



**BETHEL
CENTER TOD
PLAN
CHARRETTE**
for
the Town of Bethel

Presented by
DPZ Partners
&
Gianni Longo & Assoc.
CLUE Group
CDM Smith
Robert Orr & Associates
Catherine Johnson
Massengale & Co

Nov 19, 2015
PHOTO 2015

	Monday November 16, 2015	Tuesday November 17, 2015	Wednesday November 18, 2015	Thursday November 19, 2015	Friday November 20, 2015
8:00 am	Team Travel	Breakfast	Breakfast	Breakfast	Breakfast
9:00 am		DPZ Team Briefing	DPZ Team Briefing	DPZ Team Briefing	DPZ Team Briefing
10:00 am	Set-Up Studio	TOD Area Property Owners Meeting	Architects, Builders & Engineers Meeting	Design / Production	Client Team Meeting #2: Next Steps / Path Forward
11:00 am	Site Tour	Design	Design		Break-down Studio
Noon				Lunch in	Lunch in
1:00 pm	CTDOT Transportation Meeting	Design	Design		
2:00 pm	Client Project Briefing			Community Groups Meeting	Design / Production
3:00 pm		Design Session	Design	Design / Production	
4:00 pm	Commission & Board Meeting				Opening Presentation
5:00 pm		Advisory Committee & City Staff Meeting	Dinner in	Dinner out	
6:00 pm	Dinner out				Design / Production
7:00 pm		Dinner out	Design / Production	Dinner out	
8:00 pm	Dinner out				Design / Production
9:00 pm		Dinner out	Design / Production	Dinner out	

Listening to the Community

Before the charrette

- Over 100 stakeholder interviewed
- 200+ participants to two workshops
- 208 ideas for the future gathered

During the charrette

- 70+ individual drop-in visits
- 40 stakeholders interviewed
- 60 attended public open house



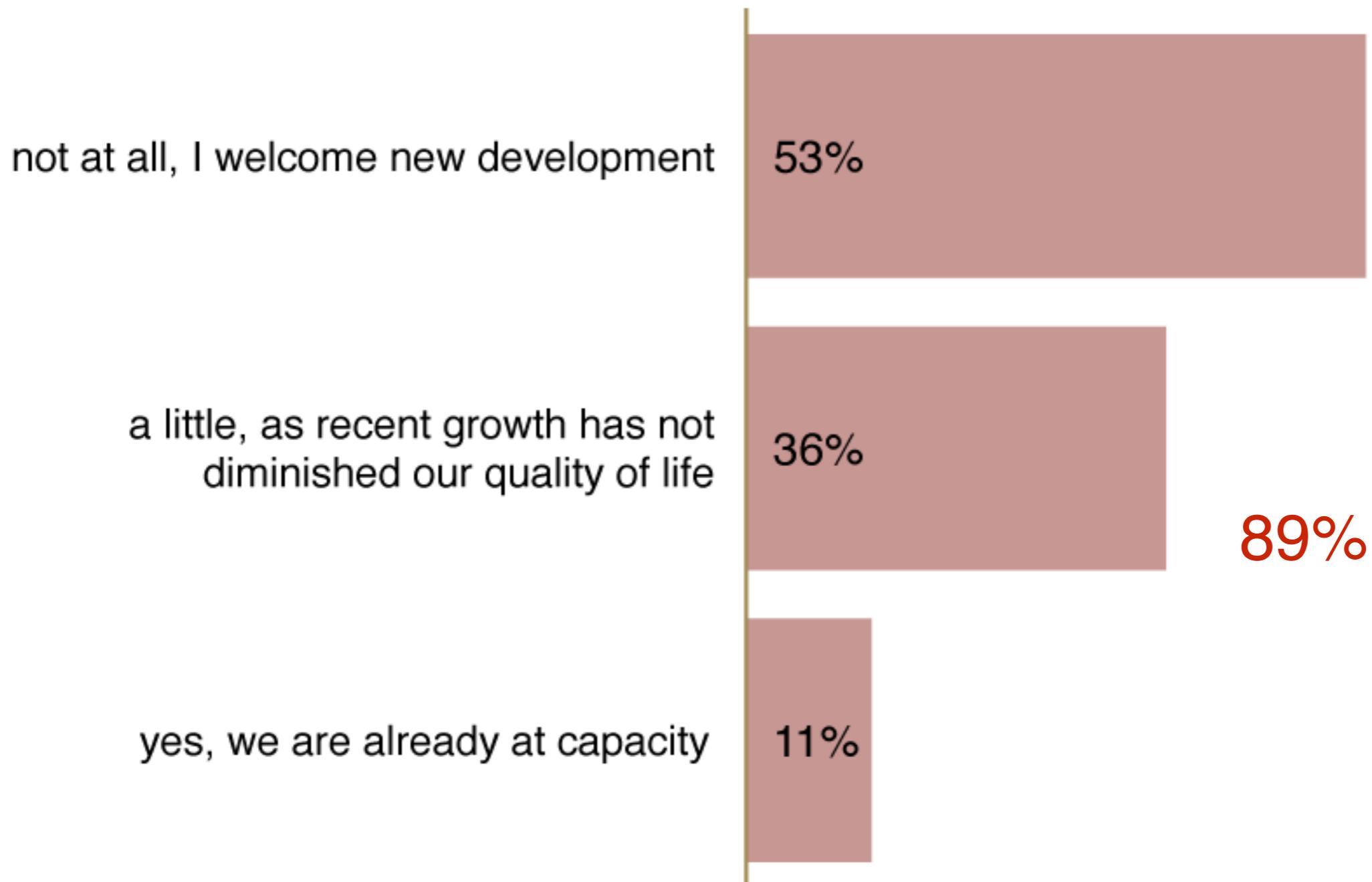
Listening to the Community



Listening to the Community

- Downtown decline
- The TOD plan's further impacting downtown.
- Sewer capacity limiting development
- Perception of insufficient parking / parking access
- Traffic
- Tax increase

- Shops, restaurants, businesses, and visitors
- Downtown housing choices
- Retain scale and character of Bethel
- Connecting east and west side of tracks
- A walkable place, safe for pedestrians, cyclists and cars
- Turning wetlands into community amenity



Do you fear additional growth?

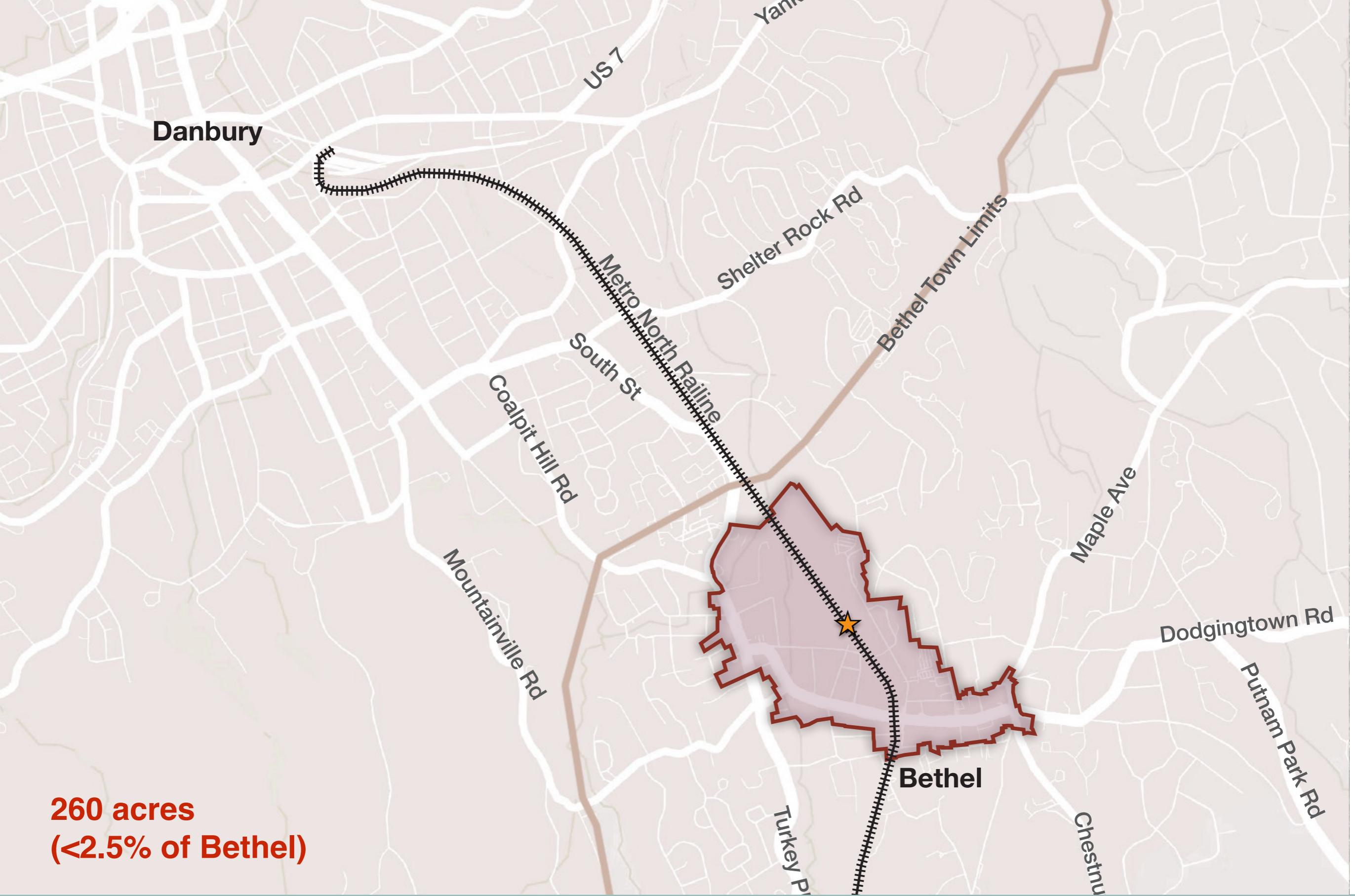
Main Street, Bethel, Conn.



Historical heritage & successional growth

- Shops, restaurants, businesses, and visitors
- Downtown housing choices
- Retain scale and character of Bethel
- Connecting east and west side of tracks
- A walkable place, safe for pedestrians, cyclists and cars
- Turning wetlands into community amenity

The Story so far..



260 acres
(<2.5% of Bethel)

TOD Study Area



Existing Conditions



Buildings



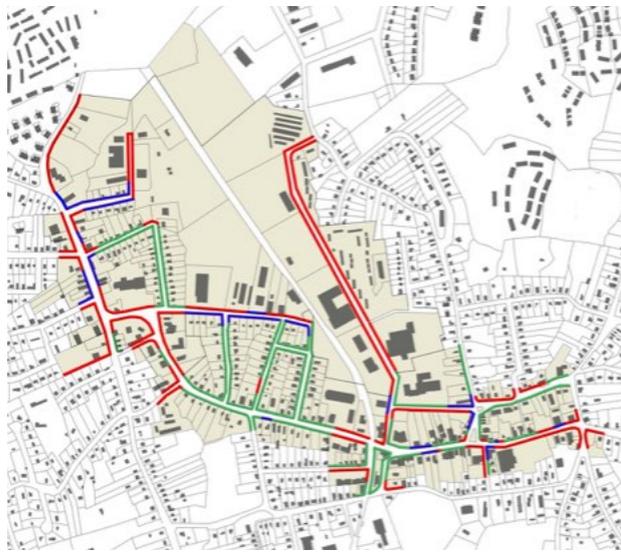
Street network



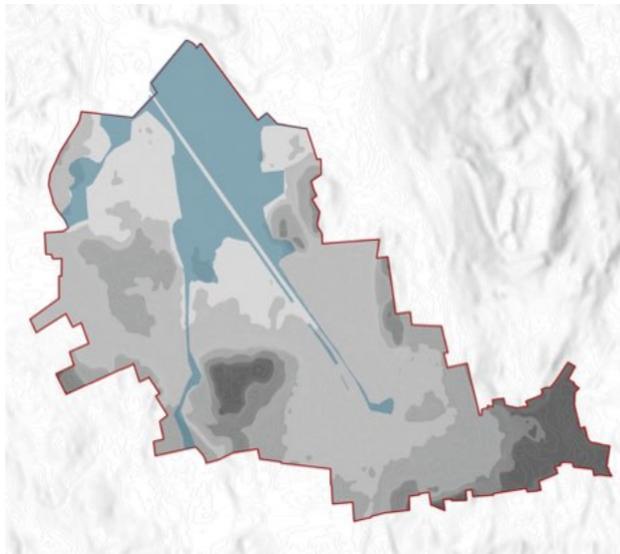
Civic Buildings.



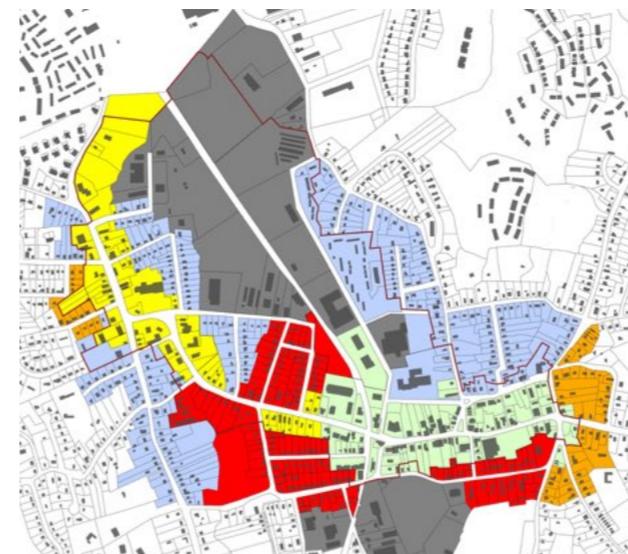
Surface Parking



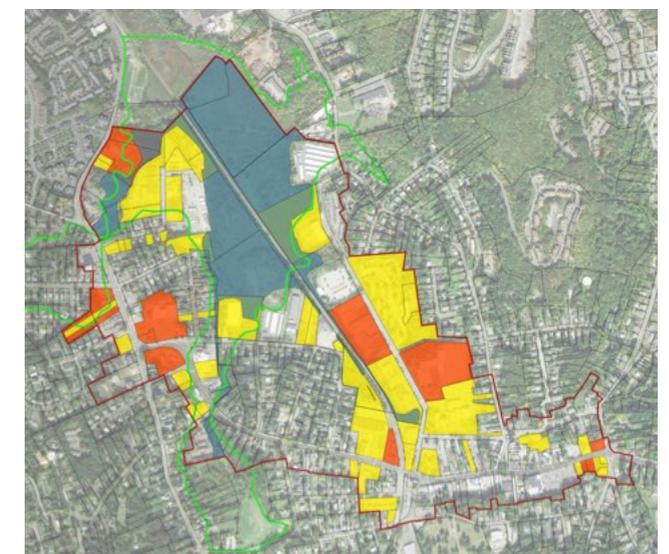
Frontage Analysis



Topo & Wetlands



Zoning



Environmental Assess.

Existing Conditions Assessment

- 
- A photograph of a busy city street at night. The scene is illuminated by streetlights and building lights. In the foreground, several people are walking, some carrying bags. There are palm trees and a large planter with a tree. A sign on a pole reads "TOW-NOW! NO STOPPING ACTIVE BUS ZONE". A building in the background has a sign that says "ADM. NISTRATIVE OFFICES".
- 1. Retail market analysis**
 - 2. Business development strategies**
 - 3. Tools + incentives**
 - 4. Impacts**

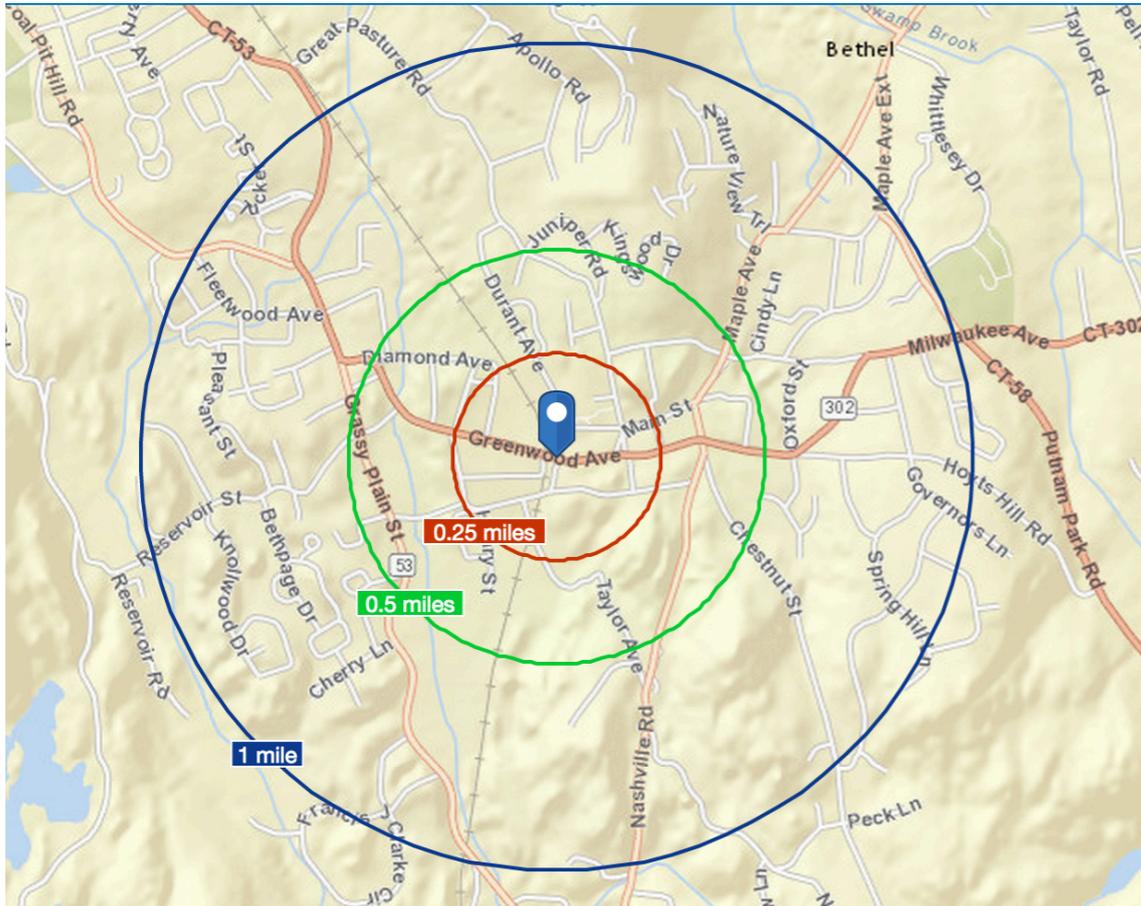
Market Analysis



Bethel's Draw Area

Adjacent Communities

1. Demographic characteristics + trends
2. Business distribution
3. Retail context
4. Sales voids
5. Consumer preferences, habits, insights



Now (2015)

Retail + Food: 28,800 sf

20-years (2035)

Retail + Food: 71,200 sf

Market Analysis

Housing occupation:

- 77% of all housing units (6,818) are owner occupied
- 23% are renter-occupied

Housing Types:

- 69% of all housing units are detached single units (83% of owner-occupied units / 21% of rental units)
- 9% of all housing units are attached single units
- 11% of all housing units are two-apartment units
- 12% of all housing units are in structures consisting of three or more apartments

Household size

- 20% are one-person households
- 36% are two-person households
- 17% are three-person households
- 27% are four+ person households

Monthly housing costs

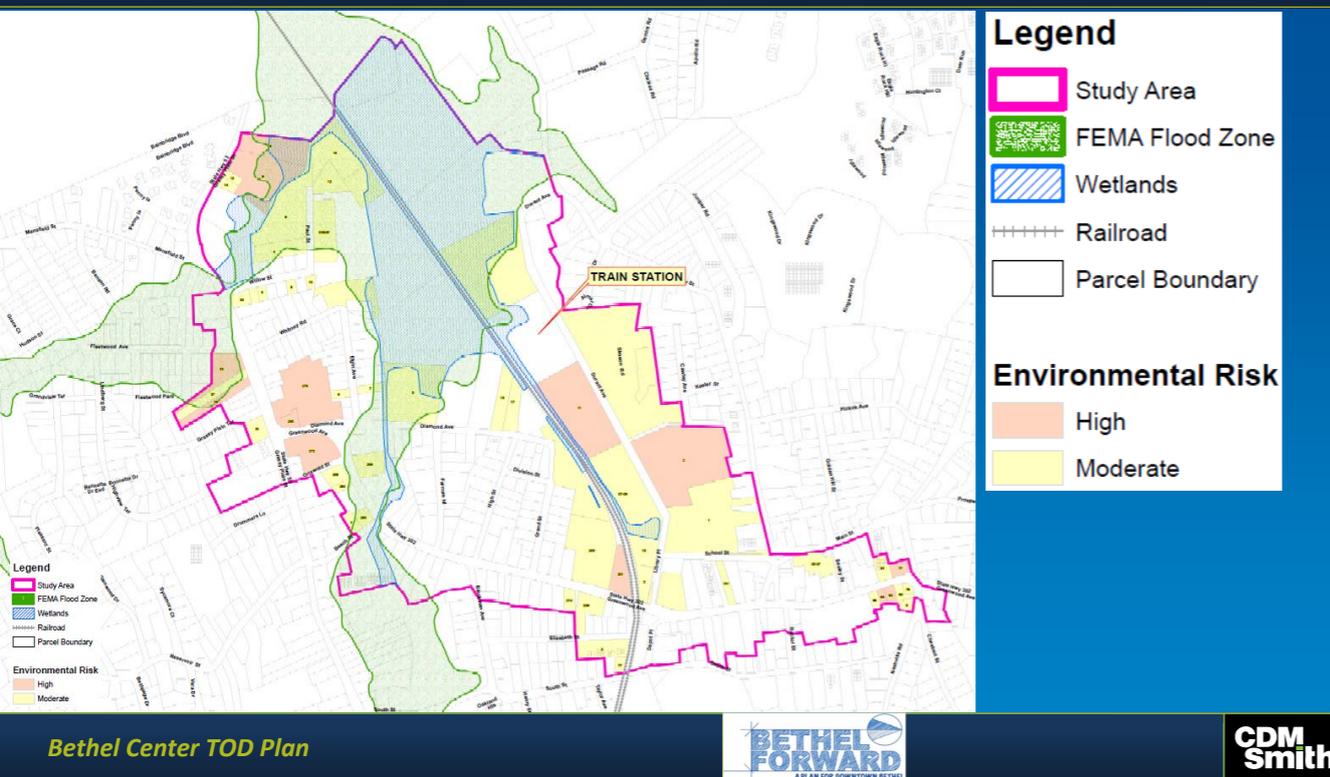
- Median monthly housing costs for owner-occupied units is \$2,210.
- Median monthly housing costs for renter-occupied units is \$1,309.



1. 25 new downtown housing units
2. 92% ground floor occupancy
3. Downtown Inn

“Hat Tricks”

Overall Constraints



Sewer Capacity

- Highest capacity in TOD: 200,000 gpd
- Sewer sufficient for future development capacity

Water Capacity

- Town addressing summer peak demand
- New 750k gallon tank at Eureka Lake
- Exploring new groundwater supplies to increase source.

Environmental Assessment

- Properties ranked low/moderate/high
- Wetlands & floodplain constraints identified

Infrastructure Capacity

Suburban

City's Annual Cost, per Household



Urban

City's Annual Cost, per Household



For more data and more reports, visit thecostofsprawl.com
Data based on Halifax Regional Municipality

The cost of sprawl - individually



Strong Towns



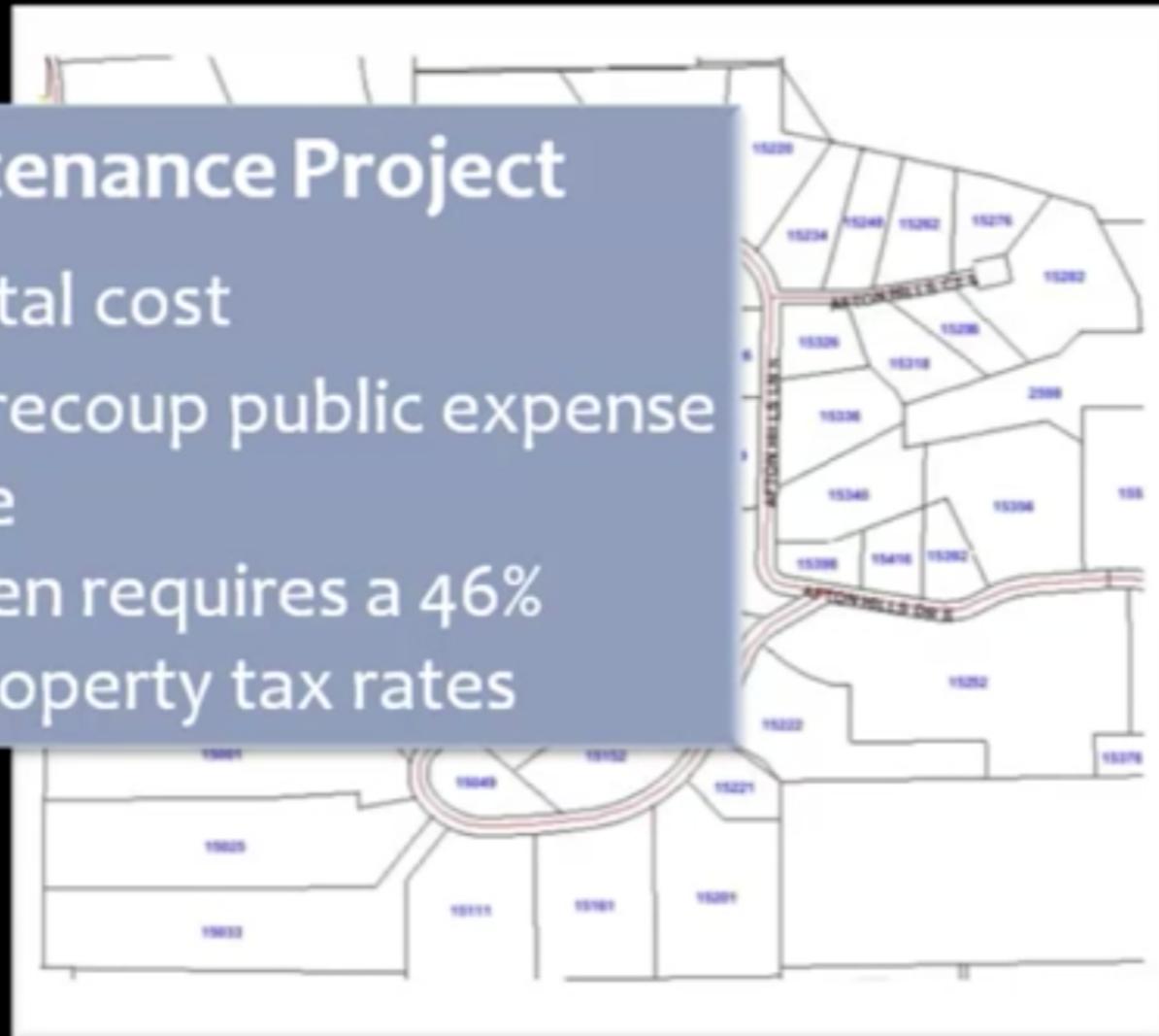
Local Road Rehabilitation

Image courtesy: Strong Towns

Economic Health

Road Maintenance Project

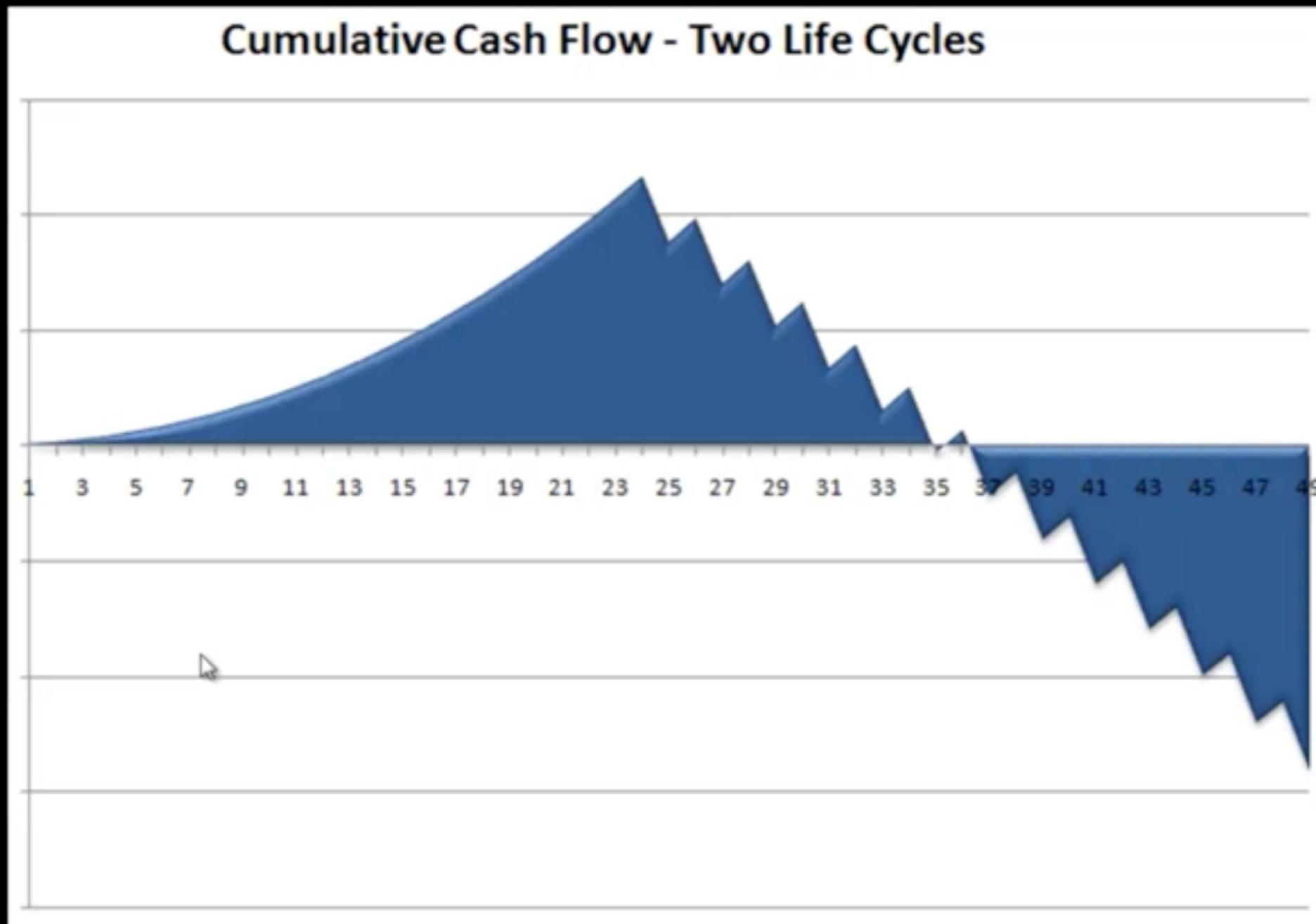
- \$354,000 total cost
- 79 years to recoup public expense from tax base
- To break even requires a 46% increase in property tax rates



Local Road Rehabilitation

Image courtesy: Strong Towns

Economic Health



Growth Ponzi Scheme

Image courtesy: Strong Towns

Economic Health



High Return Public Investment

Image courtesy: Strong Towns

Economic Health



\$1,136,500



\$803,200

Image courtesy: Strong Towns

Economic Health



4.37 Acres
\$20,193.50/Acre



2.94 Acres
\$34,763.70/Acre



0.23 Acre
\$93,794.64/Acre



.16 Acre
\$133,991/Acre

Economic Health



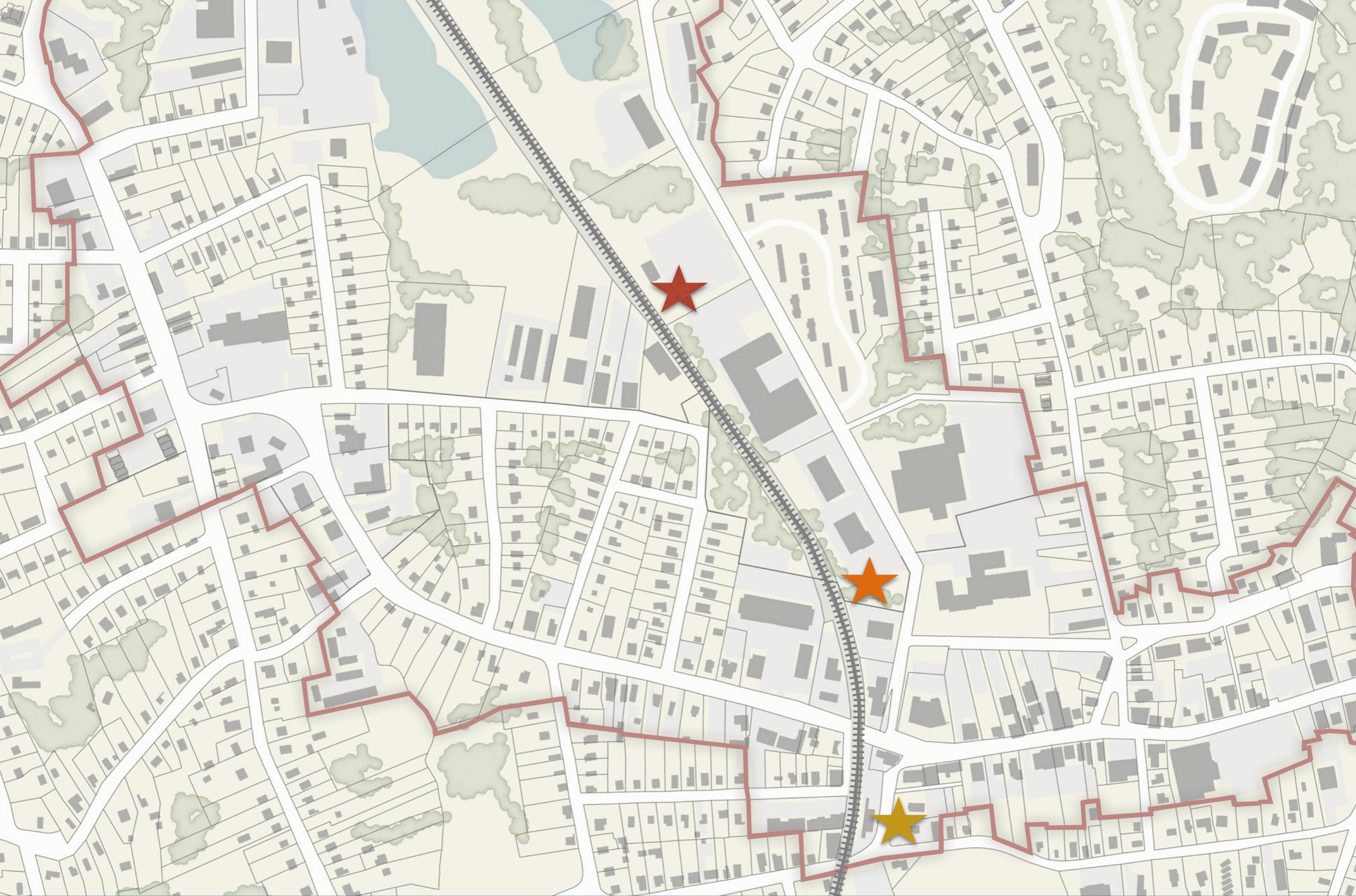
\$120,000/Acre
40 Acres = \$4,800,000

Compact development

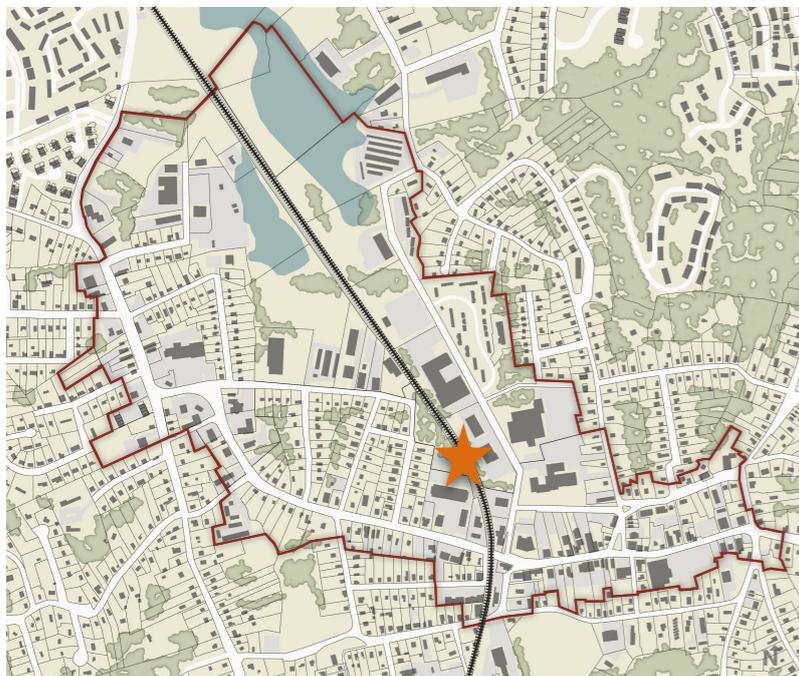
“Too often, cities only look to big-budget projects to revitalize neighborhoods. There are simply not enough of those projects to go around. We want to encourage small, low-risk, community-driven improvements all across our city that can add up to larger, long-term change”.

Mayor A.C. Wharton

Preliminary Vision Plans



Train station options



1. Train station plaza / closer to town center
2. Introduce network of new streets & alleys
3. Civilize Durant Ave at library to slow cars down
4. Reimagine Dolan Plaza with new street
5. Greenwood building improvements



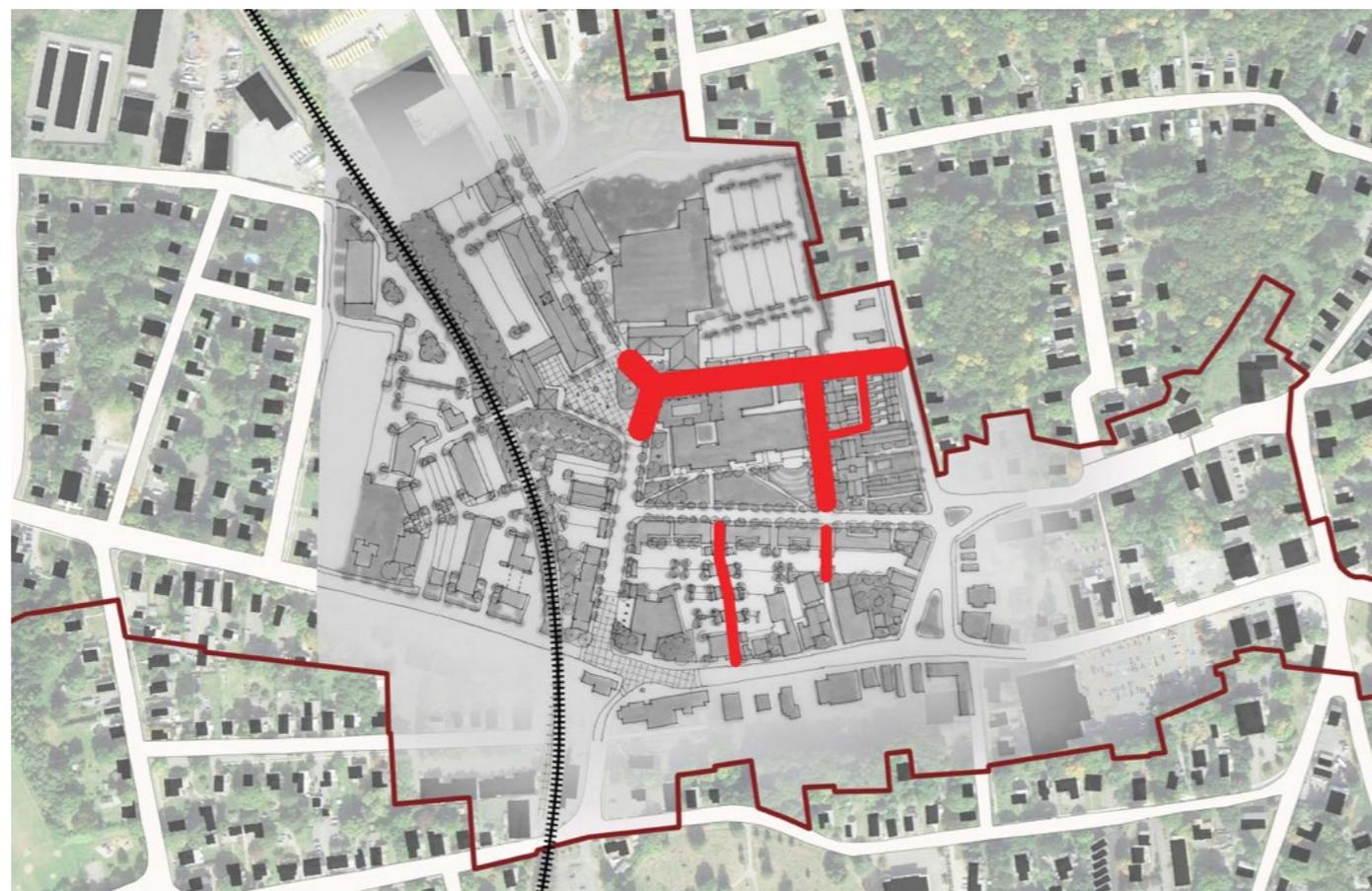
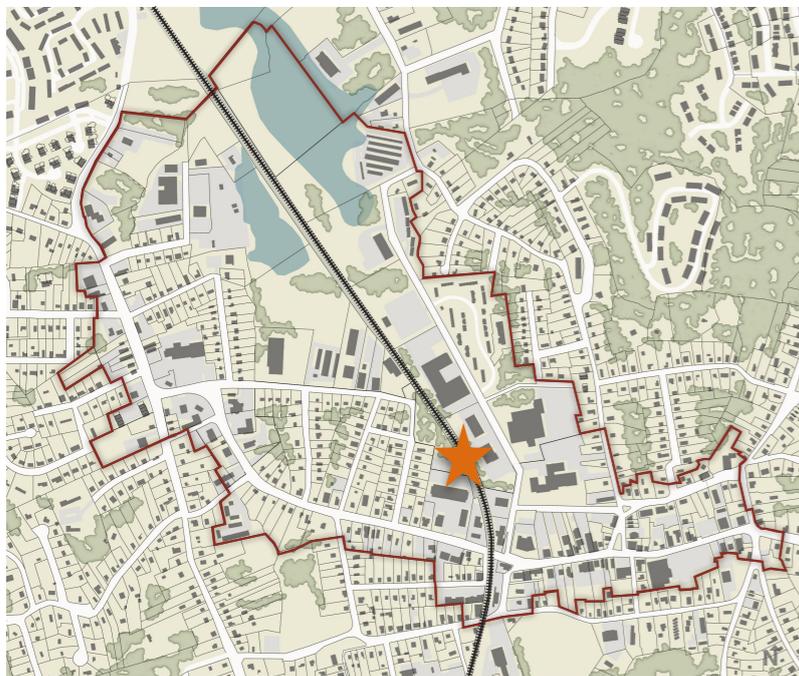
Plan I



Improve Bethel
Glass & Shower
building facade

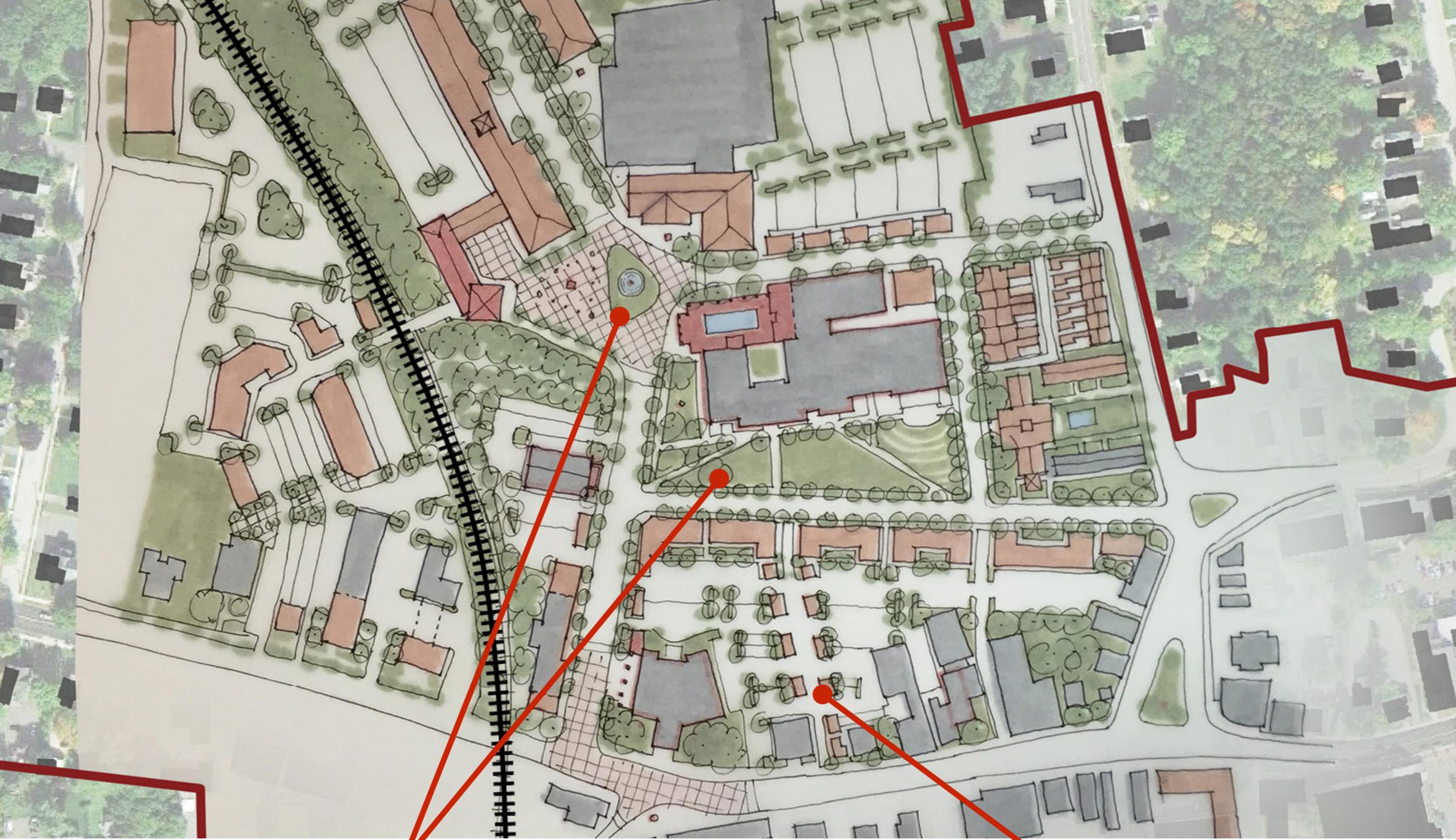
Reskin Caraluzzi's
facade

Plan I



1. Train station plaza / reinforces existing village
2. Formal green / amphitheater for municipal center, anchored by hotel & senior center
3. Pedestrian street connects School St. to Greenwood Ave.
4. Liners along School St.
5. Reorientation of Dolan Plaza /

Plan 2



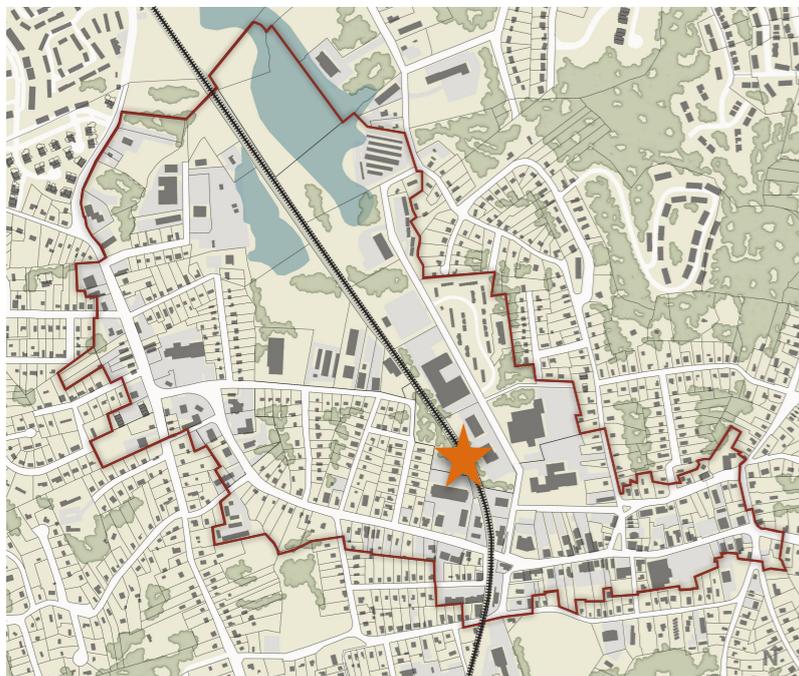
Town green & plaza

pedestrian link

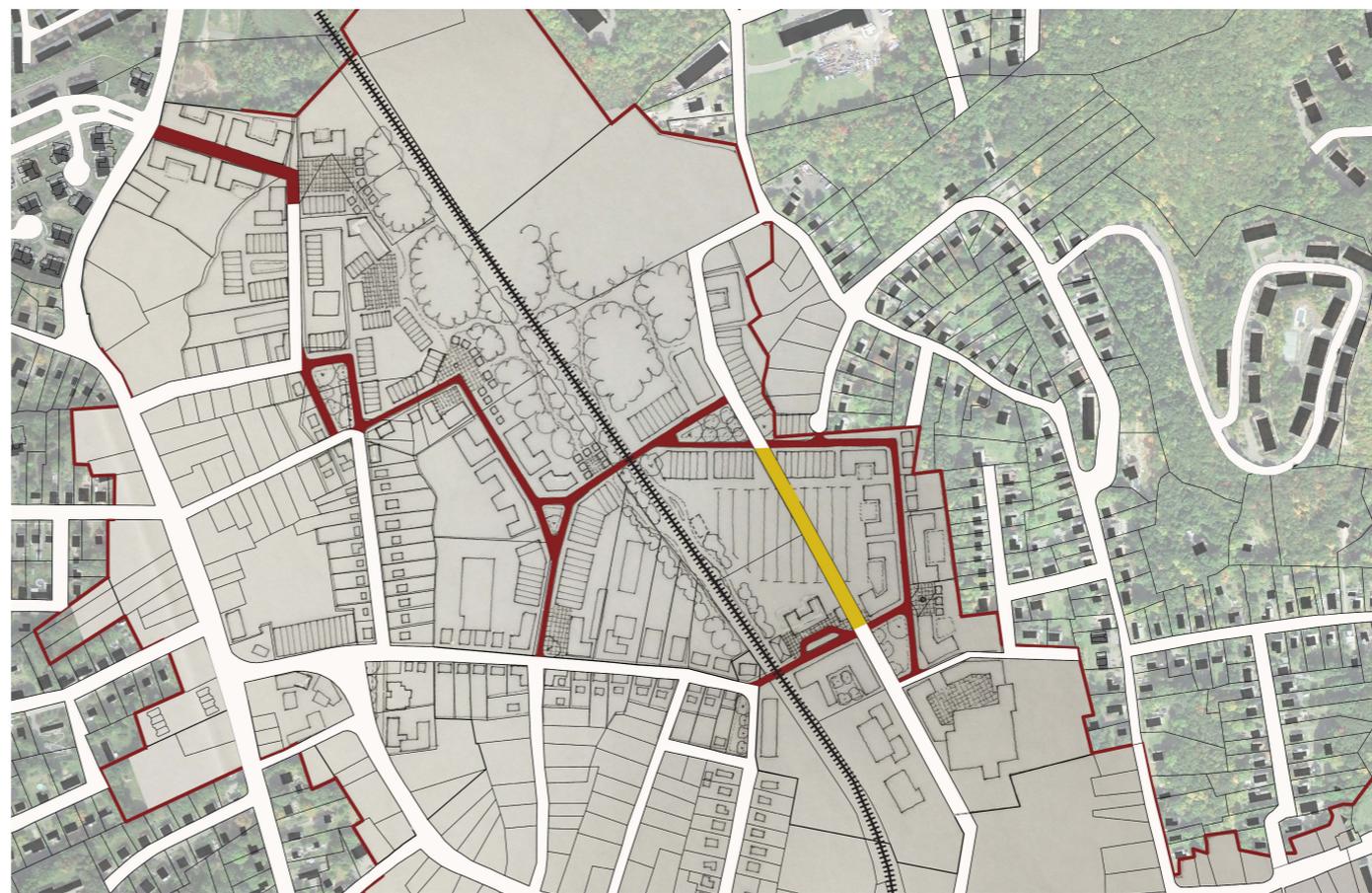
Plan 2



Civic Square



1. Realignment of Durant Ave to be properly urbanized and frame views
2. Accommodate new housing with surface parking
3. Reimagine properties across Diamond Ave as live-works
4. New green for Grand Ave neighborhood.
5. Integration of light craft manufacturing on west side of tracks



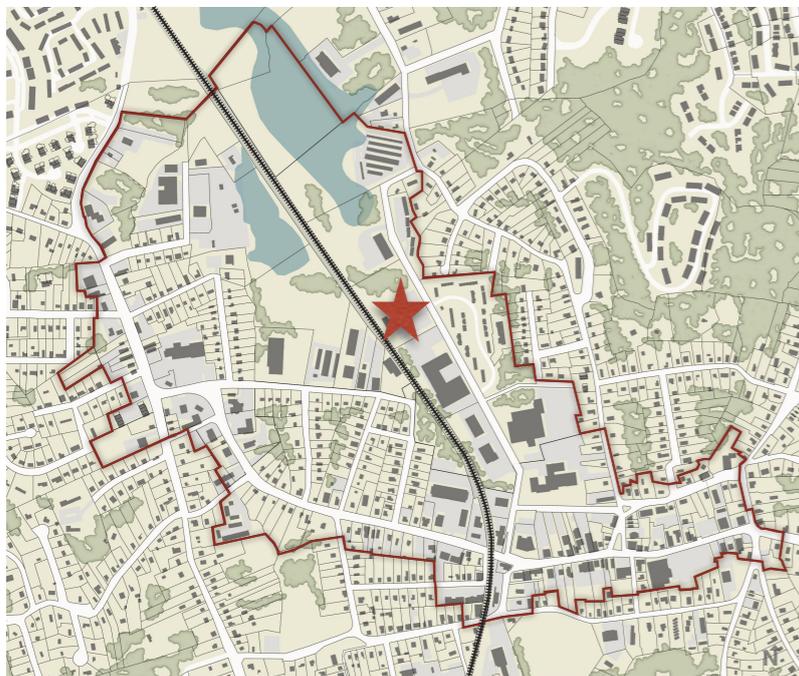
Plan 3



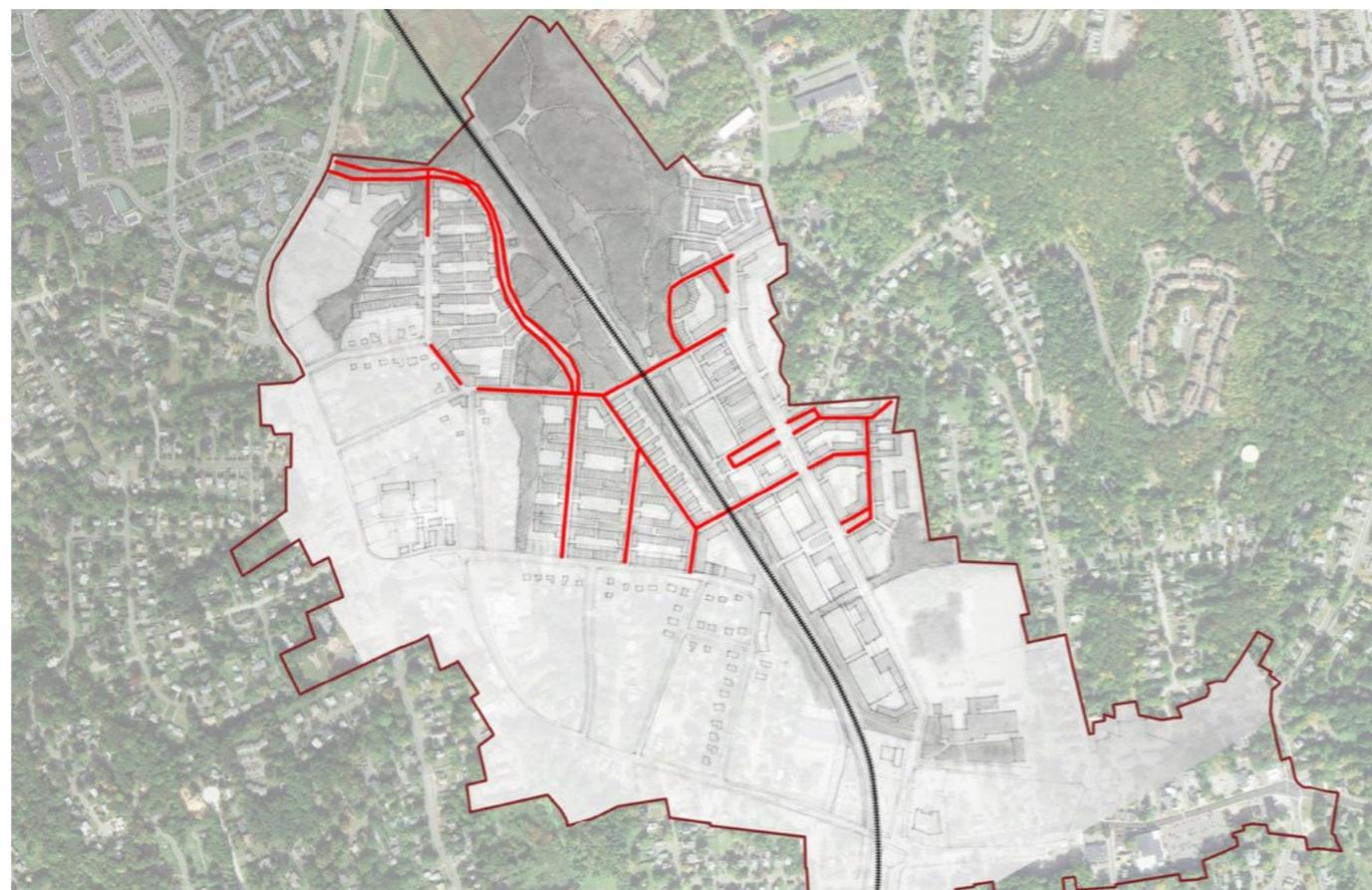
new street connections

small-scale maker space

Plan 3



1. New park as catalyst for new development
2. Parking as buffer to tracks with mix of small-scale housing along urbanized Durant Ave.
3. Extend Bainbridge Blvd. as parkway along new park.
4. Create a street network in industrial area to organize and connect new development.
5. Retrofit neighborhood center



Plan 3

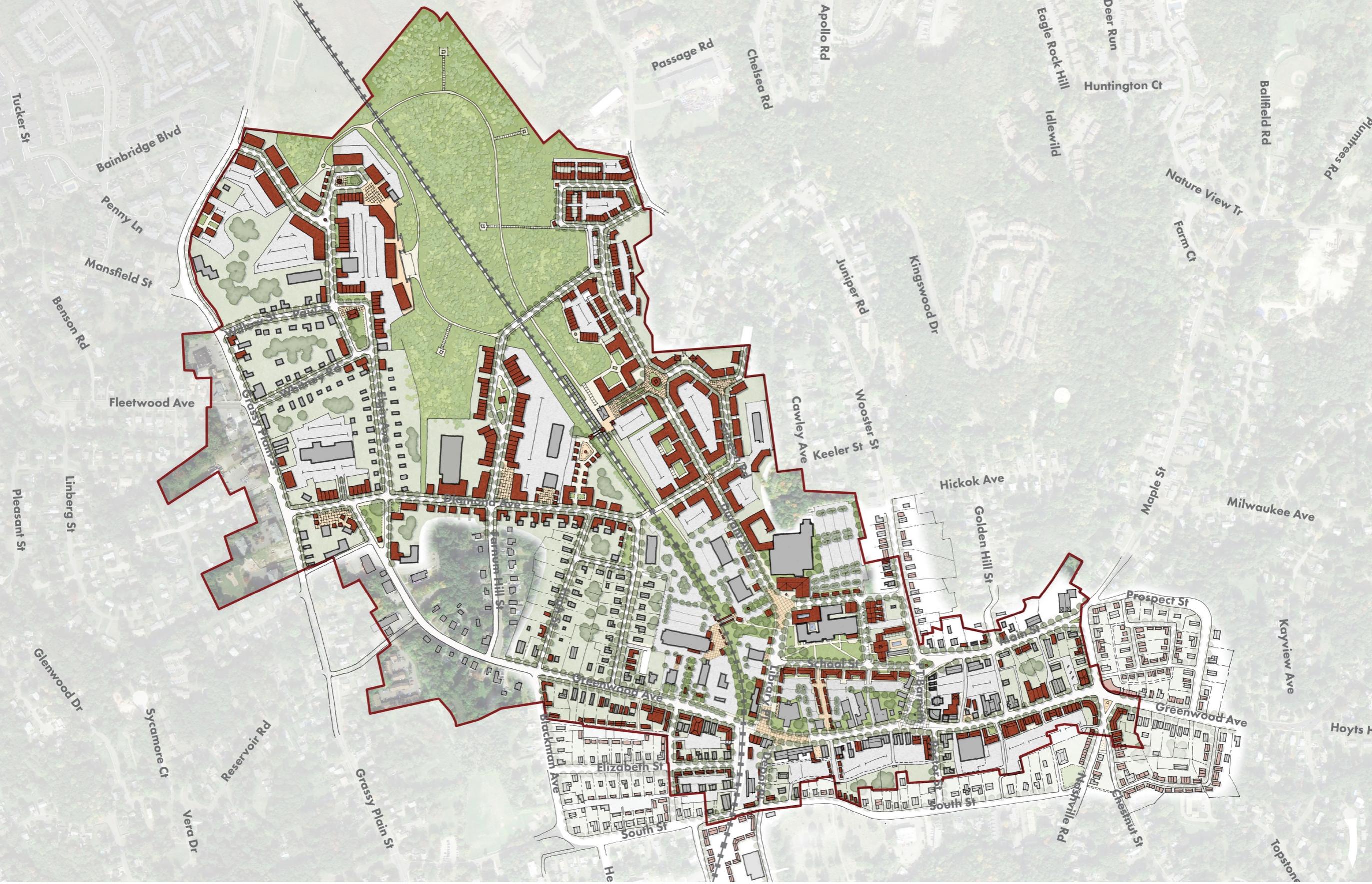


civilize Durant
Ave

reimagining Bishop
Curtis senior housing

Plan 4

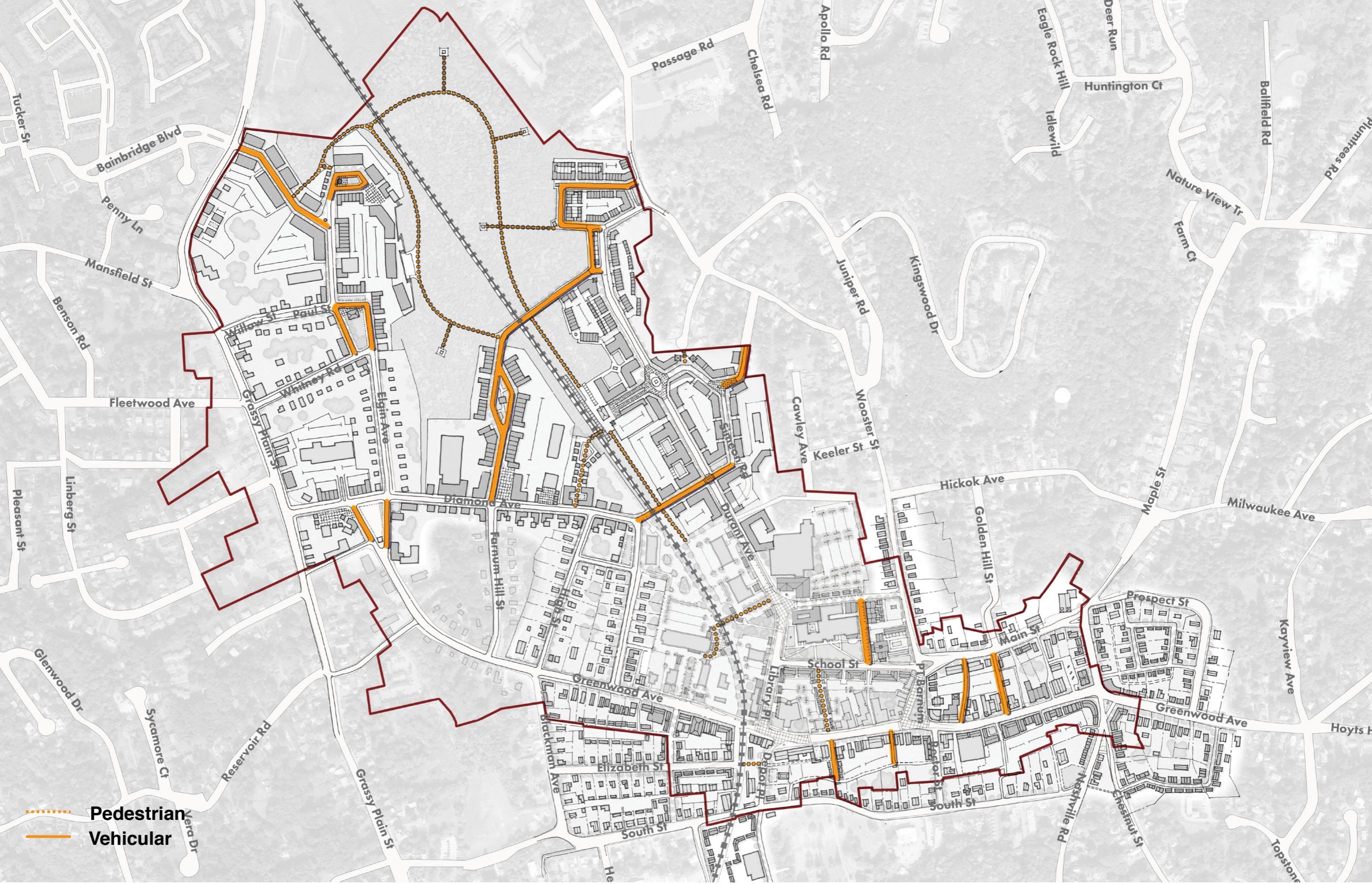
Proposed Master Plan



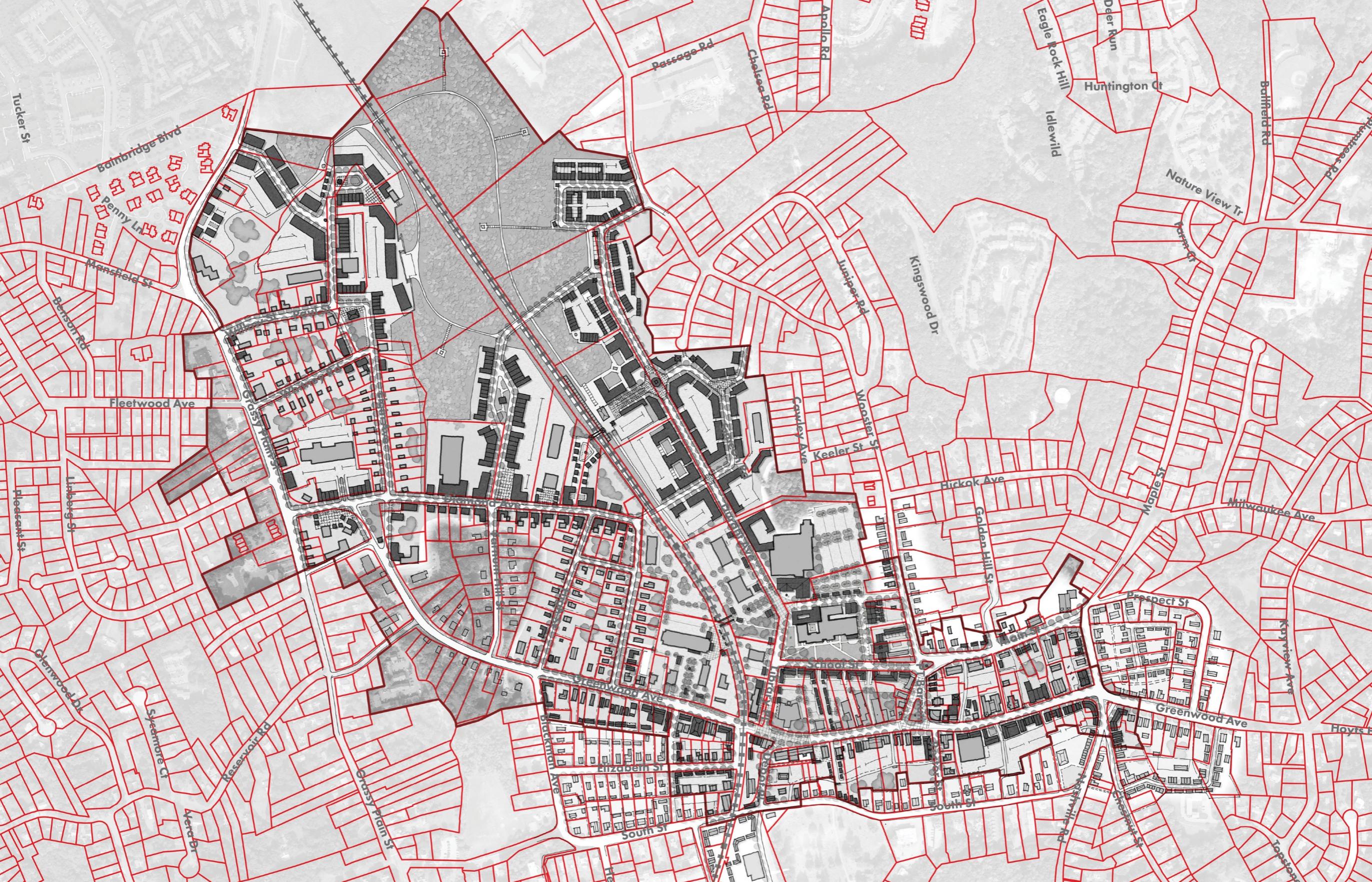
TOD Vision Plan



TOD Vision Plan: TOD & Pedestrian Shed



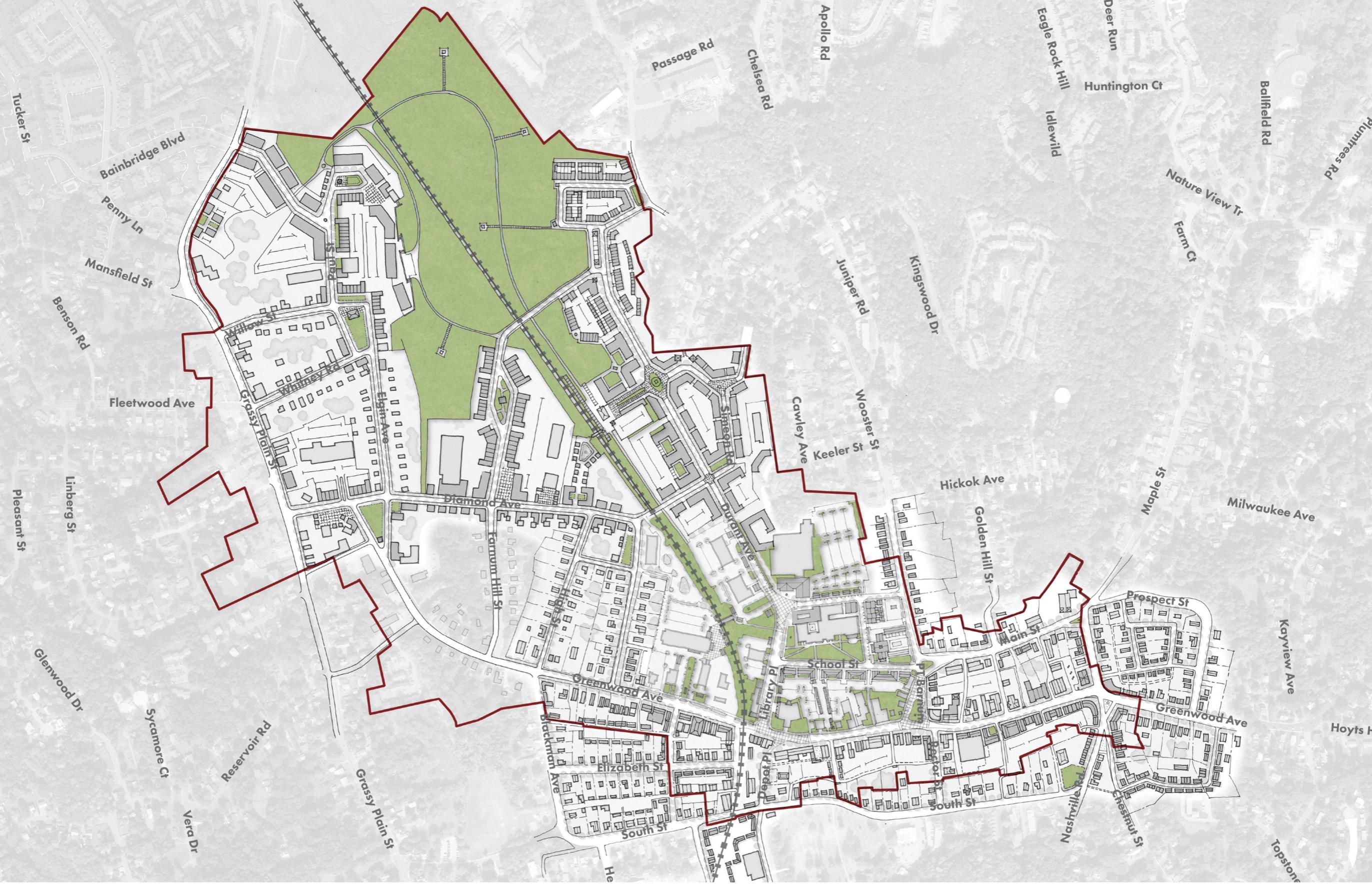
TOD Vision Plan: New Streets



TOD Vision Plan: Property Lines



TOD Vision Plan:Affected Buildings



TOD Vision Plan: Open Space Network



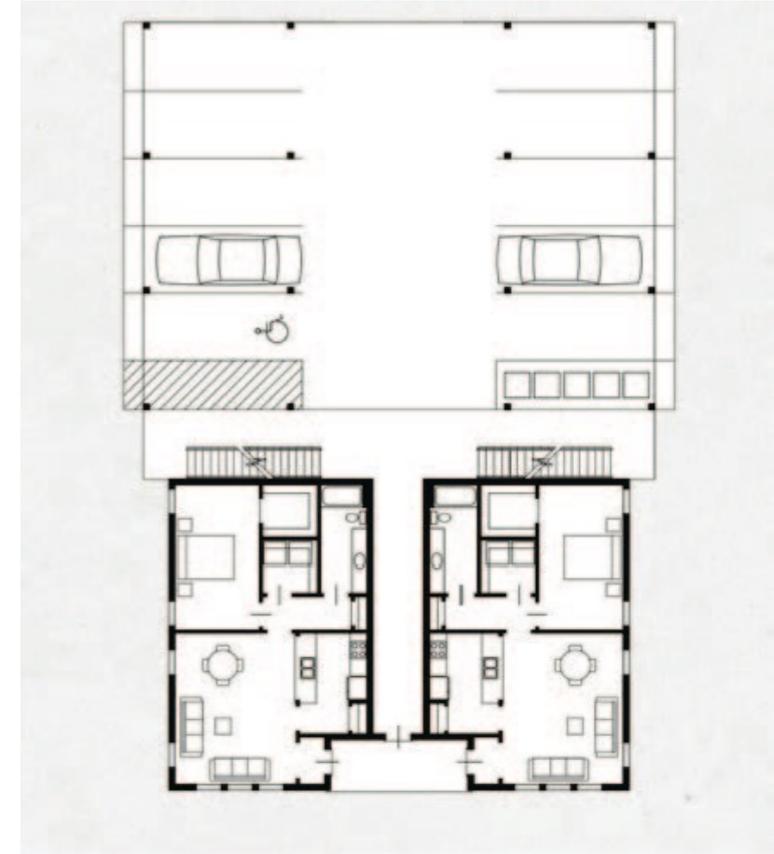
Increased demand for housing with more urban characteristics

New Housing options

New Town St. Charles, St. Louis, MO



Habersham, Beaufort Co., SC



Street-Friendly Multi-Family

Townscaping



Multi-family in CT

Peterborough, NH



Kentlands, MD



Philadelphia, PA

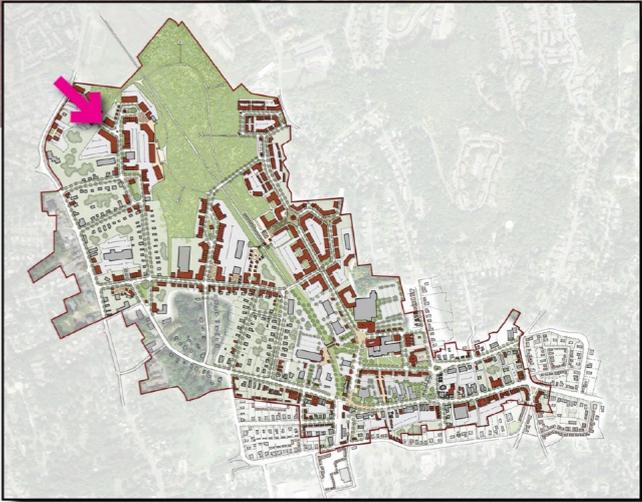


Rowhousing

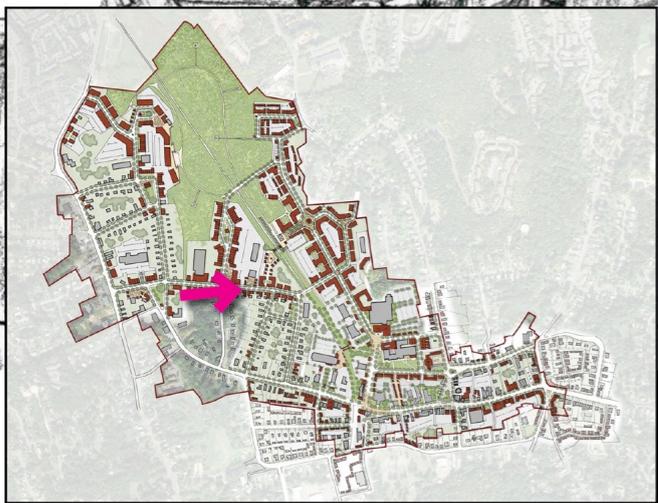
Townscaping



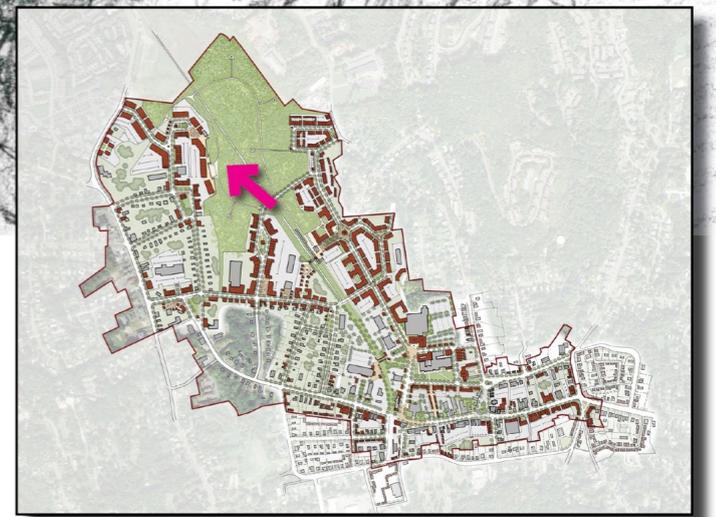
Master Plan



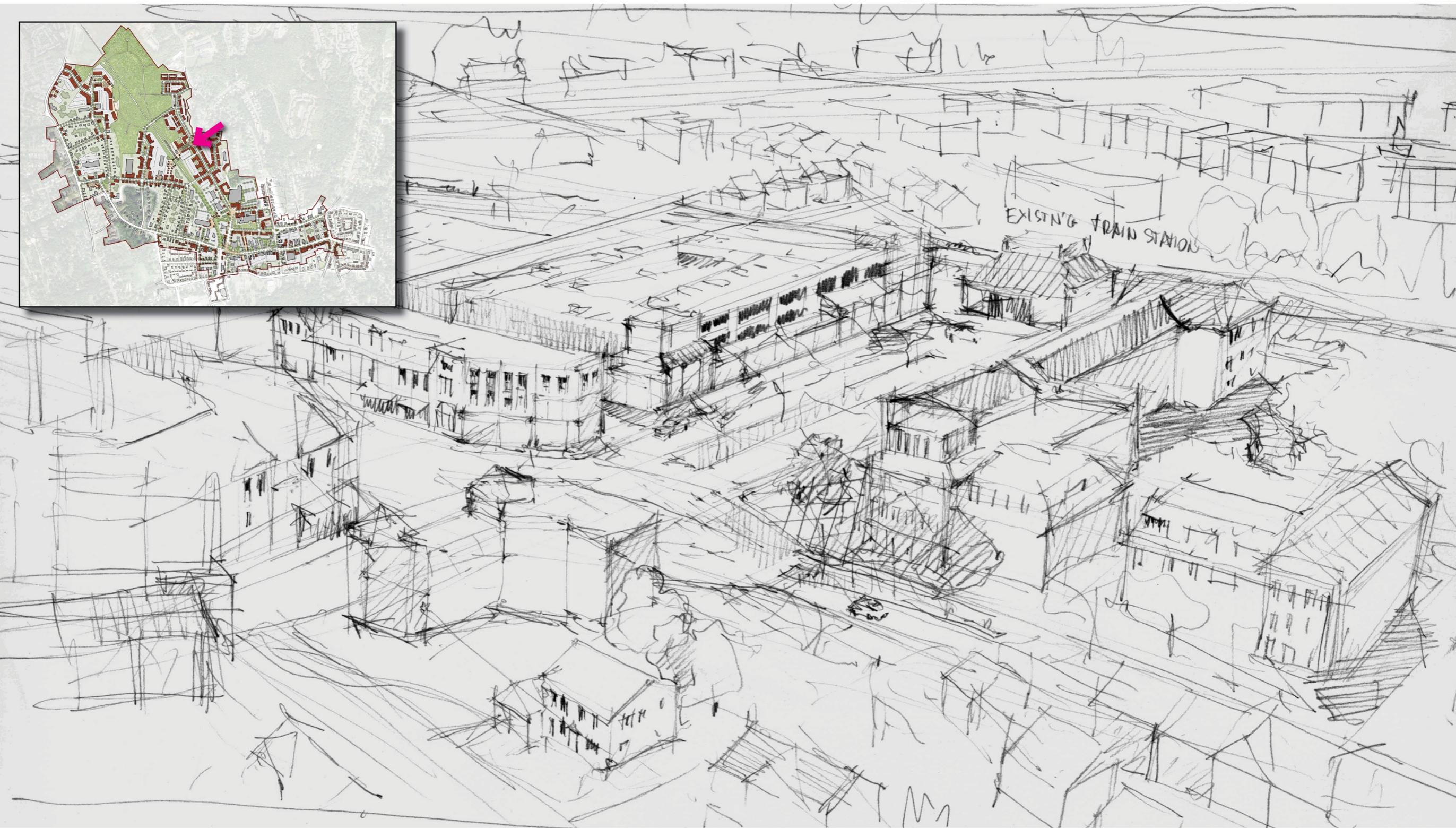
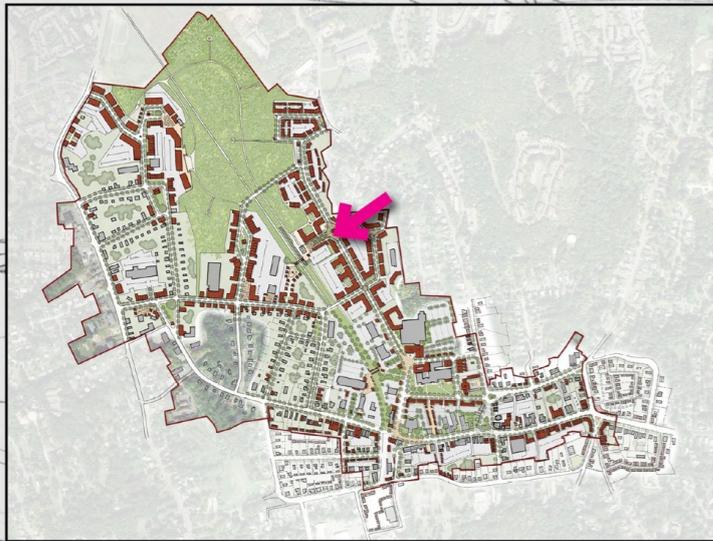
Northwest TOD area entrance



Diamond Ave



Residential along park



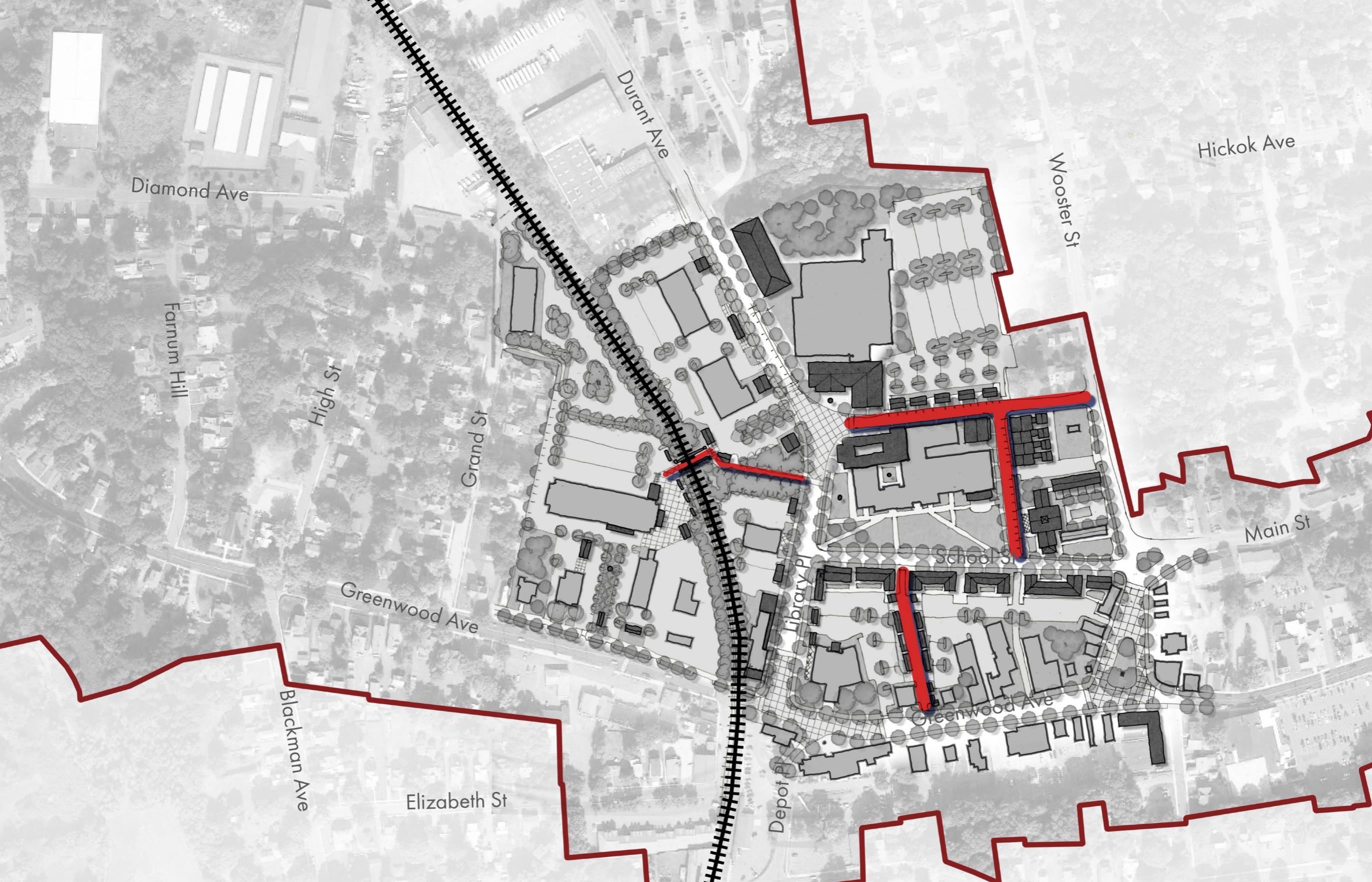
Durant Ave



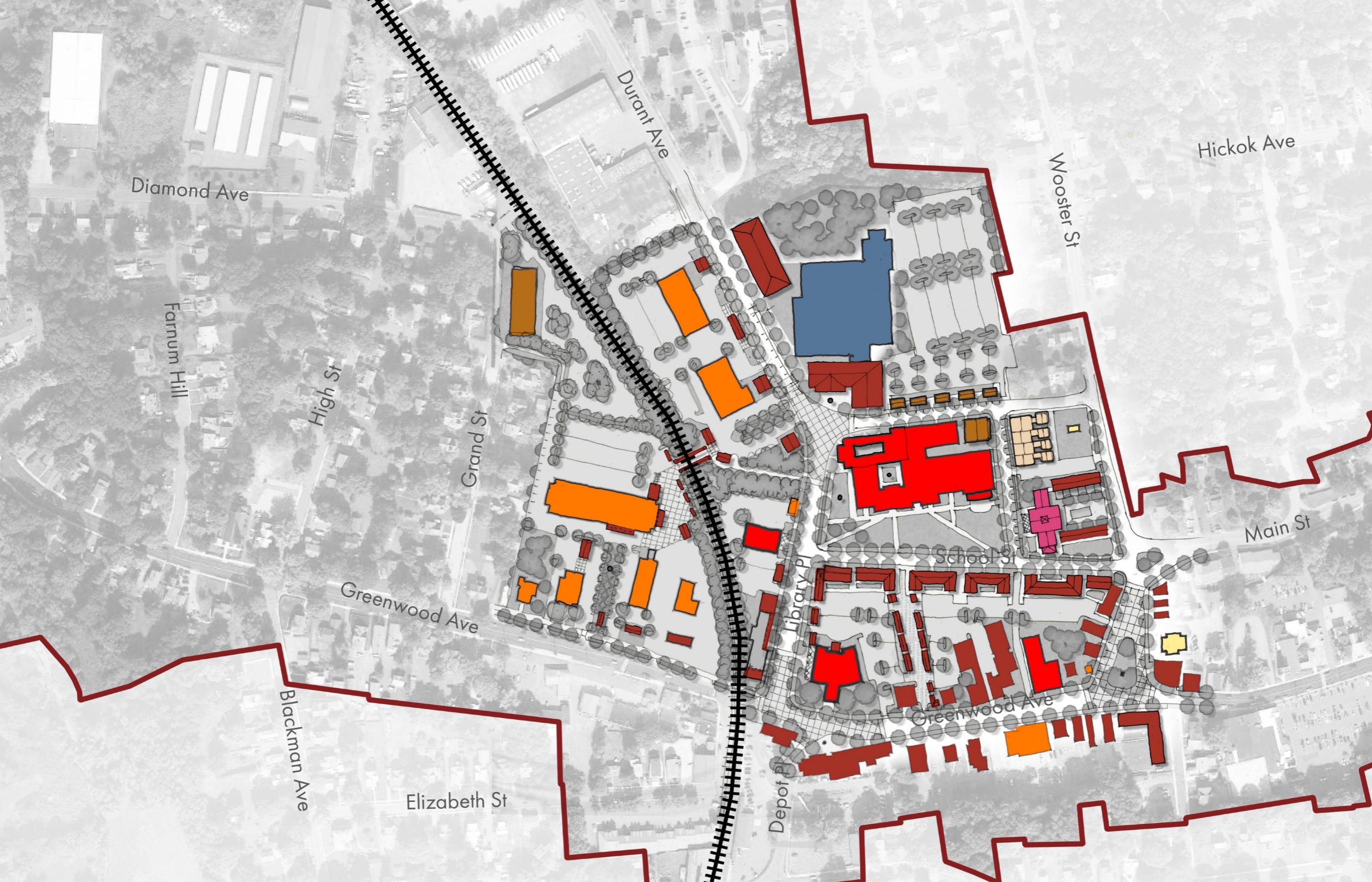
Civic Square Detail



Civic Square Detail: Property Lines



Civic Square Detail: New Streets



Civic Square Detail: Building Types



Retrofit Dolan Plaza

Dallas, Texas



Commercial Village Center

Townscaping: Parking Lots Enclosed as an Urban Plaza

Cranston, Rhode Island



Inserting Greens in Parking Lots

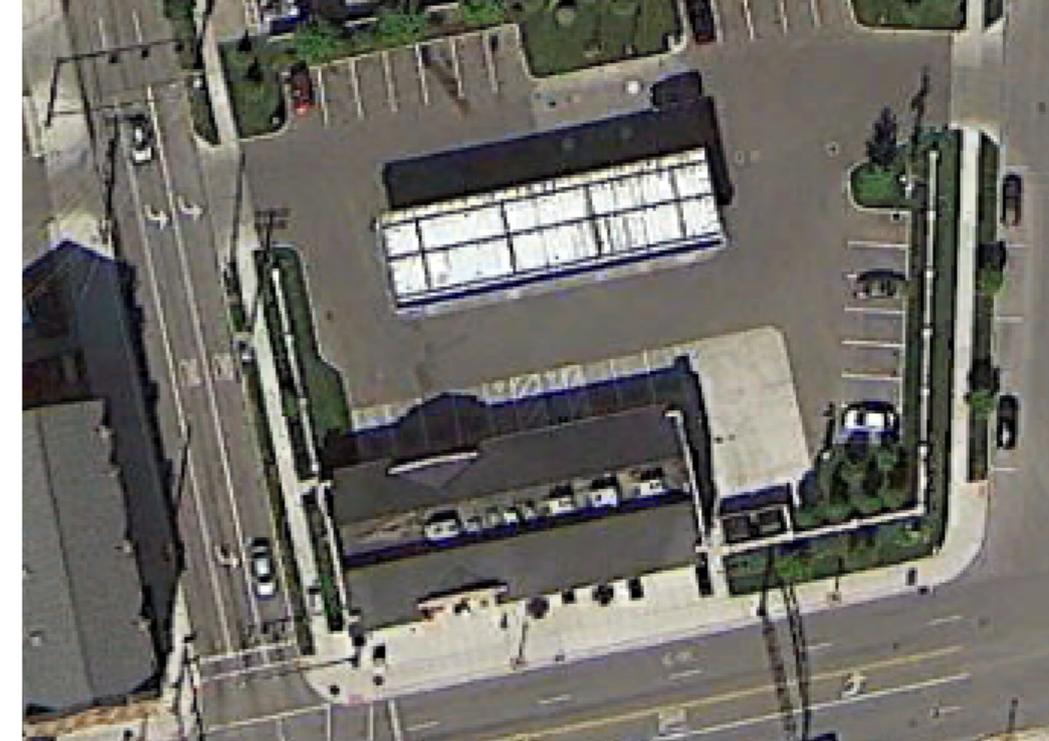
Townscaping: Gathering Places & Focal Points



Bring Front Doors to Key Street Frontages

Townscaping: Screening Parking Lots

Columbus, Ohio

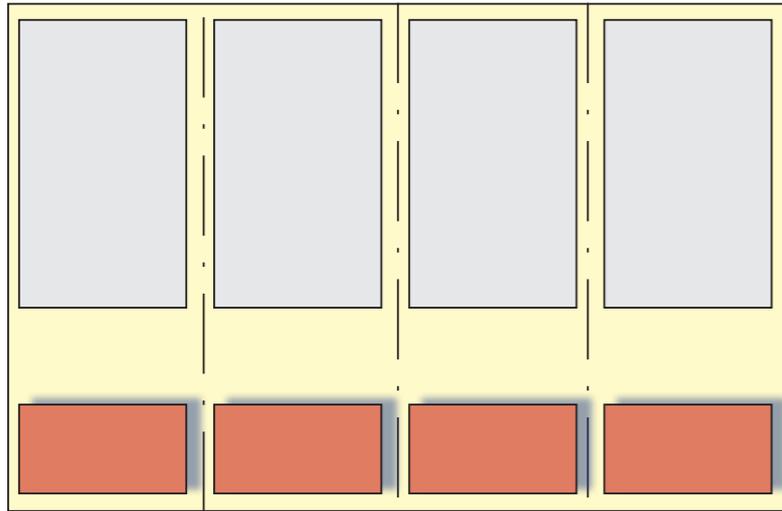


Reversing the Gas Pumps: Convenience Store on Sidewalk

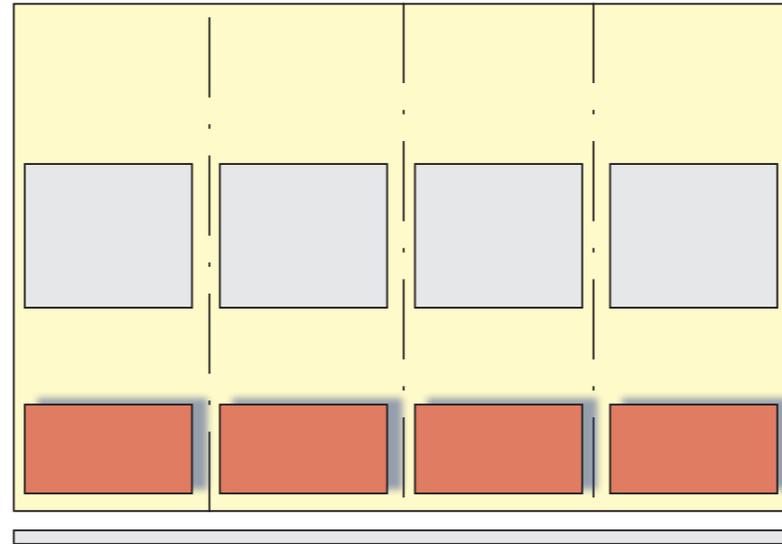
Townscaping: Gas Backwards



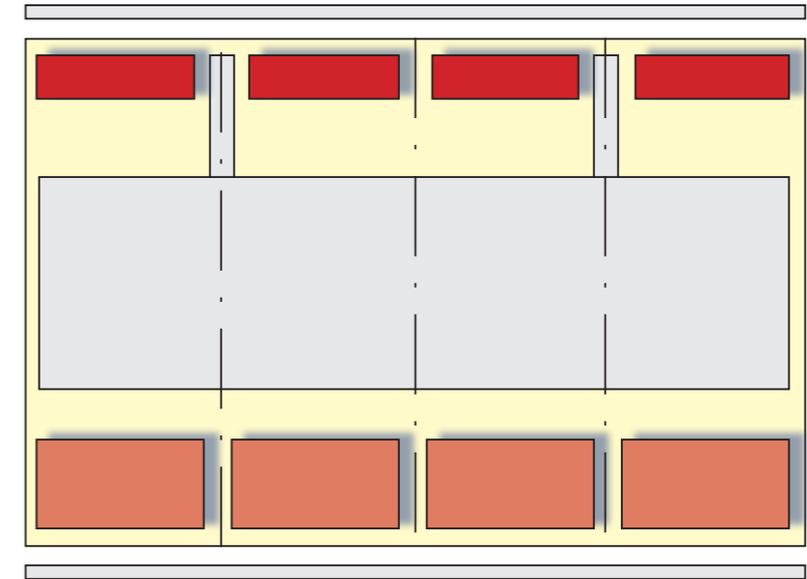
Parking excess



Required by code
5 or 6 spaces /1,000 sf of retail



Step 1: Reduced parking
3 spaces/1,000 sf of retail
+ 1 space /1,000 sf on street



Step 2: TOD parking
3 spaces/1,000 sf of retail
+ 1 space /1,000 sf on street
+ 25% shared parking reduction

Parking Analysis

Existing Parking Total:	218
Existing Required Parking Total:	163

Proposed new required parking:	109
25% reduction for shared parking:	-27
Total new parking:	82
Existing:	177
Excess Spaces (+30,000 sf):	95



Parking Analysis



Fronting on School Street



Pop-Up Retail Liner Buildings

Townscaping: Screening Parking Lots



Activating Shopfronts

Maker and Entrepreneurial Spaces



Business Accelerator



Food Start-Up Row

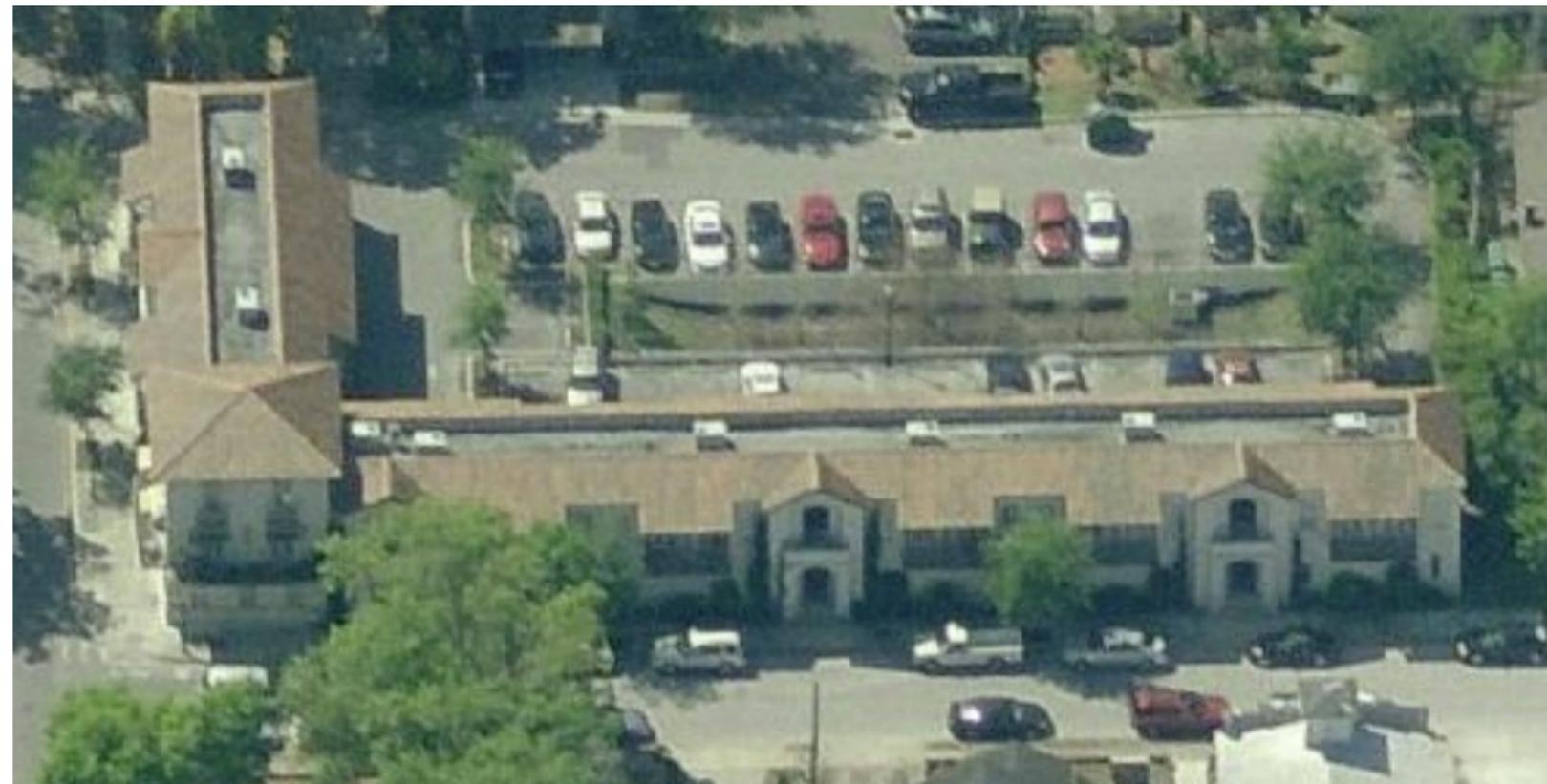
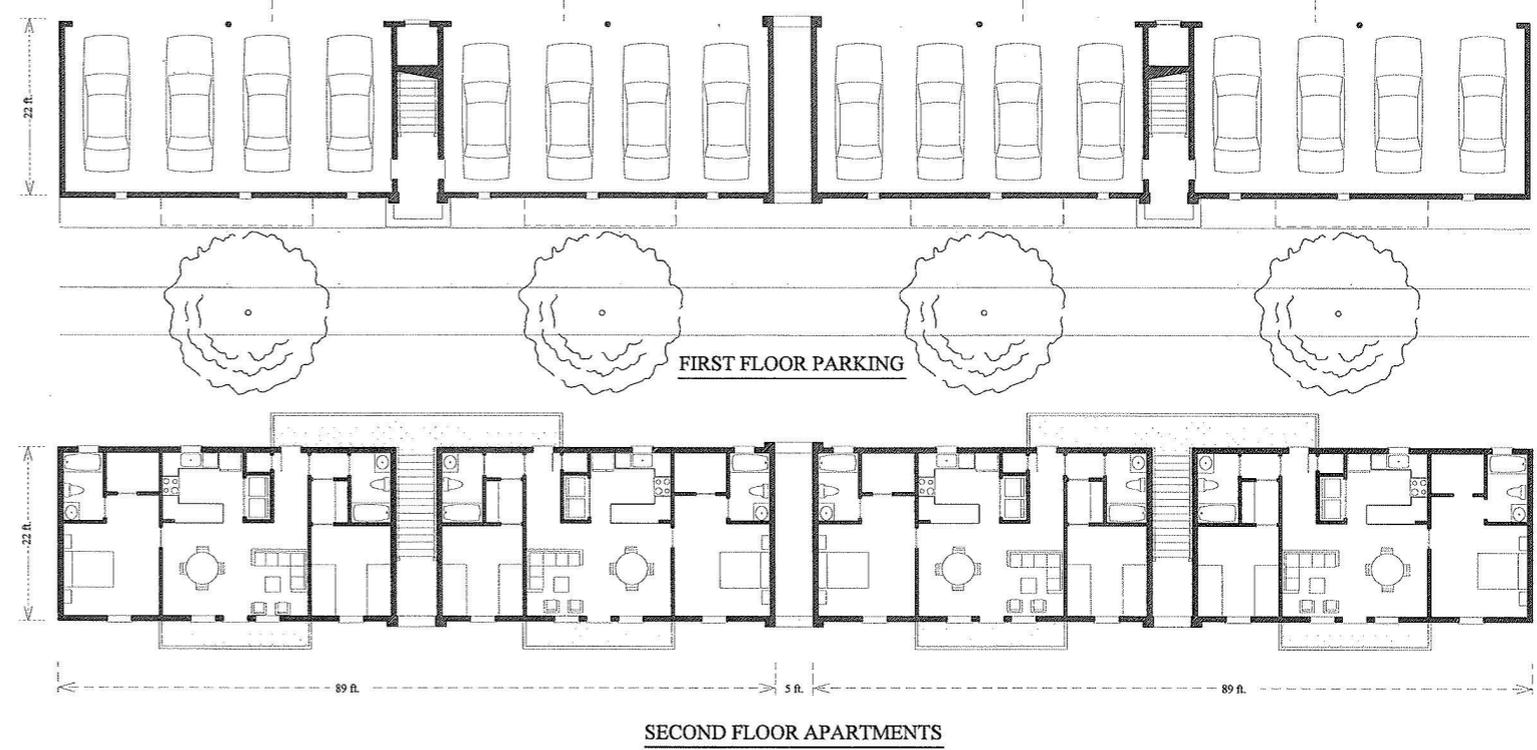


Incubator Space: Rotating Businesses

Activating Shopfronts

Maker and Entrepreneurial Spaces

Winter Park, Florida



Residential Liner Buildings

Townscaping: Screening Parking Lots

Mashpee, Massachusetts



Mixed-Use Parking Liner Buildings

Townscaping: Screening Parking Lots



Connecting Municipal Center to Greenwood Ave



New pedestrian court



Public Realm Improvements



Light Imprint Techniques for Crossing the Tracks & Wetlands

Low Impact Boardwalks



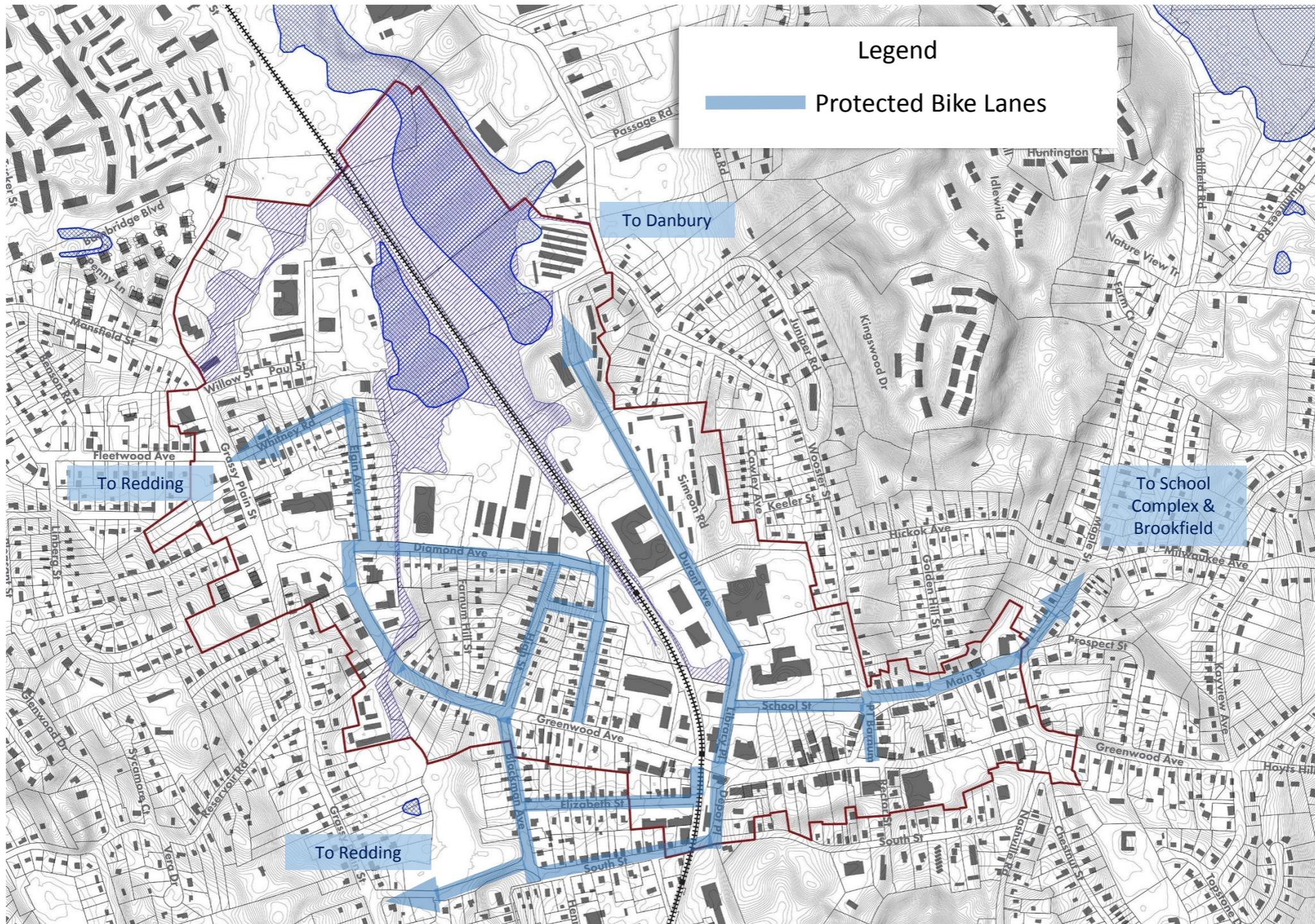
Greenwood Ave



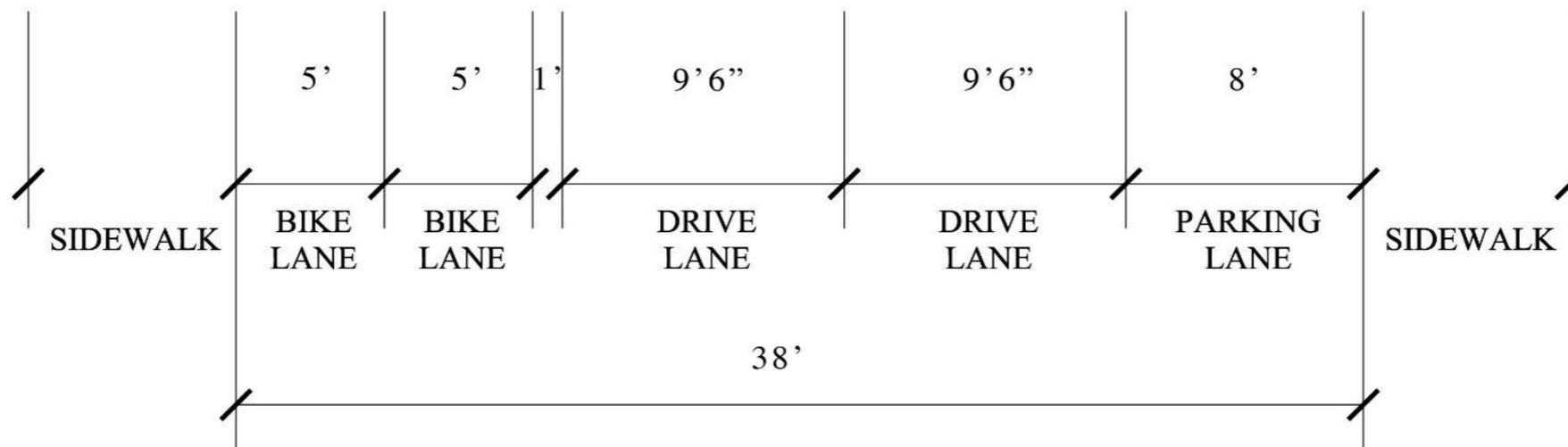
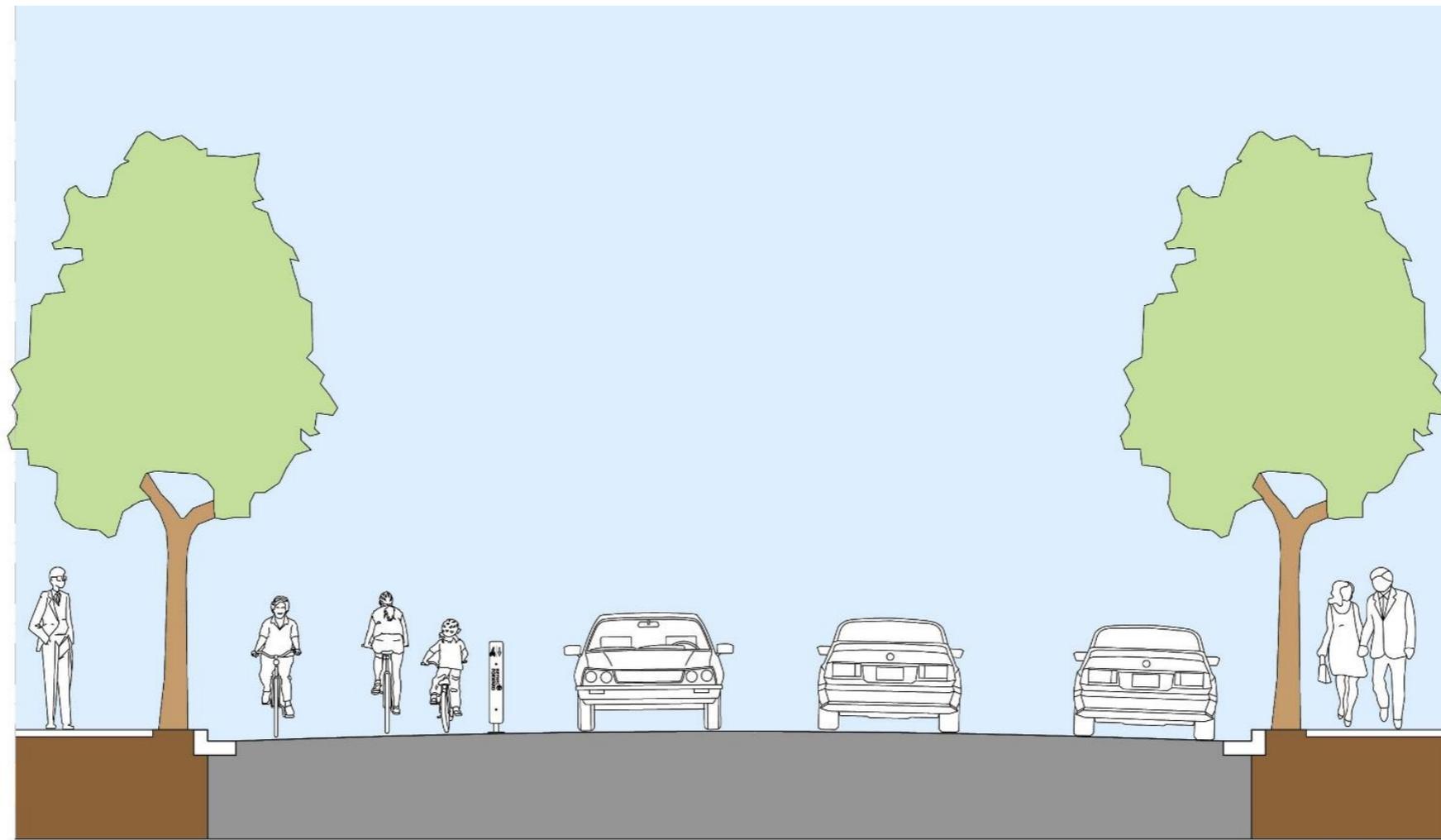
Greenwood Ave



Greenwood Ave

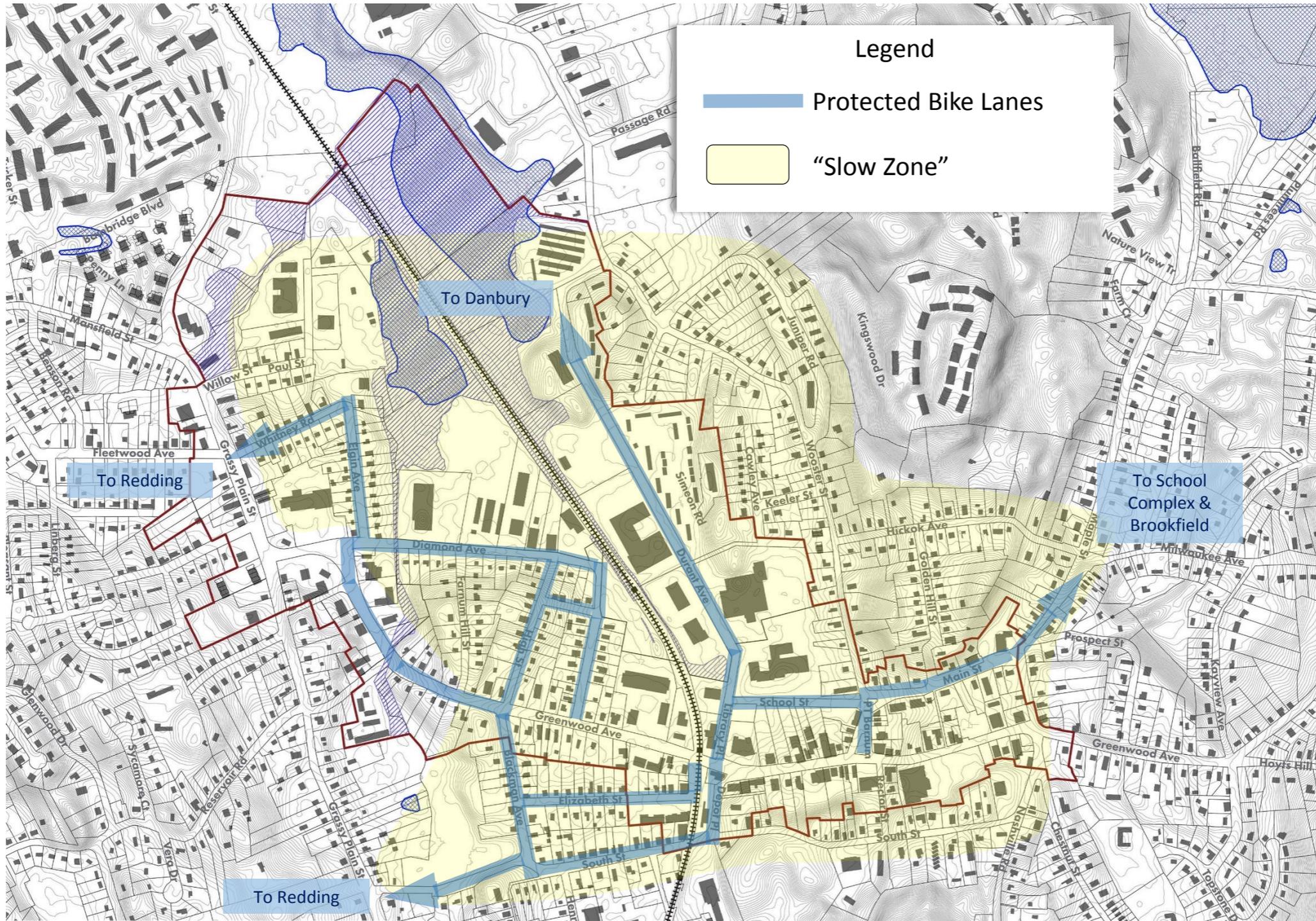


Bethel Center Bicycle Connectivity – Phase 1



 **Protected Bike Lanes**

Bike Master Plan



Bethel Center Bicycle Connectivity – Phase 2



Complete/Converted Streets

- Reduced Speeds – More 20mph Streets
- Safer, Walkable/Bikeable
- On-Street Parking/Traffic Calming

Improving Connectivity

- Bicyclists – Bike Lanes/Sharing
- Pedestrians - Sidewalks!
- Passive Recreation - Multi-use path/boardwalk wetlands
- Town Center Connected Streets

Traffic Flow – All Users

- Modern Roundabouts – Greenwood Avenue Gateways
- Chestnut Street – High Street Intersections
- Safer than Traffic Signals
- Safe for all users
- Attractive and Sustainable – Green Transportation

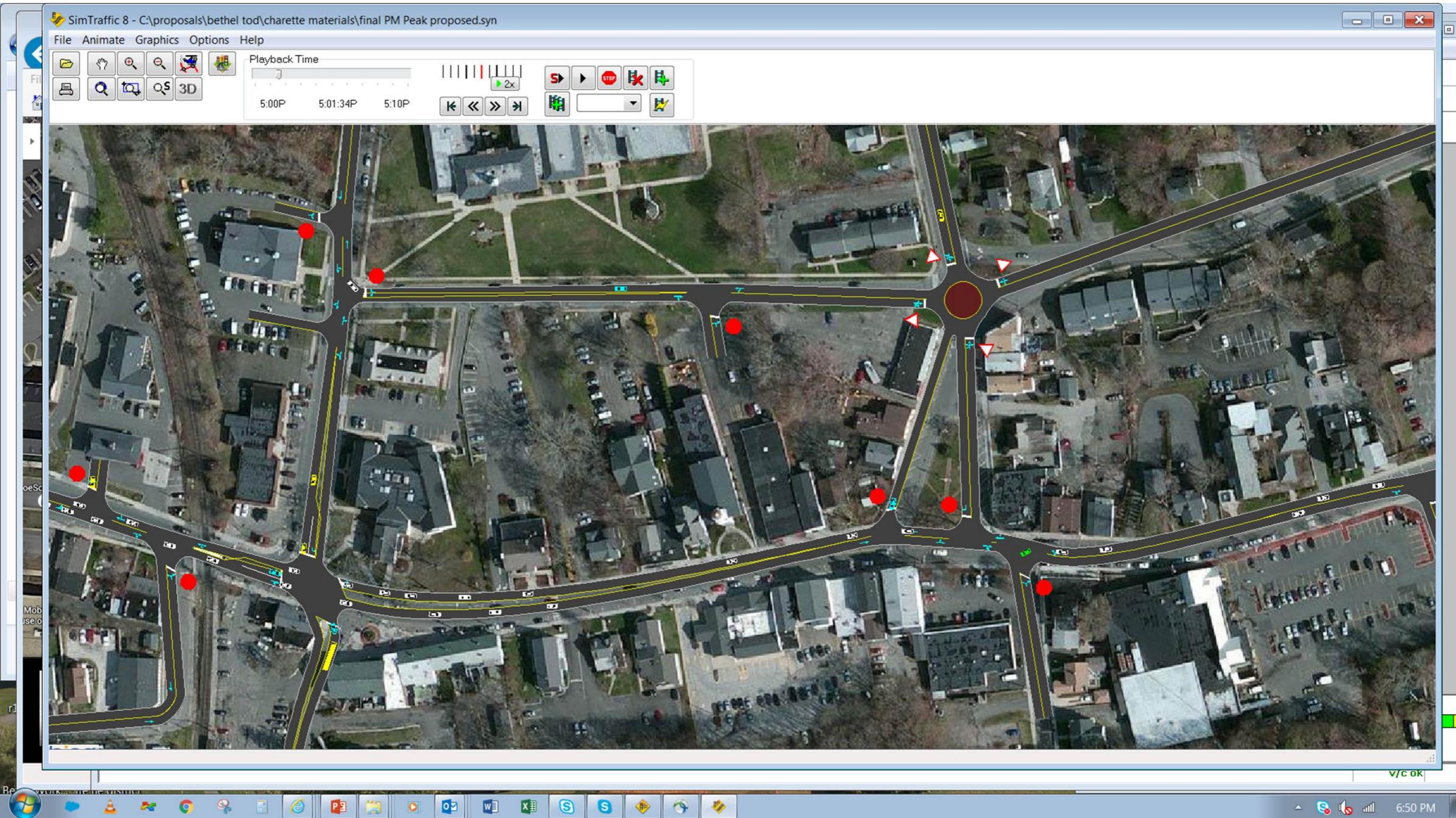
Complete Streets

Québec City, Québec



Roundabout Monuments

Streetscape



Roundabouts

Walk

Principle 1
15 points

A. The pedestrian realm is safe and complete.

- 1.1 Walkways: Percentage of block frontage with safe, wheelchair-accessible walkways. (3 points)
- 1.2 Crosswalks: Percentage of intersections with safe, wheelchair-accessible crosswalks in all directions. (3 points)

B. The pedestrian realm is active and vibrant.

- 1.3 Visually Active Frontage: Percentage of walkway segments with visual connection to interior building activity. (6 points)
- 1.4 Physically Permeable Frontage: Average number of shops and pedestrian building entrances per 100 meters of block frontage. (2 points)

C. The pedestrian realm is temperate and comfortable.

- 1.5 Shade & Shelter: Percentage of walkway segments that incorporate adequate shade or shelter element. (1 point)

Cycle

Principle 2
5 points

A. The cycling network is safe and complete.

- 2.1 Cycle Network: Percentage of total street segments with safe cycling conditions. (2 points)

B. Cycle parking and storage is ample and secure.

- 2.2 Cycle Parking at Transit Stations: Secure multi-space cycle parking facilities are provided at all high-capacity transit stations. (1 point)
- 2.3 Cycle Parking at Buildings: Percentage of buildings that provide secure cycle parking. (1 point)
- 2.4 Cycle Access in Buildings: Buildings allow interior access for cycles and cycle storage within tenant-controlled spaces. (1 point)

Connect

Principle 3
15 points

A. Walking and cycling routes are short, direct and varied

- 3.1 Small Blocks: Length of the longest block (long side). (10 points)

B. Walking and cycling routes are shorter than motor vehicle routes.

- 3.2 Prioritized Connectivity: Ratio of pedestrian and cycle intersections to motor vehicle intersections. (5 points)

Transit

Principle 4
TOD Requirement

A. High quality transit is accessible by foot.

- Required 4.1 Walk Distance to Transit: Walk distance (meters) to the nearest transit station.

LEGEND

Full Compliance

Partial Compliance

Gold
Silver
Bronze

Mix

Principle 5
15 points

A. Trip lengths are reduced by providing diverse and complementary uses.

- 5.1 Complementary Uses: Residential and non-residential uses combined within same or adjacent blocks. (10 points)
- 5.2 Accessibility to Food: Percentage of buildings that are within 300 meters radius of an existing, or planned, source of fresh food. (1 point)

B. Lower income groups have short commutes.

- 5.3 Affordable Housing: Percentage of residential units provided as affordable housing. (4 points)

Densify

Principle 6
15 points

A. Residential and job densities support high quality transit and local services.

- 6.1 Land Use Density: Average density in comparison to local conditions. (15 points)

Compact

Principle 7
15 points

A. The development is in an existing urban area.

- 7.1 Urban Site: Number of sides of the development adjoining an existing built-up area. (10 points)

B. Travelling through the city is convenient.

- 7.2 Transit Options: Number of stations on different transit lines that are accessible within walking distance. (5 points)

Shift

Principle 8
10 points

A. The land occupied by motor vehicles is minimized.

- 8.1 Off-Street Parking: Total off-street area dedicated to parking as a percentage of total land area. (10 points)
- 8.2 On-Street Parking: Average number of driveways per 100 meters of block frontage. (1 point)
- 8.3 Roadway Area: Total road area used for motor vehicle travel and on-street parking as percentage of total land area. (1 point)

PRINCIPLES, OBJECTIVES & METRICS



TOD Bronze / Silver / Gold Standard

The BAD news:

- Zoning Code is quite conventional
- Too much use separation
- Min lot sizes & widths too big (10,000 sf /100 ft in VC)
- Setback requirements too great
- Parking requirements too onerous
- Retail uses too limited
- No min. frontage requirements
- Multi-family needs to be reviewed

The GOOD news:

- Parking reductions allowed in VC
- Additional reductions for shared parking
- Encouragement of shared entrances and driveways
- More than 1 building /lot permitted
- Home occupation permitted
- Leniency for removing setbacks on adjoining lots

New regulations required



Powerlines on Greenwood Avenue: Existing

Repairing the Townscape



Powerlines on Greenwood Avenue: Proposed

Repairing the Townscape



Iconic Former Nelson Hardware:

Repairing the Townscape with Historic Tax Credits



Iconic Former Nelson Hardware: Existing

Repairing the Townscape with Historic Tax Credits



Iconic Former Nelson Hardware: Proposed

Repairing the Townscape with Historic Tax Credits



Greenwood Avenue: Existing Blank Walls/ Plain Frontages

Repairing the Townscape



Greenwood Avenue: Proposed Active/Enhanced Frontages

Repairing the Townscape



FET

CASA

VERANO
BAKERY

BETHEL
2015