Potential Timeline*	Lead / Partners	Funding & Potential Funding
Strategic Site #5 <b>333 Homestead Avenue</b> Ownership: Salvation Army	Adaptive Reuse	Industrial/ Flex	<ul style="list-style-type: none"> <li>• Site Assessment: 1-2 years</li> <li>• Remediation: 2-3 years</li> <li>• Schematic Design: 3-4 years</li> <li>• Design Development/ Construction Documents: 4-5 years</li> <li>• Renovation: 5-6 years</li> </ul>	Salvation Army	<ul style="list-style-type: none"> <li>• Salvation Army</li> </ul>
Strategic Site #6 <b>300-296 Homestead Avenue</b> Ownership: Multiple	Adaptive Reuse	Commercial  Industrial	<ul style="list-style-type: none"> <li>• Land Acquisition: 1-2 years</li> <li>• Site Assessment: 1-2 years</li> <li>• Remediation: 2-4 years</li> <li>• Schematic Design: 3-5 years</li> <li>• Design Development/ Construction Documents: 5-6 years</li> <li>• Renovation: 6-8 years</li> </ul>	Site Work Lead: City of Hartford Redevelopment Lead: Private	<ul style="list-style-type: none"> <li>• Community Investment Fund</li> <li>• Brownfield Municipal Grant Program</li> <li>• Urban Act Grant Program</li> <li>• Hartford Opportunity Zones</li> <li>• Manufacturing Plant Zone</li> <li>• Urban/Industrial Sites Reinvestment Tax Credit</li> <li>• MetroHartford Brownfields Revolving Loan Fund</li> <li>• Hartford Enterprise Zone</li> </ul>
Strategic Site #7 <b>287 Homestead Avenue</b> Ownership: Eros, LLC	Adaptive Reuse	Industrial/ Flex	<ul style="list-style-type: none"> <li>• Site Assessment: 1-2 years</li> <li>• Remediation: 2-3 years</li> <li>• Schematic Design: 3-4 years</li> <li>• Design Development/ Construction Documents: 4-5 years</li> <li>• Renovation: 5-6 years</li> </ul>	Lead: Eros, LLC	<ul style="list-style-type: none"> <li>• Targeted Brownfield Development Loan Program</li> <li>• Urban/Industrial Sites Reinvestment Tax Credit</li> <li>• Manufacturing Plant Zone</li> <li>• Hartford Opportunity Zones</li> <li>• MetroHartford Brownfields Revolving Loan Fund</li> </ul>



## Strategic Sites (cont.)

Strategic Site	Development Type	Proposed Development	Phasing & Potential Timeline*	Lead / Partners	Funding & Potential Funding
Strategic Site #8 <b>158 Woodland Street</b> Ownership: City of Hartford	Adaptive Reuse	Industrial/ Flex  Residential	<ul style="list-style-type: none"> <li>• Site Assessment: 1-2 years,</li> <li>• Remediation: 2-4 years</li> <li>• Schematic Design: 3-5 years</li> <li>• Design Development/ Construction Documents: 5-6 years</li> <li>• Renovation: 6-8 years</li> </ul>	Site Work Lead: City of Hartford  Redevelopment Lead: Private	<ul style="list-style-type: none"> <li>• Community Investment Fund</li> <li>• Brownfield Municipal Grant Program</li> <li>• Urban Act Grant Program</li> <li>• HOME Program</li> <li>• Hartford Opportunity Zones</li> <li>• Manufacturing Plant Zone</li> <li>• Urban/Industrial Sites Reinvestment Tax Credit</li> <li>• Low-Income Housing Tax Credit</li> <li>• MetroHartford Brownfields Revolving Loan Fund</li> <li>• Hartford Enterprise Zone</li> </ul>
Strategic Site #9 <b>135 Homestead Avenue &amp; 319-325 Sigourney Street</b> Ownership: City of Hartford	New Build	Mixed-Use	<ul style="list-style-type: none"> <li>• Schematic Design: 1-2 years</li> <li>• Design Development/ Construction Documents: 3-7 years</li> <li>• Construction: 5-9 years</li> </ul>	Site Work Lead: City of Hartford  Redevelopment Lead: Private	<ul style="list-style-type: none"> <li>• Community Investment Fund</li> <li>• Urban Act Grant Program</li> <li>• HOME Program</li> <li>• Hartford Opportunity Zones</li> <li>• Urban/Industrial Sites Reinvestment Tax Credit</li> <li>• Low-Income Housing Tax Credit</li> <li>• Hartford Enterprise Zone</li> </ul>
Strategic Site #10 <b>111 Homestead Avenue</b> Ownership: City of Hartford	New Build	Fire Station	<ul style="list-style-type: none"> <li>• Design Development/ Construction Documents: 2-4 years</li> <li>• Construction: 4-6 years</li> </ul>	Lead: City of Hartford	<ul style="list-style-type: none"> <li>• City of Hartford</li> </ul>

Strategic Site	Development Type	Proposed Development	Phasing & Potential Timeline*	Lead / Partners	Funding & Potential Funding
Strategic Site #11 <b>101-51 Homestead Avenue &amp; 255 Garden Street</b> Ownership: City of Hartford	New Build  Adaptive Reuse	Multi-Family  Public Market Mixed-Use  Attached Single Family  Townhomes	<ul style="list-style-type: none"> <li>• Site Assessment: 1-2 years</li> <li>• Remediation: 2-5 years</li> <li>• Schematic Design: 3-9 years</li> <li>• Design Development/ Construction Documents: 5-12 years</li> <li>• Construction: 8-15 years</li> </ul>	Site Work Remediation Lead: City of Hartford  Redevelopment Lead: Private	<ul style="list-style-type: none"> <li>• Community Investment Fund</li> <li>• Brownfield Municipal Grant Program</li> <li>• Urban Act Grant Program</li> <li>• HOME Program</li> <li>• Hartford Opportunity Zones</li> <li>• Urban/Industrial Sites Reinvestment Tax Credit</li> <li>• Low-Income Housing Tax Credit</li> <li>• MetroHartford Brownfields Revolving Loan Fund</li> <li>• Hartford Enterprise Zone</li> </ul>
Strategic Site #12 <b>Homestead Avenue &amp; Garden Street Gateway Park</b> Ownership: City of Hartford	Renovation	Park/Open Space	<ul style="list-style-type: none"> <li>• Temporary park and pop-up events: 1-2 years</li> <li>• Construction: 2-3 years</li> </ul>	Lead: City of Hartford Partners: Community Organizations	<ul style="list-style-type: none"> <li>• City of Hartford</li> <li>• Local Transportation Capital Improvement Program</li> <li>• Urban Green and Community Gardens Grant Program</li> </ul>
Strategic Site #13 <b>228-202 Walnut Street</b> Ownership: Multiple	New Build	Commercial	<ul style="list-style-type: none"> <li>• Land Acquisition: 1-2 years,</li> <li>• Schematic Design: 3-5 years</li> <li>• Design Development/ Construction Documents: 5-7 years</li> <li>• Construction: 8-9 years</li> </ul>	Site Work Lead: City of Hartford Redevelopment Lead: Private	<ul style="list-style-type: none"> <li>• Community Investment Fund</li> <li>• Urban Act Grant Program</li> <li>• Urban/Industrial Sites Reinvestment Tax Credit</li> <li>• Hartford Enterprise Zone</li> </ul>
Strategic Site #14 <b>151-133 Walnut Street &amp; 35-59 Edwards Street</b> Ownership: 151 Walnut Street, LLC	New Build  Adaptive Reuse	Commercial  Mixed-Use  Adaptive Reuse	<ul style="list-style-type: none"> <li>• Schematic Design: 1-2 years</li> <li>• Design Development/ Construction Documents: 3-7 years</li> <li>• Construction: 5-9 years</li> </ul>	Lead: 151 Walnut Street, LLC or other developer	<ul style="list-style-type: none"> <li>• Urban Act Grant Program</li> <li>• HOME Program</li> <li>• Hartford Opportunity Zones</li> <li>• Manufacturing Plant Zone</li> <li>• Urban/Industrial Sites Reinvestment Tax Credit</li> <li>• Low-Income Housing Tax Credit</li> <li>• Hartford Enterprise Zone</li> </ul>



## Strategic Sites (cont.)

Strategic Site	Development Type	Proposed Development	Phasing & Potential Timeline*	Lead / Partners	Funding & Potential Funding
Strategic Site #15 <b>36 Edwards Street &amp; 107 Walnut Street</b> Ownership: Multiple	New Build	Industrial  Commercial	<ul style="list-style-type: none"> <li>• Site Assessment: 10-12 years</li> <li>• Remediation: 12-14 years</li> <li>• Schematic Design: 13-15 years</li> <li>• Design Development/ Construction Documents: 15-16 years</li> <li>• Renovation: 16-18 years</li> </ul>	Site Work Lead: City of Hartford  Redevelopment Lead: Private	<ul style="list-style-type: none"> <li>• Urban Act Grant Program</li> <li>• Hartford Opportunity Zones</li> <li>• Urban/Industrial Sites Reinvestment Tax Credit</li> <li>• Hartford Enterprise Zone</li> </ul>
Strategic Site #16 <b>110-100 Walnut Street</b> Ownership: Multiple	New Build Adaptive Reuse	Commercial	<ul style="list-style-type: none"> <li>• Site Assessment: 10-12 years</li> <li>• Remediation: 12-14 years</li> <li>• Schematic Design: 13-15 years</li> <li>• Design Development/ Construction Documents: 15-16 years</li> <li>• Construction: 16-18 years</li> </ul>	Lead: Private Developer Partner: City of Hartford	<ul style="list-style-type: none"> <li>• Community Investment Fund</li> <li>• Urban Act Grant Program</li> <li>• Urban/Industrial Sites Reinvestment Tax Credit</li> <li>• Hartford Enterprise Zone</li> </ul>
Strategic Site #17 <b>92 Walnut Street</b> Ownership: House of Bread	New Build	TBD	<ul style="list-style-type: none"> <li>• Schematic Design: 1-2 years</li> <li>• Design Development/ Construction Documents: 3-7 years</li> <li>• Construction: 5-9 years</li> </ul>	Lead: House of Bread	<ul style="list-style-type: none"> <li>• House of Bread</li> </ul>
Strategic Site #18 <b>70 Walnut Street</b> Ownership: City of Hartford	Renovation	Park  Open Space	<ul style="list-style-type: none"> <li>• Site Assessment: 10 years</li> <li>• Schematic Design: 11 years</li> <li>• Construction: 12 years</li> </ul>	Lead: City of Hartford Partners: Community Organizations	<ul style="list-style-type: none"> <li>• City of Hartford</li> <li>• Urban Green and Community Garden Grants Program</li> </ul>

# Zoning Analysis

Location & Ownership	Zone	Redevelopment Type	Redevelopment Considerations	Zoning Recommendations
Strategic Site #4 <b>360 Homestead Avenue</b> Ownership: Salvation Army	CX-1	New Build	<ul style="list-style-type: none"> <li>Commercial</li> </ul>	Consider rezoning to CX-2 to allow for retail and service uses with demonstrated demand shown by the market analysis.
Strategic Site #6 <b>300-296 Homestead Avenue</b> Ownership: Multiple	CX-1	Adaptive Reuse	<ul style="list-style-type: none"> <li>Commercial</li> <li>Industrial</li> </ul>	Consider rezoning to CX-2 to allow for retail and service uses with demonstrated demand shown by the market analysis.
Strategic Site #8 <b>158 Woodland Street</b> Ownership: City of Hartford	CX-1	Adaptive Reuse	<ul style="list-style-type: none"> <li>Industrial / flex</li> <li>Residential</li> </ul>	If redeveloped as industrial/flex, proposed future use is compliant with current zone. If developed as residential, consider rezoning to MX-2 to allow for apartment building use.
Strategic Site #9 <b>135 Homestead Avenue &amp; 319-325 Sigourney Street</b> Ownership: City of Hartford	NX-2	New Build	<ul style="list-style-type: none"> <li>Mixed-Use</li> </ul>	Consider rezoning to MX-2 to allow for apartment building style with residential on upper floors and widest range of commercial uses on ground floor.
Strategic Site #11 <b>101 Homestead Avenue &amp; 255 Garden Street</b> Ownership: City of Hartford	CX-1	New Build	<ul style="list-style-type: none"> <li>Multi-Family</li> <li>Mixed-Use</li> <li>Attached Single Family/ Townhomes</li> </ul>	Multi-Family, Multi-Family Mixed-Use: Consider rezoning to MX-2 to allow for apartment building style with residential on upper floors. If mixed-use, this zone will widest range of commercial uses on ground floor. Attached Single Family, Townhomes: Consider rezoning to NX-2 to allow for stacked flats or row buildings.
Strategic Site #13 <b>228-202 Walnut Street</b> Ownership: Multiple	CX-1	New Build	<ul style="list-style-type: none"> <li>Commercial</li> </ul>	Consider rezoning to CX-2 to allow for retail and service uses with demonstrated demand shown by the market analysis.
Strategic Site #16 <b>110-100 Walnut Street</b> Ownership: Multiple	CX-1	New Build/ Adaptive Reuse	<ul style="list-style-type: none"> <li>Commercial</li> </ul>	Consider rezoning to CX-2 to allow for retail and service uses with demonstrated demand shown by the market analysis.



# Capital Improvements

Project	Description	Potential Partners	Potential Funding Sources	Estimated Cost
<b>Homestead Avenue &amp; Garden Street Gateway Park</b>	Creation of gateway parklet with opportunities for pop-up community events and pedestrian improvements for the Garden Street and Homestead Avenue intersection.	<ul style="list-style-type: none"> <li>• City of Hartford</li> <li>• Blue Hills Civic Association</li> <li>• Upper Albany NRZ</li> <li>• Advocacy 2 Legacy</li> <li>• Kamora's Cultural Corner</li> </ul>	<ul style="list-style-type: none"> <li>• City of Hartford</li> <li>• The Hartford Foundation for Public Giving</li> <li>• Hartford Parks Trust Fund</li> <li>• Urban Green and Community Garden Fund</li> </ul>	\$\$ Medium
<b>Woodland Street Cultural Corridor</b>	Creation of historic corridor along Woodland Street between Keney Park and the Mark Twain House that tells the narrative of historic and cultural development in Asylum Hill and Upper Albany accompanied by pedestrian improvement.	<ul style="list-style-type: none"> <li>• Artists Collective</li> <li>• iQuilt Partnership</li> <li>• Mark Twain House &amp; Museum</li> <li>• Friends of Keney Park</li> <li>• Town &amp; Country Club</li> <li>• Upper Albany Main Street</li> <li>• Local churches</li> </ul>	<ul style="list-style-type: none"> <li>• The Hartford Foundation for Public Giving</li> <li>• Friends of Keney Park</li> </ul>	\$\$ Medium
<b>70 Garden Street Open Space</b>	Creation of open space on the vacant City-owned property with potential community gardens.	<ul style="list-style-type: none"> <li>• Levo International</li> <li>• Clay-Arsenal NRZ</li> <li>• House of Bread</li> </ul>	<ul style="list-style-type: none"> <li>• City of Hartford</li> <li>• The Hartford Foundation for Public Giving</li> <li>• Hartford Parks Trust Fund</li> <li>• Urban Green and Community Garden Fund</li> <li>• Levo International</li> </ul>	\$ Low
<b>Homestead Avenue Transportation &amp; Placemaking Improvements</b>	Comprehensive project to improve transportation conditions on Homestead Avenue and improve connections to surrounding neighborhoods and the Hartline Trail	<ul style="list-style-type: none"> <li>• City of Hartford</li> <li>• iQuilt Partnership</li> </ul>	<ul style="list-style-type: none"> <li>• Local Transportation Capital Improvement Program</li> <li>• City of Hartford</li> <li>• iQuilt Partnership</li> </ul>	\$\$\$ High

# Potential Funding Opportunities

Funding Source and Description	Eligible / Relevant Activities	Award / Incentive
<b>Grant Programs</b>		
<b>Community Investment Fund (CT DECD)</b>		
Provides grant funding to spur economic development in historically underserved communities	Capital improvement programs such as brownfield remediation, affordable housing, infrastructure, and home rehabilitation	Hartford has two current CIF grants to purchase 255 Garden Street - 77 Homestead Avenue and to conduct site investigation throughout the Homestead corridor
<b>Brownfield Municipal Grant Program (CT DECD)</b>		
Provides grant funding to assist with brownfield redevelopment projects	Soil, groundwater and infrastructure investigation, remediation and abatement, hazardous materials disposal, long-term groundwater or natural attenuation, attorneys' fees for environmental consulting, planning, engineering and environmental consulting, building and structural issues	Grant awards of up to \$4 million
<b>Urban Act Grant Program (CT DECD)</b>		
Provides funding to improve and expand state activities which promote community conservation and development and improve the quality of life for urban residents	Economic development and housing	Maximum/minimum award value undefined



## Potential Funding Opportunities (cont.)

Funding Source and Description	Eligible / Relevant Activities	Award / Incentive
<b>LOTICIP - Local Transportation Capital Improvement Program (CT DOT)</b>		
Provides funds to urbanized area municipal governments for transportation improvement projects	Sidewalk improvements, connectivity improvements, intersection and safety improvements	Grants awards to cover construction costs (minimum \$300,000) for municipally funded design projects
<b>HOME Program (HUD)</b>		
Provides funds for implementation of programs which increase affordable and owner-occupied housing	Construction and rehabilitation of affordable housing, rental and financial assistance	Varies by project
<b>Urban Green and Community Gardens Grant Program (CT DEEP)</b>		
Provides funding assistance to develop or enhance urban green spaces for public enjoyment and/or environmental education	Development of community gardens, reclaiming and enhancing existing open space for public use	50% of anticipated total project cost

Funding Source and Description	Eligible / Relevant Activities	Award / Incentive
<b>Loan Programs</b>		
<b>Targeted Brownfield Development Loan Program (CT DECD)</b>		
Provides subsidized loan financing to potential brownfield purchasers and current brownfield owners for costs associated with returning a brownfield to productive use	Brownfield site investigation, assessment, remediation, and development	Up to \$4 million in low-interest loans with flexible/deferred interest and principal payment schedules to match private financing terms within statutory authority; maximum term of 30 years
<b>MetroHartford Brownfields Revolving Loan Fund (CRCOG)</b>		
Revolving loan fund for municipalities, non-profits, and landowners to assist with cleanup of contaminated sites	Design and performance of a response action, such as removing, mitigating, or preventing the release or threat of a release of a hazardous substance, pollutant, contaminant, petroleum product, or controlled substance into the environment	Up to \$325,000; loan amounts vary depending on type applicant and contamination of site; award requires 20% applicant cost share



## Potential Funding Opportunities (cont.)

Funding Source and Description	Eligible / Relevant Activities	Award / Incentive
<b>Tax Incentive and Assistance Programs</b>		
<b>Hartford Opportunity Zones (HUD)</b>		
Provides tax incentives for those who invest new capital in Opportunity Zones	New capital investment in businesses or real estate projects	Tax deferral on capital gain made from money invested in an Opportunity Zone Fund and/or tax elimination on long-term investment
<b>Manufacturing Plant Zone (CT DECD)</b>		
Provides tax abatement for companies that invest in underutilized manufacturing buildings	Capital improvements to land and/or buildings	40-80% property tax abatement and/or 15-50% business tax credit, based on investment amount and jobs produced
<b>Urban / Industrial Sites Reinvestment Tax Credit (CT DECD)</b>		
Provides tax incentives for companies seeking to revitalize urban and industrial sites, creating significant jobs and capital investment	Investments which add substantial new economic activity, increase employment, and generate significant additional tax revenues	Corporate tax credit of up to 100% of an investment, up to a maximum of \$100 million
<b>Low-Income Housing Tax Credit (HUD)</b>		
Provides tax credits to incentivize the creation and maintenance of affordable housing	Rehabilitation and new construction of affordable housing	Varies by project
<b>Hartford Enterprise Zone (CT DECD)</b>		
Provides Incentives for businesses investing in struggling neighborhoods	Companies involved in manufacturing-adjacent activities and certain other businesses	5-year, 80% abatement of property taxes on qualifying real estate and personal property









Engineering  
& Design