

# Downtown Now!

Derby's Blueprint for Progress



## Final Presentation

**DPZ PARTNERS, LLC**

*IN CONSULTATION WITH:*

CDM SMITH NEW HAVEN

THE WILLIAMS GROUP

URBAN 3

GIANNI LONGO & ASSOCIATES

GOOD EARTH ADVISORS

ROBERT ORR & ASSOCIATES

# The Project



# Local Site Context

Months 1 - 4  
July - November



- Existing conditions analysis
- Market & Fiscal analysis
- Transportation Analysis
- Infrastructure Analysis
- Public Outreach

Month 4  
November



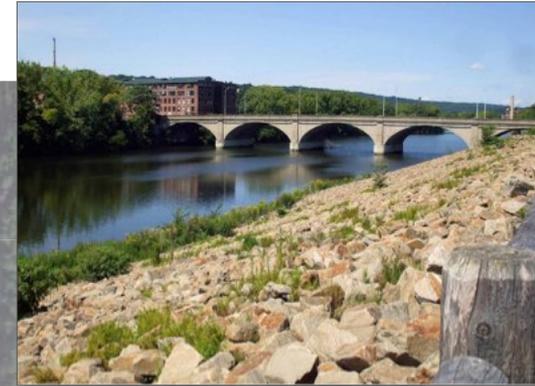
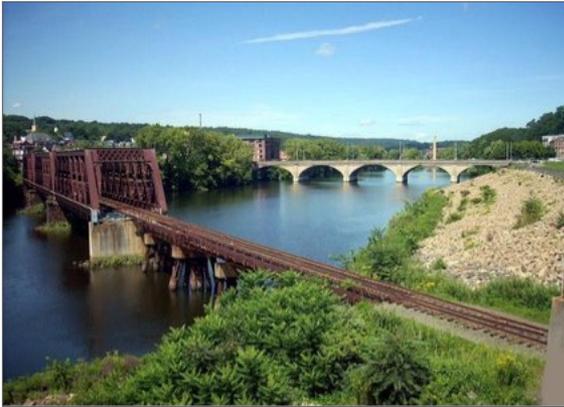
- Design Charrette

Months 4 - 8  
November - March



- Vision Plan & Supporting Docs
- Creation of Design Guidelines
- Developer RFP

# Project Tasks by Phase



### CHALLENGES

- Currently isolated
- Challenged access
- Site's history
- Surrounding thoroughfares
- Visually unappealing, now
- Sewage plant
- Multiple ownership

### OPPORTUNITIES

- Gateway
- River access
- Greenway access
- Proximity to train station
- Walk to downtown
- Reinvention / parcel size

# The Site



### Vision Plan must:

- be technically feasible
- be economically defensible
- be publicly acceptable
- lead to an engaged developer with equity and a proven track record



# Previous proposals

# Public Outreach

# Downtown Now!

Derby's Blueprint for Progress

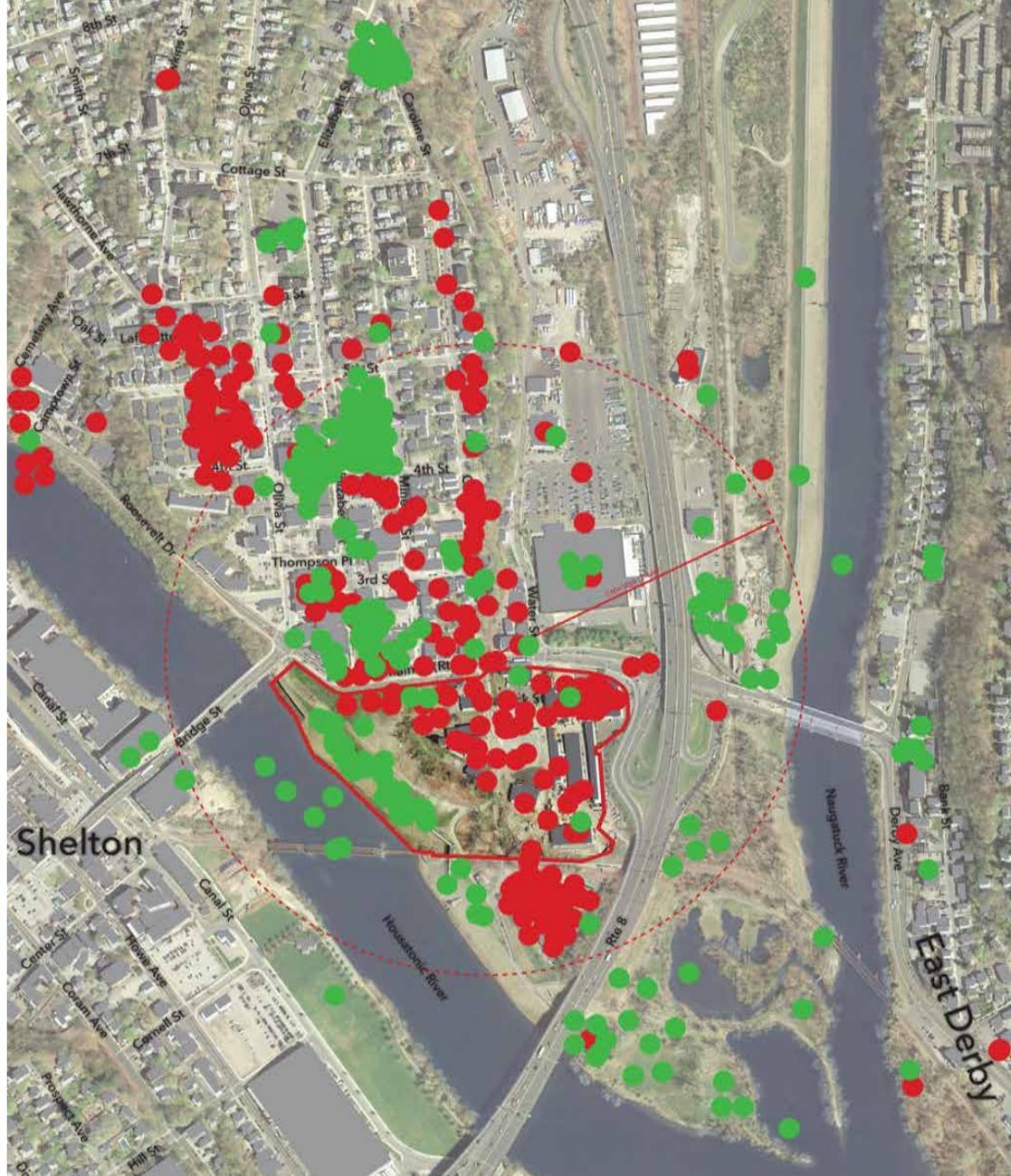
## Community Voices Workshop

September 22, 2016

Everyone is invited! Bring a friend!

6:00 PM to 8:00 PM





*This map shows the combined strong places and weak places identified by participants.*

# Strong & Weak Places

# Downtown Now!

Derby's Blueprint for Progress

## Community Choices Workshop

October 26, 2016

Everyone is invited! Bring a friend!

6:00 PM to 8:00 PM

The Ballroom, 33 Elizabeth Street, Derby  
Please arrive promptly.

Review Community Voices Workshop results.  
Measure them against land use and economic conditions.  
Prioritize.

Imagine Downtown. Make it happen.



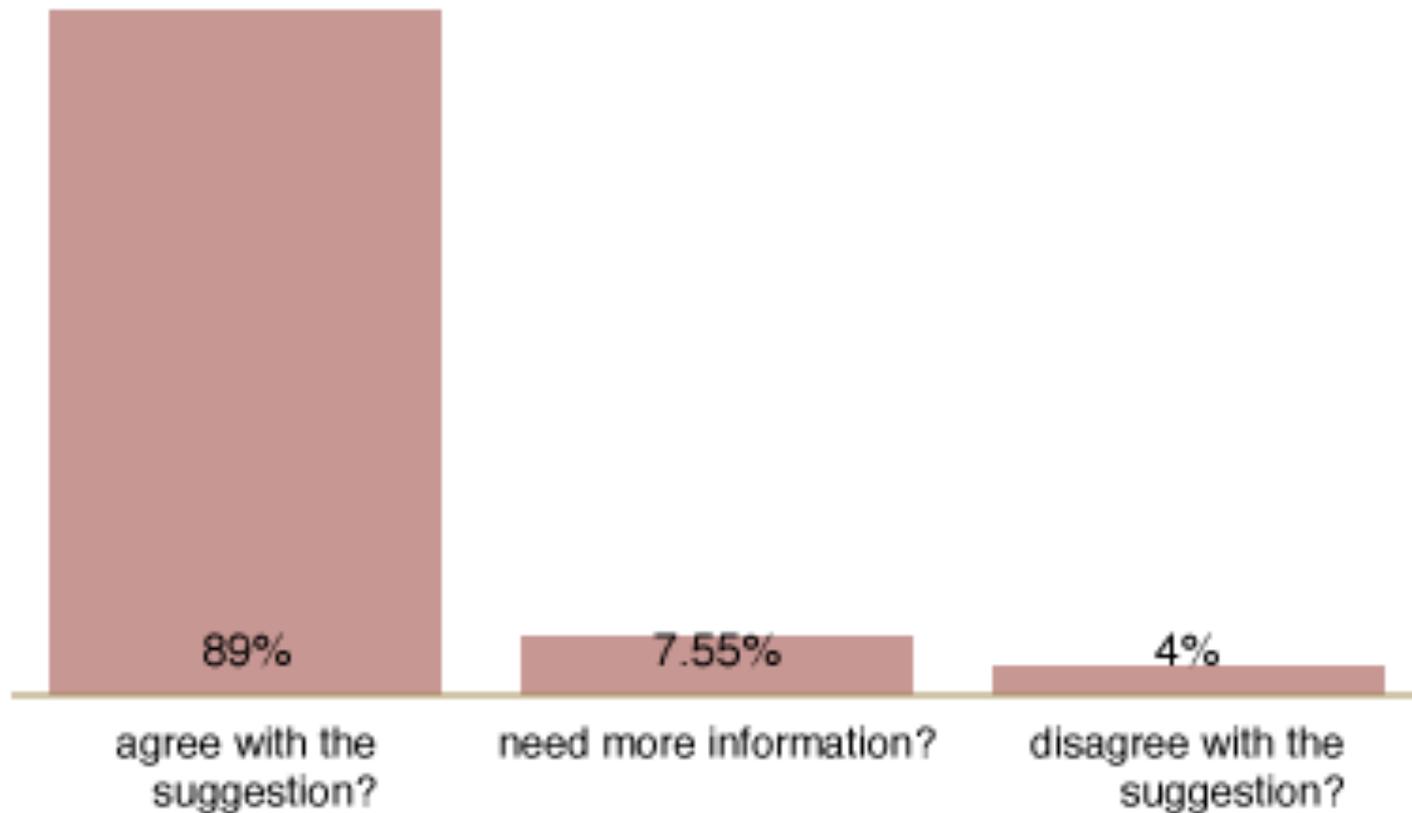
For more information: [derbyct.gov](http://derbyct.gov)



Are you afraid that redevelopment of the site will negatively impact downtown or Derby as a whole?

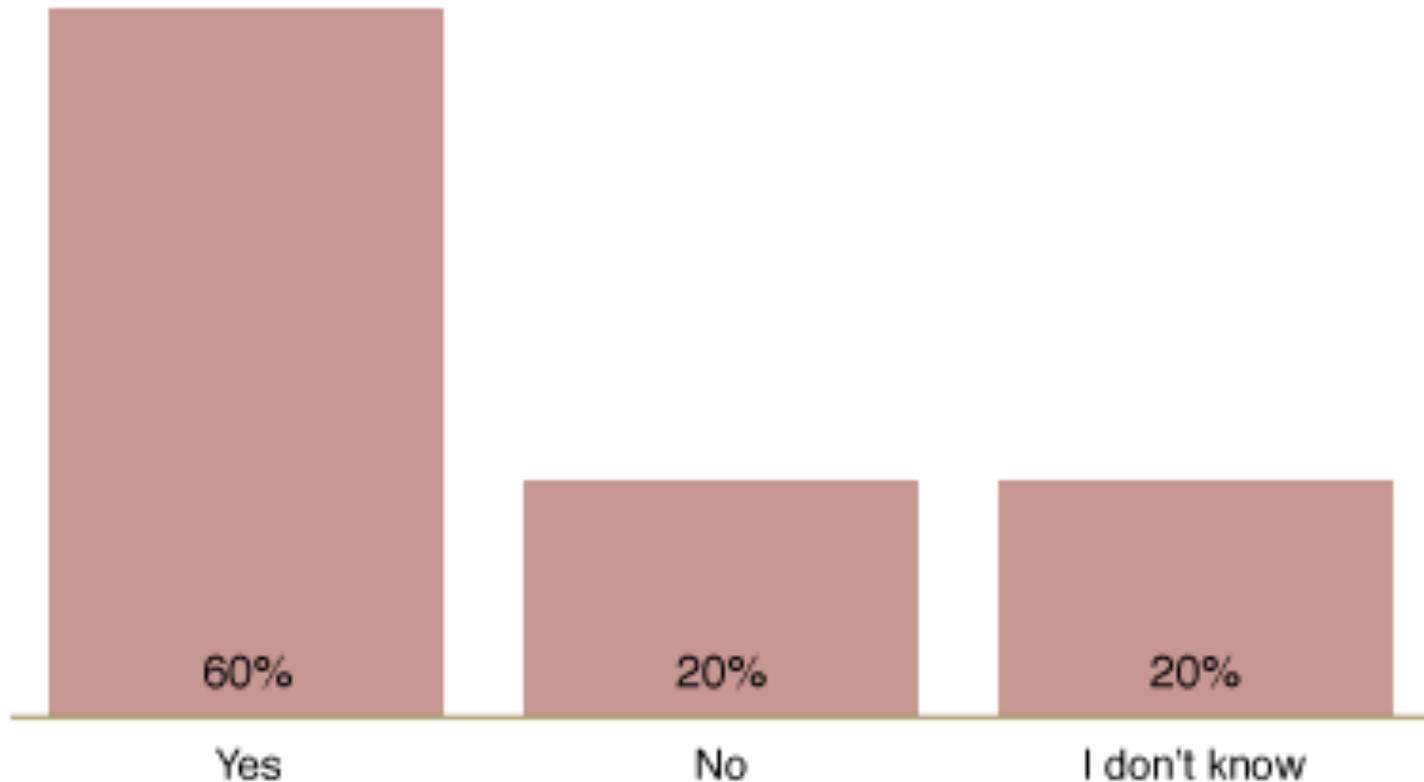


# Safe pedestrian and bike connections between the site, downtown, and Shelton...



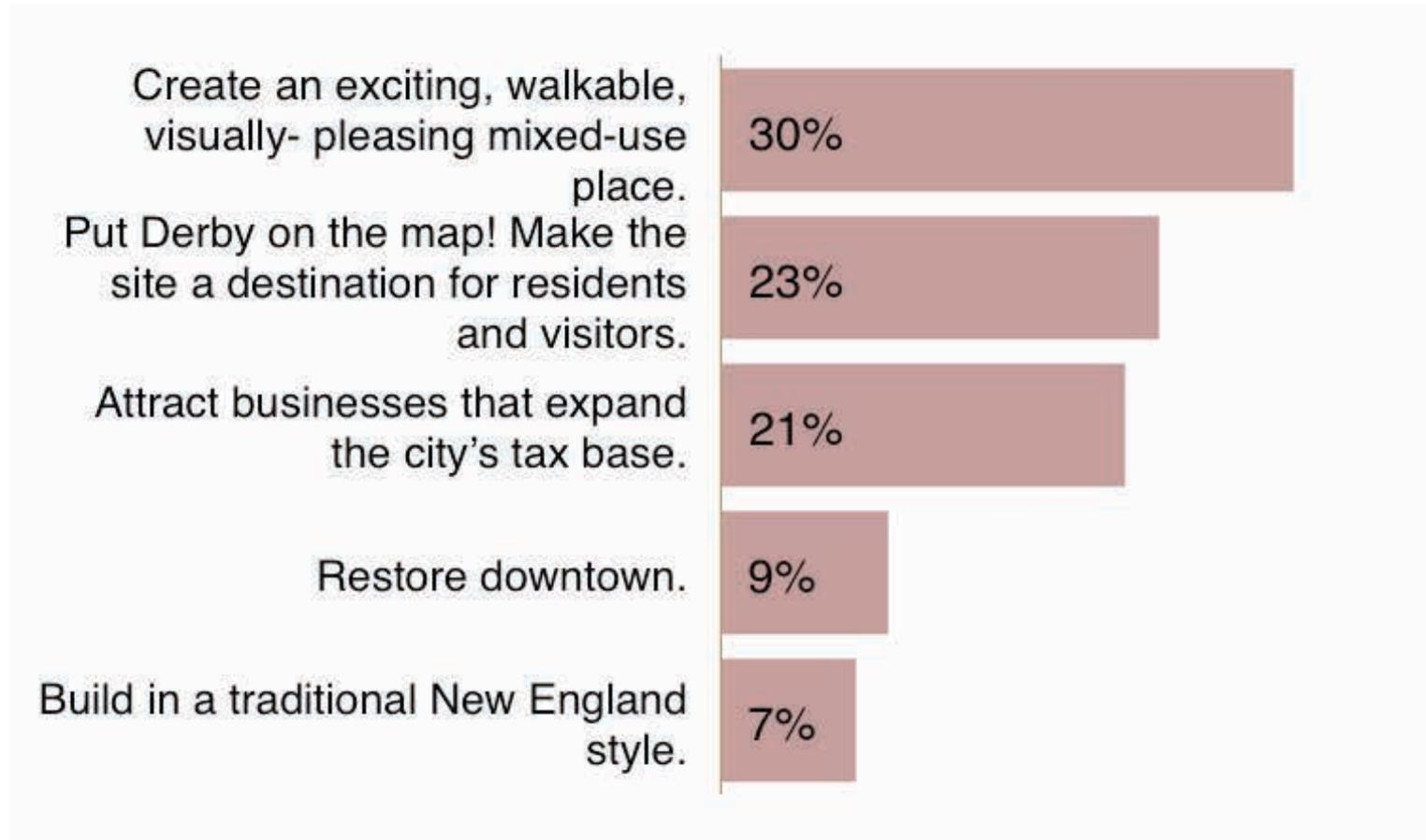
Safe pedestrian & bike connections

Would you support slowing traffic on Main Street at non-peak hours to provide easy access to the site?



Slowing traffic on Main St

# Which of the following goals for the site is most important to you?



# Preliminary Analysis



# Local Site Context



3. Caroline St looking north



4. Main St & Caroline St



5. Main St & Factory St



6. Main St looking southeast over site



1. Hallock St looking southwest



2. Factory St looking northwest

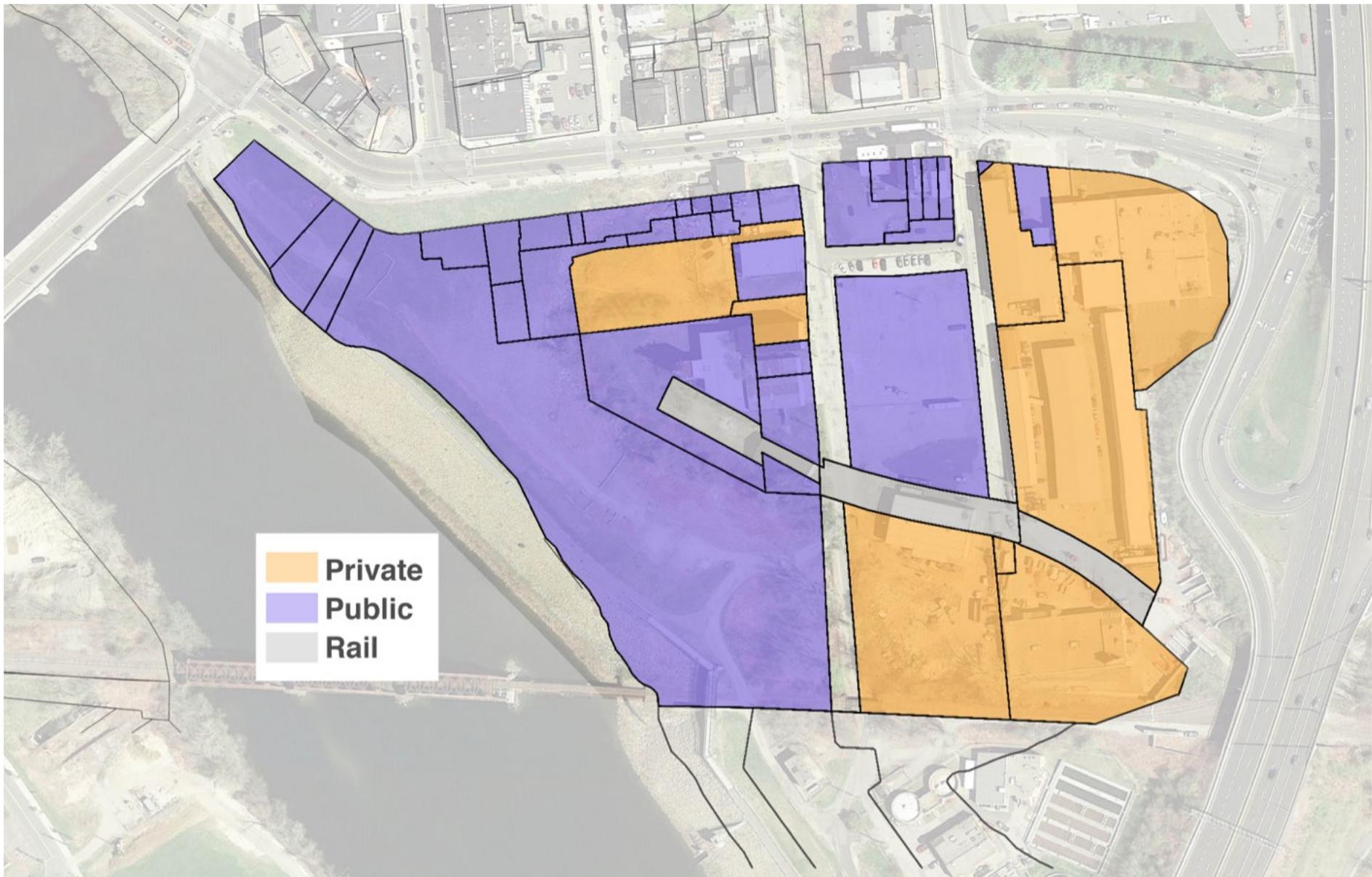


7. Bridge St looking southeast

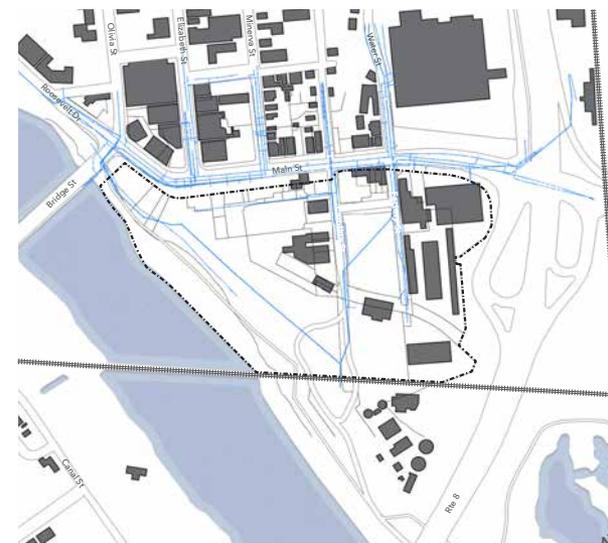
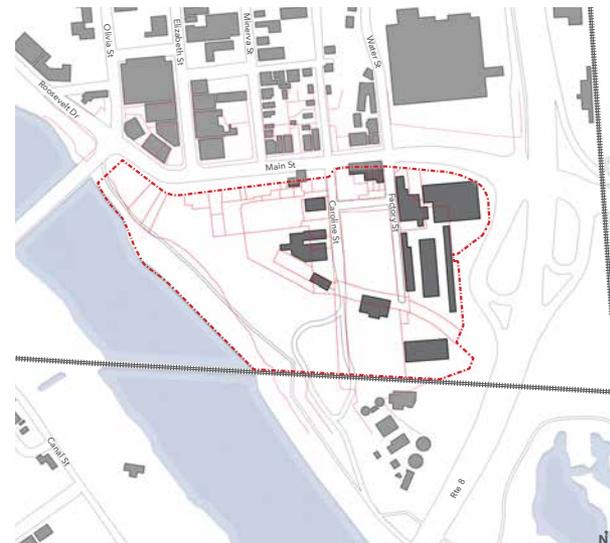


8. Main St looking southwest

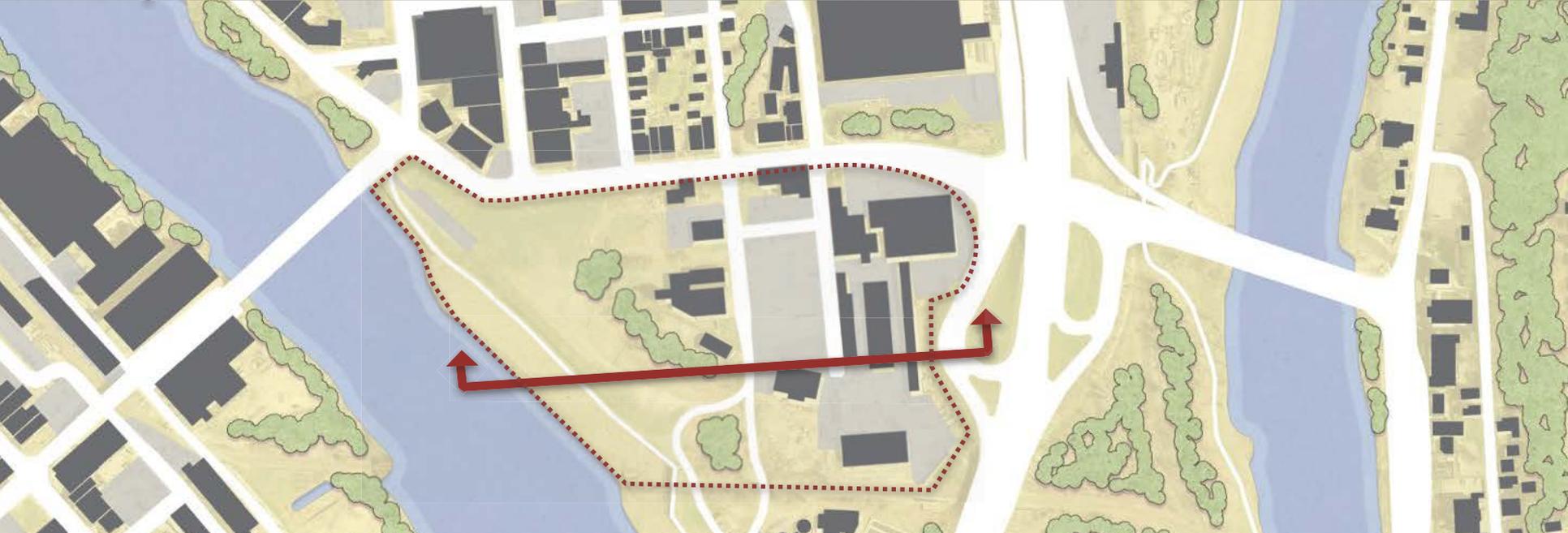
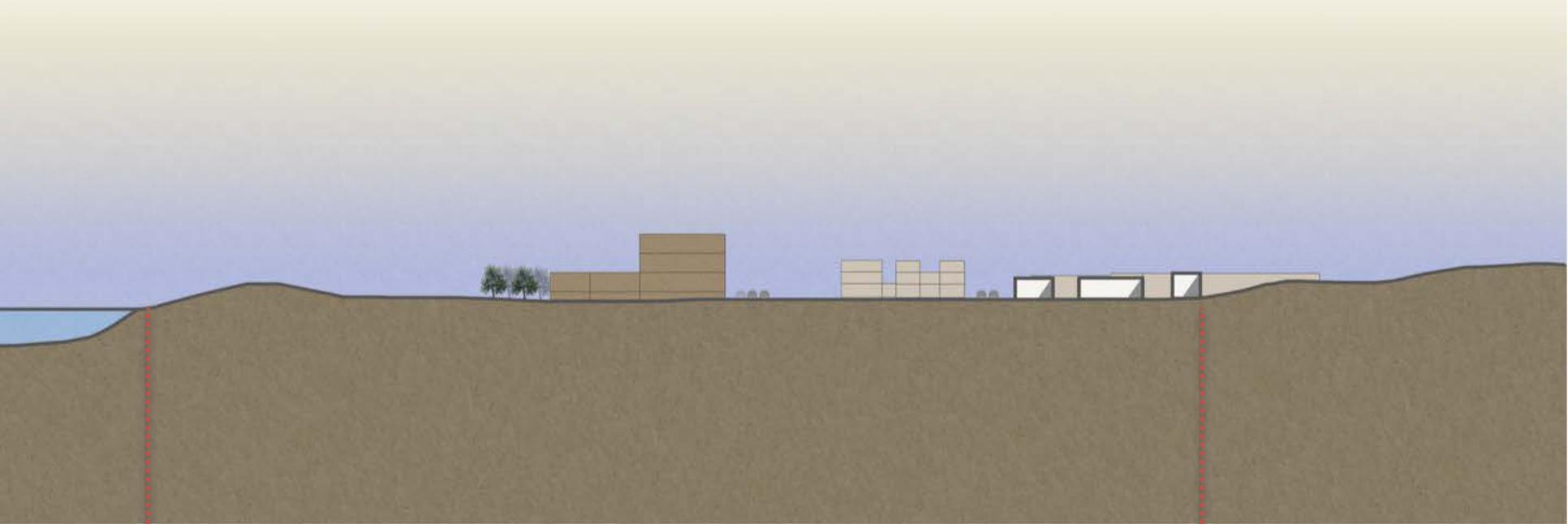
# Site Photos



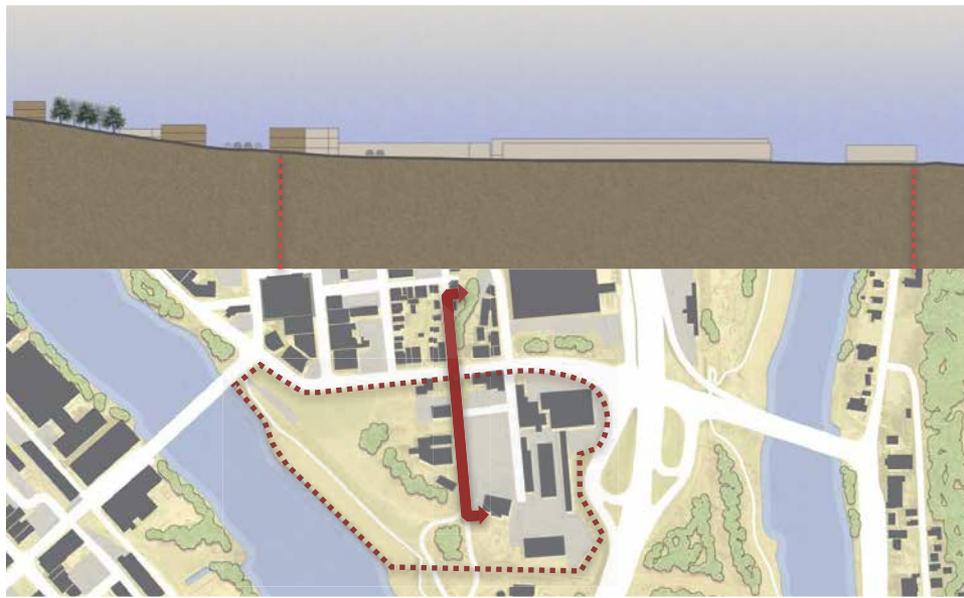
# Property Ownership



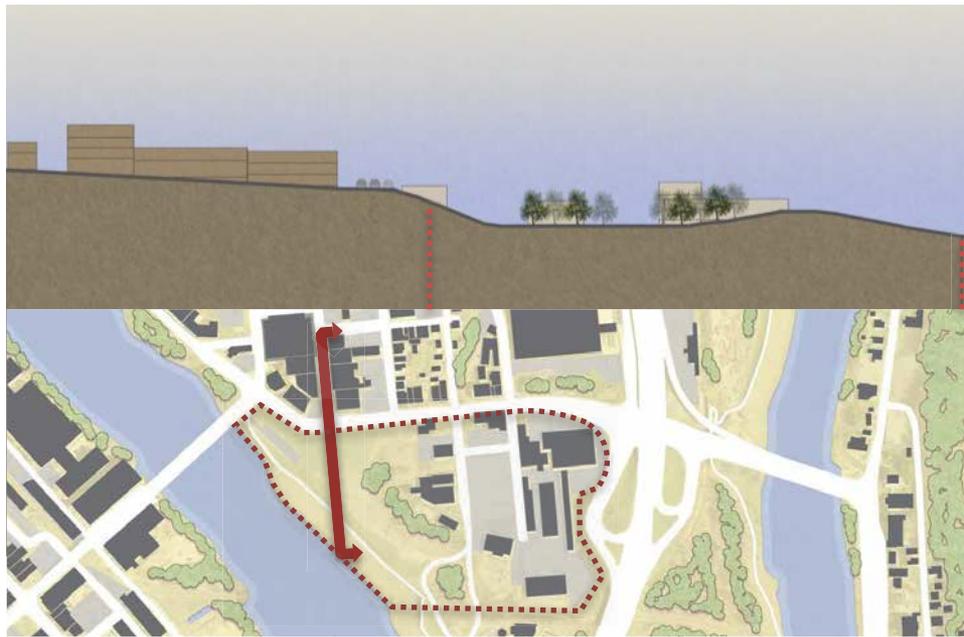
# Existing Conditions Analysis



Cross Site Section



Caroline St



Elizabeth St

# Street Sections



Main Street C. 2005



Main Street C. 2005



Main Street C. 2005



Main Street C. 2005



Rear of Buildings on Main St C. 2005

# The Power of Uniqueness



Before (1929)



After (2015)



Before (1934)



After (2015)



Before (1915)



After (2015)

# Vanishing Beauty



Scale Comparison: Derby Green

MILFORD, CT



Scale Comparison: Milford, CT





# Transportation Issues and Opportunities

## *This is what the economics, demographics and real estate markets indicate:*

- **Economics:** Skills and local jobs do not match trends
- **Demographics:** Significant Millennials can be attracted to Derby
- **Housing:** Only 360 units built in last 16 years and almost no product that is amenity driven, market rate, or targeted to young graduates, Millennials or old Empty nesters—opportunity awaits
- **Retail:** Follows new residential growth, downtown amenities, hip, distinctively local = will have attraction=up to 100,000 SF
- **Institutional:** Anchor with education--growth industries linked to education at a local level can also assist in anchoring the site area and buffer commercial and housing
- **Office and industrial:** Support and foster local business growth in the site area



Avalon Stamford



Boltwood Place, Loft  
Millennial Units



Barretta Gardens

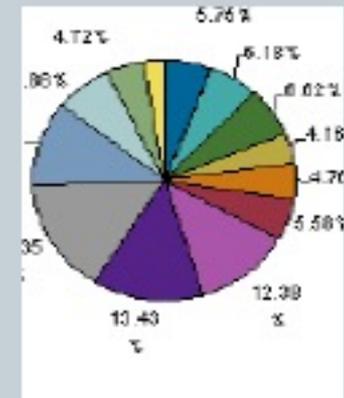
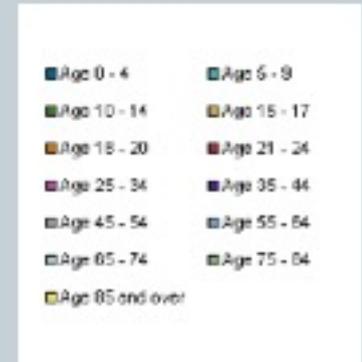
# WELCOME!

Factory Street local business

*Overall, the demographics suggest a shortage of Multi-family housing targeted to Millennials and older Empty Nesters*

- Millennials are quickly outnumbering Boomers nationwide
- 119,000 Millennials (13%), not all of which can or want to live in New Haven or the expensive Shore communities
- Shelton offers significant housing options at higher prices and can accommodate these empty nesters
- Millennials are at or near peak earning =rentals are key
- CT Millennial =2 income family at over \$76K per year

★ Up to 500 new units over next 10 years



*Based on spending power and capture of spending dollars, potentially, Derby can support an additional 84,000 to 139,000 SF of targeted retail*

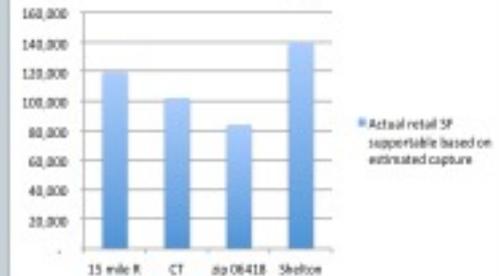


**Retail buying Power and Supportable**

	0.8	0.81	0.79	0.8	0.81
Effective Buying Income rate (EBI)					
EBI per household	\$ 52,000	\$ 55,080	\$ 39,630	\$ 54,000	\$ 42,071
Total Effective Buying Income	\$ 18,408,000,000	\$ 77,112,000,000	\$ 210,040,855	\$ 820,044,000	\$ 5,592,129,646,250
Retail buying rate	0.52	0.53	0.5	0.51	0.53
Total Retail Buying Income	\$ 9,572,160,000	\$ 40,869,360,000	\$ 105,020,428	\$ 418,222,440	\$ 2,962,768,712,513
retail buying income per HH	\$ 27,840	\$ 29,192	\$ 19,815	\$ 27,540	\$ 22,297
Estimated sales per square foot (PSF)	\$ 400	\$ 400	\$ 250	\$ 300	NAP
Retail Supportable SF	23,930,400	102,173,400	420,082	1,394,075	NAP
Capture rate estimate	0.5%	0.10%	20%	30%	

Derby CT Demographics	15 mile R.	CT	zip 06418	Shelton	UNITED STATES
Actual retail SF supportable based on estimated capture	119,652	102,173	84,016	139,407	NOT APPLICABLE
Existing inventory estimate	34,144,994	82,800,000	100,000	500,000	

**Actual retail SF supportable based on estimated capture**

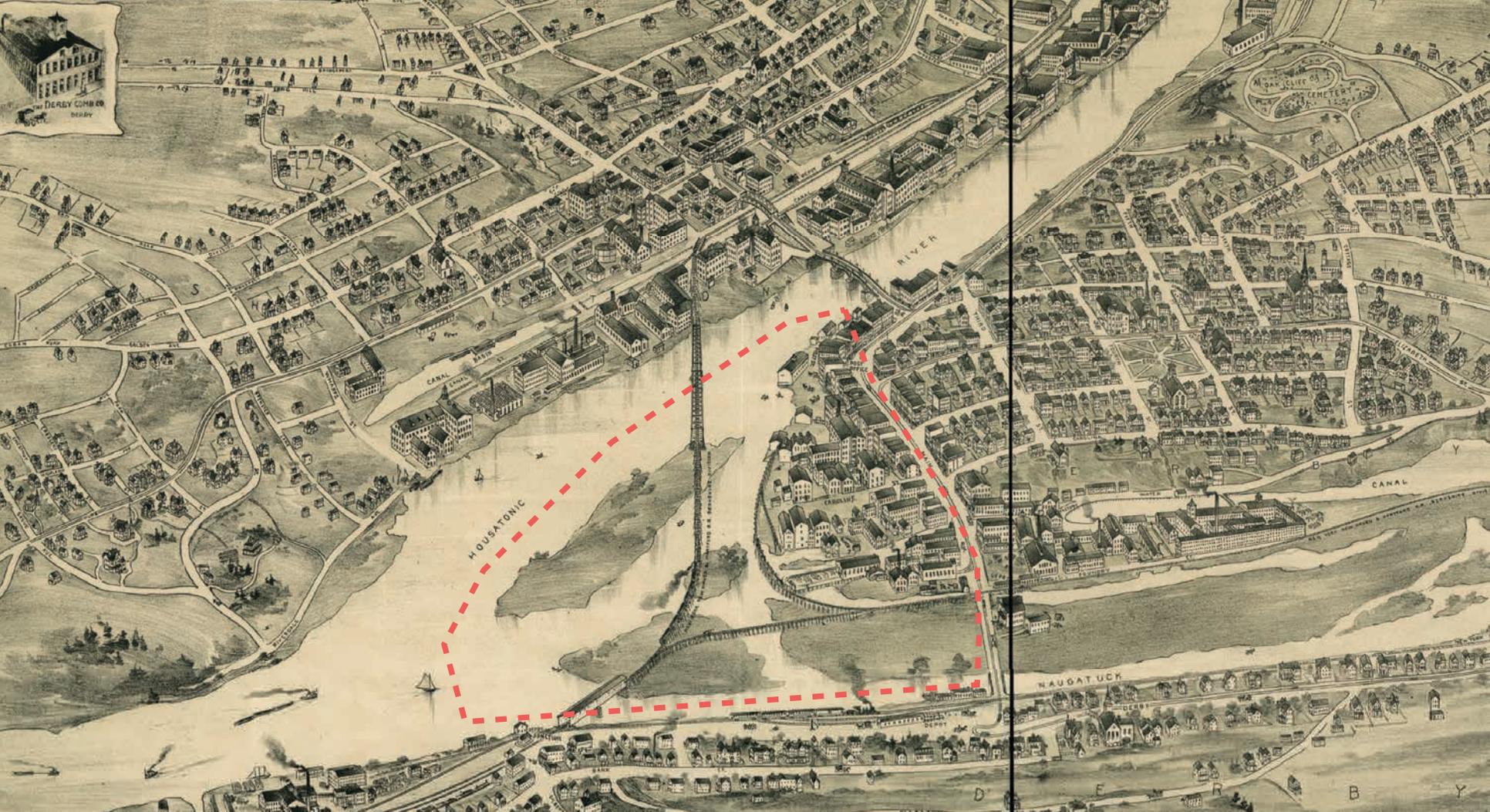


# Dollars & Sense of Land Use Patterns

# DERBY SHELTON

AND  
EAST DERBY, CONN.

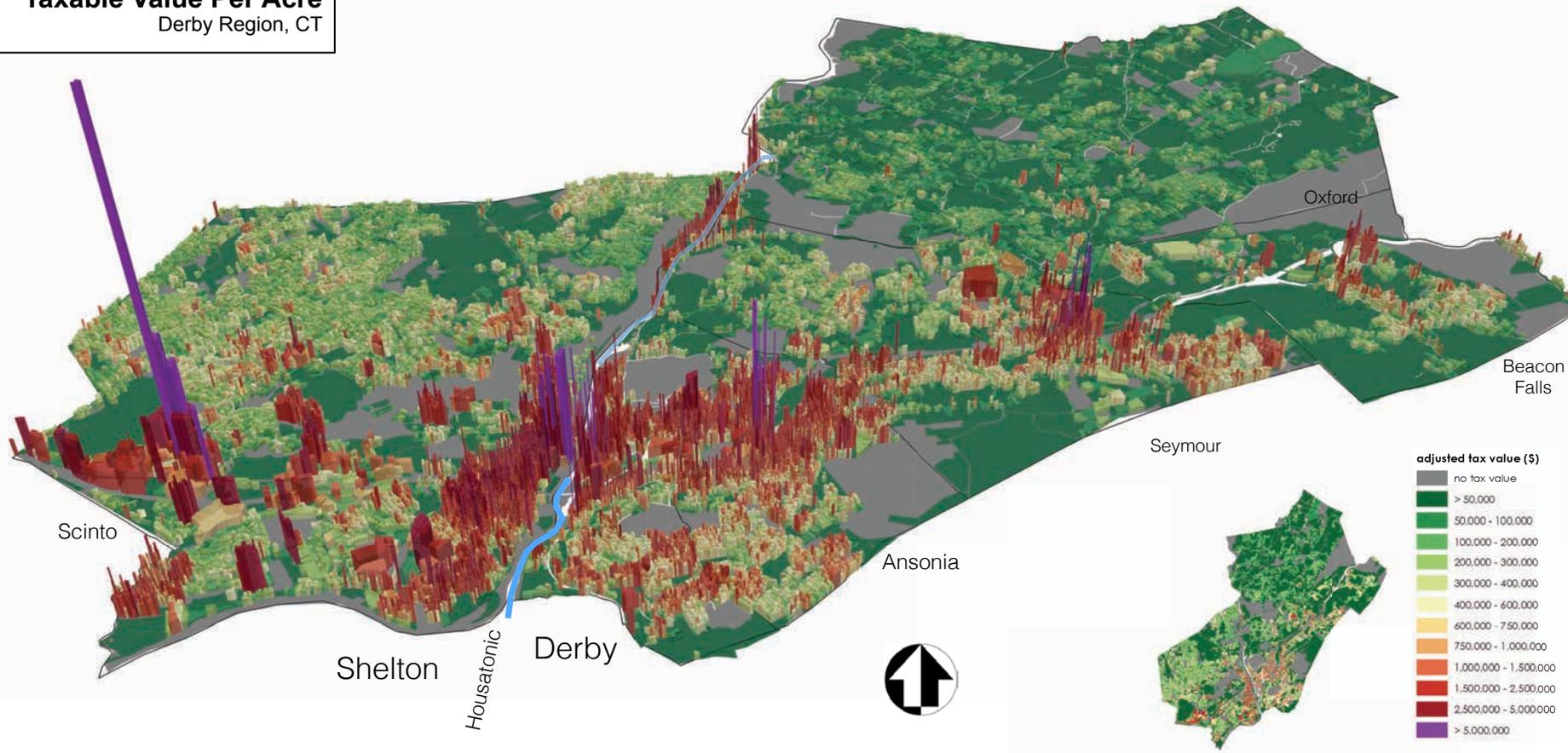
1898



2 cities

# Taxable Value Per Acre

Derby Region, CT



Derby's most productive lands

### Total Taxable Value Downtown Derby, CT



#### Total Taxable Value

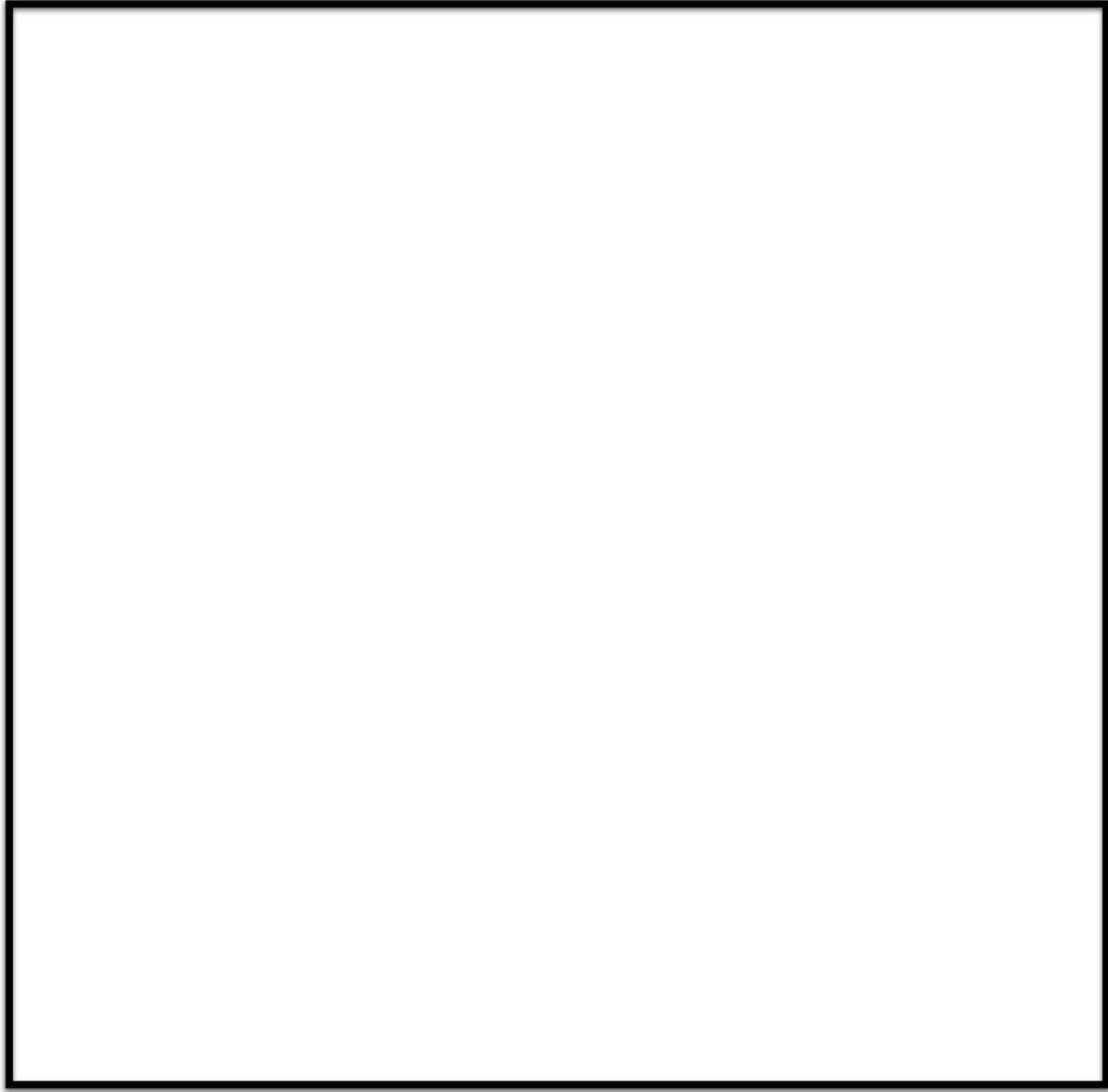
- no tax value
- < \$100,000
- \$100,000 - \$200,000
- \$200,000 - \$300,000
- \$300,000 - \$400,000
- \$400,000 - \$500,000
- \$500,000 - \$600,000
- \$600,000 - \$700,000
- \$700,000 - \$800,000
- \$800,000 - \$1,000,000
- \$1,000,000 - \$2,000,000
- \$2,000,000 - \$5,000,000
- >\$5,000,000



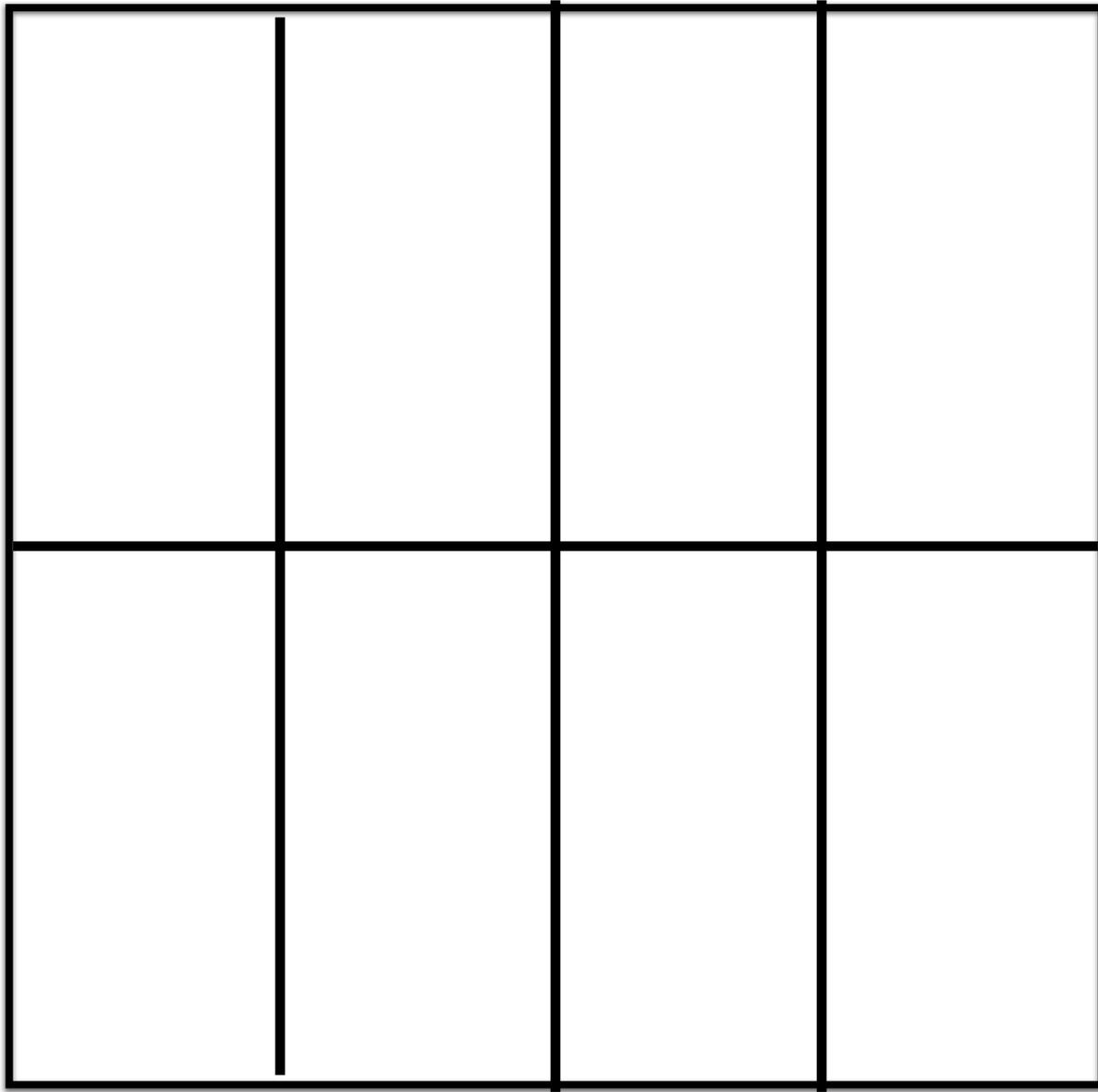
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, AeroGRID, IGN, SDA, Intermap, Inc., Swisstopo, and the GIS User Community

# Taxable Value

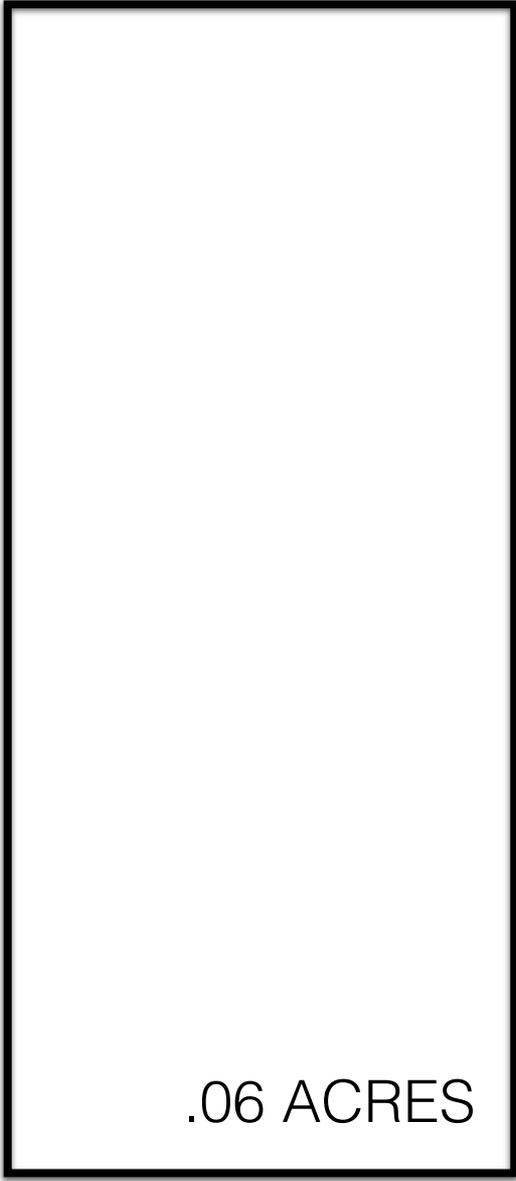




(1) 1 Acre Parcel



(8) 1/8 Acre Parcels



PARCEL SIZE .06 ACRES

PROPERTY ASSESSMENT \$138,740

ASSESSMENT/ACRE \$2,312,333

MILL RATE 3937

TAX/ACRE = **\$91,037**

PARCEL SIZE .58 ACRES

PROPERTY ASSESSMENT \$454,300

ASSESSMENT/ACRE \$783,276

MILL RATE 3937

TAX/ACRE = **\$30,838**



33 Elizabeth Street

PARCEL SIZE .28 ACRES

PROPERTY ASSESSMENT \$320,460

ASSESSMENT/ACRE \$1,144,500

MILL RATE 3937

TAX/ACRE = **\$45,059**



263 Caroline Street

PARCEL SIZE 12.78 ACRES

PROPERTY ASSESSMENT \$8,203,720

ASSESSMENT/ACRE \$641,919

MILL RATE 3937

TAX/ACRE = **\$44,722**



Home Depot

POTENTIAL TAX REVENUE

PARCEL SIZE 3.6 ACRES

PROPERTY ASSESSMENT \$2,725,800

ASSESSMENT/ACRE \$75,7167

MILL RATE 3937

POTENTIAL TAX/ACRE **\$52,751**

PARKING INCOME

CARS/ACRE 64

PARKING INCOME @ \$10/DAY (EXPENSE NIC)/ACRE **\$25,000**



Municipal Parking Garage Elizabeth Street

PARCEL SIZE 2.92 ACRES

PROPERTY ASSESSMENT \$1,450,627

ASSESSMENT/ACRE \$496,790

MILL RATE 3937

**TAX/ACRE = \$19,559**



23 Factory Street

PARCEL SIZE .04 ACRES

PROPERTY ASSESSMENT \$138,740

ASSESSMENT/ACRE \$3,468,500

MILL RATE 3937

**TAX/ACRE = \$136,555**



176 Main Street



For 40 years this building remained vacant..... its tax value in 1991 was just over **\$300,000**



Today the building is valued at over **\$11,000,000** an increase of over **3500%** in **15 years**  
The lot is less than **1/5 acre**



Joe Minicozzi, Urban 3

**Renovating Blight Boosts Value 3,500%**



PARCEL SIZE 4.272 ACRES

CURRENT/FUTURE TAXES \$0

TAX BLIGHTED **1,050,053 TAX**

TAX RENOVATED 3,675,186,648 TAX

EVEN IF HALF **1,837,593,324 TAX**



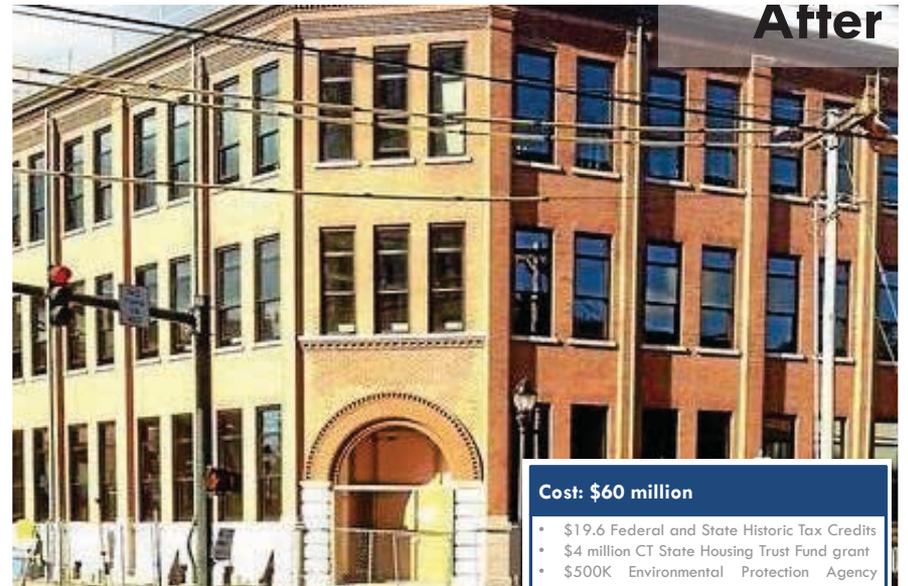
# Main Street Before/After and Taxes



## Mini-Manufacturing



Mini-Manufacturing Embedded in Neighborhood

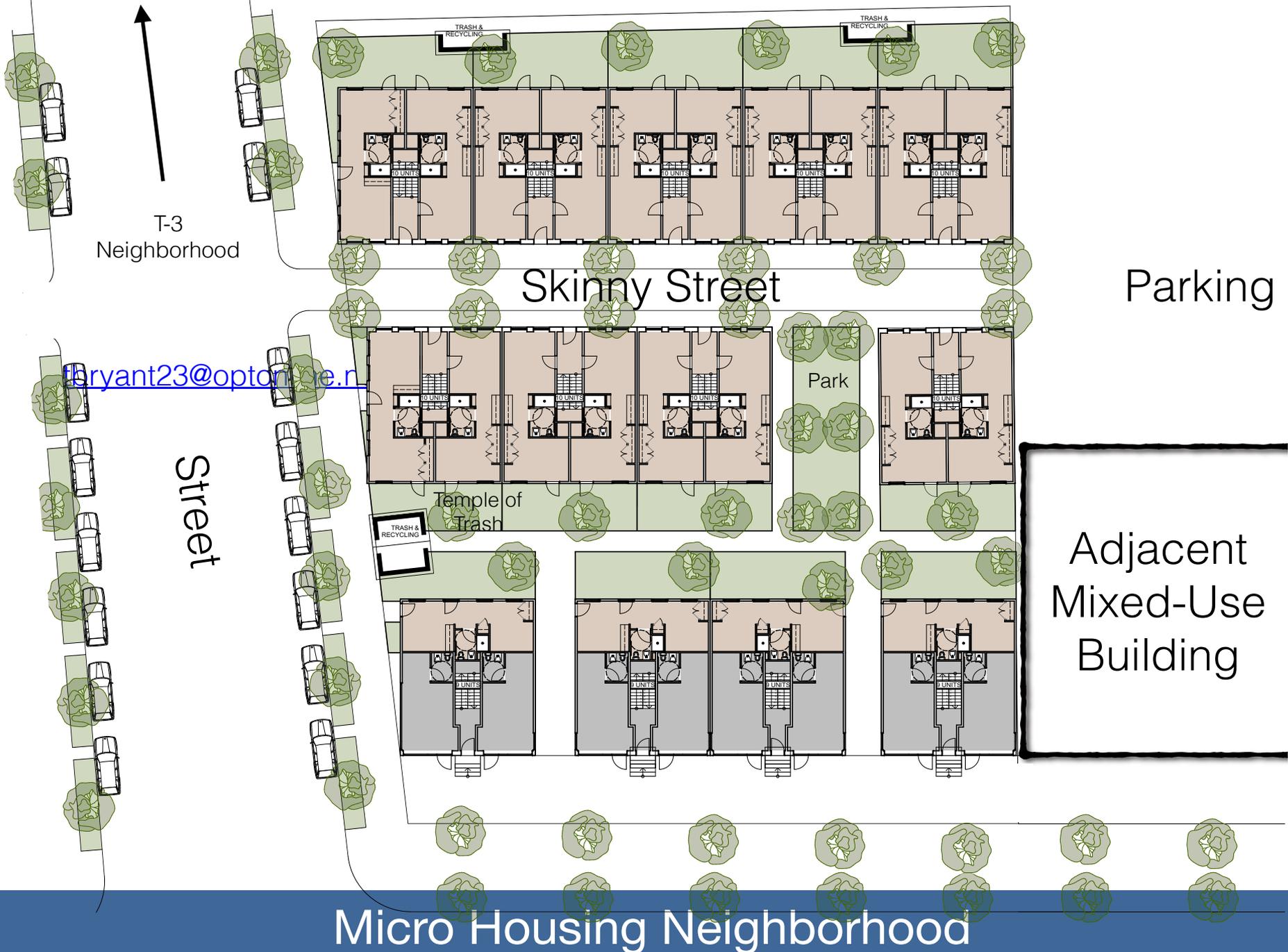


# Derby Local Jobs in Advanced Production



[www.alamy.com](http://www.alamy.com) - EF9YM9

Renewable Energy



T-3  
Neighborhood

Skinny Street

Parking

[bryant23@optonline.net](mailto:bryant23@optonline.net)

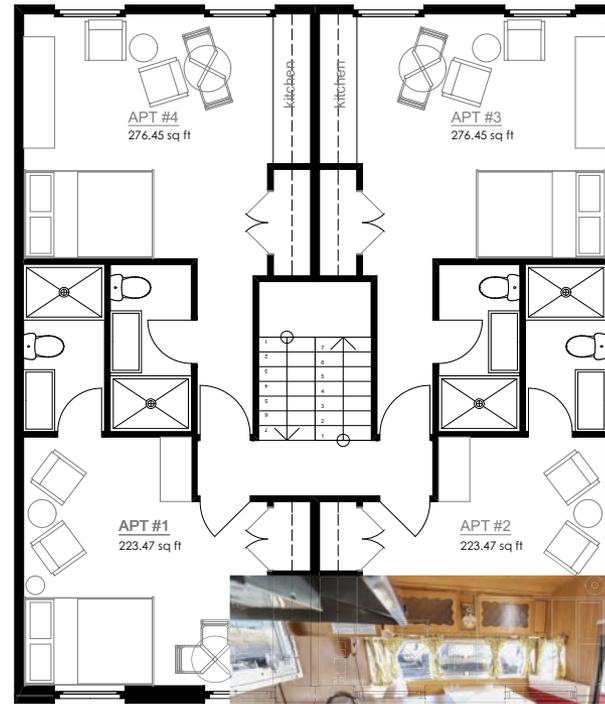
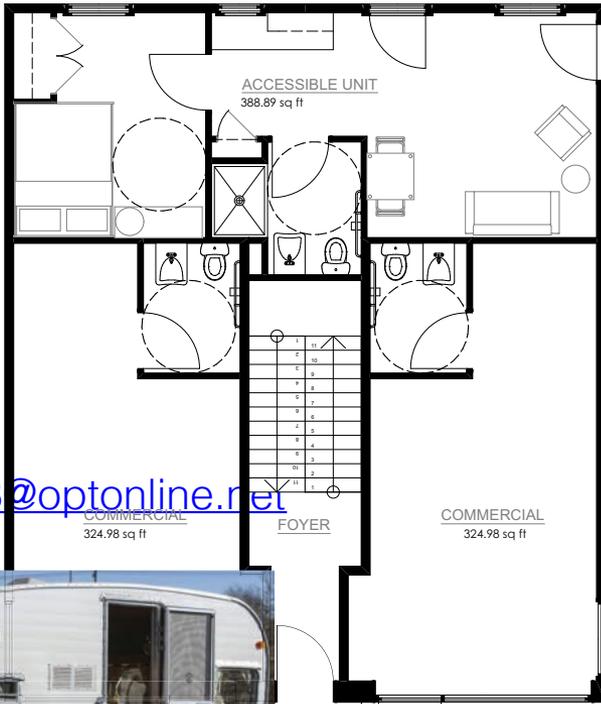
Street

Park

Temple of  
Trash

Adjacent  
Mixed-Use  
Building

Micro Housing Neighborhood



[tbryant23@optonline.net](mailto:tbryant23@optonline.net)



2 Second Floor  
 SCALE: 3/16" = 1'-0"



# Micro Housing Plans

**"Back of Envelope" Pro Forma**

Robert Orr & Associates LLC (w/Anderson Kim) ©

**Derby Downtown Now Preliminary Draft Pro Forma**



**Site Data**

Site Area	9.00 Acres	392,040 SF/Site
Property Value	\$5,000,000 Property Value	

**Development Data**

Total DU/Site	2,007 Total DU/Site
Total Retail Stores/Site	63 Total Retail Stores/Site
Total Below Grade Parked Cars/Site (37SF/Car)	889 Parked Cars 1 Story Below Grade (More Cars Means More Stories of Parking)
Average Size of Res/Ret (Including Halls, Stairs, Etc.)	304 Avg SF/DU & Retail Store (Larger Units Means Larger Rent)
Average Size of Parking Space + Circulation	375 SF/Car (40% aisles, ramps, etc.)
Average Stories of Buildings	4.0 Average Stories
Total Residential SF for Site	610,128 SF
Total Retail SF for Site	19,152 SF
Total Unconditioned SF for Site (Garage Level)	333,234 SF
Total Building SF/Site	962,514 SF
Floor Area Ratio/Site (FAR)	2.46 FAR

**Construction Cost**

Construction Cost/SF	\$200.00 /SF
Parking Const Cost/SF	\$75 /SF
Total Residential Const Cost for Site	\$122,025,600 80.9%

Total Unconditioned Const Cost for Site (Parking)	\$24,992,550	16.6%
Total Construction Cost for Site	\$150,848,550	100%
Property Value	\$5,000,000	
Total Project Cost (Land and Improvements)	<b>\$155,848,550</b>	

**Income**

Average Apartment Rent	\$1,207 /Month	
Average Retail Lease	\$1,500 /Month	
Average Parking Rate	\$150 /Month	
Gross Potential Income (GPI) Residential Rents/Month	\$2,421,780	GPI Residential Rent/Month
Gross Potential Income (GPI) Retail Leases/Month	\$94,500	GPI Retail Lease/Month
Gross Potential Income (GPI) Parking Rates/Month	\$133,294	GPI Parking Rates/Month
Total Gross Potential Income	<u>\$2,649,574</u>	GPI Total/Month
8% Vacancy	-\$211,966	Vacancy
Gross Operating Income	<u>\$2,304,314</u>	GOI /Month
Operating Expense (35% of GOI)	-\$806,510	
Net Operation Income/Month	<b>\$1,497,804</b>	NOI /Month

Robert Orr & Associates LLC ©

**Monthly Cash Flow and Debt Service**

NOI/Month	\$1,497,804 /Month	
Project Cost	100%	\$155,848,550
Down payment/Equity	30%	<b>\$46,754,565</b>
Debt	70%	\$109,093,985
Payment P&I/Month	<b>-\$702,894 /Month</b>	25 Years Loan Term 6.00% Interest Rate 7.73% Loan Constant

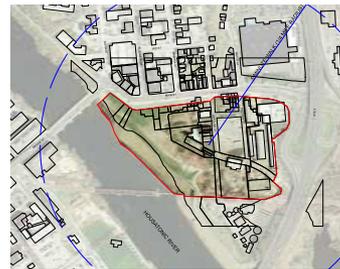
**Annual Cash Flow and Debt Service**

NOI/Year	\$17,973,650 /Year
CAP Rate	<b>11.53% CAP Rate</b>
Cash on Cash	<b>4.90 Years to Cash on Cash</b>

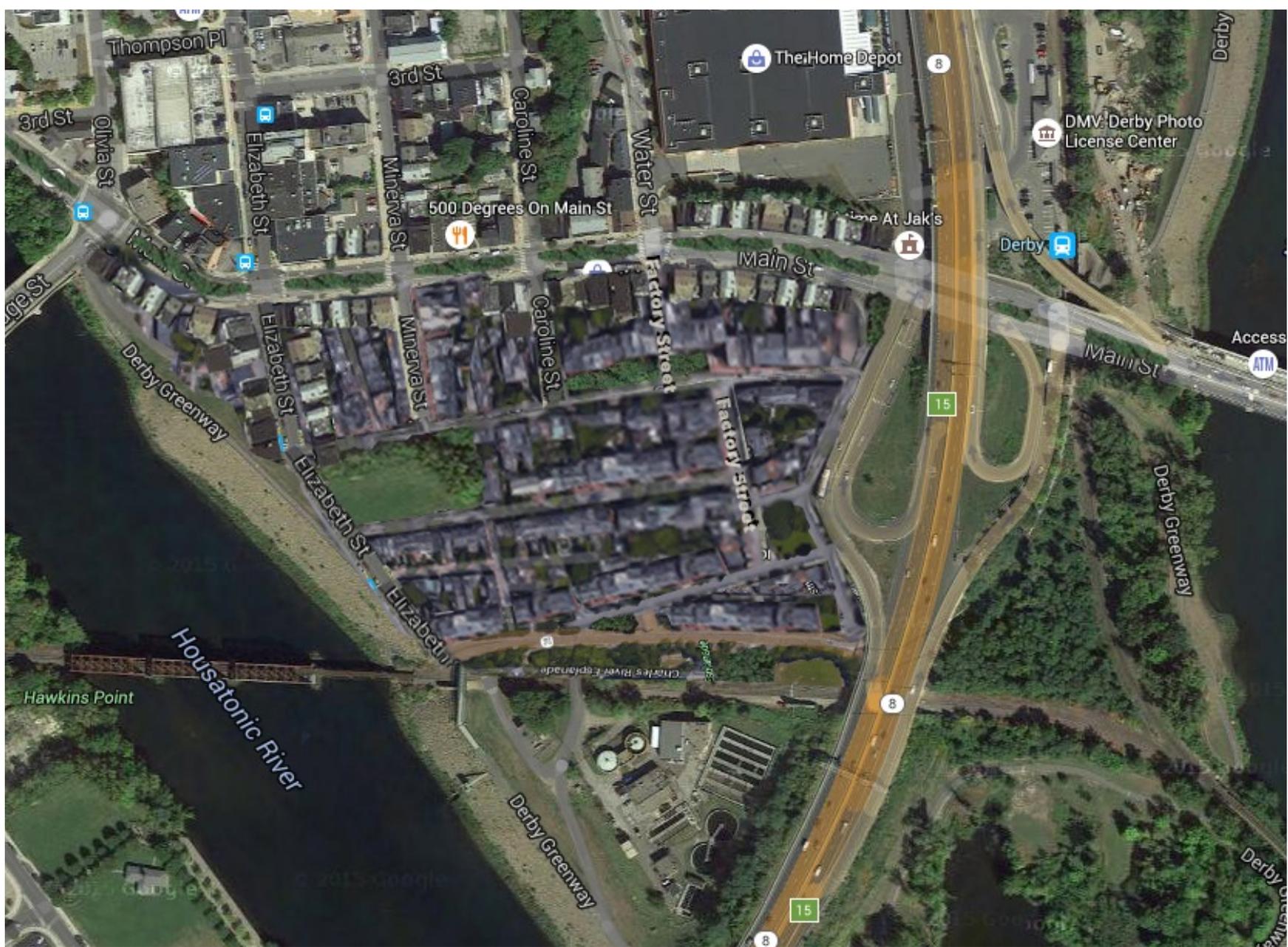
**Annual Cash Flow above Debt Service and Property Tax**

Annual Debt Service	<b>-\$8,434,729 /Year</b>	2.13 Debt Service Coverage ratio
<b>Annual Cash Flow above Debt Service</b>	<b>\$9,538,921 /Year</b>	<b>20.40% Pre-Income Tax ROE</b>
Property Tax (70% Assessment * 41.55 Mill Rate)	-\$4,532,855 /Year	
Total Annual Cash Flow	<b>\$5,006,066 /Year</b>	
Annual depreciation @ 27.5 years assumes 75% of project cost = value of improvements to land/year	\$4,114,051	

Robert Orr & Associates LLC ©



# Micro Housing Financials



Mixed-Income Neighborhoods



Residential Street

PARCEL SIZE .03 ACRES

PROPERTY ASSESSMENT \$680,960

ASSESSMENT/ACRE \$22,698,667

MILL RATE 3937

TAX/ACRE = **\$893,647**

EVEN IF HALF = **\$446,824**

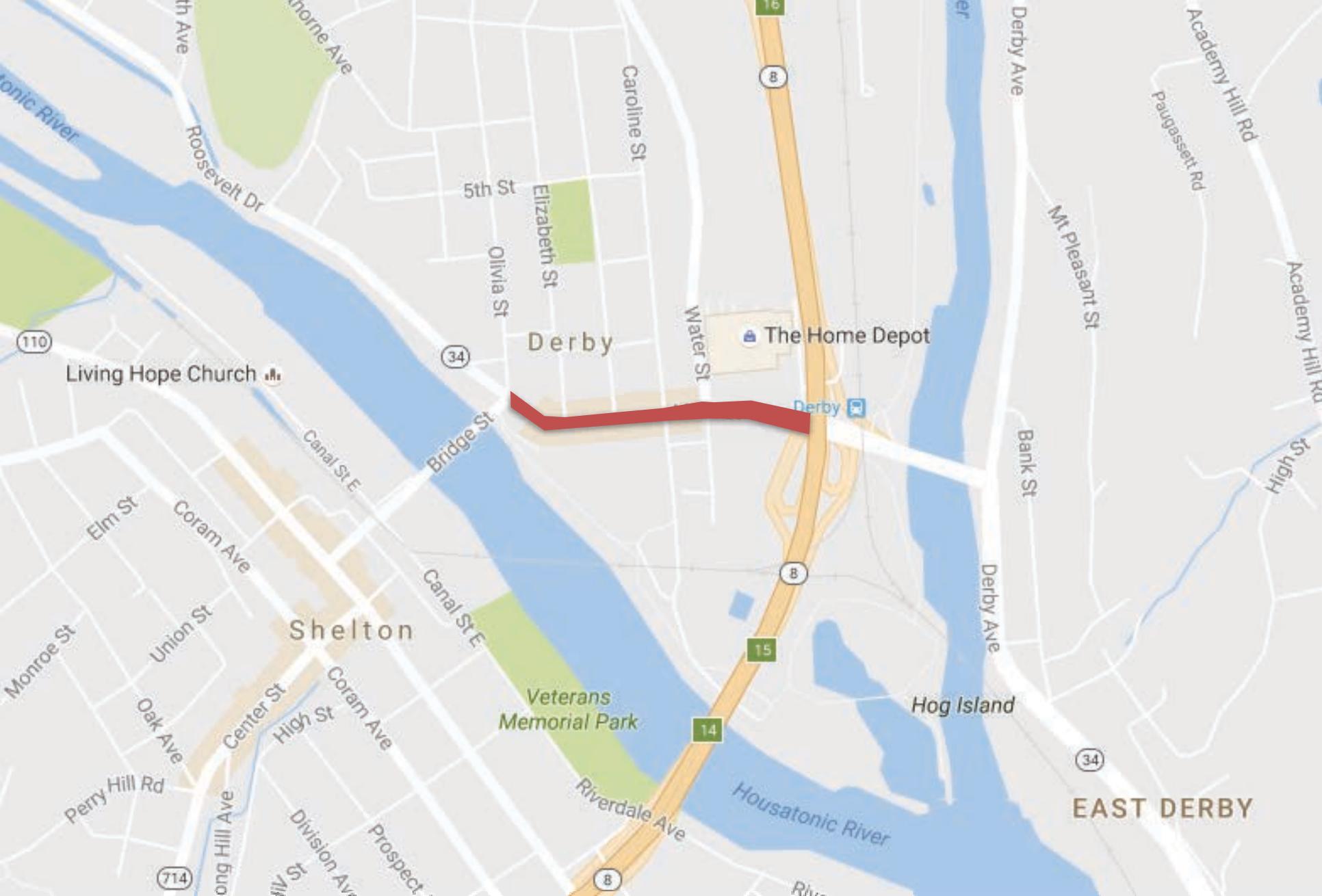


## Micro Housing Tax Analysis

**Main Street / Route 34**  
**Character / Capacity**



Derby's Main Street: Building Lasting Value

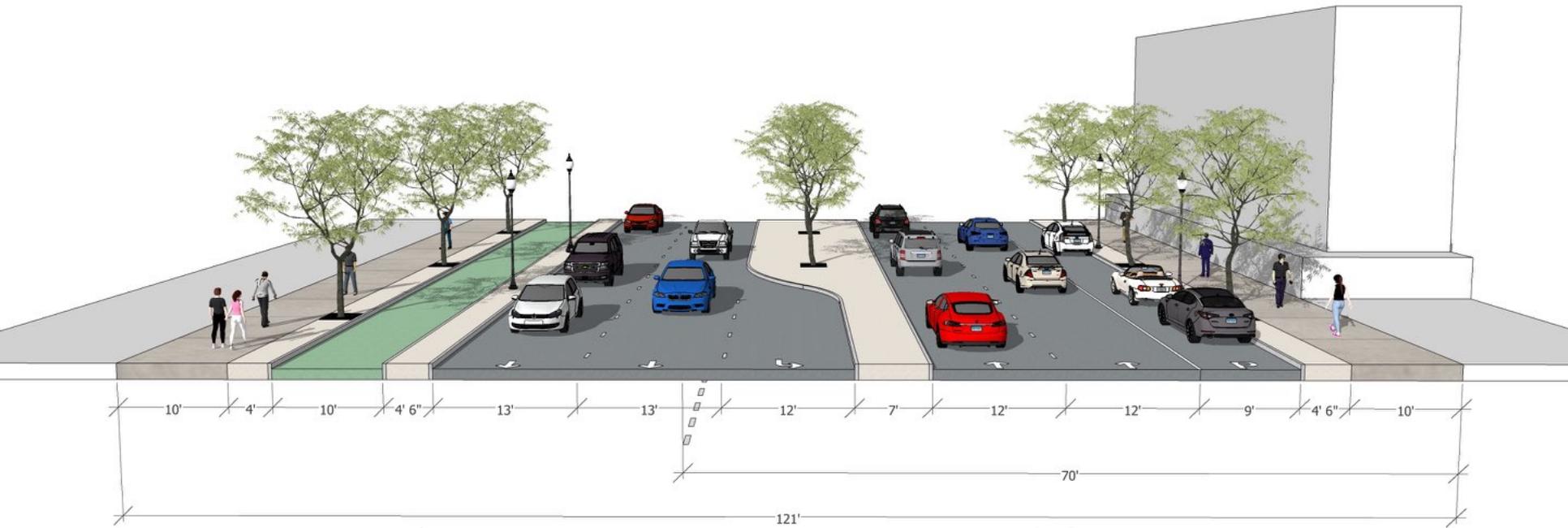


Main Street



2 lanes + 2 parking lanes

Existing Condition - 70'

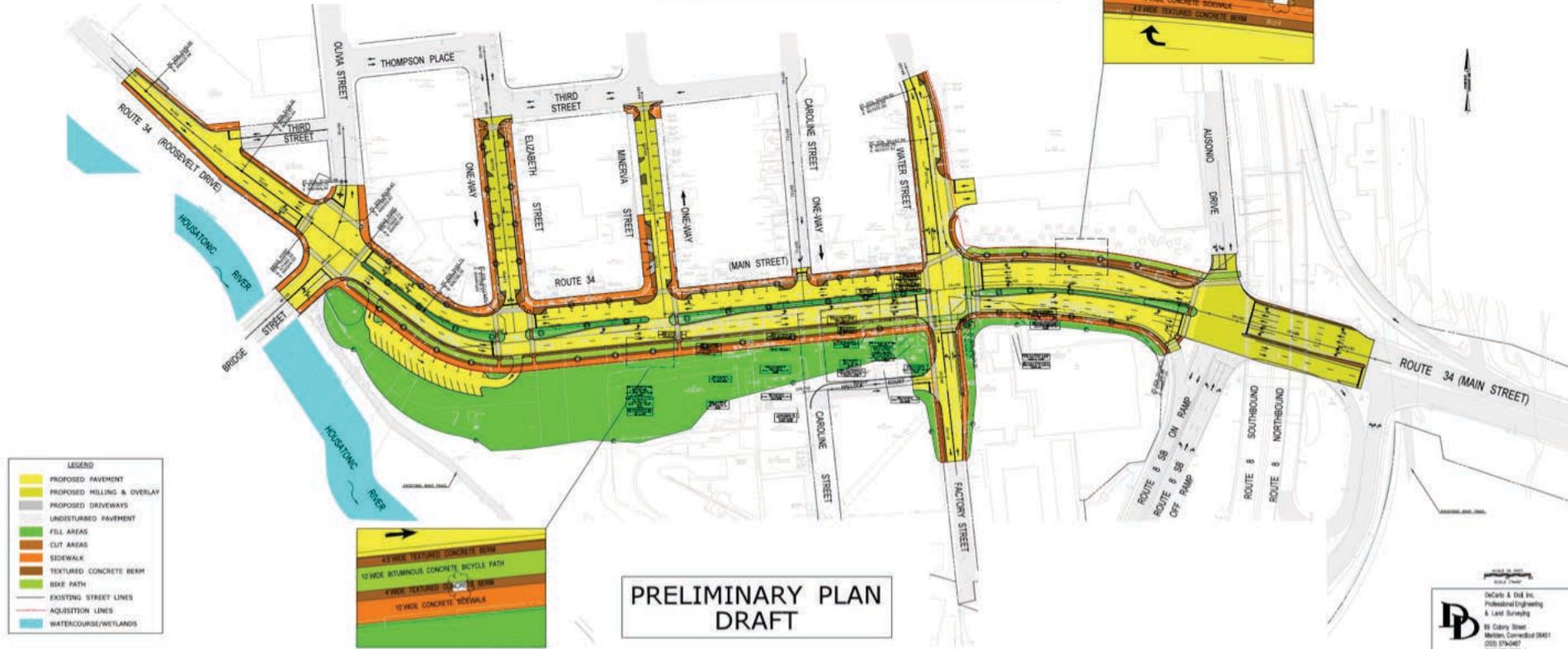


5 lanes w/ parking one side, turn lane median & 2-way bike path  
 22,000 cars/day

Planned Expansion -121'

RECONSTRUCTION OF ROUTE 34 (MAIN STREET)  
CITY OF DERBY  
STATE PROJECT NO. 36-184

PROPOSED PEDESTRIAN AND BICYCLE ACCOMMODATIONS



DESIGNED BY  
CITY OF DERBY  
PLANNING DEPARTMENT

DeCato & O'Hara Inc.  
Professional Engineering  
& Land Surveying  
85 Colby Street  
Middlebury, Vermont 05751  
(802) 249-0487  
(802) 249-0278 fax

Make Route 34 as good as can be

**There is a direct correlation between the character and layout of a main street and the value and investment of the buildings along it.**

The end result is both better fiscal health for local governments and denser development.”

Also in GFR, Minicozzi expands upon the idea. “Suburban projects tend to be favored over denser downtown development, but data from more than 30 jurisdictions across 10 states show that a municipality receives a greater level of revenue from its denser and more walkable urban patterns than its suburban pattern of development.”

One of those studies, in Mountain View, California, shows how per-acre tax revenues not only favor downtowns, but town

centers, mixed-use corridors, and transit-oriented developments. “Additionally, the data show that ‘downtown scale values’ were popping up in other areas of the community. This analytic helps community leaders identify the high-performance parts of the community and, perhaps, identify new policies to make the best use of those areas. High-scaled value is not limited, but even adding more of the development patterns that are happening at the transit-oriented developments (TODs) could add significantly to public coffers,” says Minicozzi. ♦

## Upward mobility linked to walkability

Upward mobility is strongly correlated with compact, walkable communities — largely in cities but also in suburbs. Low economic mobility is associated with conventional “drive-only” suburbs, according to new data from Arizona State University researchers that builds on a recent study by the Equality of Opportunity Project (EOP).

The EOP study indicated that sprawling metros such as Atlanta, Charlotte, Indianapolis, and Detroit fared poorly in terms of intergenerational income mobility compared to more connected metro areas with higher densities. In a high-profile *The New York Times* column “Stranded by Sprawl,” economist Paul Krugman theorized that suburban sprawl inhibits job access for young people from low-income households. “Sprawl may be killing Horatio Alger,” he wrote.

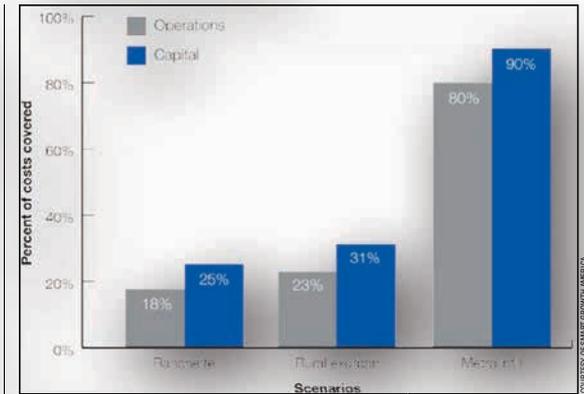
In order to test that theory, ASU researchers Emily Talen and Julia Koschinsky examined Walk Scores for 174,186 neighborhood block groups in 359 metro areas included in the EOP study. The researchers had been working for two years on a project involving



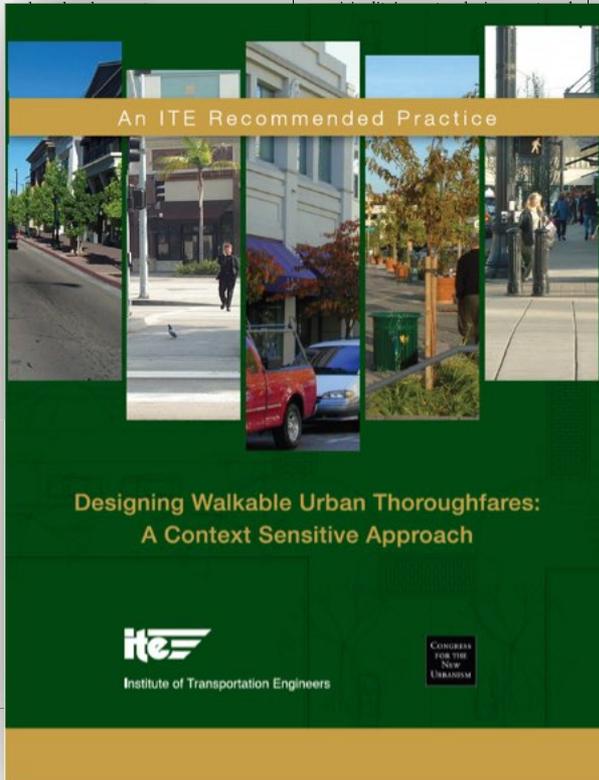
## Smart growth costs less, yields more revenue for cities and towns

Smart growth strategies can help any town or city improve its finances, according to a 2013 report from Smart Growth America, a meta-analysis of 17 studies around the US combined with new research from Nashville, Tennessee.

*Building Better Budgets: A National Examination of the Fiscal Benefits of Smart Growth Development* finds that smart growth helps municipalities in three ways: Upfront costs are lower, service costs are lower, and tax revenues are higher compared to conventional sub-



tional suburban development. Land is a costs and revenues. The following is a summary of the findings:



1. Smart growth development costs one-third less for upfront infrastructure. Our survey concluded that smart growth development saves an average of 38 percent on upfront costs for new construction of roads, sewers, water lines and other infrastructure. Many studies have concluded that this number is as high as 50 percent. Smart growth development patterns require less infrastructure, meaning upfront capital costs, long-term operations and maintenance costs, and, presumably, cost for eventual replacement are all lower. Smart growth development also often uses existing infrastructure, lowering upfront capital costs even more.
2. Smart growth development saves an average of 10 percent on ongoing delivery of services. Our survey concluded that smart growth development saves municipalities an average of 10 percent on police, ambulance and fire service costs. The geographical configuration of a community and the way streets are connected significantly affect public service delivery. Smart growth patterns can reduce costs simply by reducing the distances service vehicles must drive. In some cases, the actual number of vehicles and facilities can also be reduced along with the personnel required.
3. Smart growth development generates 10 times more tax revenue per acre than conventional suburban development. Our survey concluded that, on an average per-acre basis, smart growth development produces 10 times more tax revenue than conventional suburban development.

A study for Raleigh, NC, concluded

# The economics of walkability

**Table 4.4 Urban Thoroughfare Characteristics**

Urban Thoroughfare Type	Number of Through Lanes	Desired Operating Speed (mph)	Transit Service Emphasis	Median	Driveway Access	Curb Parking	Pedestrian Facilities [1]	Bicycle Facilities	Freight Mvmt. [2]
Freeway	4 to 6+	45–65	Express	Required	No	No	No	Optional separated pathway or shoulder	Regional truck route
Expressway/Parkway	4 to 6	45–55	Express	Required	No	No	Optional separated pathway	Optional separated pathway or shoulder	Regional truck route
Boulevard	4 to 6	30–35	Express and Local	Required	Limited	Optional	Sidewalk	Bike lanes or parallel route	Regional truck route
Multiway Boulevard	4 to 6	25–35	Express and Local	Required on access lanes	Yes from access lane	Yes on access roadway	Sidewalk		Regional route/local deliveries only on access roadway
Avenue	2 to 4	25–30	Local	Optional	Yes	Yes	Sidewalk	Bike lanes or shared	Local truck route
Street	2	25	Local or none	No	Yes	Yes	Sidewalk	Shared	Local deliveries only
Rural Road	2	25–35	Local or none	No	Yes	No	No	Shared or shoulder	Local deliveries only
Local Street	2	25	Local or none	No	Yes	Yes	Sidewalk	Shared	Local deliveries only
Alley/Rear Lane	1	5–10	None	No	Yes	No	Shared	Shared	Local deliveries only

# Characteristics of Walkability

**Table 6.4 Design Parameters for Walkable Urban Thoroughfares (continued)**

Thoroughfare Design Parameters for Walkable Mixed-Use Areas									
	General Urban (C-4)			Urban Center/Core (C-5/6)					
	Commercial			Residential			Commercial		
	Boulevard [1]	Avenue	Street	Boulevard [1]	Avenue	Street	Boulevard [1]	Avenue	Street
<b>Context</b>									
Building Orientation (entrance orientation)	front	front	front	front	front	front	front	front	front
Maximum Setback [2]	0 ft.	0 ft.	0 ft.	10 ft.	10 ft.	10 ft.	0 ft.	0 ft.	0 ft.
Off-Street Parking Access/Location	rear, side	rear, side	rear, side	rear	rear	rear, side	rear	rear	rear, side
<b>Streetside</b>									
Recommended Streetside Width [3]	19 ft.	16 ft.	16 ft.	21.5 ft.	19.5 ft.	16 ft.	21.5 ft.	19.5 ft.	16 ft.
Minimum sidewalk (throughway) width	8 ft.	6 ft.	6 ft.	10 ft.	9 ft.	6 ft.	10 ft.	9 ft.	6 ft.
Pedestrian Buffers (planting strip exclusive of travel way width) [3]	7 ft. tree well	6 ft. tree well	6 ft. tree well	7 ft. tree well	6 ft. tree well	6 ft. tree well	7 ft. tree well	6 ft. tree well	6 ft. tree well
Street Lighting	For all thoroughfares in all context zones, intersection safety lighting, basic street lighting, and pedestrian-scaled lighting is recommended. See Chapter 8 (Streetside Design Guidelines) and Chapter 10 (Intersection Design Guidelines).								
<b>Traveled Way</b>									
Target Speed (mph)	25–35	25–30 [4]	25	25–35	25–30	25	25–35	25–30 [4]	25
Number of Through Lanes [5]	4–6	2–4	2–4	4–6	2–4	2–4	4–6	2–4	2–4
Lane Width [6]	10–12 ft.	10–11 ft.	10–11 ft.	10–11 ft.	10–11 ft.	10–11 ft.	10–11 ft.	10–11 ft.	10–11 ft.
Parallel On-Street Parking Width [7]	8'	7–8 ft.	7–8 ft.	7 ft.	7 ft.	7 ft.	8 ft.	8 ft.	7–8 ft.
Min. Combined Parking/Bike Lane Width	13 ft.	13 ft.	13 ft.	13 ft.	13 ft.	13 ft.	13 ft.	13 ft.	13 ft.
Horizontal Radius (per AASHTO) [8]	200–510 ft.	200–330 ft.	200 ft.	200–510 ft.	200–330 ft.	200 ft.	200–510 ft.	200–330 ft.	200 ft.
Vertical Alignment	Use AASHTO minimums as a target, but consider combinations of horizontal and vertical per AASHTO Green Book.								
Medians [9]	4–18 ft.	Optional 4–18 ft.	None	4–18 ft.	Optional 4–16 ft.	None	4–18 ft.	Optional 4–18 ft.	None
Bike Lanes (min./preferred width)	5 ft. / 6 ft.	5 ft. / 6 ft.	5 ft. / 6 ft.	5 ft. / 6 ft.	5 ft. / 6 ft.	5 ft. / 6 ft.	5 ft. / 6 ft.	5 ft. / 6 ft.	5 ft. / 6 ft.
Access Management [10]	High	Low–Moderate	Low–Moderate	Moderate	Low–Moderate	Low–Moderate	High	Low–Moderate	Low–Moderate
Typical Traffic Volume Range (ADT) [11]	15,000–50,000	1,500–30,000	1,000–15,000	15,000–30,000	1,500–20,000	500–5,000	15,000–40,000	1,500–30,000	1,000–15,000
<b>Intersections</b>									
Roundabout [12]	Consider urban single-lane roundabouts at intersections on avenues with less than 20,000 entering vehicles per day, and urban double-lane roundabouts at intersections on boulevards and avenues with less than 40,000 entering vehicles per day.								
Curb Return Radii/Curb Extensions and Other Design Elements	Refer to Chapter 10 (Intersection Design Guidelines)								

**10-11 ft**

# Characteristics of Walkability

# GEORGE WASHINGTON PARKWAY - RURAL



Context matters

# GEORGE WASHINGTON PARKWAY - TRANSITIONAL



Context matters

# GEORGE WASHINGTON PARKWAY - URBAN



Context matters



**SAFE**

Speed vs/ Safety

**15 mph**



15 mph

**20 mph**



20 mph

**25 mph**



25 mph

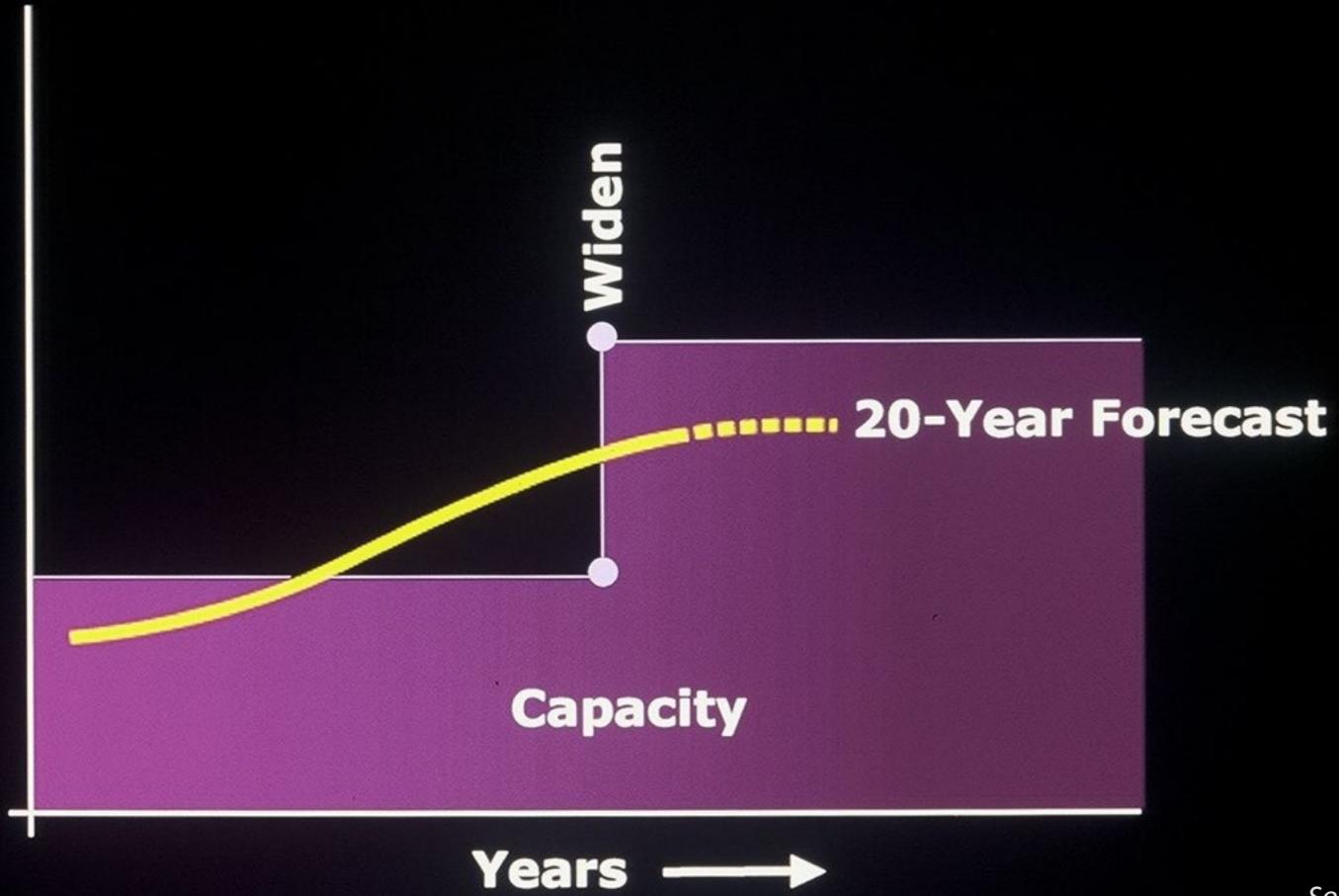
**30 mph**



30 mph

# Cone of Vision

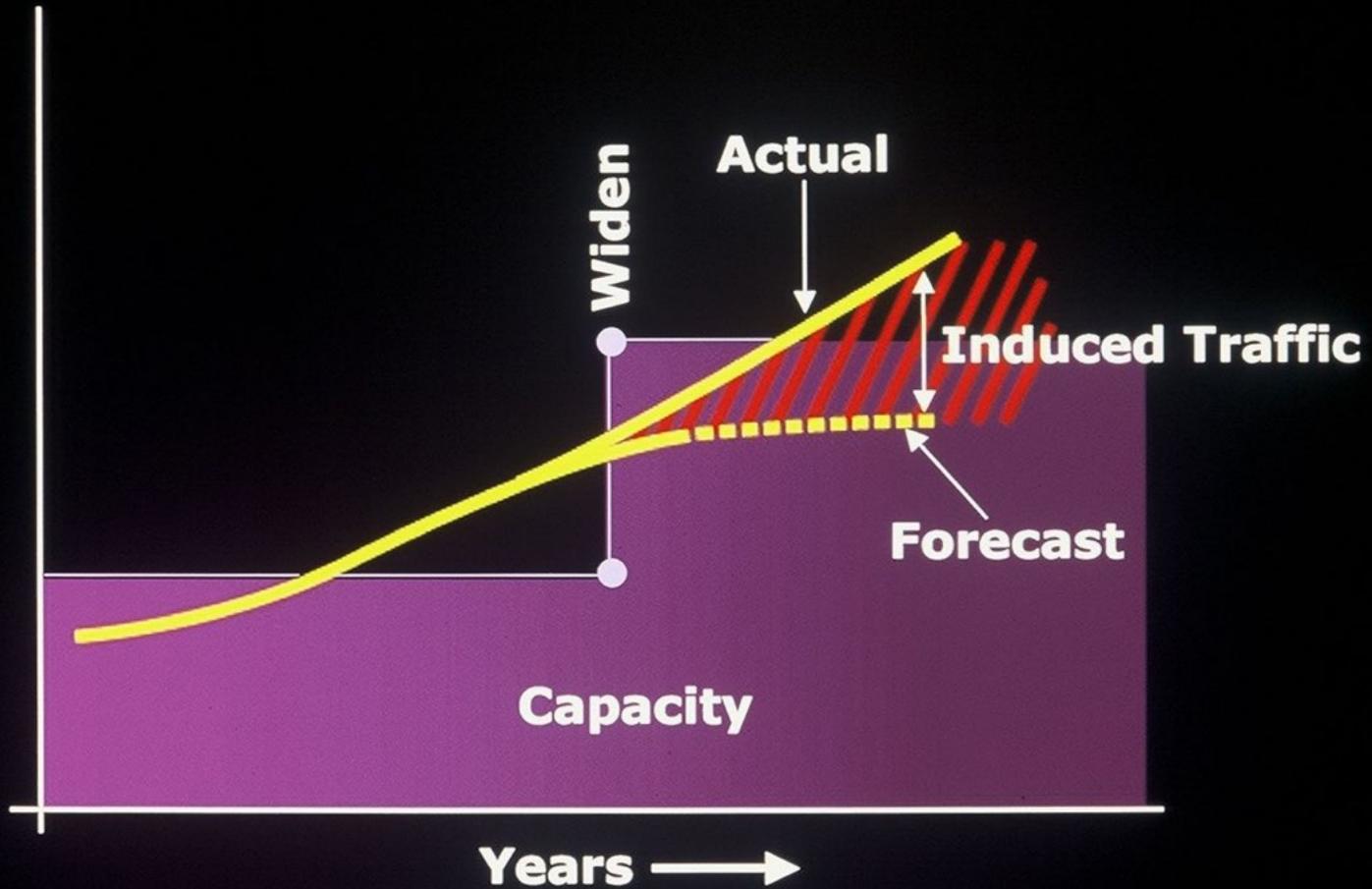
# Ideal Traffic Planning



Source: Jeff Speck

Theory

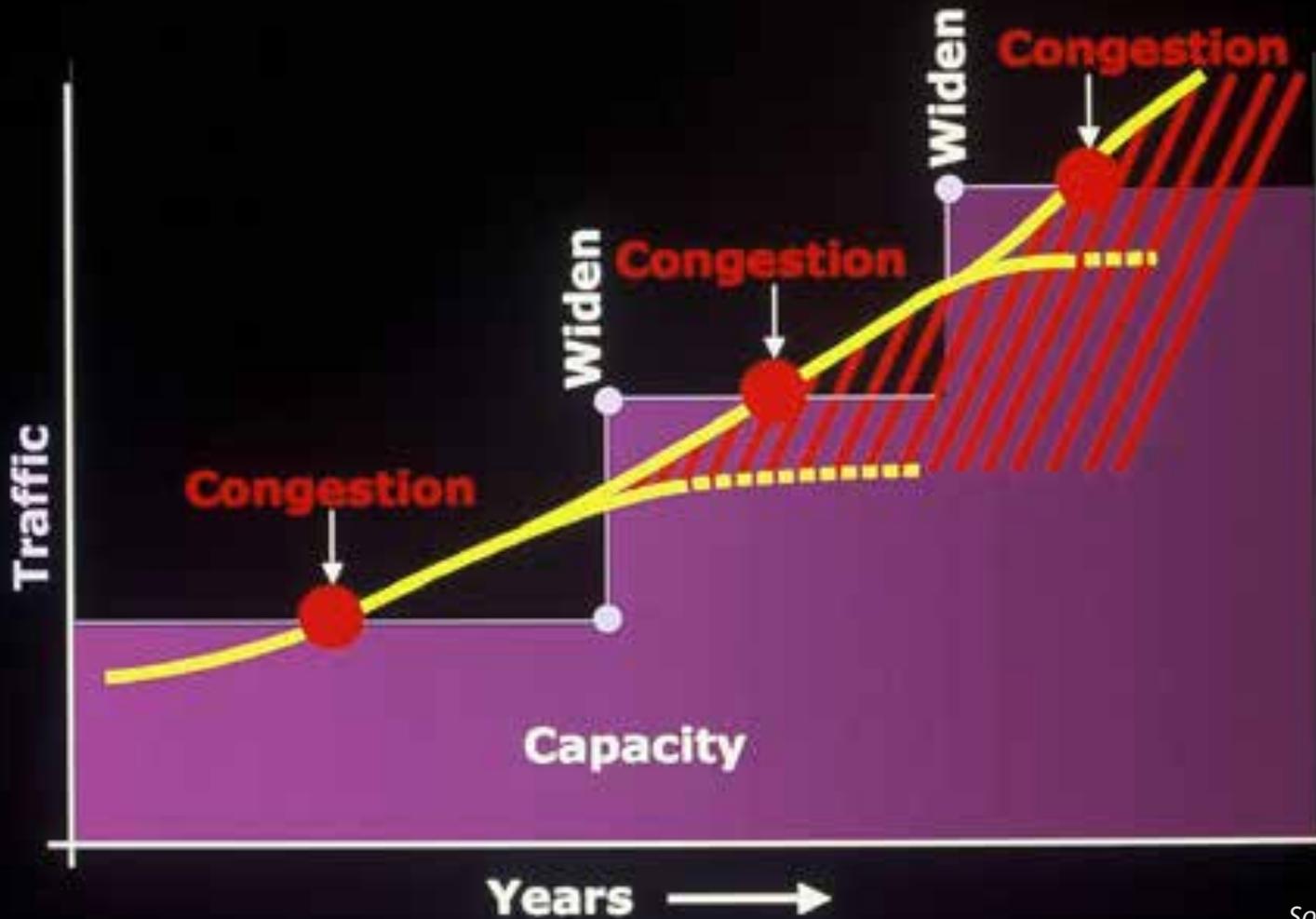
# Traffic Planning: The Reality



Source: Jeff Speck  
Source: Jeff Speck

Reality = Induced Demand

## Road Size, Not Congestion is the Choice



Source: Jeff Speck

Reality = Induced Demand

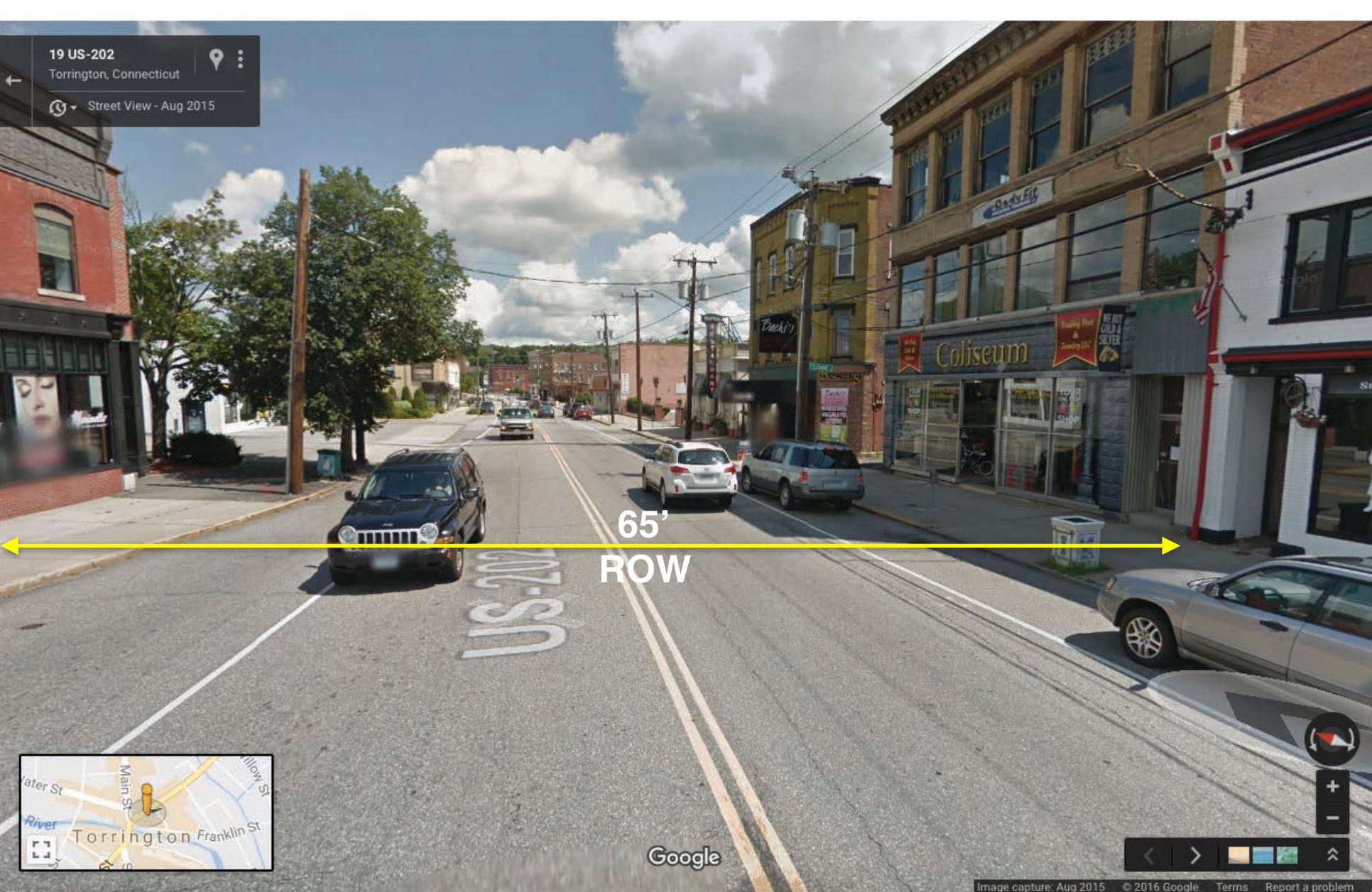
**“Metro areas that invested heavily in road capacity expansion fared no better in easing congestion than metro areas that did not. Trends in congestion show that areas that exhibited greater growth in lane capacity spent roughly \$22 billion more on road construction than those that didn’t, yet ended up with slightly higher congestion costs per person, wasted fuel, and travel delay.”**

*Surface Transportation Policy Project,  
Washington, DC*

19 US-202

Torrington, Connecticut

Street View - Aug 2015



Google

Image capture: Aug 2015 © 2016 Google Terms Report a problem

Rt 202, Torrington, CT

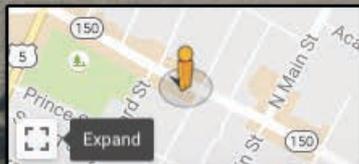


Main Street, New Canaan, CT

202 Center St  
Wallingford, Connecticut

Street View - Aug 2013

65'  
ROW



Google

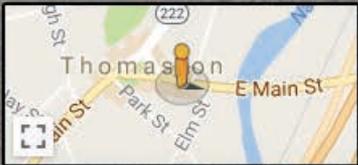
Image capture: Aug 2013 © 2016 Google Terms Report a problem

Rt 5, Wallingford, CT

87 E Main St  
Thomaston, Connecticut

Street View - Aug 2015

60'  
ROW



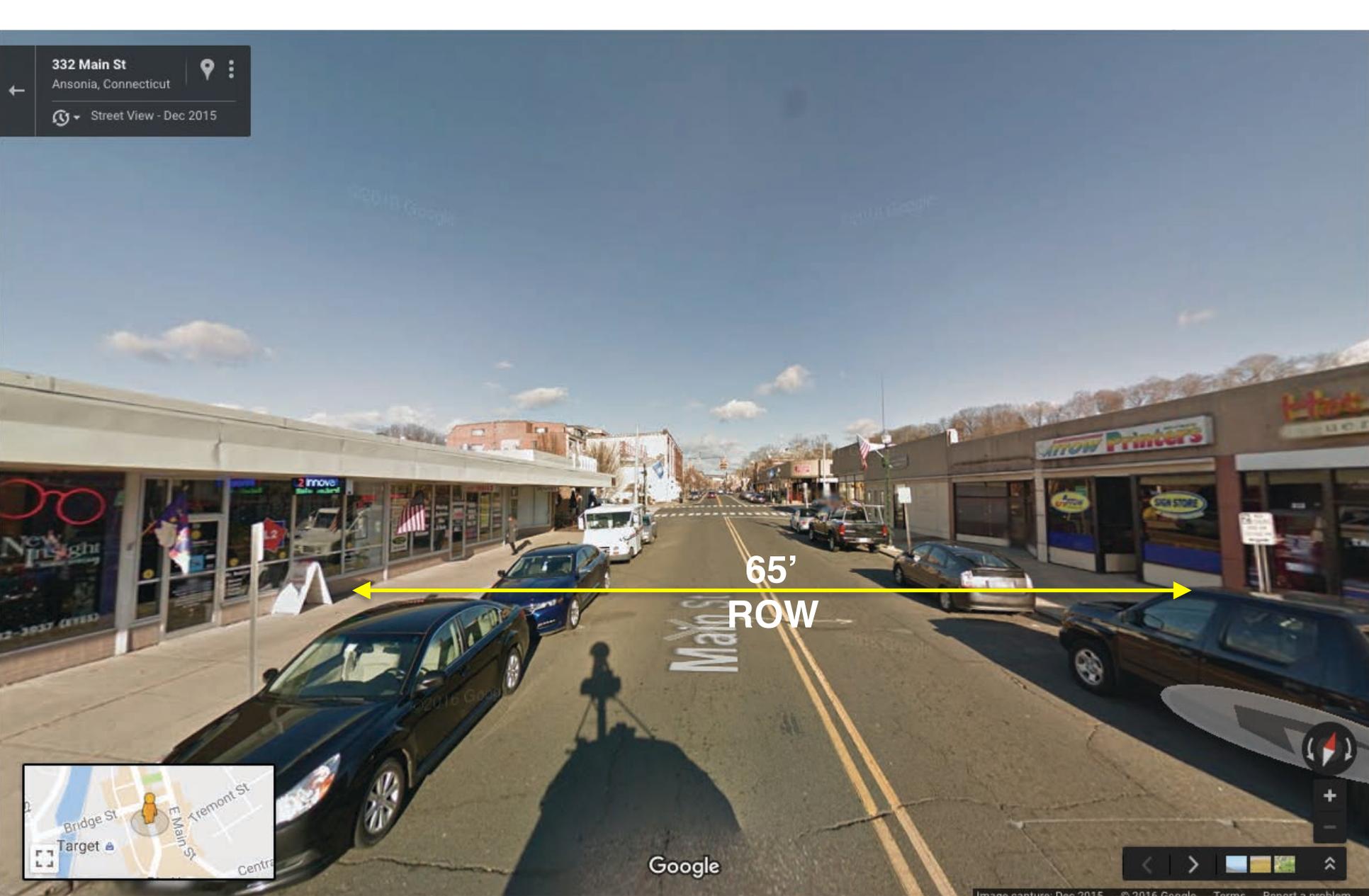
Google

Image capture: Aug 2015 © 2016 Google Terms Report a problem

Rt 6, Thomaston, CT

332 Main St  
Ansonia, Connecticut

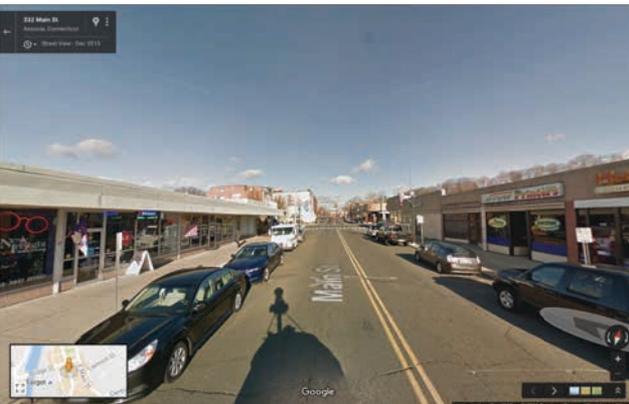
Street View - Dec 2015



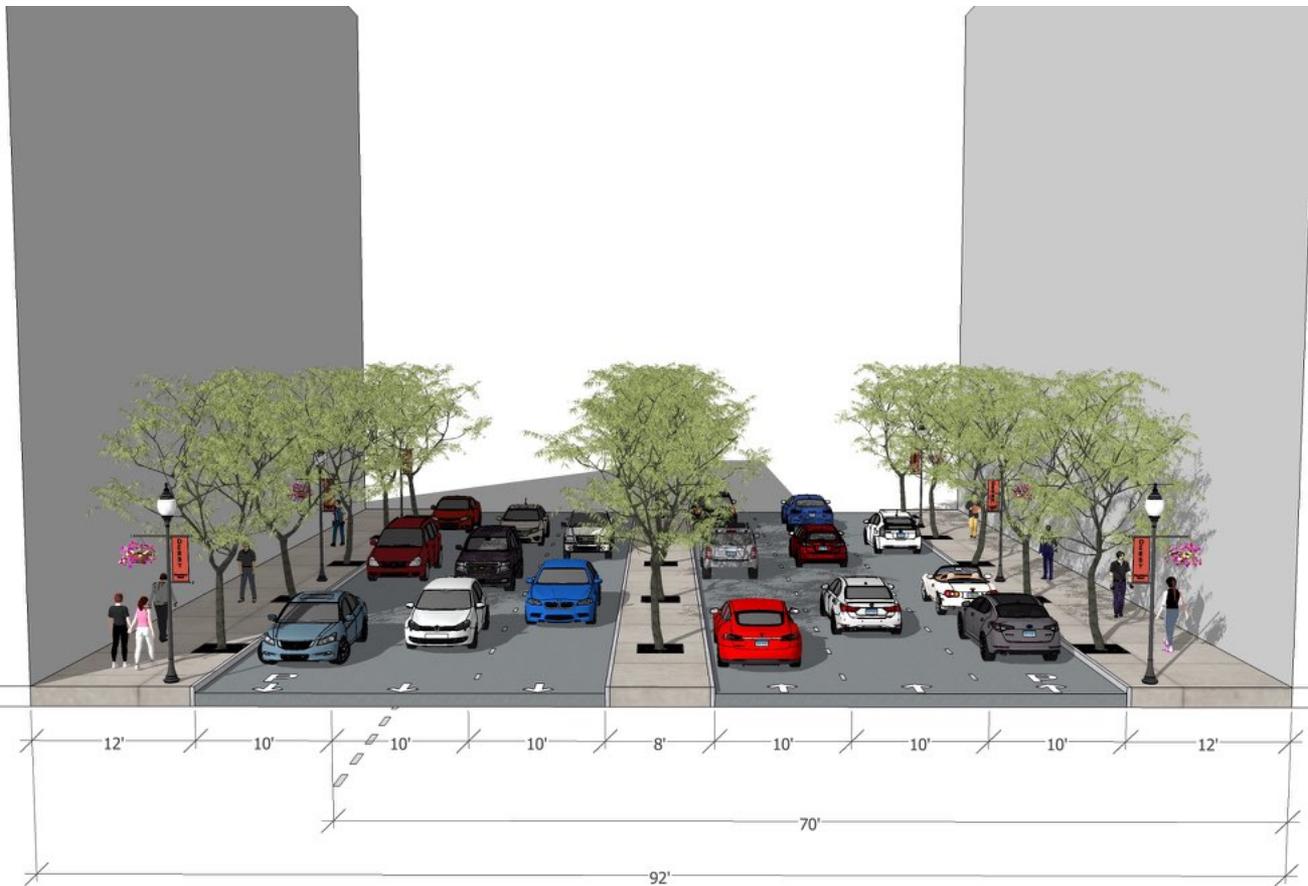
Rt. 115, Ansonia, CT



Post Road, Darien, CT

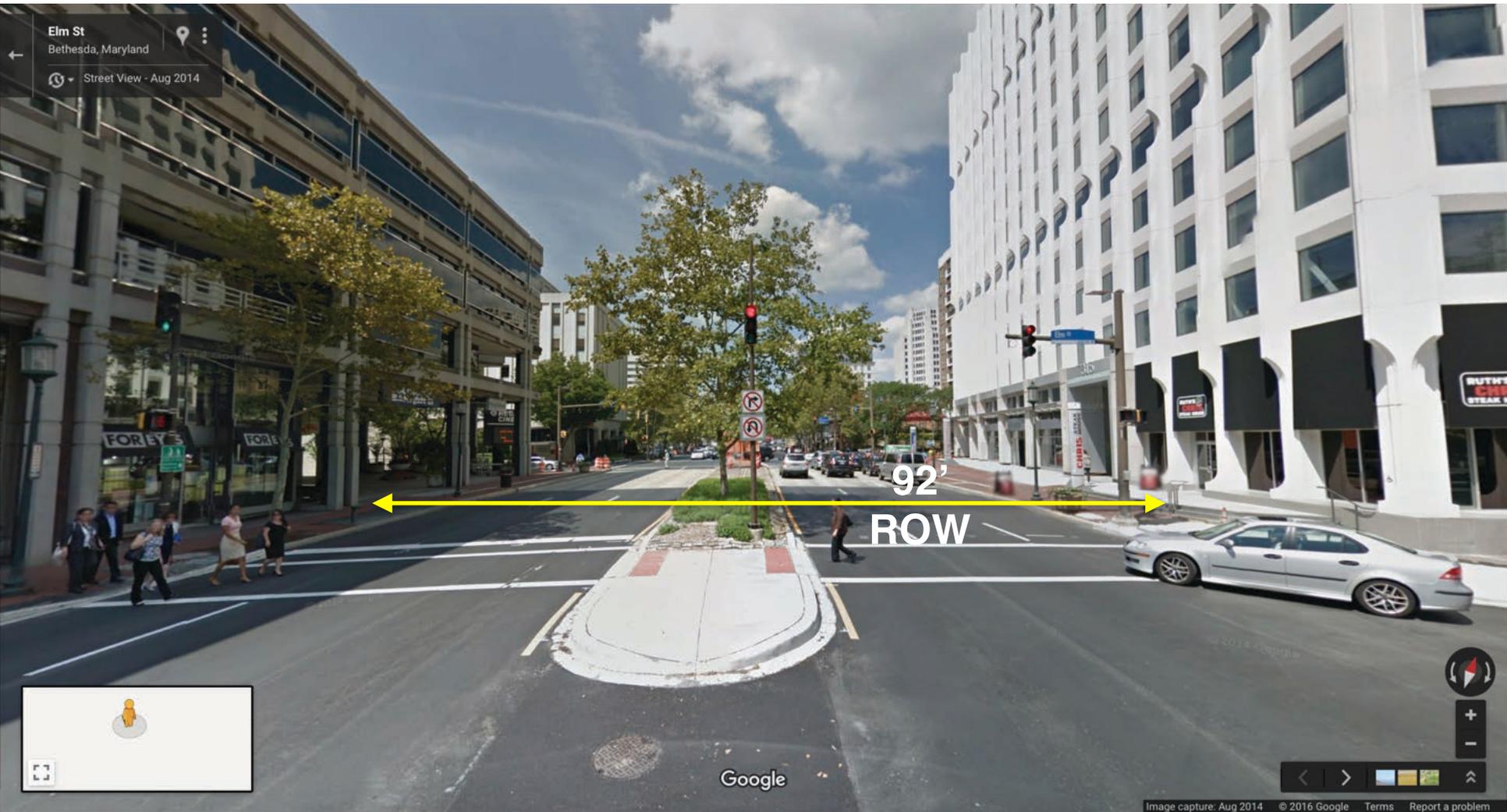


# Connecticut's Main Streets

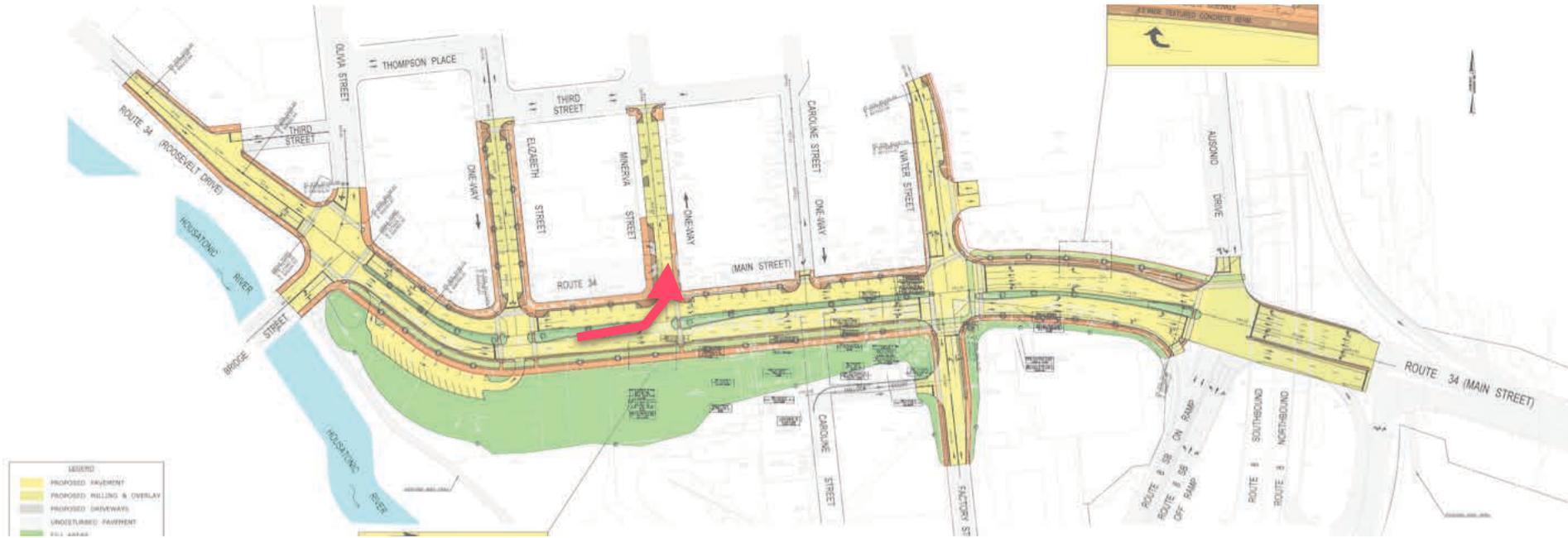


6 lanes w/ converted parking lanes & median  
+70,000 cars/day: longest commercial street in US

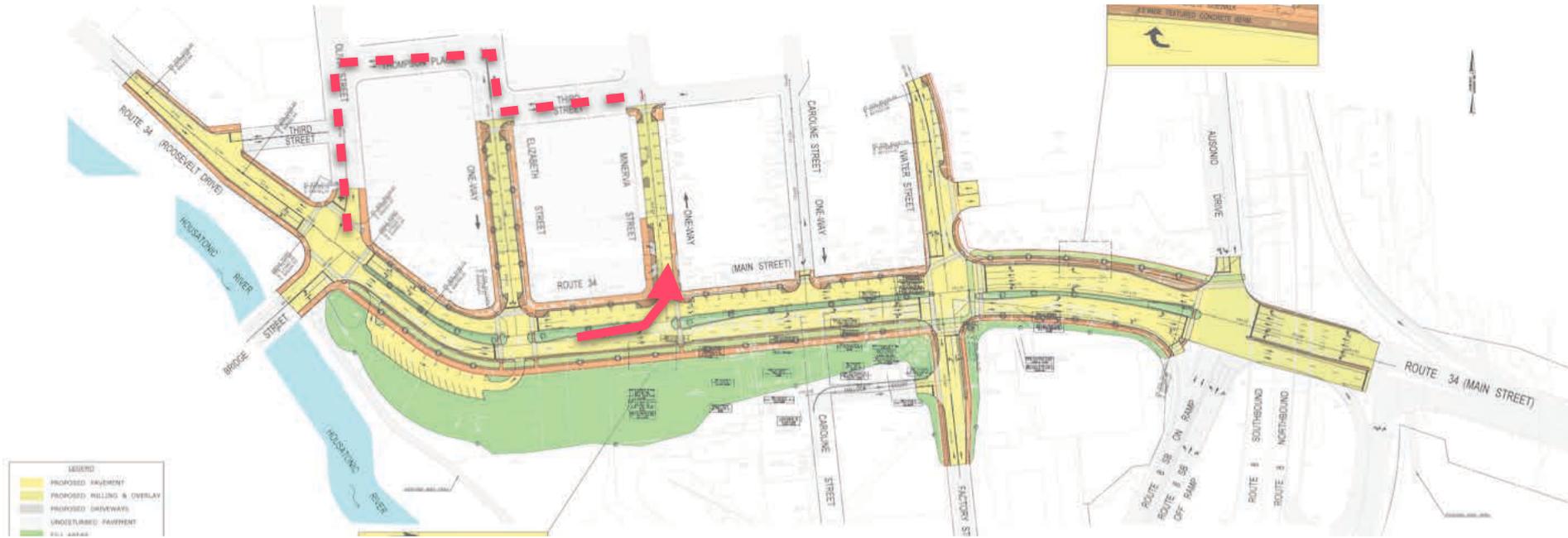
# Wisconsin Ave, Bethesda, MD



Wisconsin Ave, Bethesda, MD

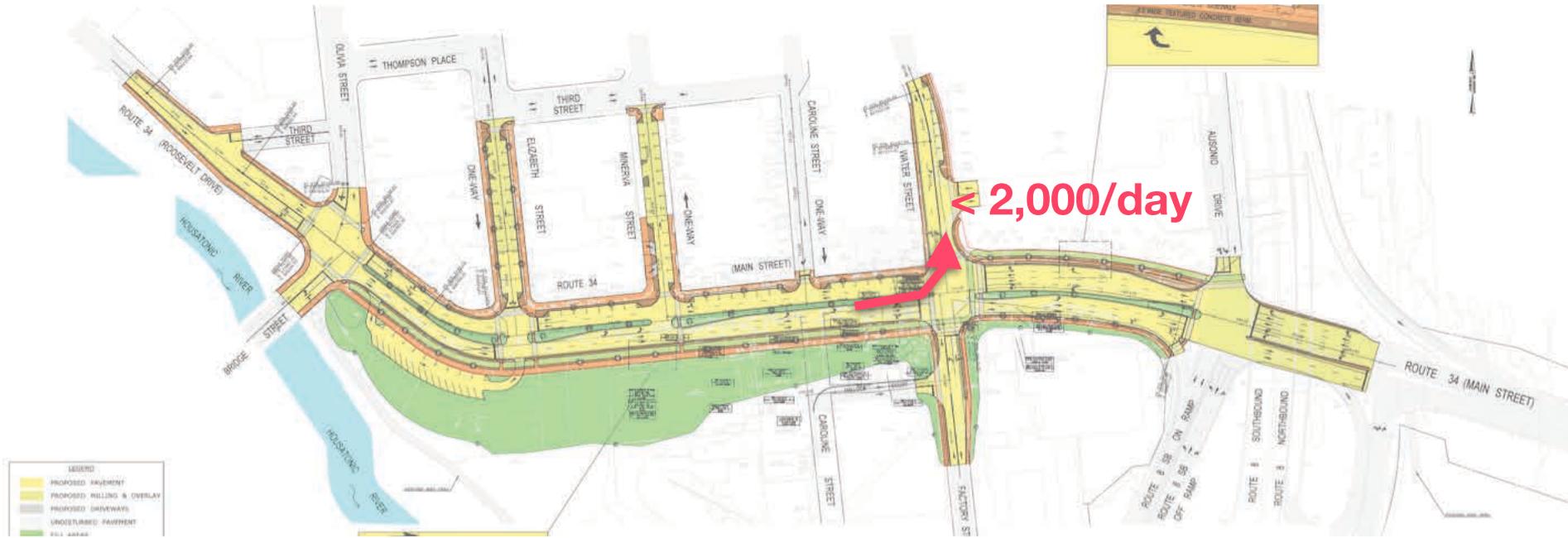


# Route 34 “inconsistencies”



# Route 34 “inconsistencies”



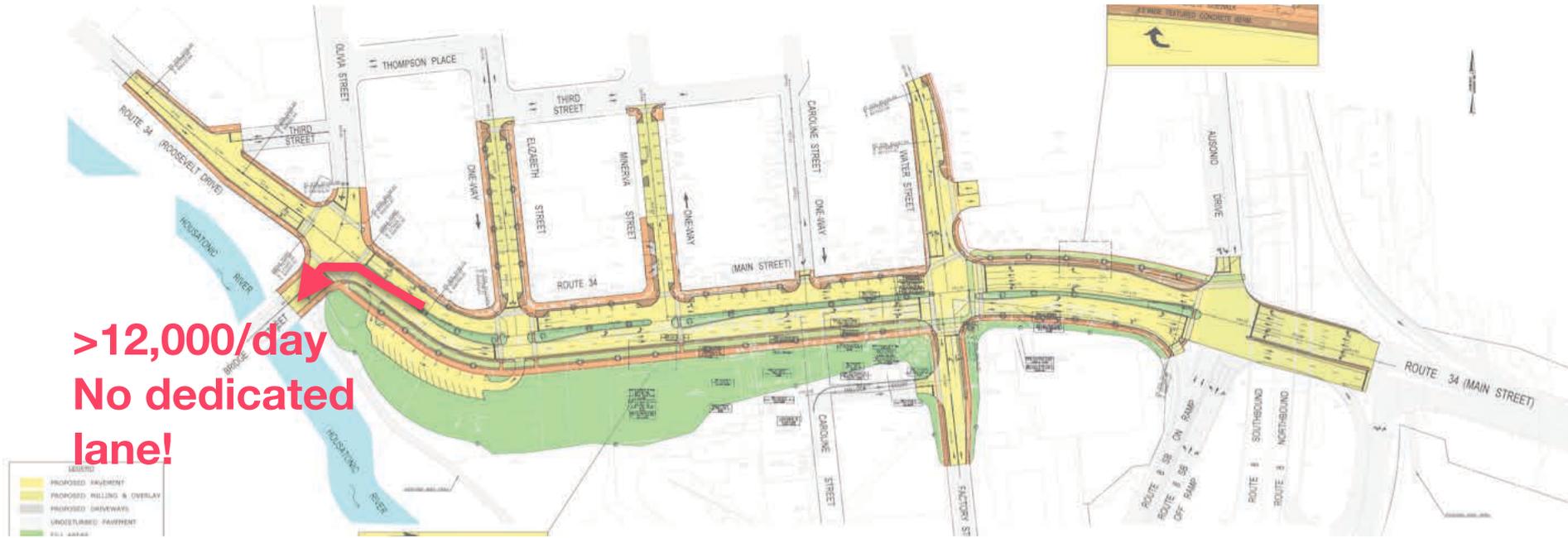


Route 34 “inconsistencies”



# Route 34 “inconsistencies”

>12,000/day  
No dedicated  
lane!



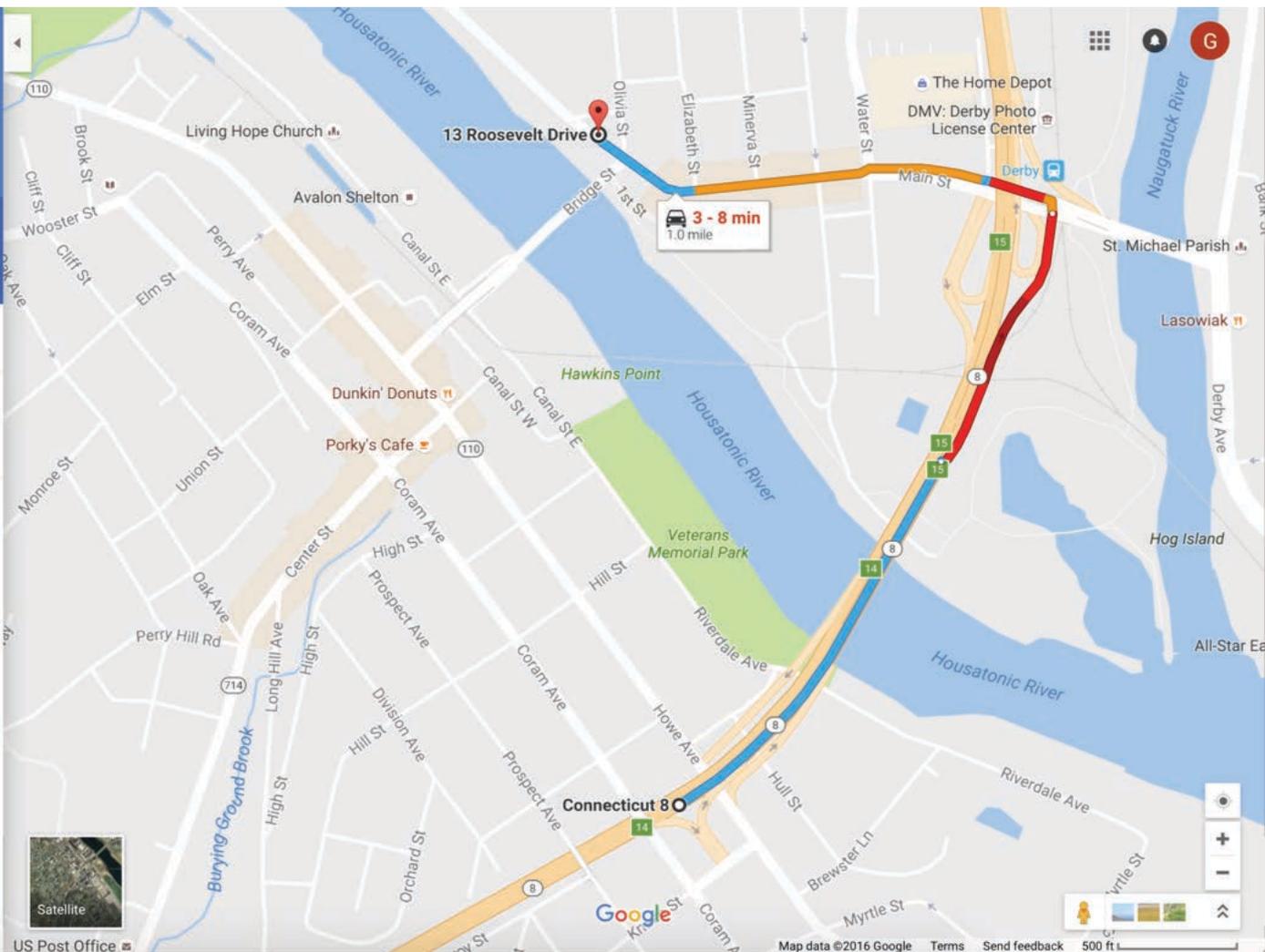
# Route 34 "inconsistencies"

Connecticut 8, Shelton, CT 06484  
13 Roosevelt Drive, Derby, CT 06418

Depart at 5:10 PM Wed, Nov 16

Send directions to your phone

via CT-8 N and Main St typically 3 - 8 min  
DETAILS 1.0 mile



# Roosevelt Drive Via Main Street (3-8 Min)



1-5 Kneen Street, Shelton, CT 06484

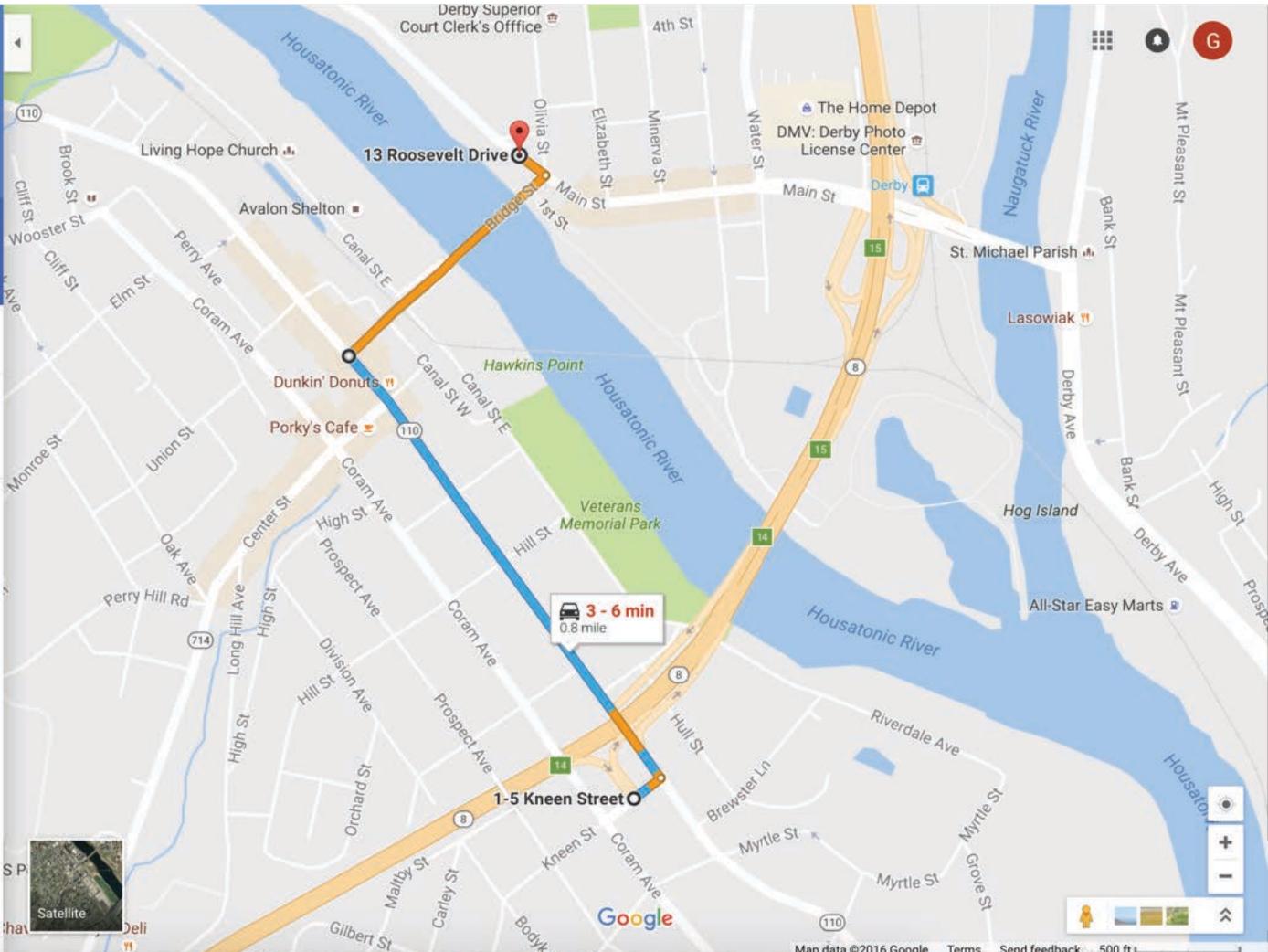
13 Roosevelt Drive, Derby, CT 06418

Depart at 5:10 PM Wed, Nov 16

Send directions to your phone

via Howe Ave and Bridge St **typically 3 - 6 min**  
0.8 mile

DETAILS



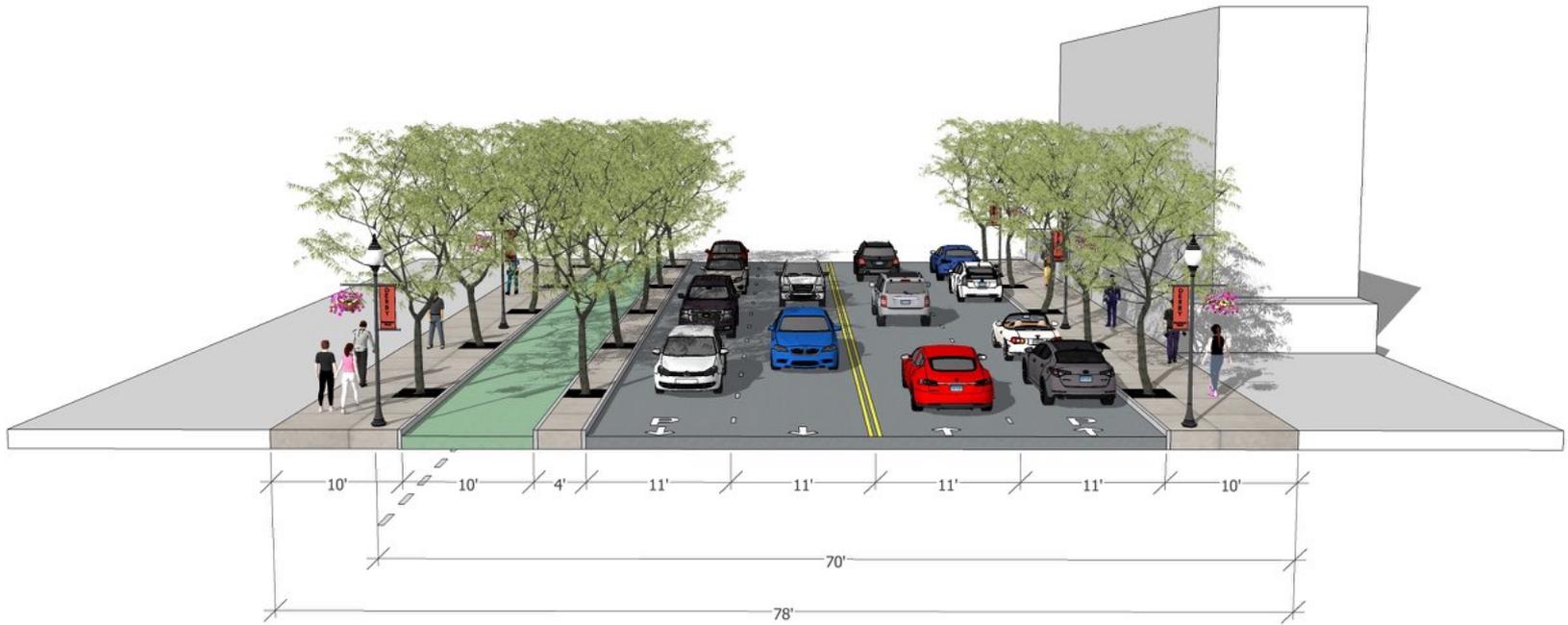
# Roosevelt Drive Via Howe Ave (3-6 Min)



# Traffic Analysis – Current Design

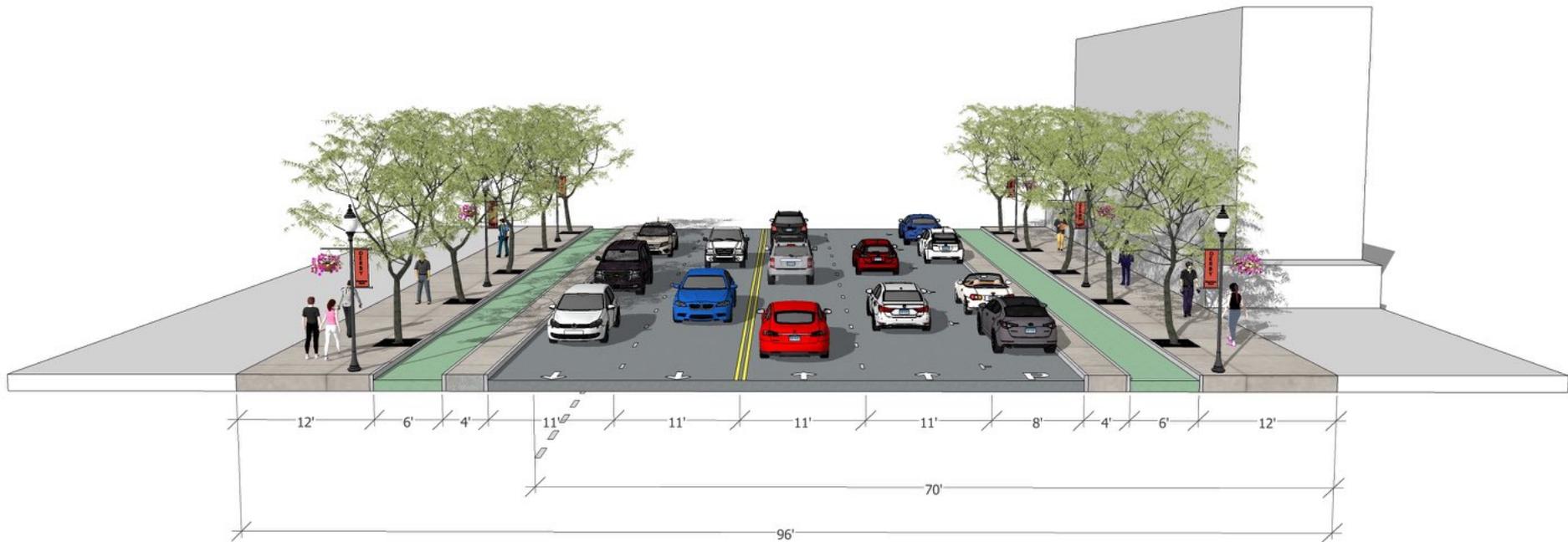


# Traffic Analysis – With On-Street Parking



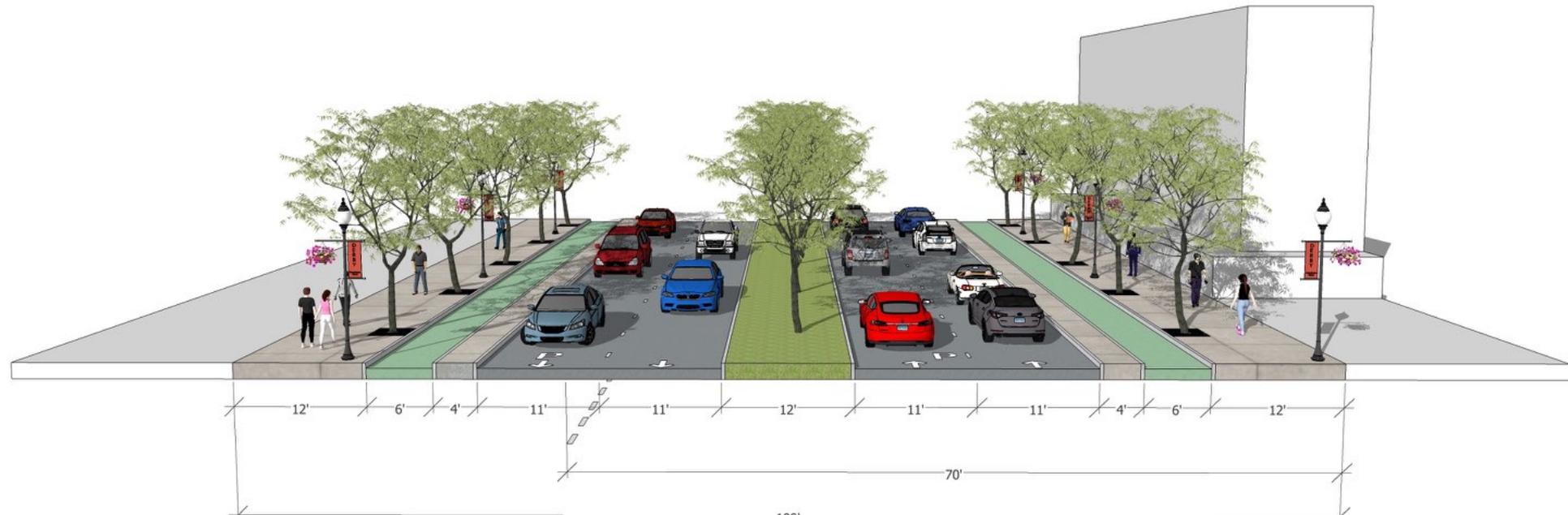
4 lanes w/ converted parking, no median & 2-way bike path

Proposed Retrofit - 78'



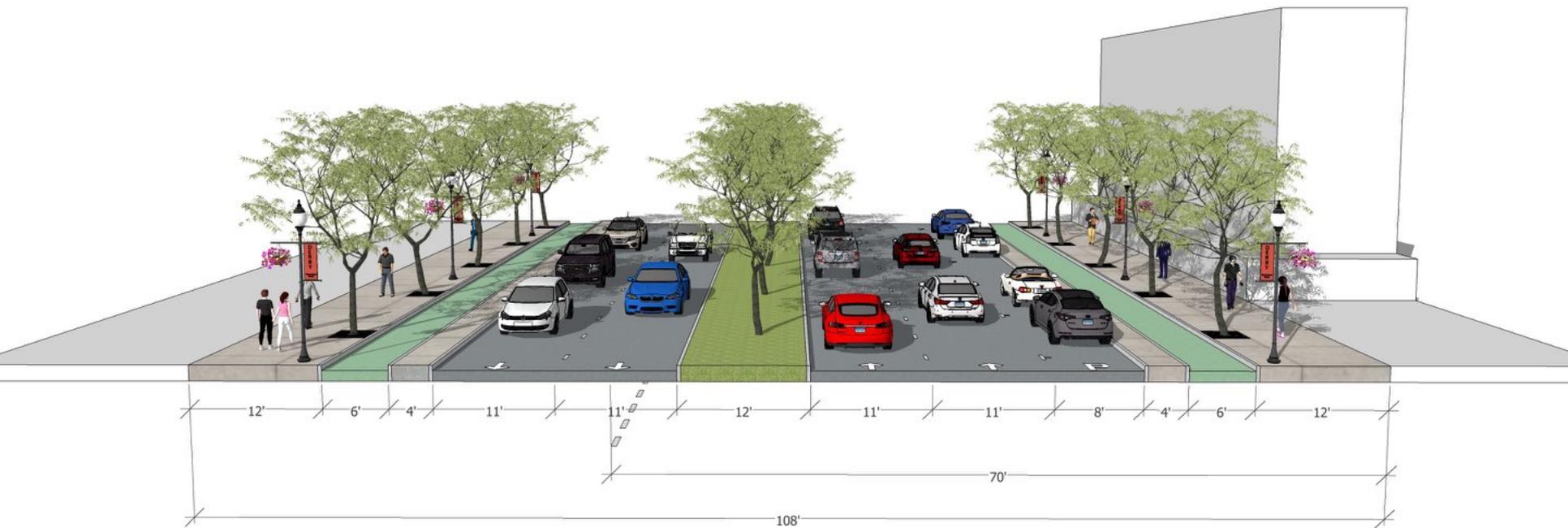
5 lanes w/ converted parking, no median & 2-way bike path

Proposed Retrofit - 96'



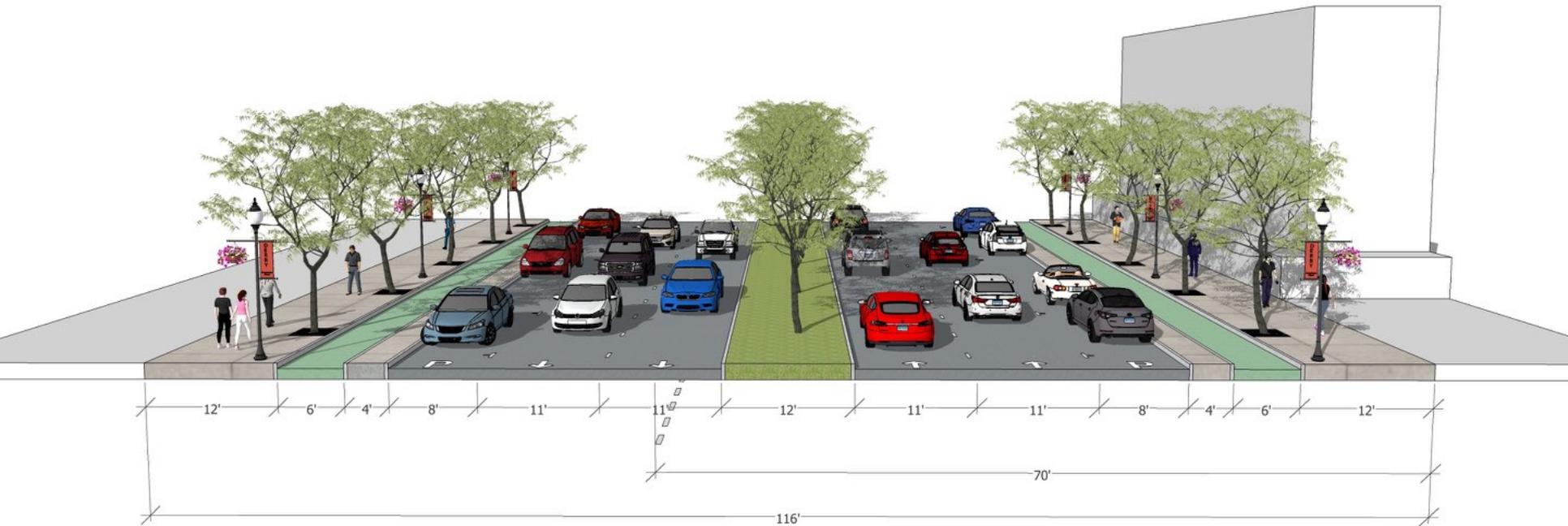
4 lanes w/ converted parking, w/ turn lane median & 2-way bike path

# Proposed Retrofit - 100'



4 lanes w/ parking one side, w/ median turn lane & 2-way bike path

Proposed Retrofit-108'



4 lanes w/ parking both sides, w/ median (turn lane) & 2-way bike path

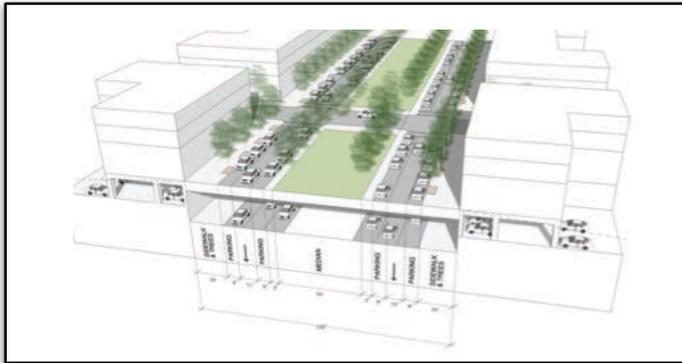
Proposed Retrofit-116'

Evangeline Corridor Initiative: Context Sensitive Solutions Neighborhoods-First Evaluation

Evaluation Elements	Base Case (1)			Single Interchange (2)			Split Diamond (3)			Raised Mainline with Signature Bridge (4)						Paved Access (5)	Depressed Mainline with Cover (6)					
	A	B	C	A	B	C	A	B	C	A	B	C	D	E	F	A	A	B	C	D	E	
Community Connectivity:																						
Vehicular Access:																						
Pedestrian Access:																						
Bicycle Access:																						
Access to Bus:																						
Reversing Disinvestment:																						
Public Safety and CRTED:																						



6-Category Evaluation Chart : 19 Options



Depressed 1-49 Mainline Option B

Elevated 1-49/Iconic Bridge Option B

# I-49/ Evangeline Corridor Study- Lafayette, LA

# Connecticut

*still revolutionary*

Department of Economic and  
Community Development



Make it Happen!

# Master Plan Proposals



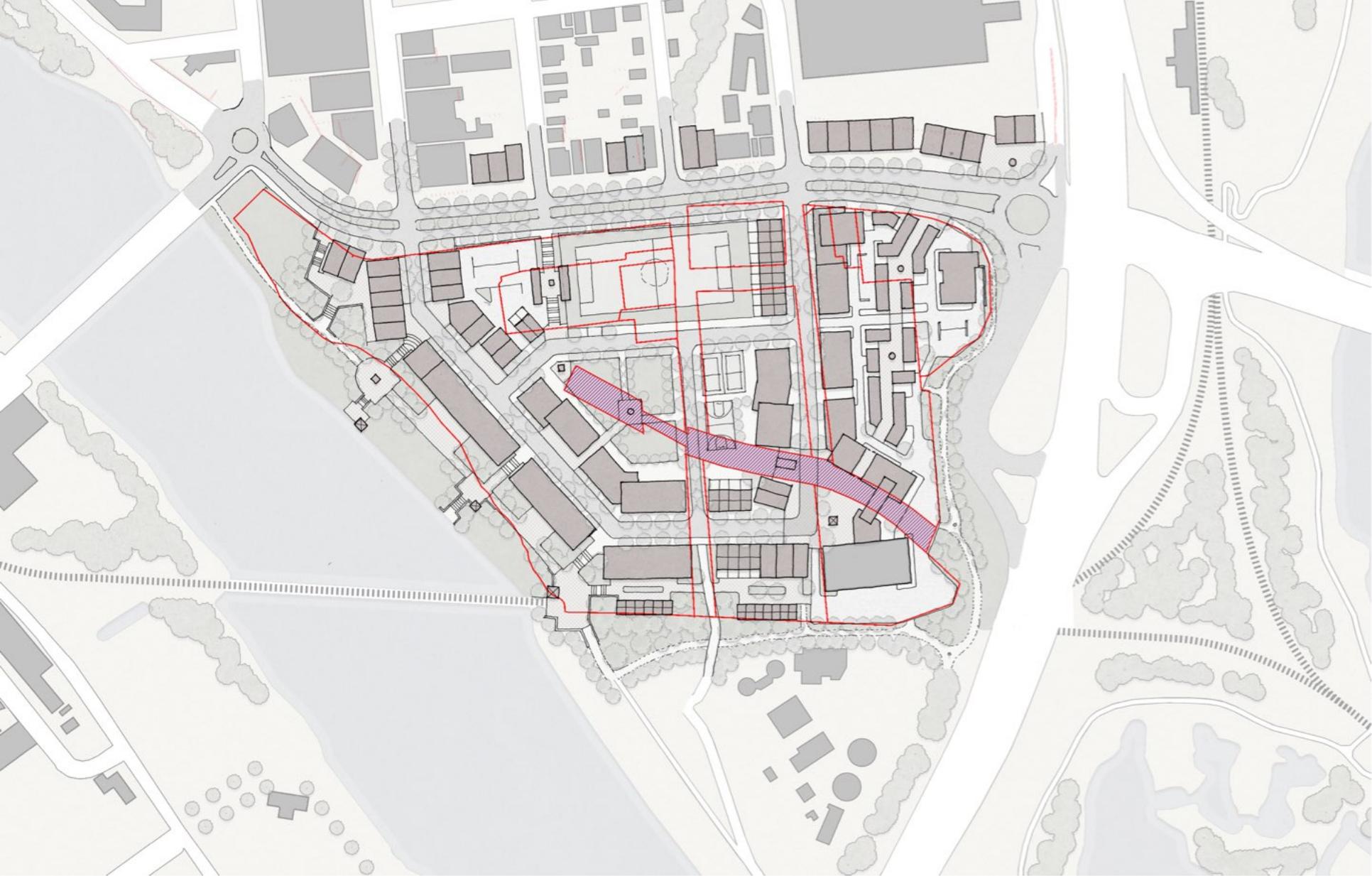
'U' Street



‘U’ Street: Full Build-out



‘U’ Street: Building Types



# 'U' Street: Property Lines



'U' Street



Views over the Levee



‘U’ Street Center & Job Shop



'U' Street View North



'U' Street View to the River



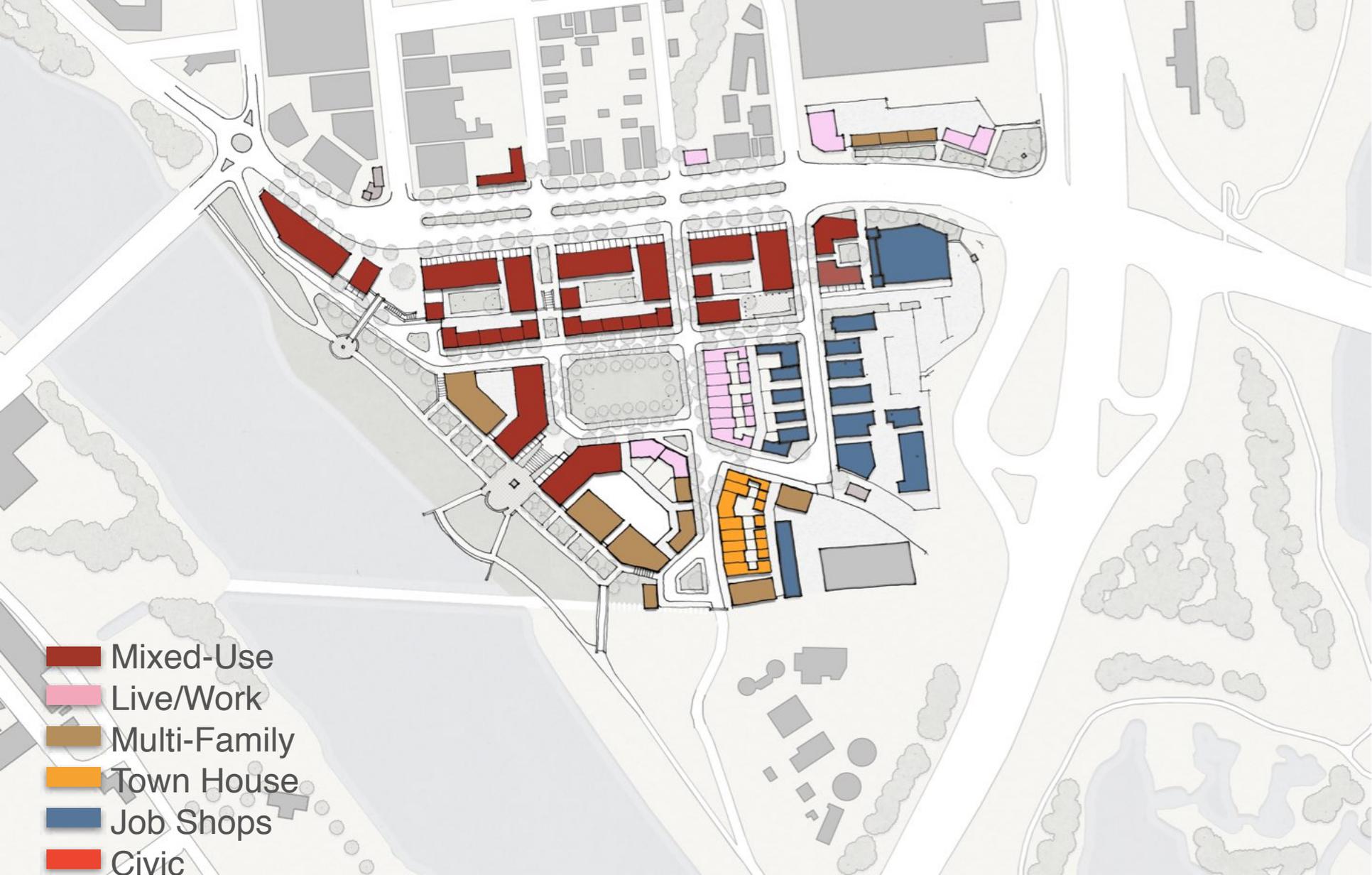
# Sculpture Garden & Rec. Activities



Central Park



Central Park Urban



# Central Park: Building Types



Central Park: Property Lines



View North to Elizabeth Street



Derby Pavilion



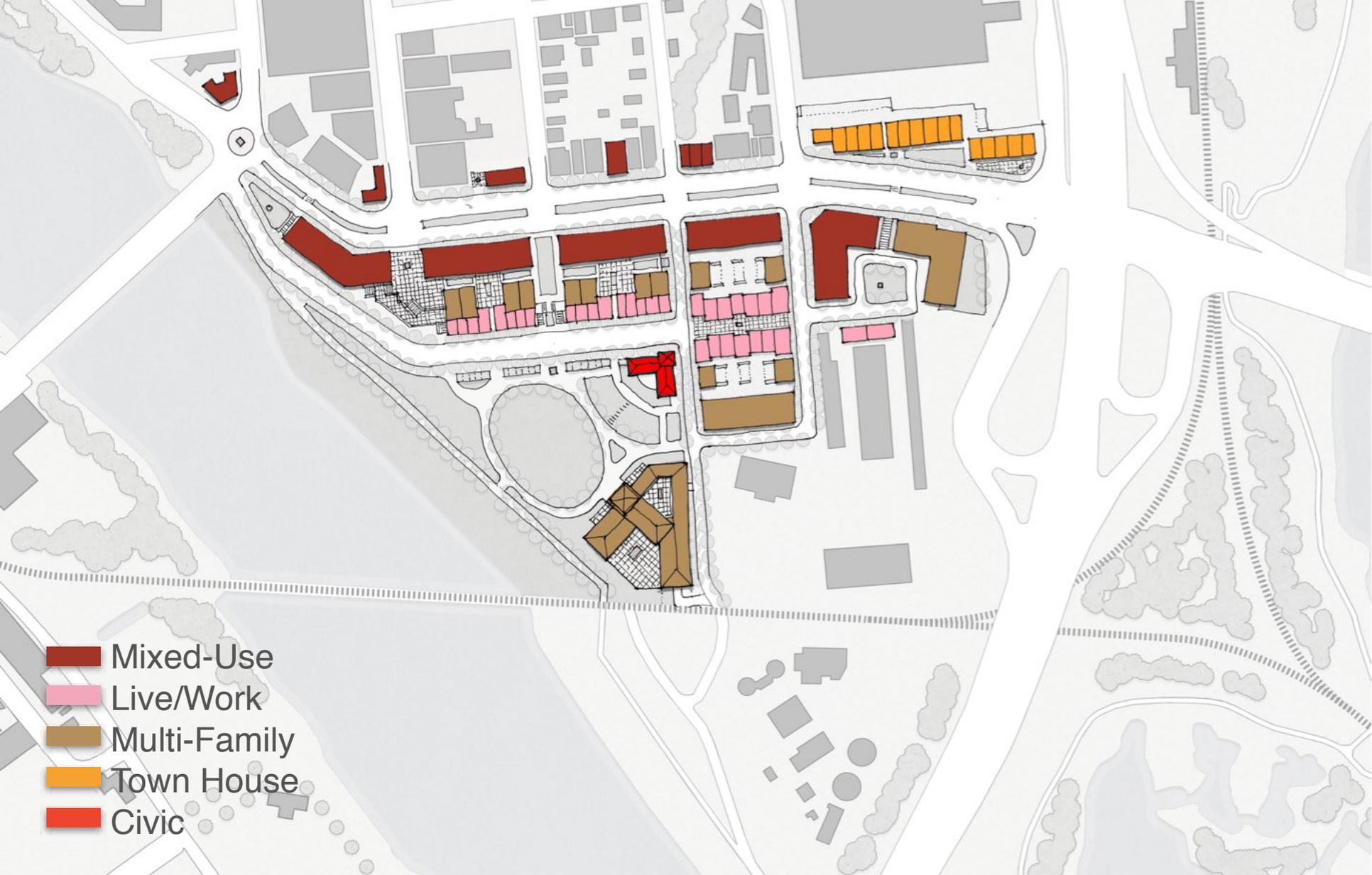
Central Park View North



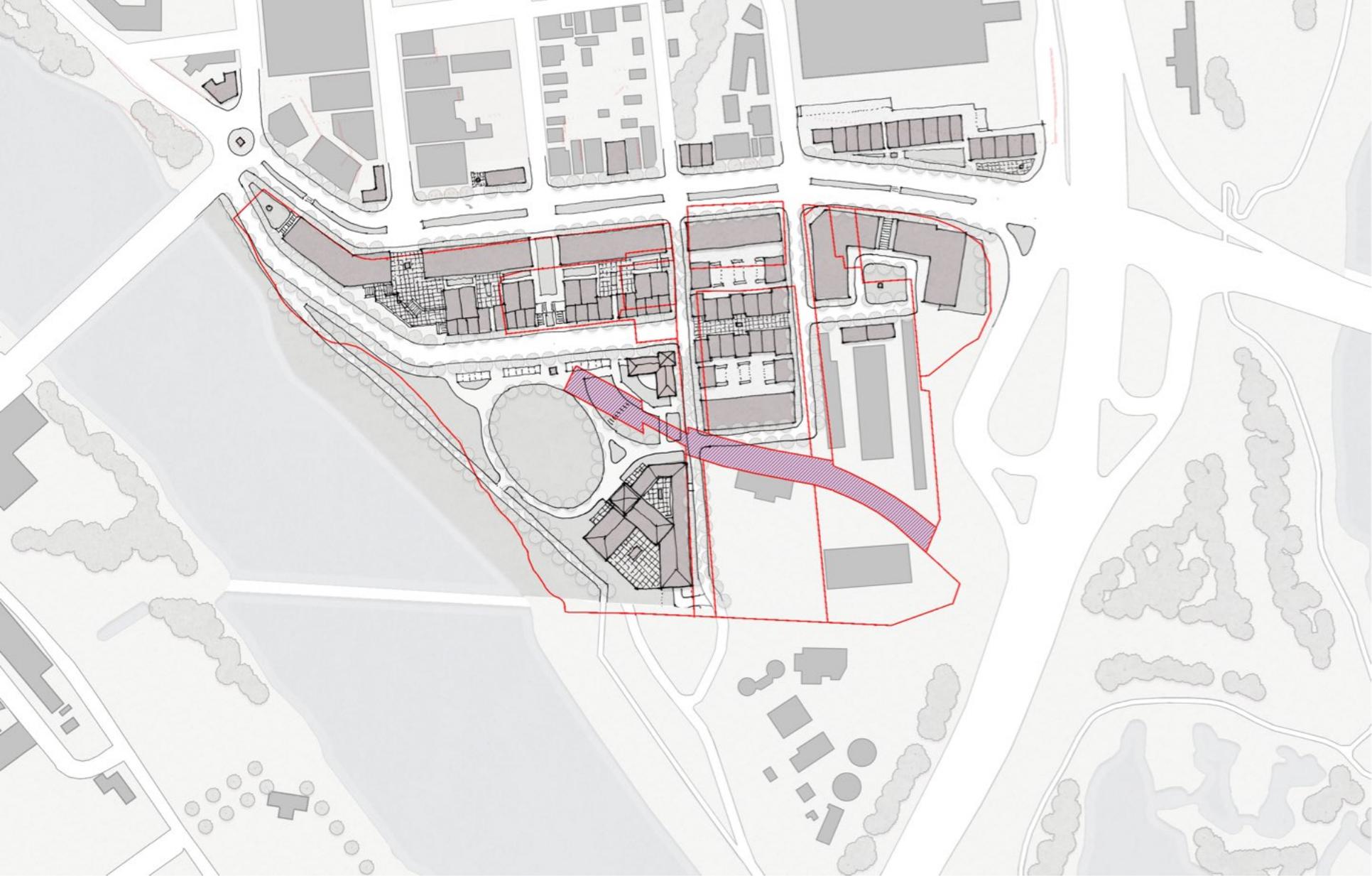
Central Park View to the River



First Street



# First Street: Building Types



First Street: Property Lines



Interior Street



First Street View North



First Street View to the River



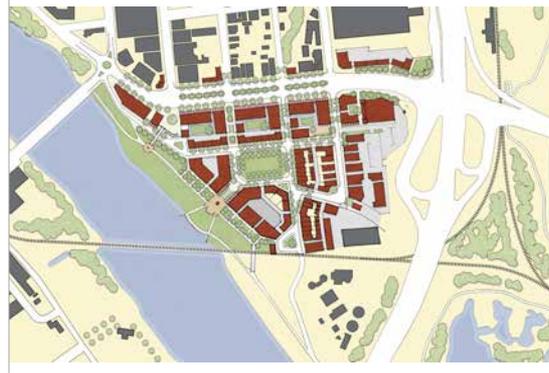
Hartford

# Riverfront Parks

### U' Street



### Central Park

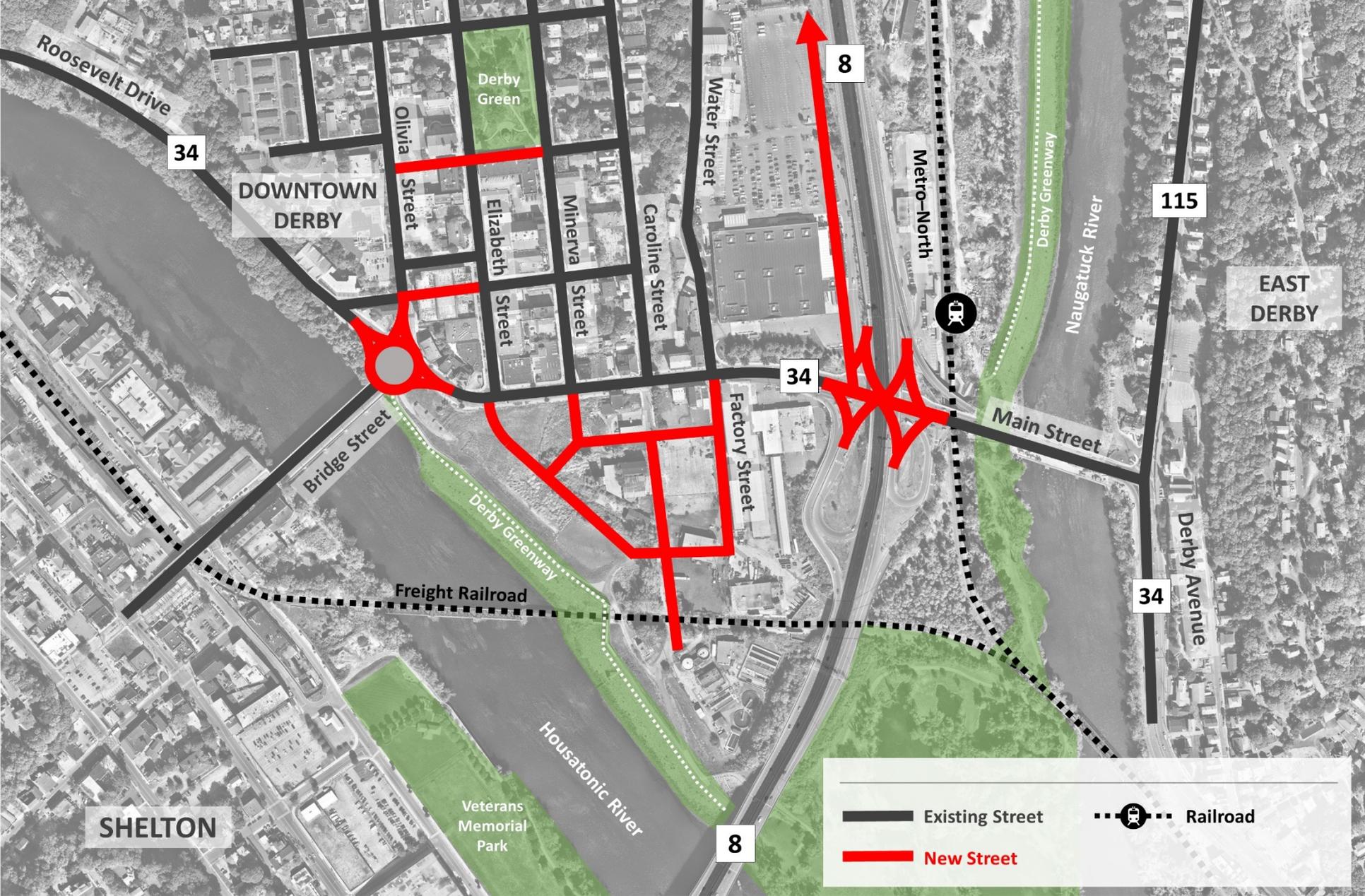


### First Street



<b>Residential (units)</b>	469	466	364
<b>Retail (sq.ft)</b>	96,000	106,000	101,900
<b>Hotel (keys)</b>	200*	150	
<b>Job Shop (sq.ft)</b>	66,000	37,000	
<b>Parking</b>	1,666		1,118
<b>notes</b>	* on Derby Green		

# Development Capacity



# Potential Street Network



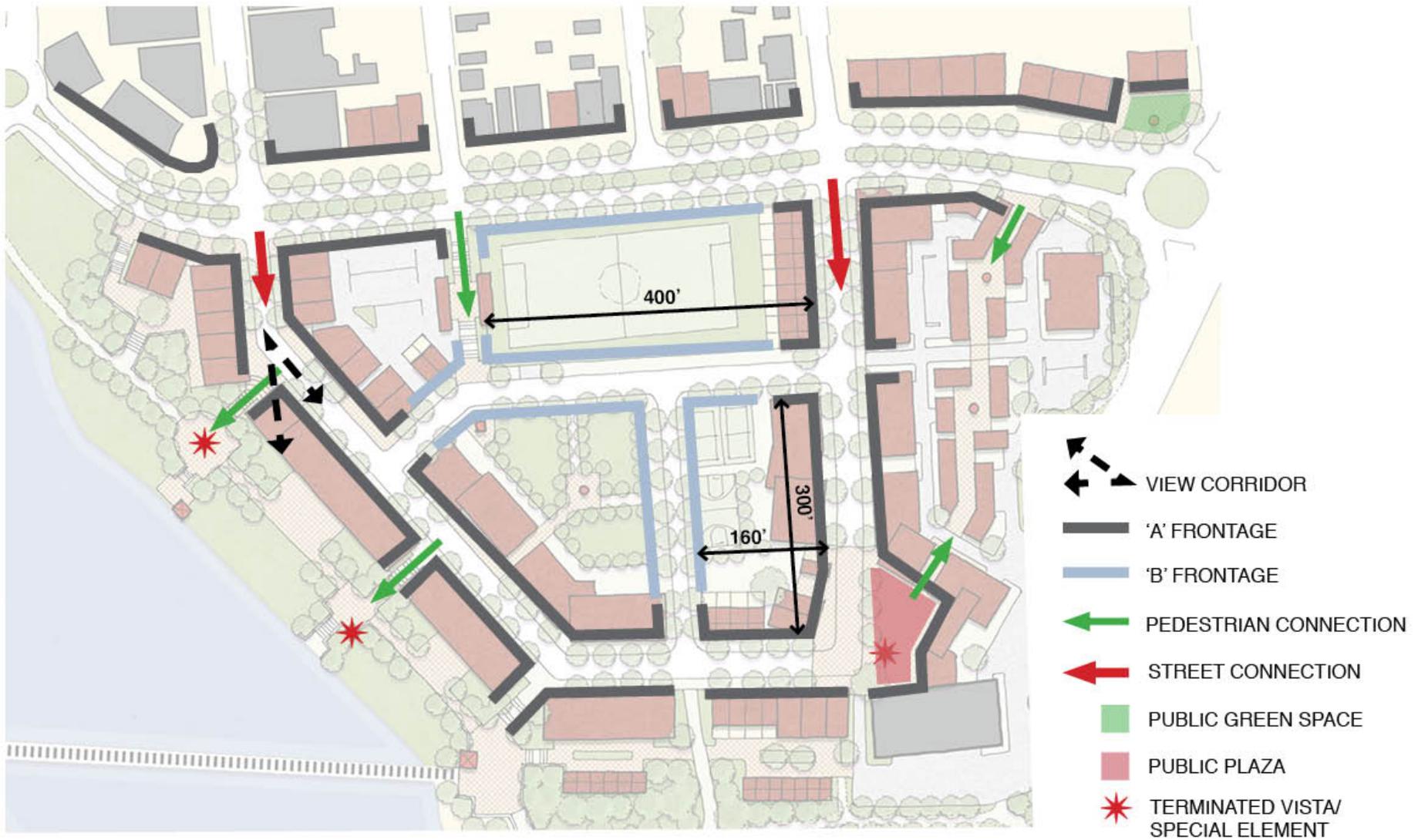
Single Point Urban Interchange (Trumbull, CT)

**Coding**



U Street Plan

# Regulating Plan



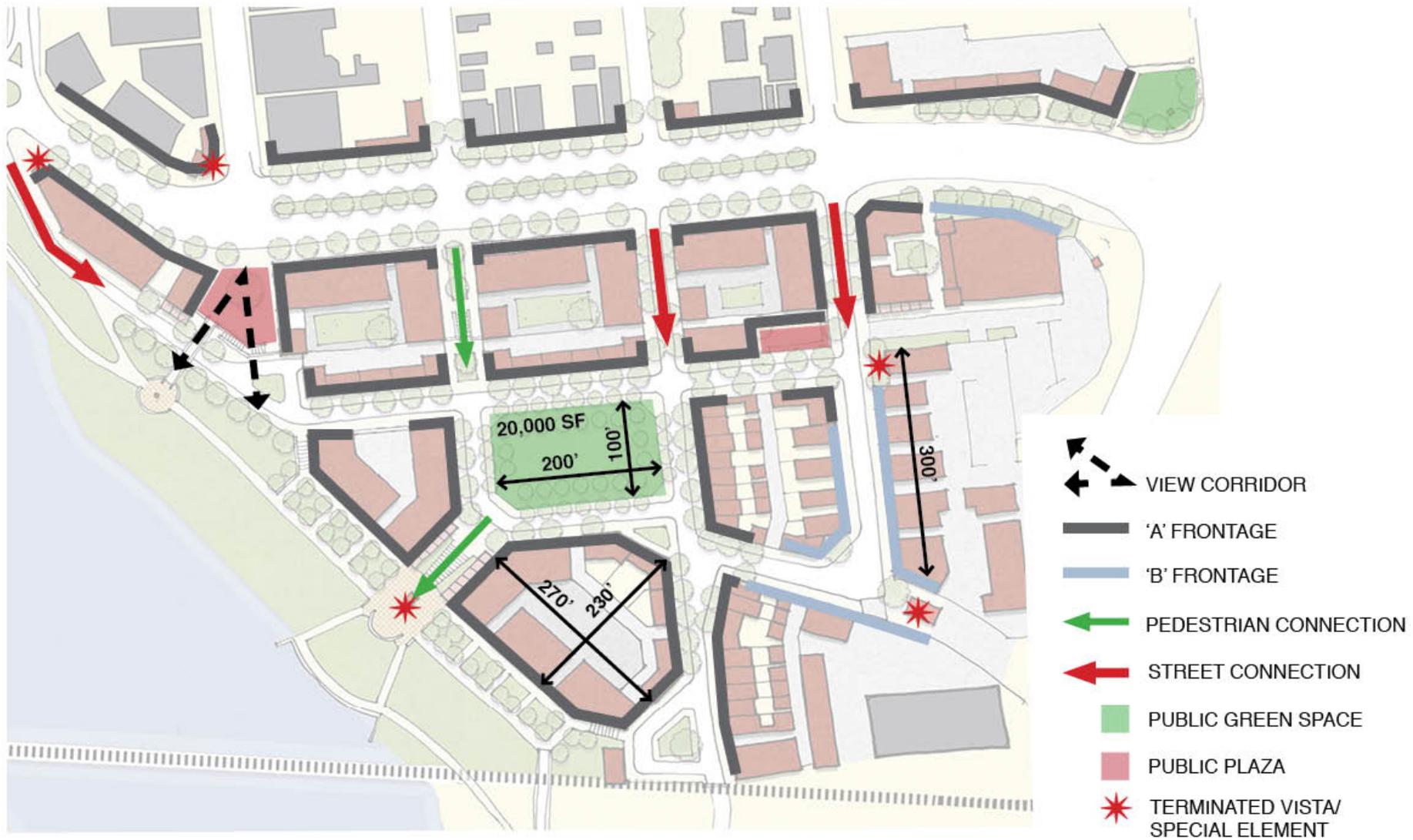
U Street Plan

# Regulating Plan



Central Park Plan

# Regulating Plan



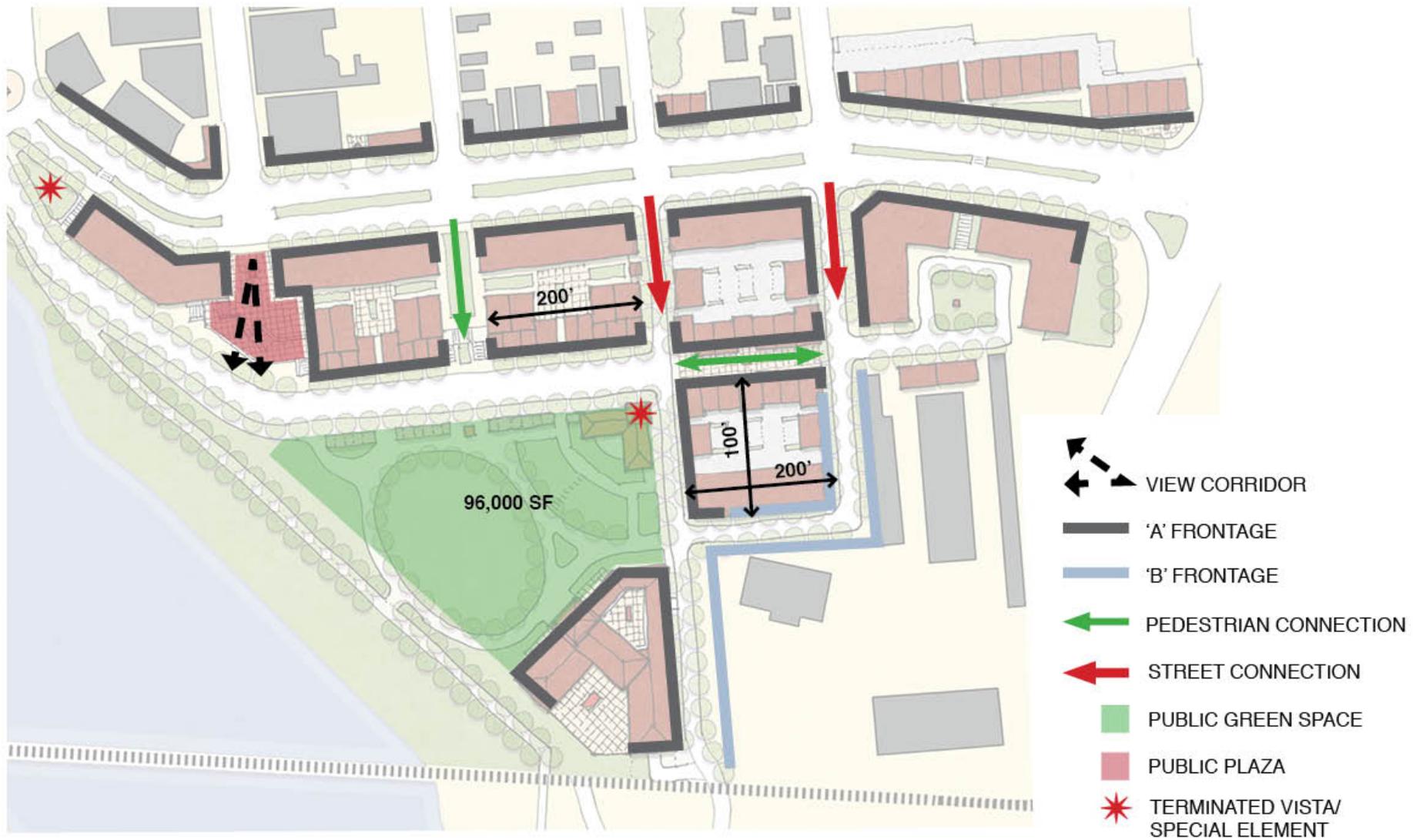
Central Park Plan

# Regulating Plan



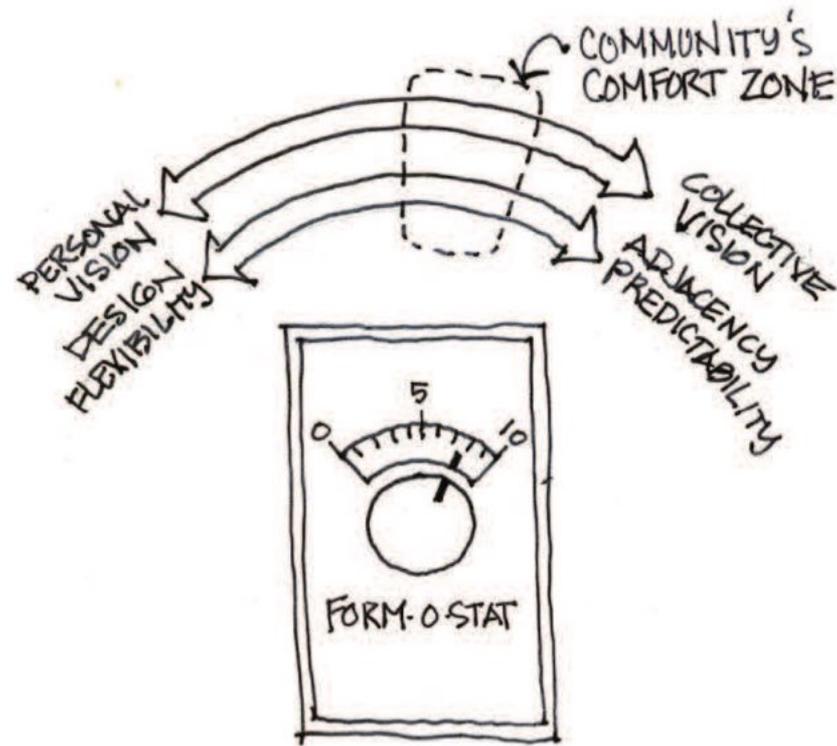
First Street Plan

# Regulating Plan



First Street Plan

# Regulating Plan



It's a balance

Form-o-stat v2.1  
M. Huston 2013

# Form-Based Code

## SUMMARY

- 1° Building mass & placement
- 2° Site design standards
- 3° Building entry orientation
- 4° Frontage types
- 5° Roof forms & projections
- 6° Solid and void ratios
- 7° Facade articulation
- 8° Materials
- 9° Special requirements - non-style
- 10° Style or historic preservation

URBAN  
DESIGN



ARCHITECTURE



STYLE &  
PRESERVATION

Form-o-stat v2.1  
M. Huston 2013

## RETAIL STREETSCAPE ILLUSTRATION

Choose pedestrian scaled lighting that is directed downward.

Sidewalk should be generous in width, especially in areas with restaurants and cafés, to accommodate outdoor dining.



Street trees provide needed shade and soften the urban streetscape. Choose trees that are climate appropriate and low maintenance. Avoid placing trees in front of entrances

Parallel parking provides a protective buffer between pedestrians and moving traffic. It also provides 'teaser' parking for retail.

Design Guidelines for the Public Frontage

# Urban Retail

## STOREFRONT ILLUSTRATION

Do not block windows with signs or other materials.

Use subtle gooseneck lights to illuminate sign and building features.

Keep sign wording simple and clear. Use consistent lettering and limit the number of colors used to two or three.

Blade signs are more visible for pedestrians on the sidewalk.

Avoid strongly tinted or mirrored glass which obscures views into the store.



The cornice is the primary architectural element that tops the façade. Do not cover up the signage.

Use sturdy fabric or canvas awning. Avoid vinyl waterfall awnings, which deteriorate quickly.

Street numbers should be easy to read and be located over the entrance to help customers find the store.

Make an excellent window display the centerpiece of your storefront. Avoid signs or posters on the glass.

Design Guidelines for the Private Frontage

# Urban Retail

# **Downtown & Train Station Area**



North of Main Street

# Original street grid restored downtown



Streets

Parking garage site redeveloped / parking lots or decks created in every block



# Parking

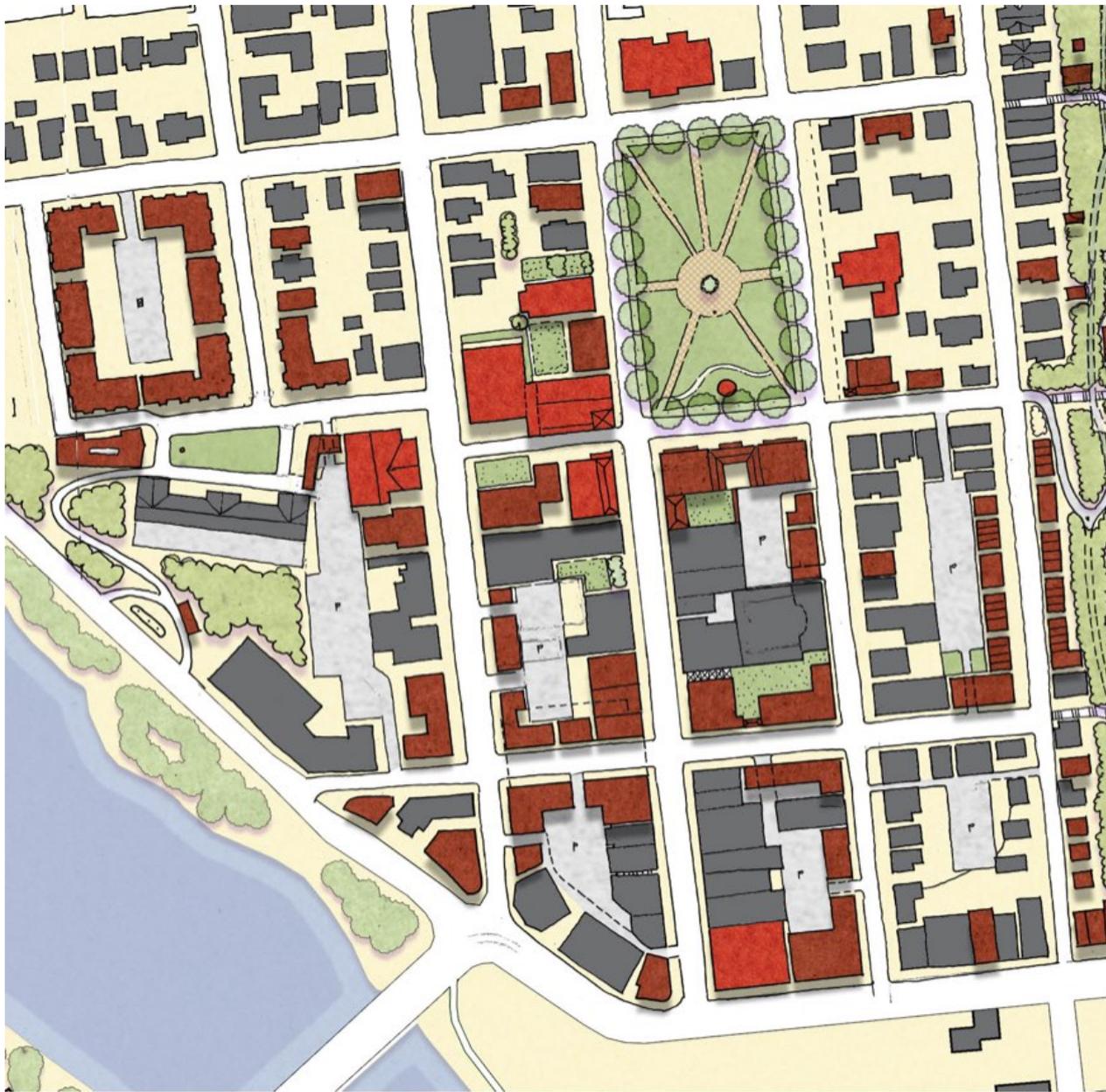
Retail will succeed on Elizabeth & Main if stores are continuous



Retail

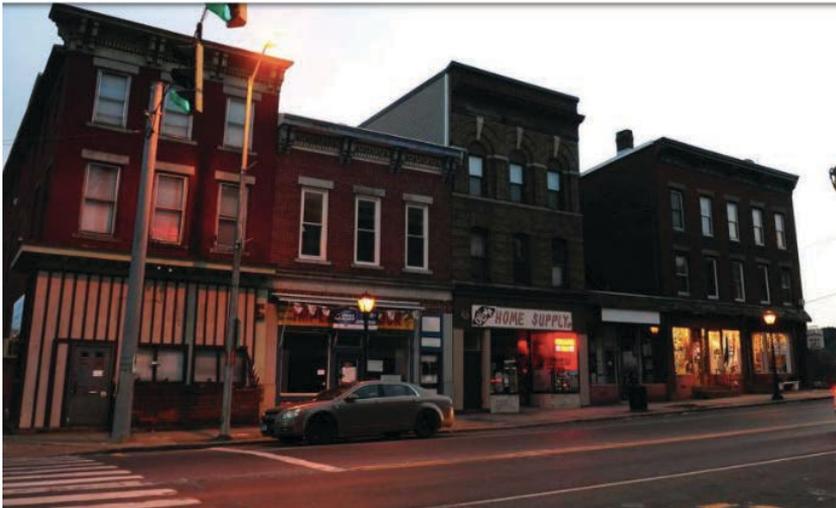


# Key Opportunities



# Key Opportunities

New buildings modeled on Derby's historic building types



Infill New Buildings

Street grid extended east-stairs at every street & connects downhill



Connecting Grid

Site area is as large as downtown



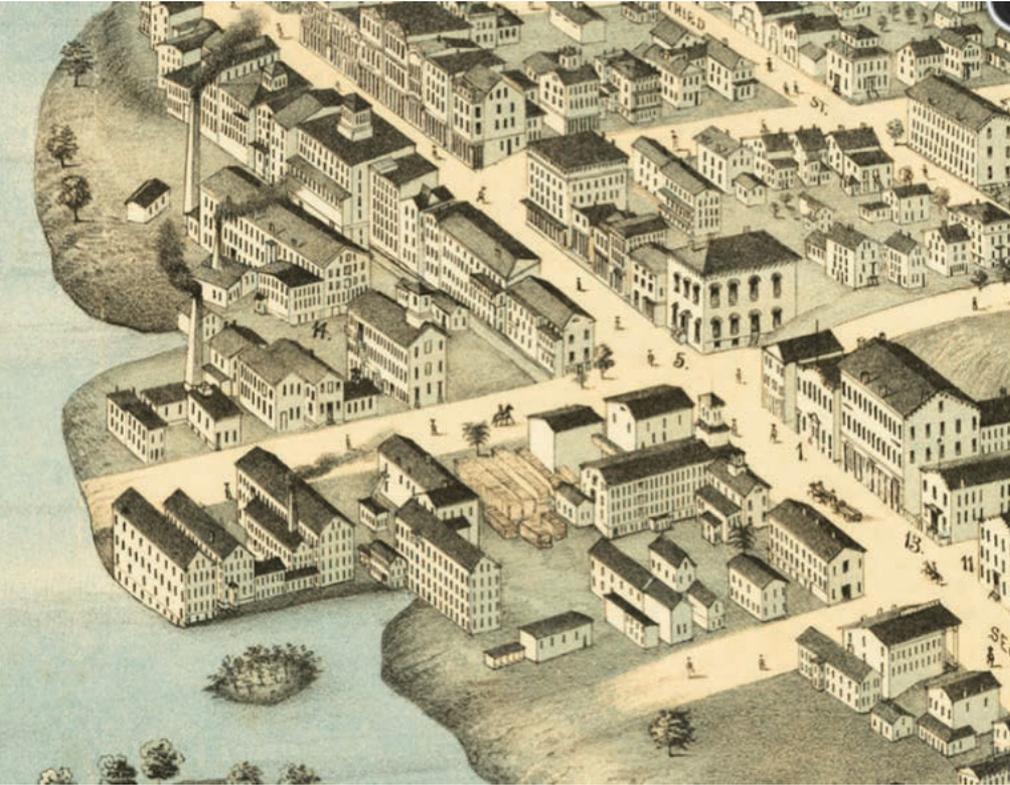
Train Station Area Redevelopment

Buildings laid out to allow trucks to maneuver in/out and courtyards to be multi-use



Job Shops

Allow for flexibility of use and occupancy



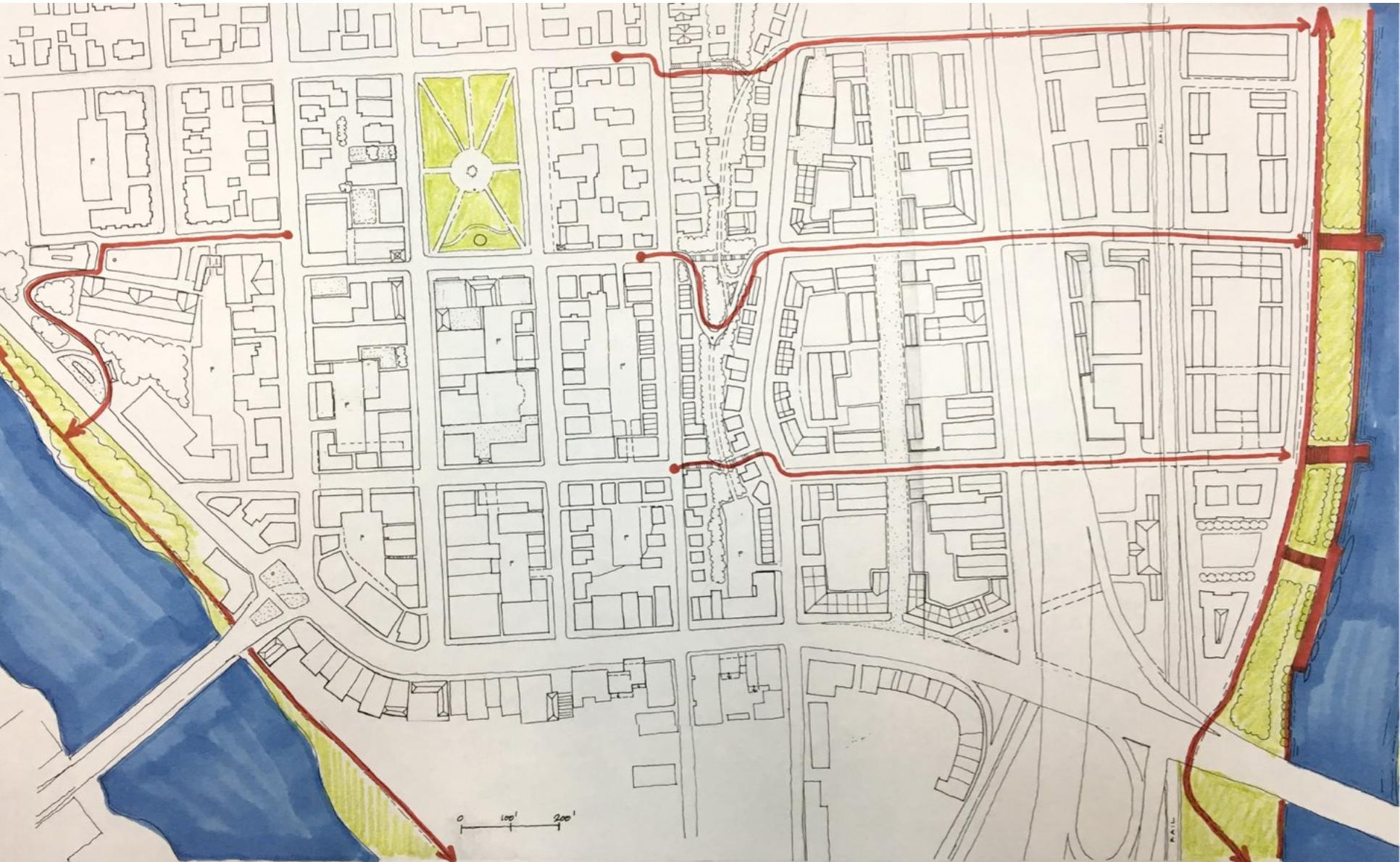
Flexible Building Types

Courtyards and alleys are flexible and used for gatherings

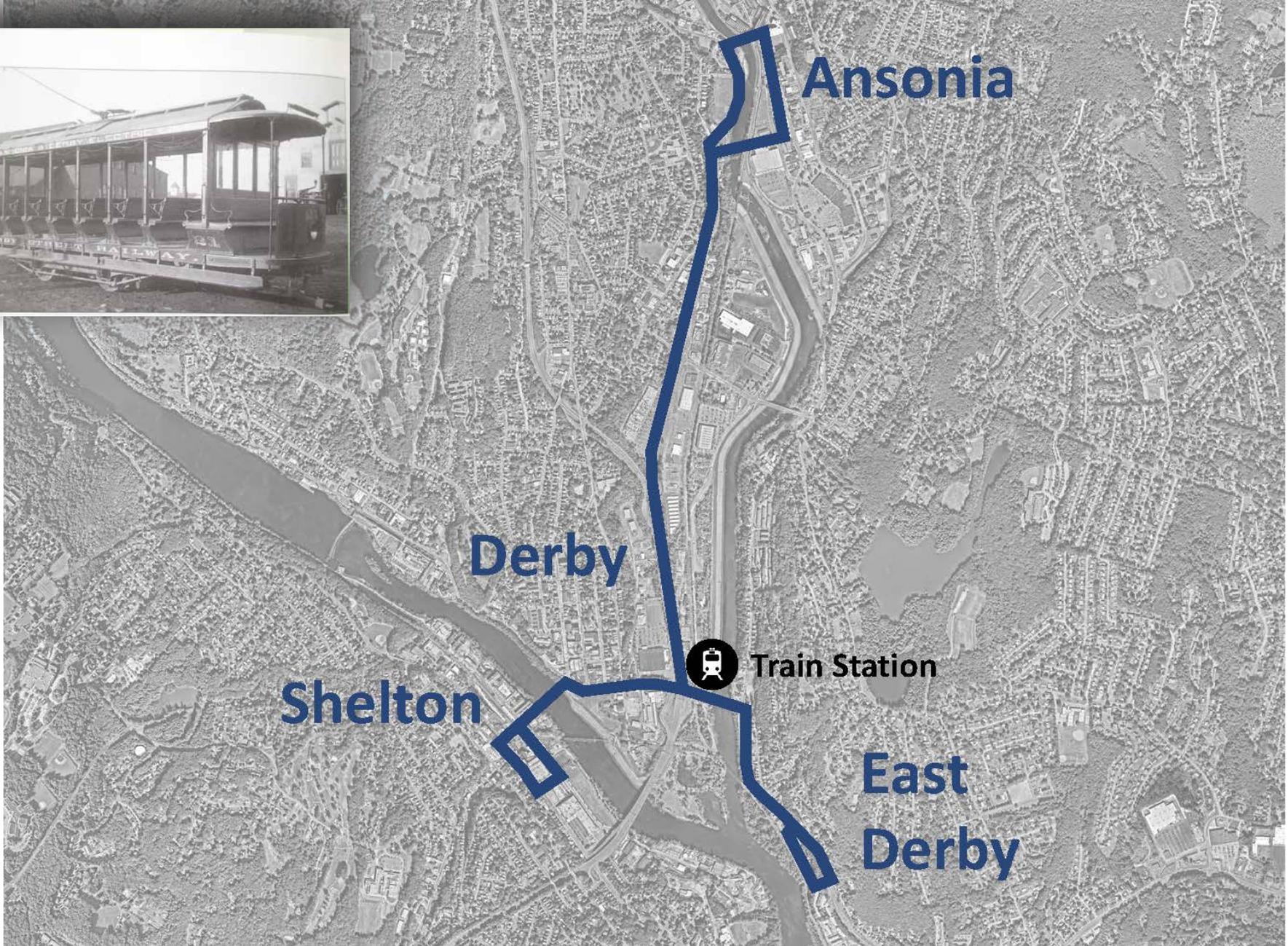
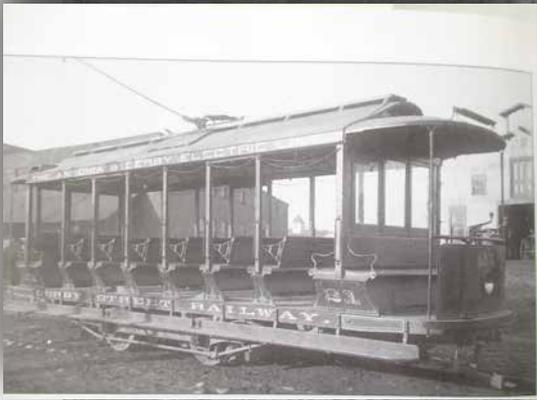


Gathering Places

# Waterfront recreation



Access to River



Ansonia

Derby

Shelton

 Train Station

East Derby

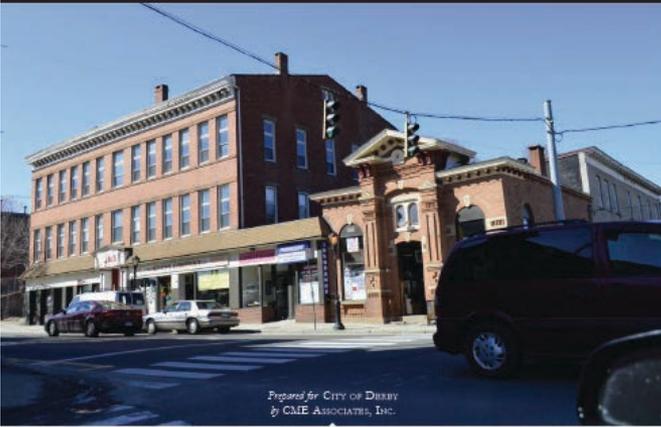
Transit



Infill North of Main Street

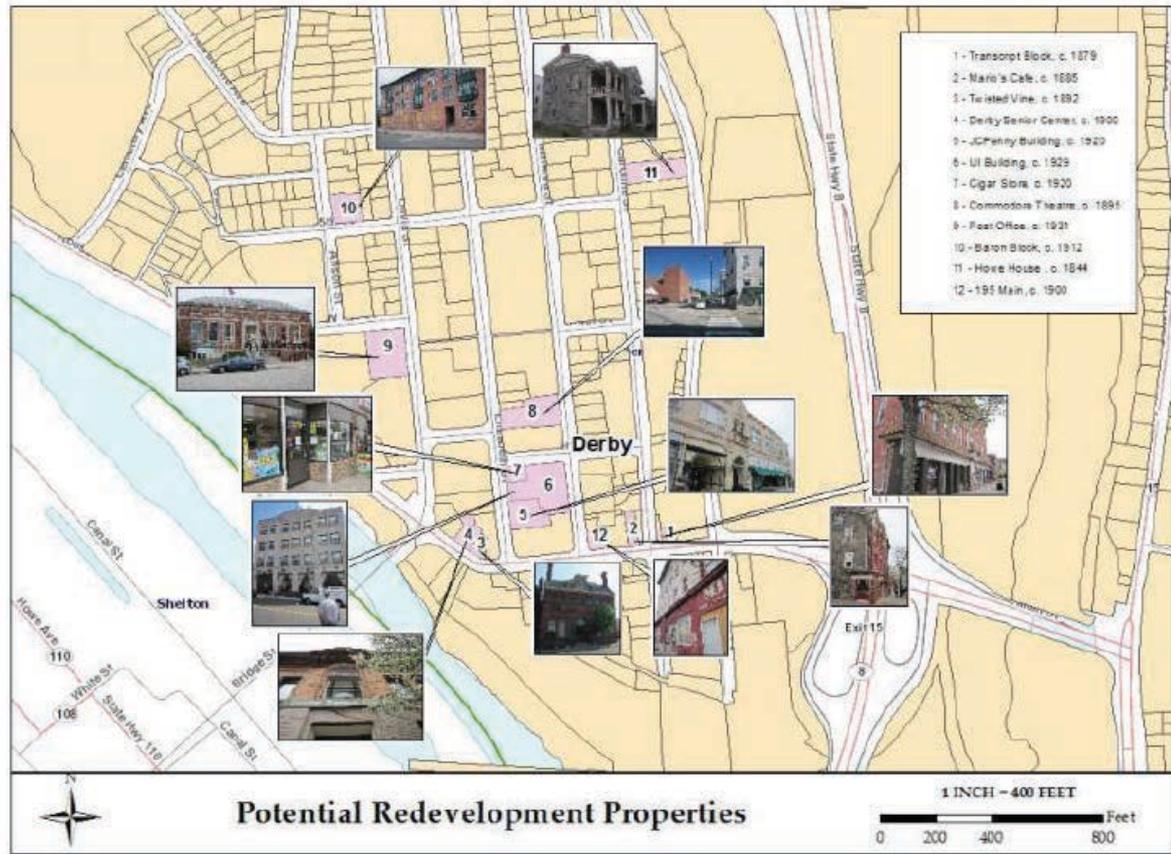
# DOWNTOWN DERBY REVITALIZATION STUDY

February 2015



Prepared for City of Derby  
by CME ASSOCIATES, INC.

Funded by  
CONNECTICUT TRUST FOR HISTORIC PRESERVATION  
CONNECTICUT DEPARTMENT OF ECONOMIC AND COMMUNITY DEVELOPMENT



\$50,000 Grant from Connecticut Trust for Historic Preservation- 2013

*“This Vibrant Communities Initiative study demonstrated that Derby has the potential for a successful downtown **through its wealth of historic buildings, cultural assets, an active and committed citizenry, and therefore cannot afford to miss these opportunities.**”*

## Downtown Derby Revitalization Study - 2015

- 1. Public-Private Partnership / Joint Development Agreements**
- 2. District Zoning & Design Guidelines**
- 3. Historic Income Tax Credits**
- 4. HUD Small Cities Communities Development Block Grant Program**
- 5. DECD Tax Credits / Abatements**
- 6. DECD Brownfield Area Redevelopment Grants**
- 7. Enterprise Zone Corridor Incentives**
- 8. US Economic Development Administration Comprehensive Development Strategy**
- 9. CT Main Street Program**
- 10. Municipal Development Plan, Chapter 132**
- 11. Tax Increment Financing**
- 12. Business Improvement District**

- 1. Set up meeting with CT-DOT to discuss proposed changes to Main Street;**
- 2. Finalize report, recommendations and zoning code regulations to incentive vision plan;**
- 3. Go to P&Z Commission for vote;**
- 4. Issue developer RFQ on city-owned property with implementation benchmarks; and**
- 5. Establish PPP / municipal facilitation team to work with selected developer(s) for redevelopment efforts.**

**Next Steps**



# Main Street