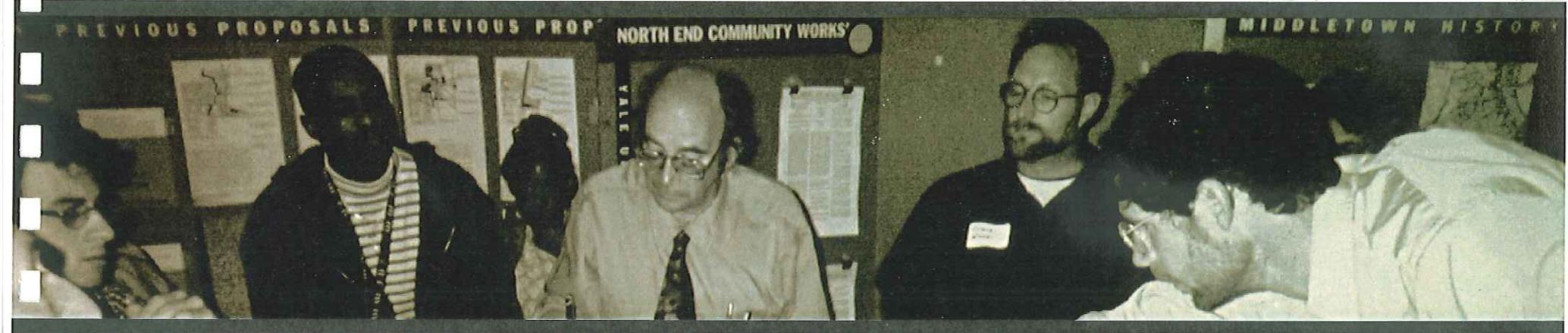
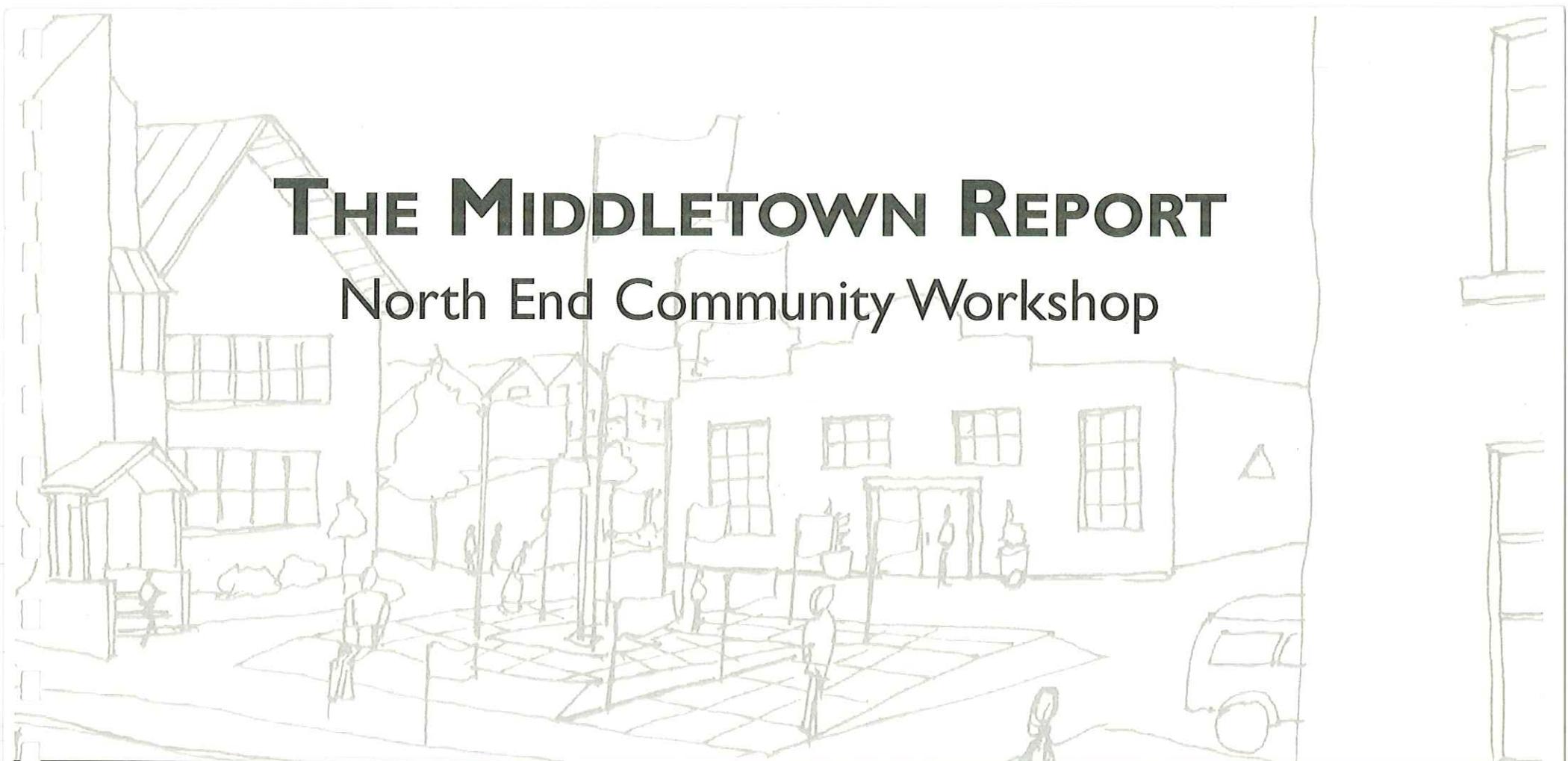


THE MIDDLETOWN REPORT

North End Community Workshop



YALE URBAN DESIGN WORKSHOP
OCTOBER 1998

Yale University School of Architecture
©Yale Urban Design Workshop, 1998

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**LIGHTING IS AN ISSUE IN
MILLER BRIDGE**



PARENTS NEED TO TAKE A STAND AGAINST DRUGS



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ABSENTEE LANDLORDS IS A PROBLEM
-CARL RODENHEIZER



Blighted houses need to be refurbished or knocked down
-Lenny Mack



Strengthen programs for jobs; try to build up industries and places for people to work. --Resident



**I'D LIKE TO SEE THE STREETS BUSY!
--RESIDENT**

ISSUES MATRIX

ISSUE	WITHIN SECTIONS
 TRAFFIC	TRAFFIC INTERCHANGES MAIN STREET MILLER/BRIDGE STREETS N.END NEIGHBORHOODS
 HOUSING	N.END NEIGHBORHOODS MILLER/BRIDGE STREETS INDUSTRIAL AREA
 PARKS	N.END NEIGHBORHOODS MILLER/BRIDGE STREETS NATURAL RESOURCES
 RELOCATION	N.END NEIGHBORHOODS TRAFFIC INTERCHANGES MILLER/BRIDGE STREETS
 ECONOMIC DEVELOPMENT	TRAFFIC INTERCHANGES MAIN STREET MILLER/BRIDGE STREETS N.END NEIGHBORHOODS

ISSUE	WITHIN SECTIONS
 CONNECTIONS	N.END NEIGHBORHOODS MILLER/BRIDGE STREETS MAIN STREET NATURAL RESOURCES INDUSTRIAL AREA
 SAFETY	N.END NEIGHBORHOODS MILLER/BRIDGE STREETS MAIN STREET NATURAL RESOURCES
 PERCEPTION	N.END NEIGHBORHOODS MILLER/BRIDGE STREETS MAIN STREETS NATURAL RESOURCES
 DRUGS	N.END NEIGHBORHOODS MILLER/BRIDGE STREETS MAIN STREETS NATURAL RESOURCES



I'D LIKE TO SEE MORE FOOD STORES, SPECIALTY SHOPS, BAKERIES AND BAGEL SHOPS.



IMPROVE CONNECTIONS TO THE WATERFRONT



MORE CULTURAL EVENTS!



MIDDLETOWN IS MISSING DECENT PLAYGROUNDS.

WORKSHOP PROCESS

THE YALE URBAN DESIGN “CHARRETTE”

The North End Community Workshop is based on the *charrette* process of participatory urban design used by the Yale Urban Design Workshop (YUDW) and many other groups. The goal of the highly participatory Charrette/Workshop is to engage public interest and involvement in a “conversation” about common goals and thereby to empower the citizens of the neighborhood, town or city to shape their own environment. By building a community of interest, the workshop process maximizes input, education and coordination for a synergy of ideas and proposals leading not only toward a realizable plan, but a mechanism for refining the plan and continuing the conversation beyond the workshop event.

The North End Community Workshop was more than just a two-day event; it involved multiple phases, each essential to mobilizing the community to create new dialogue and interest over the importance of planning issues.

PREPARATION PHASE

The neighborhood based organization, North End Action Team (NEAT), students from Wesleyan University and the Middletown Planning and Zoning Commission worked with the YUDW team to work with the community and collect relevant site data for resource boards for the Workshop; describing existing proposals, images of the town, land use and more.

PROGRAMMING PHASE

Members of NEAT and the Planning & Zoning Commissioner worked with the Yale Urban Design Workshop to establish initial programming parameters for research.

THE WORKSHOP

The North End Community Workshop took place Friday, May 8 to Saturday, May 9th, 1998 at Deliverance Haven Church in Middletown. It concluded with a public presentation of the work generated in the Workshop on Saturday afternoon.

Friday and Saturday was an open house including a series of scheduled seminars and meetings with consultants. Representatives from the city of Middletown worked with a large number of residents who came to express their ideas and participate in the meetings.

FOLLOW-UP

During this time the Yale team further elaborated on the plans and proposals that were begun in the Workshop and started to compile information into this report. The North End Community Workshop is, however, an on-going process involving further meetings and planning with continued communication from the community. This report records this process as it has evolved to this point.



The North End is rich in culture, rich in arts, and diverse.
- Lisa Janero



What drew me to Middletown was the old architectural design of downtown buildings and the Wesleyan campus.
-Resident



We need more areas for kids to go and play; a community space.
-- Employee in North Main Street business



PLANT DAFFODILS. --
RESIDENT

INTRODUCTION

The Yale Urban Design Workshop was invited by the city of Middletown, Connecticut to hold a Workshop in order to develop a plan for the reinvigoration of the city's North End. Understanding that a community-based planning process is the most valuable method of establishing priorities and consensus toward a strategy for action, the City of Middletown engaged the YUDW to begin the research and preparation phases of the process during the summer and fall of 1997. During the preparation phase the YUDW met with the Urban Homesteading Task Force, the grassroots organization NEAT, local landlords, and members of the Wesleyan Community. Additional consultants were also hired to examine specific areas of concern that were identified by the above named groups. Not only was this a time to listen to the various constituents, but it was also a period when the project was looked at from various points of view: urban design, architecture, housing, retail and economic development, streetscape and landscape design.

The North End Community Workshop was based on the process of participatory urban design. The goal of a highly participatory Charrette/Workshop is to engage public interest and involvement in a "conversation" about common goals thereby empowering the citizens of the neighborhood to shape their own environment. By forging a community of interest, the workshop process maximizes input, education, and coordination for a synergy of ideas and proposals leading not only toward a realizable plan, but also to a mecha-

nism for refining the plan which allows for the continuation of the conversation beyond the workshop event.

Many specific ideas were generated at the Workshop as to how the North End could develop in the future. Specific initiatives around streetscape design, economic development, signage, and previous planning efforts have all been considered. During the Workshop, additional issues and interests of North End residents were added to the preliminary scope that was developed in the initial planning phases.

Our role as designers was to listen to all ideas and translate them into design proposals. These proposals do not prescribe solutions, but rather articulate principles for future development which can easily be transformed and amended as circumstances change, all toward making the North End a better place to live, work, and play. The following report outlines these design suggestions in relation to specific study areas, and also includes notes of issues raised during the Workshop as a documented log and reference of the concerns and hopes of the citizens of Middletown, CT.

Much credit needs to be extended to the members of N.E.A.T and the Wesleyan community for their unflagging engagement in the workshop process.



WHY NOT START A TEAM COOP? WE COULD SELL LOCAL VEGETABLES, PIES AND CRAFTS.
-- GREGORY BLACK



THIS NEIGHBORHOOD NEEDS AN IDENTITY.
-- MILLER STREET RESIDENT



**The library could be more involved in the North End
- Arthur Meyers**



BETTER TRAFFIC CONTROLS ARE NEEDED

MIDDLETOWN & THE NORTH END HISTORY

EARLY HISTORY

Middletown was officially established as a community in 1653. In the late 1600's Middletown covered a far greater area than it does today, extending from what is now a section of Rocky Hill south to Haddam, west to include much of what is now Berlin, and east to include East Hampton and Portland.

The town's commerce relied almost entirely on its connection to the sea. During the fifty years before the guns of Lexington, Middletown enjoyed booming times, because merchants developed an extensive trade between New England and the West Indies. By the time of the Revolution fully one third of the population was engaged in maritime trade and merchant activities. Following the revolution, trade resumed once again and Middletown merchants sent their ships to New York City and down to the West Indies again. After 1810, however, commerce in general declined and trade centered only in large cities like Boston, New York, Philadelphia and Baltimore. With this shift, enterprise in Middletown turned to manufacturing.

One of the most significant fixtures of Middletown is Wesleyan University which was launched in 1831 under President Wilbur Fisk. Charles Dickens is reputed to have considered High Street, where Wesleyan fronts, the most beautiful in America; it is this street where some of the most successful Middletown residents built their mansions in the

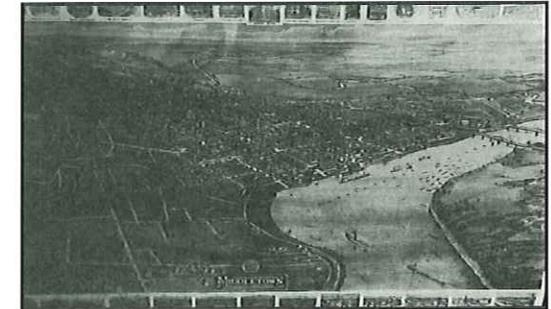
nineteenth century. Not only was Wesleyan University established in Middletown the city also opened a high school in 1840, the state opened a hospital in 1868, and in 1875 the Russell Library was established by Mrs. Frances Ann Russell in memory of her husband, a prominent Middletown merchant and trader.

EARLY DEMOGRAPHICS

In the 1800's Middletown was largely Protestant and Congregationalist, and almost entirely Anglo Saxon. In the nineteenth century the Irish were the first new immigrants to arrive in numbers, followed by the Germans, Swedes, and a small number of Italian people. During the twentieth century many more Italian, Polish, and German people have arrived. The dominant ethnic group today in Middletown is Italian. Though many have come from Northern Italy, there have been a substantial number arriving from Melilli, Sicily. Middletown's population in 1900 was 17,464, and by 1919 immigration had increased it to almost 21,000.

WORLD WAR I AND THE GREAT DEPRESSION

During the first part of this century, Middletown helped fight World War I and subsequently enjoyed an expanding abundance. It oversubscribed most of the Liberty Loans, and its factories, such as Russell Manufacturing, had shifted to produce war material. After the war Middletown enjoyed prosperity during the 1920's. New houses went up in many parts of the city, and the brickyards in the Newfield area flourished.



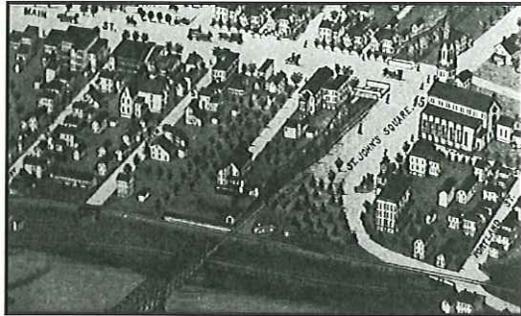
Early aerial view circa 1800



THE NEIGHBORHOOD NEEDS MORE FOCUS ON A PEDESTRIAN SCALE
-STEVE GREEN



GREEN SPACE!



North End aerial

This abundance continued until the Great Depression began in 1929. The Depression did not strike Middletown, however, as it hit other cities. Concerted efforts by local manufacturers, with federal and state aid, helped Middletown survive difficult times.

WORLD WAR II TO THE PRESENT

World War II had an enormous effect on the structure of Middletown's community. Approximately 3,700 women and men served overseas. Many Middletown women joined the workforce in order to fill the spaces left in the factories by absent male soldiers, and many African American families from the South traveled to Middletown to seek employment in the factories.

After the war Middletown maintained a stable economic base, and transportation was aided by Route 9 which was constructed in 1950. Although the Goodyear Rubber Plant and other factories closed their doors during the 1960's, Pratt and Whitney Aircraft opened their own factory in 1966 and it has remained a central economic force in the area.

From 1970 to 1990 the Hispanic population in Middletown more than doubled. During the 1980's more shifts in demographics contributed to the diversity of Middletown when hundreds of people from Southeast Asia arrived particularly from Thailand and Cambodia.

Like much of the United States, Middletown is a melting pot bringing together people from many ethnic backgrounds. The city will continue to evolve as its community base changes.

NORTH END HISTORY

Although the original settlement of Middletown occurred in the North End, development soon shifted to the areas adjacent to the central and southern parts of Main Street, and the North End was sparsely populated by the large residences of business owners and shipmasters. The river front was the focus of activity, and Ferry Street was laid out in 1780 to connect Main Street to one of Middletown's ferry ships.

When the railroads came in the 1850s, however, the North End experienced much growth. Tenements were constructed on Ferry and Green Streets to house the growing number of immigrants—mostly Irish—who were working in the expanding industries and rail yards. Rapallo Avenue became a public street in 1885 to access more easily the railroad station, which was constructed in 1878 at the junction of the two major lines. As the center of activity shifted to the North End in the latter half of the 19th century, Main Street became lined with four and five story brick buildings—many still remaining—containing businesses and hotels that served railroad passengers. The tenements and



Wesleyan needs to be approached about its large potential stabilizing force West of Main Street
- James Lockhart

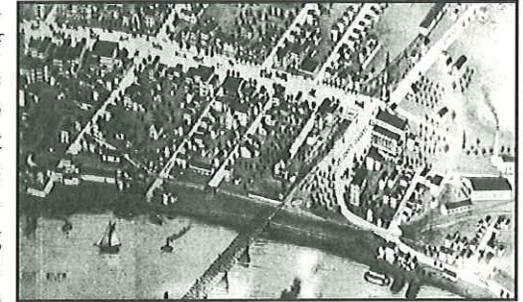


WE NEED BETTER HISTORIC PRESERVATION OF BUILDINGS.

apartments constructed on Ferry, Green, and Rapallo Streets continued to house the most recent immigrants, and after the Irish moved to other parts of town, the area was settled primarily by people from Melilli, Sicily.

While Middletown weathered the Depression relatively well, the post-World War II era heralded a great decline in the business activity occurring on Main Street. Like most cities in the U. S. during the 1950s, new commercial development, dependent upon the ever-increasing use of automobiles, began to occur at the periphery of cities. In order to counter the decline of downtown, city officials drafted plans to demolish neighborhoods adjacent to Main Street to construct shopping centers that closely resembled their suburban counterparts. Large areas needed to be cleared to accommodate the vast shopping centers, and the older neighborhoods east of Main Street, thought to be unsuitable for housing on the basis of their density, were targeted for elimination. When the neighborhood east of the central part of Main Street was cleared for the Riverview Center, many of the residents were relocated to a new housing project, which ultimately failed partially because it was so isolated from downtown's jobs and shopping opportunities. The remaining businesses on Main Street likewise struggled to survive as the number of people living downtown declined. The South End, also quite similar to the housing in the North End, was cleared in the early 1970s to make way for Metro Square.

Having witnessed the destruction of almost half of its historically significant Main Street, a substantial portion of Middletown residents began to object to the urban renewal projects and their rhetoric of progress. Plans to demolish the North End were eventually shelved, leaving it as the sole remaining downtown neighborhood. Although various government programs have facilitated the rehabilitation of some housing and Main Street buildings during the 1980s and 1990s, the efforts were uncoordinated since there was not any comprehensive plans made for the neighborhood. While the downward slide of the neighborhood has largely stabilized, it is still viewed as undesirable by most Middletown residents. The existing housing stock of tenements and apartments are unsuitable for private homeownership, denying the neighborhood a source of potential stability.



North End circa 1800



ENCOURAGE HOME OWNERSHIP



MULTI-FAMILY HOUSING COULD HELP STABILIZE THE AREA



**We need to shed the poor perception of Middletown...
investors would strengthen our community.
-Calvin Price**



**PLAY UP THE
WATERFRONT**



STUDY AREAS

The Yale Urban Design Workshop was invited by the City of Middletown to investigate the North End. But how can one learn about a tree without looking at the rest of the forest? Naturally the scope has to widen and look at the state of Middletown today and in the past.

We found ourselves tackling many different issues; the residents concerns were far reaching from problems just in the North End. For the sake of the report, we have divided our investigations into six study areas: 1) Main Street, 2) the North End neighborhood, 3) traffic interchanges, 4) the North Main Street industrial area, 5) the Miller/Bridge Street neighborhood, and 6) connections to natural resources. Though separated in the report, the issues are ever overlapping. For reference to other issues, the matrix at the beginning of the report and preceding each study area reference where additional information and topics can be found. The band running the bottom of the report contains comments and observations recorded during the workshop.

The present housing in the North End is facing a challenging point of history. Examination of Middletown with the economic advisor brought us some insight into the state of the North End today. In its present condition, the housing in Ferry/Green/Rapallo neighborhood is threatened with further degradation because of the current economic trends. Because of the Ferry/Green/Rapallo neighborhood's good accessibility and visibility from Route 9, the

presence of ample low cost, quality housing options to the west side of Main Street, good views to the river, and relatively low property values, the area is very attractive to medium-scaled commercial or high-end residential development. **As conditions in the recent past attest, keeping the current residents there in the same housing will be a battle. To provide good housing, it most likely will be all subsidized. Improving the neighborhood and the quality of life will be a continual process.**

The city and neighborhood must decide now what they want to see happen in this neighborhood and follow through with their decision; else the area is threatened with further degradation.

Although the commercial option is not called for by the participants in the Workshop, we do feel the findings must be presented to keep all parties abreast as to all possibilities of the future. **It is possible to improve the quality of life in the Ferry/Green/Rapallo Streets and Miller/Bridge Street neighborhoods, particularly if there is a neighborhood-wide proactive force, and that is what this report focuses on.**

WE NEED MORE SERVICES,
RESOURCES, AND SPACES FOR THE
POOR.



Middletown has a lot of jobs...you
just need personal motivation
-Thaddeus Lovett



BEGIN COMMUTER TRAIN SERVICE
IN MIDDLETOWN
-JENNIFER ALEXANDER



ISSUES/GOALS

SHORT TERM GOALS

LONG TERM GOALS

 **DRUGS & SAFETY**

- KEEP STREETS & SHOPS LIT AT NIGHT
- INCREASE STREET POLICING
- ENCOURAGE STREET ACTIVITY

- STRENGTHEN COMMERCIAL SUCH THAT BUSINESSES STAY OPEN LATER IN THE EVENING
- INCREASE DENSITY OF HOUSING
- ADD MORE CROSS WALKS & DOGLEGS ALONG MAIN STREET

 **CONNECTIONS**

- REORGANIZE PARKING BEHIND MAIN STREET

- ADD MORE CROSSWALKS & DOGLEGS ALONG MAIN STREET

 **PERCEPTION**

- ADD LIGHTING TO CHURCH STEEPLES

- COORDINATE ALL OF MAIN STREET'S STREET FURNITURE & SIGNAGE
- INCORPORATE GATEWAY AT TWO POLES OF MAIN

 **ECONOMIC DEVELOPMENT**

- TARGET MAIN STREET STORE OCCUPANTS FOR ENTIRE LENGTH OF MAIN STREET

- FUND RENOVATION OF VACANT STORE FRONTS SO THEY ARE MORE DESIRABLE



If stores were open until 11:00 - it would be an entirely different community
-Brother Francis



PRIDE IN OWNERSHIP AND CONTROL:
"IF I PAY RENT I AM HERE TO PLAY NOT HERE TO STAY, THAT'S FOR SURE."



MAIN STREET

Main Street is Middletown's most valuable asset. With its strong stock of well preserved historically significant buildings, Main Street Middletown could be the spine that unifies the whole of the city. All projects in central Middletown—be it traffic intersection improvements, neighborhood rehabilitation or siting of new developments—should be considered through their effects on Main Street. The damage done from different developments over time is repairable, and every effort must be taken to safeguard the assets which are still strongly evident in the rest of Main Street—particularly in North End.

This section of the report has been prepared through consultation with the economic and downtown advisor, John Shapiro of Abeleiss, Preiss, Phillips, Shapiro & Associates.



Main Street Middletown looking North toward St. John's Church.

MAIN STREET IS BREAKING DOWN

Downtown Middletown has a long history. Different developments over time have created a street with widely varying architectural characteristics, a large collection of different signs and information, and an environment that caters sometimes to people, sometimes to cars. As a result, Middletown—like many other small cities of today—is breaking down, creating at times an unfriendly, confusing environment that discourages people to live, work, or shop there.

SOLUTIONS

As Middletown's strongest and most vital asset, efforts must be made to unify and enforce Main Street as a whole. **IN CONTRAST TO RECOMMENDATIONS IN THE PAST, SIMILARITIES SHOULD BE EMPHASIZED THROUGHOUT THE LENGTH OF MAIN STREET.** This should be accomplished in several ways, including: 1) Street Character, 2) Parking, and 3) Business/Retail Development.



There is plenty of parking for customers –not enough for employees AND customers.



We should put in a sidewalk along the railroad tracks. Lots of people walk along them.



ST. JOHN'S CHURCH



SOUTH CHURCH

STREET CHARACTER



Main Street Middletown's streetscape should be thought of in two ways: 1) the image of Main Street to someone driving down its extent and 2) the environment of the street for someone walking through it. Historically, Middletown's Main Street—and commercial areas in general—have continued to cater more and more to the person in their automobile. What makes Main Streets in general so appealing to a shopping market today, is they still cater to an open public pedestrian environment. Main Streets can offer a diverse assortment of stores and people that one doesn't have to walk across asphalt parking lots to discover. The physical groundwork has already been laid out hundreds of years ago to re-accomplish this goal.

CAR IMAGE



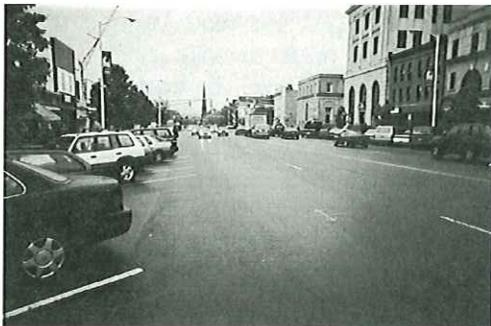
At the intersection of a three state highways, Middletown Main Street is in the excellent position of experiencing a heavy traffic load—greatly beneficial to the business and commercial health of the town—unless traffic is becoming so congested that people are taking alternative routes around Main Street. In order to connect the whole street, the ends of Main Street should be emphasized. Two important landmarks already anchor Main Street and aid in its unification—the steeples of St. John's Church and the South Congregational Church. **WE SUGGEST FOR THE SHORT TERM IMPROVEMENT, THE ADDI-**

TION OF LIGHTING TO THE CHURCH STEEPLES AT NIGHT TO EMPHASIZE THESE POLES OF MAIN STREET. IN THE LONG TERM, THE TWO NORTH AND SOUTH ENTRANCES SHOULD BE CREATED AS "GATEWAYS" TO PEOPLE ENTERING THIS SECTION OF TOWN. (see diagram to the left) These signs would welcome the visitors off of the Arrigoni Bridge and South Main Street to downtown Middletown, and could announce events or services located along Main Street.

Between the two main churches there are several local beacons that should be maintained and emphasized. Green spaces such as Union Park, the Herb Garden and Spear Park and buildings such as Liberty Commons with its tower and the new police station are localized centers that continue the streetscape as you drive down Main Street in addition to providing centers of focus for pedestrian traffic.

PEDESTRIAN IMAGE

Measures must be taken to ensure that Main Street is a safe and friendly street for pedestrians too. Several physical improvements must be initiated for the entirety of Main Street to strengthen the unity of the entire street and encourage more pedestrians. Complications do exist in some of the street improvements to Main Street north of Washington because of its designation as a state highway, but other Connecticut towns—specifically, Manchester, were able to temporarily give the city control of the street in



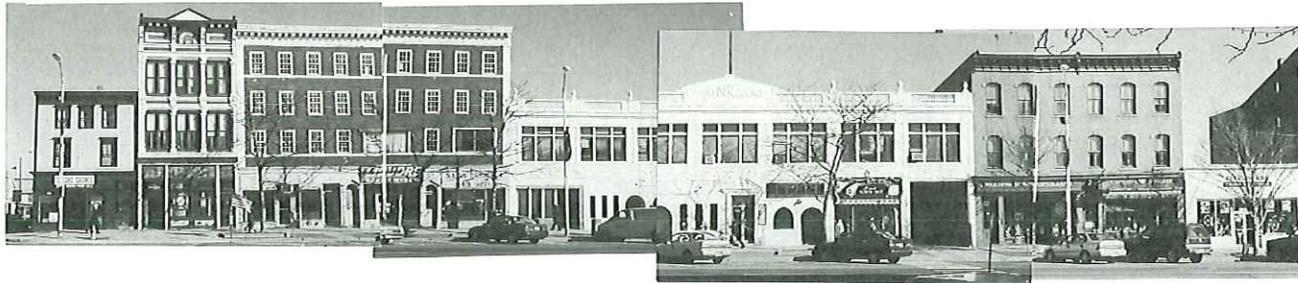
Main Street Middletown has gradually favored the automobile over the pedestrian shopper.



The new police chief is more committed to community policing than the old chief. -Rick Sienna



WE NEED BETTER BUS LINKS WITH OTHER TOWNS...



order to improve sidewalks, add doglegs, add new street lighting and provide parking access.

Sidewalks & Street Furniture

Main Street Middletown today is an assortment of different sidewalk pavings, tree and grass treatments, light posts, cross walk signs and traffic light poles. Many of the poles and street furniture are off-the-shelf, standard items created with the car in mind, not the pedestrian. Middletown requires, and deserves, a streetscape with a strong sense of place, in which all the design elements of the street are rooted in the particular history and character of the town.

THE ANONYMITY OF HIGHWAY FIXTURES MUST BE ADDED TO BY LAMP-POSTS, RAILINGS AND SIGNS THAT DRAW UPON AND ACCENTUATE MIDDLETOWN'S ARCHITECTURAL HERITAGE WHILE PROVIDING A HUMAN SCALED ENVIRONMENT FOR STROLLING AND SHOPPING ON FOOT. The city has already recognized this in the planning for new ornamental black wrought iron traffic lights. This theme must be continued wherever possible with all additional street lights, crosswalk poles, and additional pedestrian lights.

General streetscape improvements and comments:

- **Lighting** along Main Street for the cars is adequate, but sidewalk lighting should be improved at a greater density than street lights. Merchants should light their building fronts and shop windows at night.

- **SIDEWALK PAVING** along Main Street is mostly in good shape, with many areas paved in an attractive combination of brick and concrete. The biggest improvements would come by continuing the brick paved areas on the west side of Main Street past the fire station and on in the other direction to the northern end of Main Street.

- **SHADE TREES** should be pruned and replanted along stretches of Main Street and its adjacent side streets (notably Grand and Liberty Street) where street trees are conspicuously lacking. Shade trees on Main Street should be concentrated on the corners and more sparse and pruned high mid block.

- **BENCHES**—that discourage sleeping—should be considered for use in limited areas along Main Street.

- **"NO LOITERING" SIGNS** should be discouraged along Main Street. They create an unfriendly environment for visitors and make it feel as if the neighborhood has a problem even when it doesn't.

- **NIGHTLIFE** should be encouraged on Main Street. A lively street is a healthy sign and shouldn't be considered dangerous.

- **GRASSED AREAS** around trees should be maintained and perhaps edged with a small wrought iron fence to discourage people and animals from destroying the plant life.



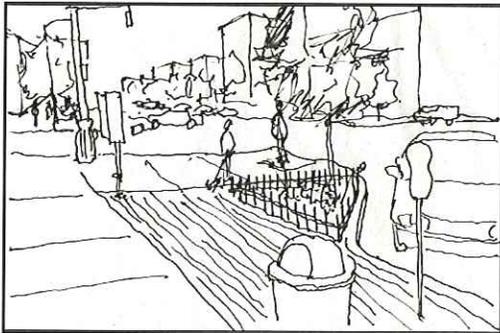
THERE IS AN INTENSE DESIRE FOR COMMUNITY AMENITIES: FOR SUMMER CAMPS, SWIMMING POOLS, BASKETBALL COURTS, AND BLOCK PARTIES



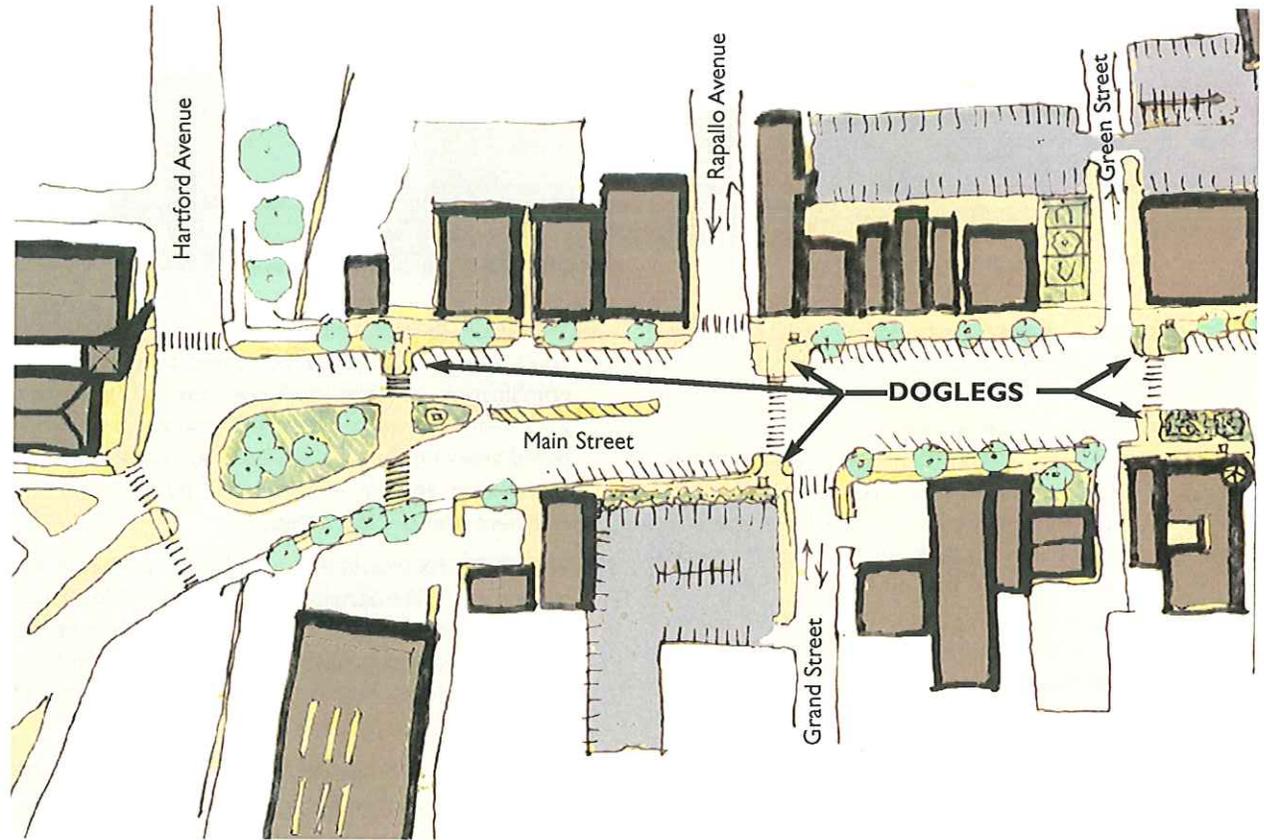
HOME OWNERSHIP IS IMPORTANT
-CARL RODENHIZER



Present sidewalk at intersection of Main Street and Washington Street.



Same sidewalk above with "dogleg." The kickout of the sidewalk provides more space for trees and lengthens the distance a pedestrian must cross the street.



Crosswalks & Doglegs

Getting across Main Street can be a intimidating and dangerous experience in Middletown. There are too few crosswalks and the present ones are either not working well or placed in awkward positions. Additionally, because of the wide breadth of Main Street (approximately 90 feet), pedestrians are discouraged from crossing the street because of the amount of time they are vulnerable in the street. The addition of crossing guards has been helpful, but **WITH THE ADDITION OF MORE CROSSWALKS AND "DOGLEGS," "PEDESTRIAN LOOPS" WILL BE CREATED THAT AID IN THE CONTINUITY OF PEDESTRIAN TRAFFIC ALONG MAIN STREET AND HELP LINK TOGETHER THE EAST AND WEST SIDES OF MAIN STREET.**

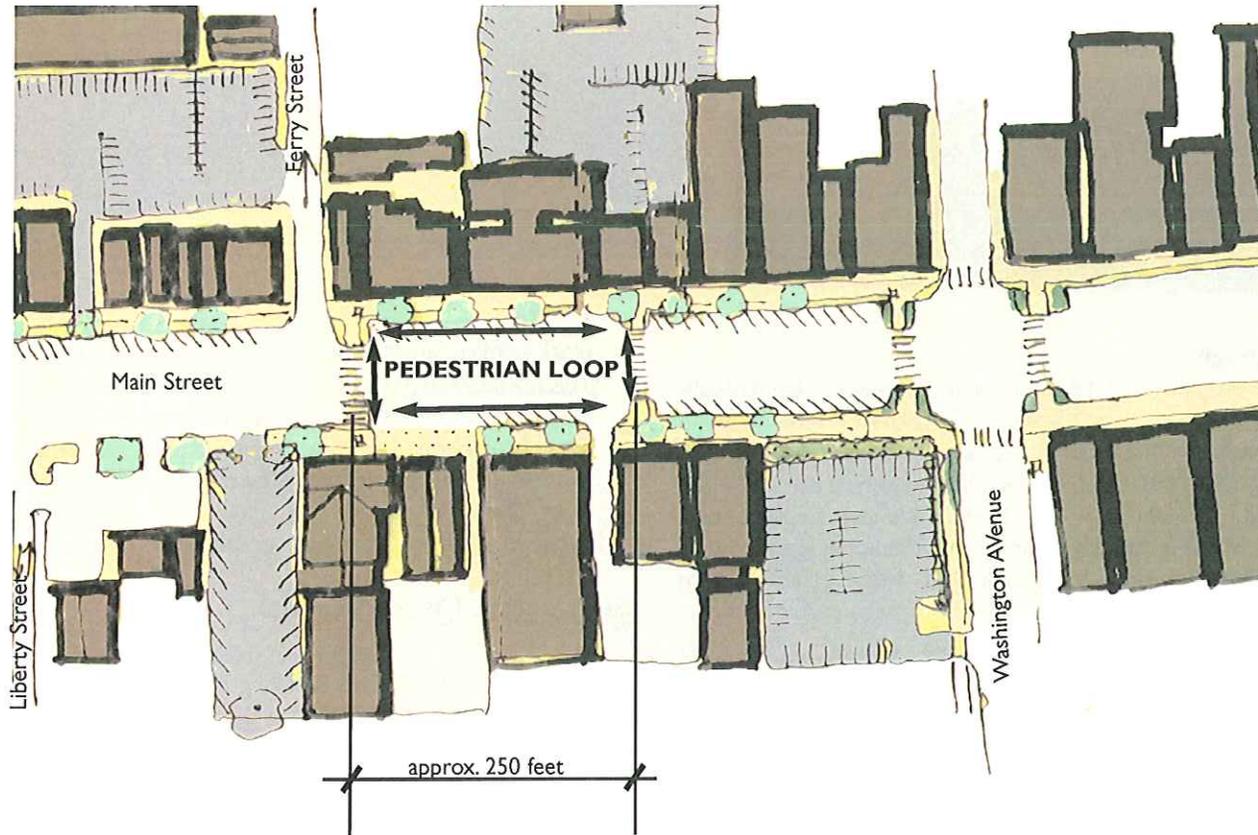
The diagram of Main Street above indicates how the addition of doglegs and improved crosswalks can create a friendlier and safer pedestrian environment. In general, doglegs should be placed wherever there are currently fire hydrants to avoid using any present parking spots. These doglegs shorten the distance a pedestrian must travel to cross the street and create a larger pedestrian zone along the street. Possibly a central median could be designed that tightens the street



DON'T BE AFFRAID OF DENSITY.
-STEVE CARMINENDEZ



WE NEED MORE SIGNS ABOUT THE RAILROAD TRACKS.



Doglegs and improved crosswalks would shorten the distance for a shopper to cross traffic making the retail stores on either side better accessible.



No-parking areas such as this in front of Main Street Market could be filled with a dogleg to provide for green space, outdoor seating or information kiosks.

and provides a safe island for pedestrians when crossing the street. Doglegs can be different sizes along Main Street such that they can be used differently — a broader one along the street could allow for space for outdoor dining along the sidewalk. The doglegs should be attractively paved in accordance with the rest of the sidewalk, else sodded and maintained for more greenspace.

In general, crosswalks should be placed every 200 to 300 feet along Main Street. This decision was based on a comfortable walking distance and convenience for a pedestrian. **These crosswalks and doglegs facilitates the idea of “pedestrian loops” that break down the street into smaller, easily traversable sections** and also create an place for a block party or sidewalk sale.

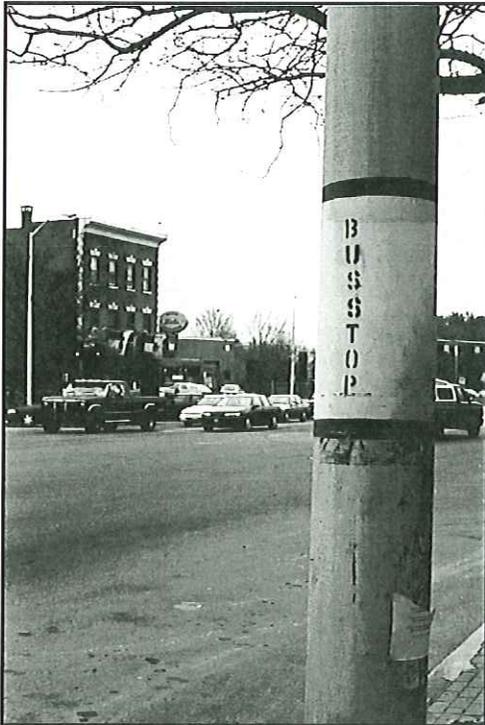
 Additionally, increased crosswalks and doglegs increase safety. The crosswalks provide the opportunity of also having a coordinated light here to slow and stop traffic. By deliberately placing crosswalk and dog legs at street corners, cars slow down to make turns.



The traffic on Main St. divides the neighborhood
-Brother Francis



I ENJOY GOING TO HARBOR PARK
-JANE JOHNSON



Middletown is in need of street lighting and signage that are inviting and conscious of the pedestrians on the street.

Signage

Middletown has a desperate need for new signage throughout the entire downtown area. Temporal community event signage, directional car signage and pedestrian street signage all must be coordinated. The current jumbled assortment of signs is confusing for a car traveler and street signage for a pedestrian is basically nonexistent. Municipal signage along Main Street must be coordinated within a new signage scheme to unify all of Main Street. Signage should be coordinated for parking, bus stops, shop directions, street signs, plaza announcements, etc. The current signage that has just been developed by the Mayor's office for Columbus Plaza could be established as the new standard for colors, schemes, and signage, but a signage expert and graphic designer should be called in through the opportunity of the National Main Street program this year.

PARKING

Through the Workshop, a perceived parking problem in the North End and in Main Street was observed. In actuality, Middletown has quite a lot of parking space throughout the downtown. It is probable that the perceived lack of parking could be alleviated by the new recognizable signage that clearly and uniformly directs shoppers and to the alternate close parking in adjacent lots.

A secondary circulation route parallel to Main Street is effectively serving rear parking lots and service areas for the

block of Main Street between Ferry and Green Streets. This is a successful move but the city should keep these parking areas behind Main Street buildings as tight as possible and keep access to these drives as narrow as possible to prevent tearing down additional buildings along the side streets. A clear, axial relationship between adjoining lots is not necessary.

BUSINESS DEVELOPMENT

Main Street Middletown has long been considered as three separate districts serving three distinct markets. The districts — the north Main Street district, the central governmental district, and the southern commercial district — exist naturally because of differences in adjacent land uses to Main Street. **Nonetheless, for the survival and vitality of all of Main Street, retail or business uses should not be concentrated within these areas.** Distributions will occur naturally throughout Main Street by retailer choices, but specific uses should not be targeted to only exist within certain boundaries. Because of the relatively short length of Main Street (people naturally walk further in malls) and very apparent connections, it is foreseeable that a shopper might stroll from one end of Main Street to the other end window shopping for clothing, antiques or another variety of uses. If given the appropriate environment, pedestrians will naturally flow the length of Main Street.



MIDDLETOWN HAS MANY POSITIVE ASPECTS...THE SCHOOL AND DOWNTOWN ARE WITHIN WALKING DISTANCE, THE PETER PAN BUS TO HARTFORD IS ONLY \$8, AND YOU CAN CATCH THE CITY BUS FOR \$1.50 IN FRONT OF THE CLOCKTOWER.



WE NEED TO HAVE PEOPLE IN THE NEIGHBORHOOD HAVING A ROLE IN REBUILDING THE NEIGHBORHOOD IN A TANGIBLE WAY...IT BUILDS SELF ESTEEM.

🕒 ATTRACT THE MARKET

Vacancies in the North End of Main Street need to be filled with commercial uses that serve both North End residents and the most significant group of local consumers who have no qualms with low-income neighborhoods: Wesleyan students. **The North End of Main Street, currently half vacant, could be the source for downtown's revitalization. The key is to cater to students and North End residents, two groups that are compatible, have complementary needs, and are not particularly mobile—they are the captive market.** These two groups will create a lively, active street culture that extend into the night.

There are already some places in the North End that appeal to students and provide some of these uses, such as O'Rourke's Diner, the Tap Room, and the Buttonwood, but there needs to be more such that the area begins to feel like a district.

Some of the common needs of these two groups include: a Goodwill or Salvation Army **thrift store** or any other second-hand clothing store; a good drug store; and a **food coop** offering inexpensive bulk food. These uses require a relatively large floor areas that could be accommodated in vacant spaces such as 512-22 Main, 682-94 Main, 646-54 Main, or 594 Main.

While food coops have not yet taken hold in Connecticut, they have a long, stable tradition in Massachusetts and other

parts of the country, and there is a good network in place to provide assistance for starting a new one. Bulk food staples in bins is inexpensive and appeals to environmentally-minded students. North End residents can become working members receiving further discounts.

- A **shoe repair shop** that also sells Birkenstocks and a bakery/bagel shop would also benefit both students and residents.
- The parking lot on the corner of Main and Washington Street would be an excellent site for a Saturday afternoon **farmer's market**.

Other small stores, mostly student-oriented, would include: **used bookstores, music/video store, juice bar, pizza restaurant, computer store with rentals, coffee houses, art supply stores with posters and other dorm room decor, T-shirt shop, student-oriented travel agency, comic book shop, and a body care products store.**

By catering to students and North End residents, a lively, active street culture can be cultivated. Business owners further south on Main Street will want to start attracting students and remain open later or on weekends. This activity is potentially quite infectious: abundant parking and nice architecture are not always sufficient to attract middle class shoppers; but busy, vital districts filled with people do.



If most of the population can't come back, there is something wrong. The focus must be on improving lives and buildings for residents, not moving them out.
-Rob Rosenthal



WE NEED MORE STREET LIGHTS IN THE PARKING LOTS

ISSUES/GOALS

SHORT TERM GOALS

LONG TERM GOALS

 **DRUGS**

- ORGANIZE COMMUNITY BASED POLICING
- IMPROVE STREET LIGHTING

- IF PROBLEMS PERSIST, PLACE CONCRETE PLANTERS CONSTRICTING TRAFFIC FLOW AT FOOT OF FERRY & GREEN STS
- REHABILITATE & REBUILD HOUSING SUCH THAT THE INNER BLOCKS ARE LESS DENSE

 **HOUSING**

- REHABILITATE HOUSING ON SOUTH SIDE OF FERRY ST
- START ACQUIRING PROPERTIES ON OPPORTUNITY SITE E

- CONSTRUCT HOUSING ON OPPORTUNITY SITE C, D & E; INCREASE DENSITY

 **PARKS & RECREATION**

- ORGANIZE PLAN/GOALS FOR NEIGHBORHOOD CENTER
- START ACQUIRING PROPERTIES FOR NEIGHBORHOOD CENTER (GARAGE BUILDING AND REAR LOTS FOR PARK)
- ORGANIZE FOR A POSSIBLE COMMUNITY WIDE DRAW IN OPPORTUNITY SITE A

- CREATE BOARDWALK EXTENSION CONNECTING NEIGHBORHOOD TO HARBOR PARK (ISTEA FUNDING)
- DECIDE ON COMMUNITY WIDE DRAW AND RELOCATE CURRENT OCCUPANTS

 **CONNECTIONS**

- REORGANIZE PARKING BEHIND MAIN STREET

- LANDSCAPE PARKING LOTS AND THEIR EDGES

 **SAFETY**

- IMPROVE STREET LIGHTING

- CONSTRUCT HOUSING ON OPPORTUNITY SITE E

 **PERCEPTION**

- NEIGHBORHOOD ORGANIZATION ON SMALL BEAUTIFICATION PROJECTS

- SECURE CENTERS AT OPPORTUNITY SITES A & B
- CONSTRUCT ZIGGURAT IN NEIGHBORHOOD CENTER

 **ECONOMIC DEVELOPMENT**

- RAISE AWARENESS OF OUTSIDE RESOURCES AT LIBRARY, ADULT EDUC...AT MIDDLESEX COMM.. COLLEGE, AND CITY'S SMALL BUSINESS PROGRAMS

- CREATE A JOB CLEARINGHOUSE IN THE NEIGHBORHOOD COMMUNITY CENTER
- DEVELOP COMMUNITY WIDE DRAW AT SITE A



We need to capitalize on what is here that is nowhere else...the river views.



MANY PEOPLE STILL WANT TO LIVE NEXT TO THE EXCITEMENT OF DOWNTOWN!

NORTH END NEIGHBORHOODS

The North End Neighborhoods consist of the residential neighborhood west of Main Street and the Ferry/Green/Rapallo neighborhood east of Main Street.

The Workshop brought up many residents' concerns for both neighborhoods. The majority of them dealt with safety issues, concerns for neighborhood strength, and concerns about possibilities for children and youth. **This report addresses each of these issues from the standpoint that a better living environment will foster a better quality of life.** Many of the problems in the neighborhood are rooted in social and economic conditions that transcend the immediate physical environment and cannot be addressed within the scope of this report. **However, the design of the physical environment can either hinder or support efforts to improve conditions in the neighborhood.**



THIS REPORT OUTLINES WAYS IN WHICH THE DESIGN OF THE NEIGHBORHOOD CAN SUPPORT THE STATED GOALS OF:

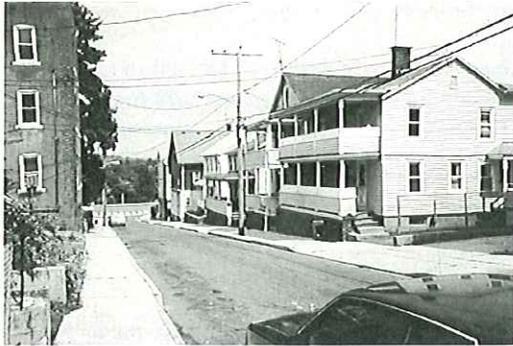
- O GREATER OWNERSHIP**
- O QUALITY HOUSING**
- O NEIGHBORHOOD COHESIVENESS**
- O COMMUNITY SAFETY**



I'D LIKE TO SEE MORE FOOD STORES, SPECIALTY SHOPS, BAKERIES AND BAGEL SHOPS.



IMPROVE CONNECTIONS TO THE WATERFRONT



Green Street's porches provide potential for an inviting street environment for pedestrians.

FERRY/GREEN/RAPALLO NEIGHBORHOOD

The Ferry/Green/Rapallo neighborhood is a community of much strength and it is certainly a livable residential neighborhood in the future. The current neighborhood residents are primarily low-income. **The design proposals for this area are intended to improve the neighborhood NOT by displacing residents and attracting wealthier people, but by reconfiguring the neighborhood to make it work better for existing residents.** The proposals in this chapter are intended to create or foster the following goals.

NEIGHBORHOOD GOALS

- Provide facilities and a streetscape that promote community solidarity—a vital street culture with places to gather and recreate for a variety of ages.
- Offer good quality housing that is affordable to not only own or rent, but also operate.
- Establish pride and security that comes from a sense of ownership of the neighborhood.

MEANS OF ACHIEVING GOALS

CREATE A HIGHER RESIDENTIAL POPULATION

Higher residential populations can support more stores within walking distance on Main Street that cater to resident needs. When a bus stop is within pedestrian range for many people, public transit is easier to use, and better service with longer operating hours are more feasible. Higher densities mean more people will be walking on the street, increasing neighborhood safety. A community center serving a large population within easy walking distance is also more likely to be used. People draw people. As the only remaining urban neighborhood in Middletown, the East Main neighborhood is unique, and it is appropriate for it to have a much higher density than a car-dependent suburb.

The current density on Ferry Street, Green Street, and the south side of Rapallo Avenue is approximately 20 dwelling units per acre (D.U.s/acre); somewhere between 20 and 25 D.U.s/acre would be ideal for the neighborhood, given the existing conditions. However, because some of the units are unoccupied, the present density is about 17.5 D.U.s/acre. Neighborhoods with three and four story row-houses in cities such as Philadelphia and San Francisco have densities of about 50 D.U.s/acre. Higher densities also have significant benefits to the city government: infrastructure costs per dwelling unit of installing and maintaining streets, sidewalks, and water and sewer mains are reduced considerably, lowering property taxes.



REVITALIZATION WILL REQUIRE MORE PARKING



We need new street furniture, greater variety of trees and consistent lighting.

o **GOOD DESIGN**

Good design at a variety of scales is essential to creating a livable neighborhood. High densities can create miserable conditions if the built environment is not properly organized. Buildings should present a continuous street frontage; large setbacks and wide gaps are discouraged since they pull activity away from the street reducing its liveliness and definition and breaking down the sense of cohesion. All dwelling units should have an orientation onto the street, which adds to neighborhood safety by increasing the number of "eyes on the street" and by giving residents a greater sense of ownership of the street. Porches and stoops should be shared with units that have a common stair; building types with inner corridors are discouraged.

This arrangement accomplishes the following: frequent points of activity on the street; a greater sense of autonomy and ownership for residents; and unit configurations that have two orientations to the outside, allowing for better daylight and cross ventilation.

Finally, the construction of new housing needs to be of good quality and design to endure the higher levels of use in dense neighborhoods. The increased debt service associated with high initial costs needs to be balanced with reduced long-term maintenance costs.

o

o **A CENTRAL FOCUS**

People in the neighborhood need to have a place that they share in common with everyone, a place that everyone can identify with, a place that symbolizes the neighborhood

itself. In order to become an effective gathering place for a wide assortment of people, it needs to provide a variety of frequently-used services, some of which can be quite small: a bulletin board, a pool table, etc.

o **REHABILITATION**

This report recommends pockets of development in certain areas where either the existing building conditions are too poor to rehabilitate, the building type is detrimental to the neighborhood, or the land could be better utilized in a different way. The rest of this section will detail five "Opportunity Sites" for the neighborhood: one for an amenity for the entire city, one for the North End neighborhood, and three for infill housing. Additionally this section will outline three "Amendment Sites" which facilitate parking behind Main Street without harming the neighborhood.

o **INCREASING PUBLIC SAFETY**

Numerous times during the workshop, residents mentioned the need for increased safety in the North End. Statistically, the neighborhood actually has a relatively low crime rate when compared to that of other downtown city neighborhoods such as in Meridan. The crime in the North End has even decreased significantly in the last ten years. What the North End is missing -- because of its past -- is a perception of safety and eradication of the drug activity.



44 Ferry Street is typical of dense housing found on a block with a deep interior.



WE NEED A YOUTH CENTER.



WHAT IS LACKING ON MAIN STREET ARE MORE PLACES FOR WOMEN TO SHOP FOR CLOTHES.

 The present configuration of the buildings, the way some buildings front the street, and some of the present types of apartment housing contribute to the drug activity and shady activity on some parts of Ferry Street. The dense deep blocks allow a lot of places not visible from the street or other apartments and help conceal unwanted behavior. Additionally, this configuration makes children hard to monitor from their home.

-  **In the site opportunities described, we suggest**
-  **housing and municipal developments and street improvements that will increase the neighborhood's safety by 1) eliminating dense inner block building configurations, 2) creating open visible inner block parks for children to play, 3) providing new housing with clear front doors and private stoops, 4) increasing pedestrian activity in the neighborhood by adding more commercial uses and a community-wide draw, and 5) creating a better-lit night-time street that would be safer for residents to traverse and would discourage drug activity.**

 **OPPORTUNITY SITES**

Time and time again during the Workshop, residents of the North End, old and young alike, voiced the need for a youth and community center. A place near their neighborhood that would provide adult education, a community bulletin board where young people could find job opportunities,

workshops for youth and elders to make crafts, a program that can organize people volunteering in community projects, after school programs for teenagers, summer camps, a swimming pool to beat the summer heat, basketball courts, a place to hold block parties, a place to hang out, find counseling, lift weights. Residents expressed a definite need for a place to organize strength in community. Within the Ferry/Green/Rapallo neighborhood, two sites have been identified which could be developed to offer these amenities.



We don't know our neighbors enough!



There is a liquor store on every corner, but I want a place to do things...

MAP OF AVAILABLE SITES

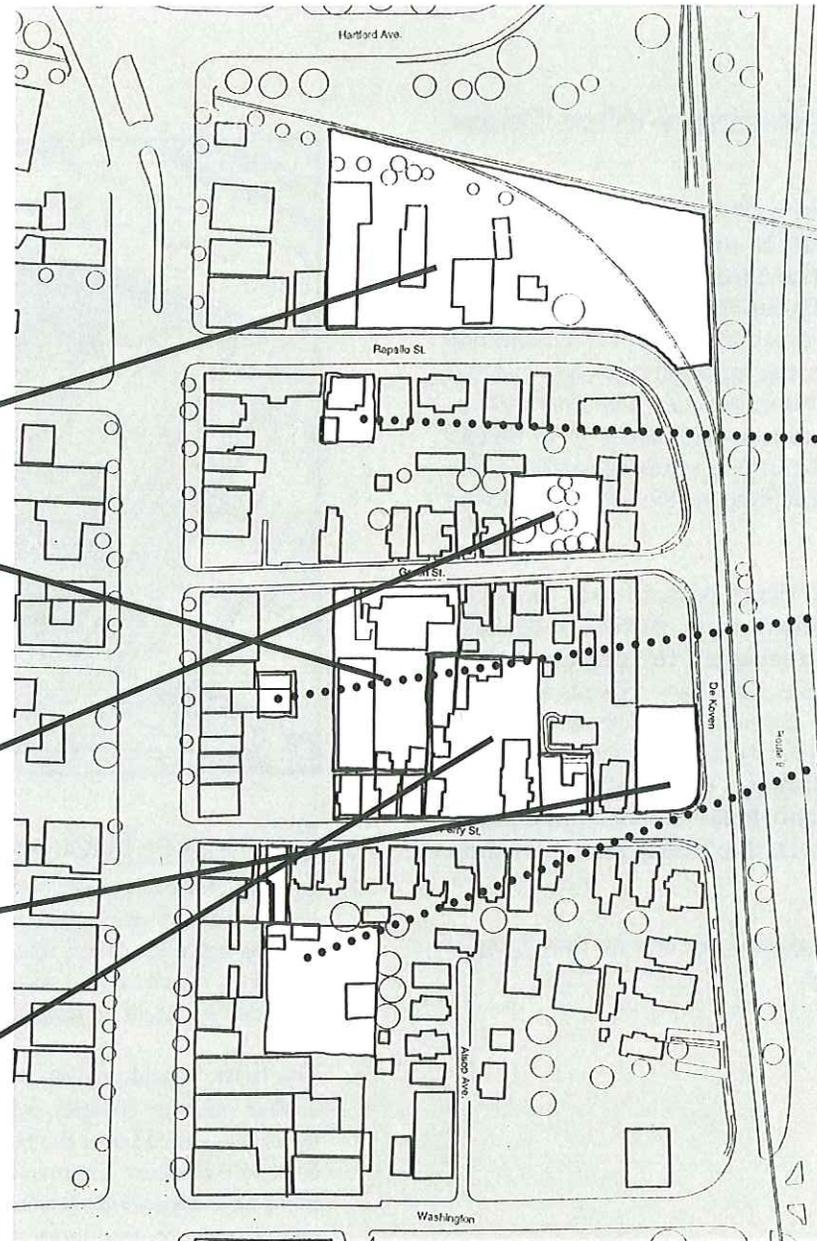
OPPORTUNITY SITE A
COMMUNITY WIDE DRAW

OPPORTUNITY SITE B
NEIGHBORHOOD CENTER

OPPORTUNITY SITE C
INFILL HOUSING

OPPORTUNITY SITE D
INFILL HOUSING

OPPORTUNITY SITE E
NEW HOUSING DEVELOPMENT



AMENDMENT SITE 1
47 RAPALLO AVENUE

AMENDMENT SITE 2
PARKING ADDITION

AMENDMENT SITE 3
PARKING ENTRANCE



WE SHOULD HAVE BENCHES LIKE IN SOUTH END, A COUPLE ON EVERY BLOCK.



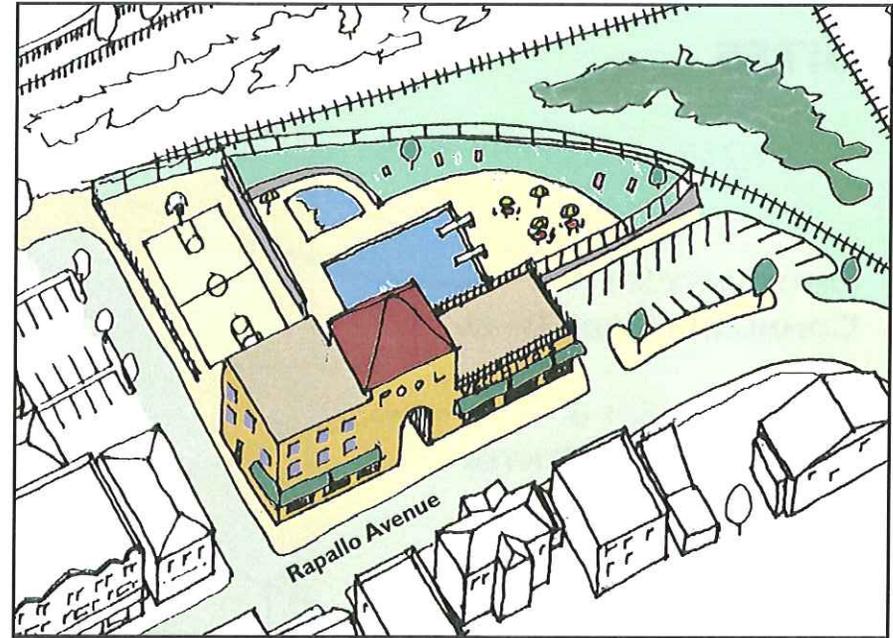
WE NEED MORE PUBLIC BASKETBALL COURTS.

OPPORTUNITY SITE A: COMMUNITY-WIDE DRAW

Opportunity Site A, located within walking distance of most of Middletown’s older neighborhoods, is an ideal location for an outdoor recreational facilities or transit that would draw people from the entire city to the Ferry/Green/Rapallo area. The current uses of Opportunity Site A, a stone and marble supplier and a gravestone supplier are odd, unproductive uses for the neighborhood and would be better sited in the North Main Street Industrial Area. With their replacement and the removal of the vacant commercial building at 48 Rapallo Avenue, a site of approximately 100,000 square feet would be available. The site has excellent views of the Connecticut River and the two bridges to the northwest.

The Community Pool and Basketball Court proposal was developed because of the **overwhelming requests from residents to have nearby facilities for children and teenagers to recreate during the summer and after school.** There were many requests specifically for a swimming pool, suggesting that the current pool facilities at the YMCA are too distant and inaccessible to the general public or perhaps not appropriate for summertime socializing. **Having a public pool facility so near residential neighborhoods and Main Street would allow parents to drop off their children at the facility and then shop on Main Street.**

A Community-Wide Draw would be successful not only for the neighborhood, but for the North End as a whole.



COMMUNITY POOL AND BASKETBALL COURT

Given that the city’s only public swimming pool is at Ron McCrutcheon Park in the distant suburbs, we suggest a public pool facility with a basketball court, and ample building space for rooms that could be rented out for city activities, birthday parties, weddings, dances, conferences, etc. City offices such as the Parks and Recreation Department could be housed there.

The facility would provide a six lane pool capable of holding competitive events; a wading pool for children; ample deck space for lounging and sunbathing; a grassy berm that would buffer the railroad tracks and provide more area for lounging; a public basketball court; commercial spaces on the ground floor that could provide space for a new expanded Vecchito’s; second and third floor office space or community rooms; and a rooftop terrace with excellent views of the river.



MORE CULTURAL EVENTS!

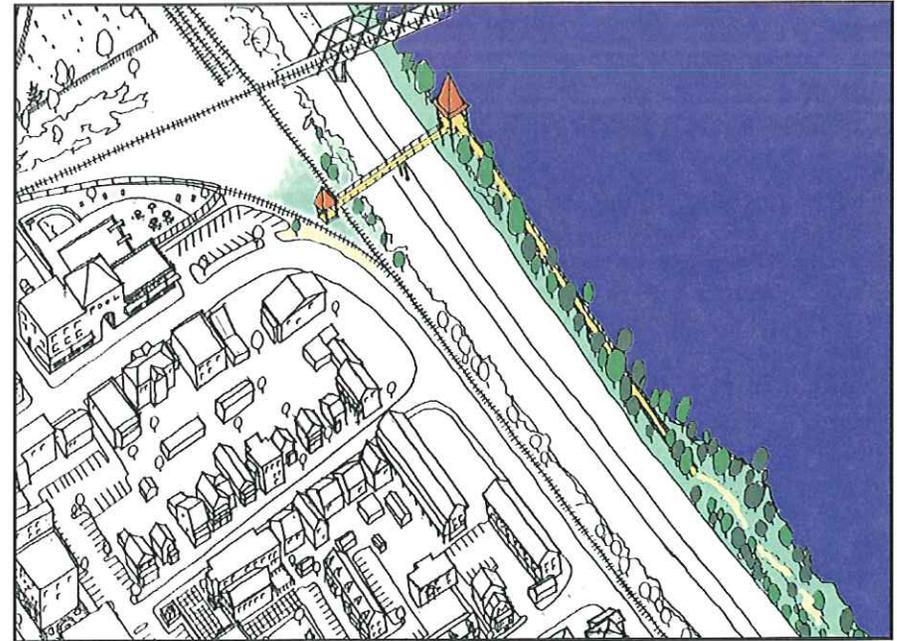


MIDDLETOWN IS MISSING DECENT PLAYGROUNDS.



TRAIN STATION

-  There has been recent interest in re-introducing a passenger train line running to Hartford and/or New Haven from Middletown. If this were possible, resurrecting a train station at its original site would definitely aid the Ferry/Green/Rapallo neighborhood in its revitalization.
-  A few commercial spaces streetside could be constructed with the train station along with ample parking in the rear. The architectural character of the station should reflect the earlier historic structure.



CONNECTION TO AN EXTENSION OF HARBOR PARK

-  The northeast edge of the Opportunity Site A would also be the best place to connect the North End with an extension of the Harbor Park. A small pavilion at the edge of the site would bridge over railroad tracks and Route 9 and connect to a larger pavilion which heads a boardwalk running along the riverbank 500 feet to the existing park. This extension would allow residents enjoying the southern Harbor Park to continue up the riverbank to use the city pool. See more info on this extension in the Connection to Natural Resources section.



The town needs more effective public transit, perhaps a monorail, some street cars or light rail
-Margaret Hodges



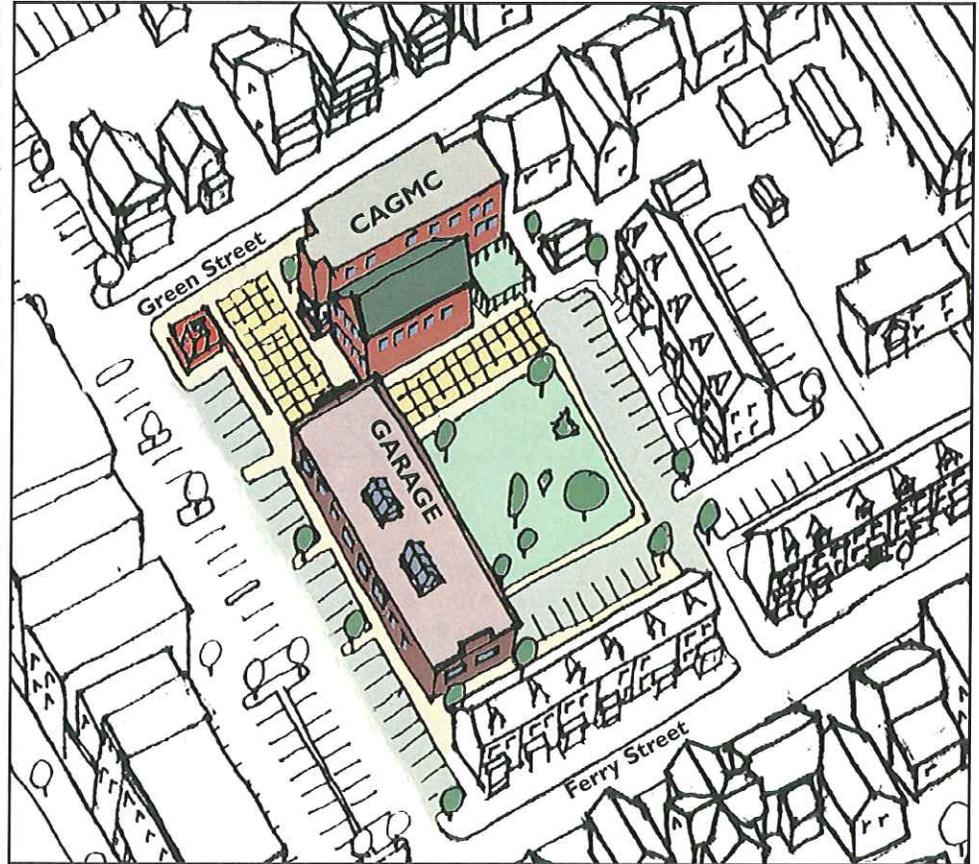
The North End should start associating with the entire community...we need to build community groups.
-Reverend Lawrence

OPPORTUNITY SITE B: NEIGHBORHOOD CENTER

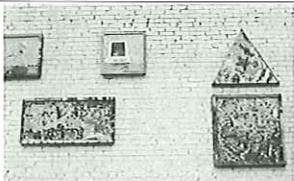
Within the heart of the Ferry/Green/Rapallo neighborhood, there is the need for a Neighborhood Center, in contrast to the pool facility which was a whole community center. The neighborhood center is a place residents can rally around, hold neighborhood block parties, meetings, invite in local government, hold craft and adults skill workshops, and house community outreach facilities. The area best suited for this purpose would be the Opportunity Site B in the heart of the block between Ferry and Green Street. This site is best utilized by the use of the building that currently houses the CAGMC and the long garage building to its southwest. In front of the intersection of these two buildings, a public plaza should be maintained by the city. This plaza is in good view from Main Street and the Herb Garden at the corner of Main and Green Street. At the corner plaza opposite the Herb Garden, we recommend a large neighborhood art installation, the neighborhood ziggurat project, expanded on the next page.

The Neighborhood Center would border the public plaza and to its rear, a neighborhood park. We suggest the garage building be acquired by the city and minorly altered to accommodate small office spaces and a large open volume that opens out onto the park. This building of approximately 5500 square feet, could house a neighborhood daycare, an expanded Homeroom facility, an offshoot of the Homeroom facility that is specifically targeted for older adolescents, a youth job core, or space for any youth activities that are not accommodated in the new youth center on the southern end of Main Street.

The CAGMC building may be broken up to house a number of different neighborhood agencies and social services or it may be a mixed use facility that could support a residential hotel or a small arts community. We would recommend that it not be utilized by one single agency.



Birds-eye view of Neighborhood Center



MORE PUBLIC ART COMMISSIONS!



NURTURE TIES TO WESLEYAN



NEIGHBORHOOD ZIGGURAT PROJECT

The ziggurat project explores the idea of a neighborhood monument, one that embodies figuratively and literally the high spirits and the hard work that has given the North End its character. And more than a symbol, the monument should be an object that can be sat upon, climbed over, leaned on, and otherwise enjoyed by the children and adults of the neighborhood.



View of Neighborhood Center and Ziggurat from Main Street Herb Garden

Most important about the ziggurat project is that it is created by the residents of the neighborhood. This project has been conceived as a summer project for neighborhood children. The monument would be an incremental sculpture, one where each year a new group of children could add their section to the sculpture. If this project is allowed to be a work-in-progress over many years, it will become the creation of an entire generation of residents.

Similarly, each participant should be encouraged to build something personal into the monument, perhaps a personally-designed tile, or an inscribed stone, or any sort of marker that will celebrate the builder's participation.

In form, the idea of a spiral has organized the sculpture, which reaches out its widening arm to gather in the neighborhood before sweeping inward and upward to mark the aspirations of its creators. The spiral could be expressed as a line with a ziggurat-like tower; it could be a line in a paved plaza; it could be a low wall or fence, or it could be marked by a line of flags.

The materiality of the monument is important; the use of masonry is important to symbolize the permanence of the neighborhood. Masonry also offers the opportunity for children to explore stoneworking and participate in a timeless craft.

REDUCING UNEMPLOYMENT, PROGRAMS LIKE R.E.A.C.H. CAN PROVIDE JOB TRAINING.



ENCOURAGE BUSINESS OWNERS TO IMPROVE STOREFRONTS

PAVED TERRACE OPTION

- The spiral pattern is created in masonry paving materials with a line symbolically extending into the neighborhood.
- Each year the personalized blocks could extend out from the center.
- The spiral will become a place for neighborhood gatherings or a playground for children.



PAVED TABLE WITH FLAGS OPTION

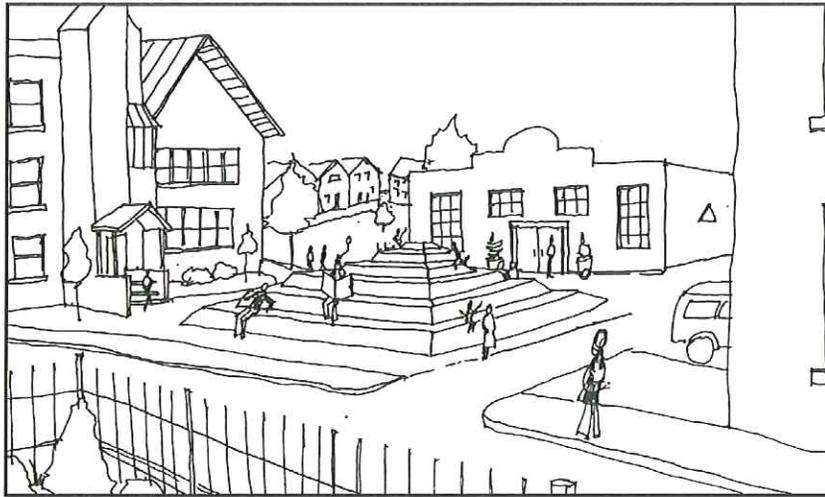
- The spiral pattern of masonry paving slightly rises from the courtyard.
- Flags can be created by groups of children to recognize the seasons, their schools, their nationalities and/or their city.
- The flagpoles would get taller as they near the center. The main central flag would announce the neighborhood and the neighborhood center.



A MOVIE THEATER WOULD DEFINITELY BE WELCOMED HERE.

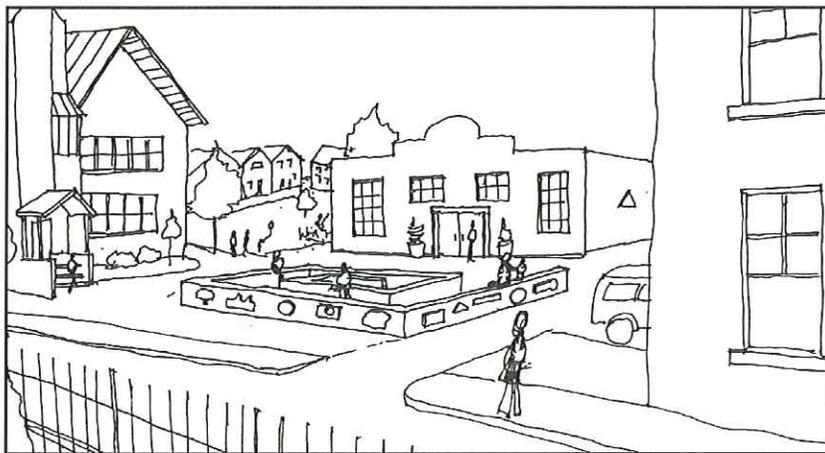


MAIN STREET NEEDS TO BE MORE PEDESTRIAN FRIENDLY, MAYBE IF WE HAD WIDER SIDEWALKS...



MASONRY ZIGGURAT

- The masonry ziggurat is a more ambitious project that could be incrementally built up in sections or layers over time.
- The ziggurat would be a more usable object for playing for children or reading and relaxing for adults.
- The ziggurat should embody tablets or other mementos of the builders and the neighborhood.
- The base of the ziggurat could extend into the neighborhood as a specially paved line group of stones.



LOW WALL OF MASONRY

- The masonry wall could be built in sections over time, gradually growing in scale.
- The wall would embody tablets or other mementos of the builders and the neighborhood.
- The wall could extend down Green Street or into the neighborhood park behind the community center as a series of detached masonry piers.

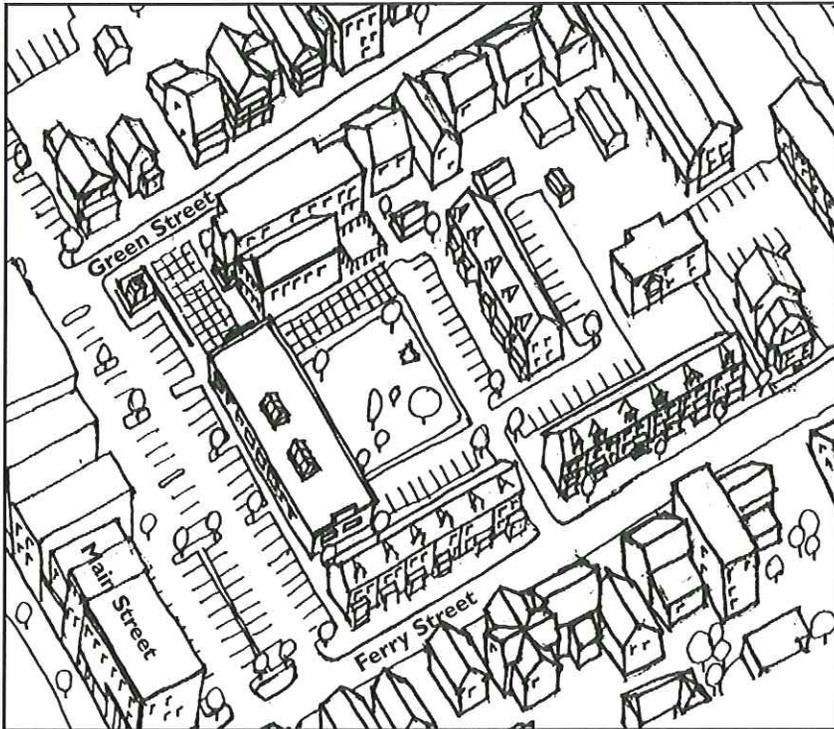


WE WANT A DRUG FREE MIDDLETOWN!



More theater arts... a community theater

OPPORTUNITY SITE C-D: INFILL HOUSING



Drawing illustrating rowhouses (option 1) on Opportunity Site E in conjunction with the new Neighborhood Center.

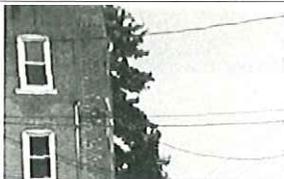
FERRY/GREEN/RAPALLO STREETS

Although the neighborhood's relatively high density has been cited as detrimental to its quality of life, high population densities are not inherently bad. **If residents have well-ventilated dwellings with plenty of daylight and easy access to public spaces, higher densities provide many advantages:**

- 1) A greater number of street-facing units provide more "eyes on the street" and add tremendously to the safety of public spaces.
- 2) Public transit is much more viable since people can be within walking distance of bus stops. Higher densities can also support more civic functions, such as schools and libraries, and commercial activity, bringing them within range of pedestrians. Dense neighborhoods give greater independence to children, the elderly, and people who would rather spend their income on a mortgage than on a car.
- 3) The sense of neighborhood identity and vitality increases when there are people walking on the street, interacting with neighbors on porches and balconies. Many of the buildings on Ferry and Green Streets are very appealing to pedestrians for that reason.

➤ However, the current configuration of housing in the Ferry/Green/Rapallo area does not make productive use of its density. Because of the deep, narrow lots, many units are imbedded deep in the middle of the block rather than facing the street.

In order to bring the stability of homeownership to the neighborhood, an appropriate physical infrastructure needs to be created. The current housing types in the Ferry/Green/Rapallo area do not lend themselves to homeownership. **New housing filling in the gaps in the street frontage should give each unit a sense of independence and direct access to the street.** Single and two family houses should have porches facing the street while cooperative or mutual housing should be configured as rowhouses, with one or two units sharing a stoop.

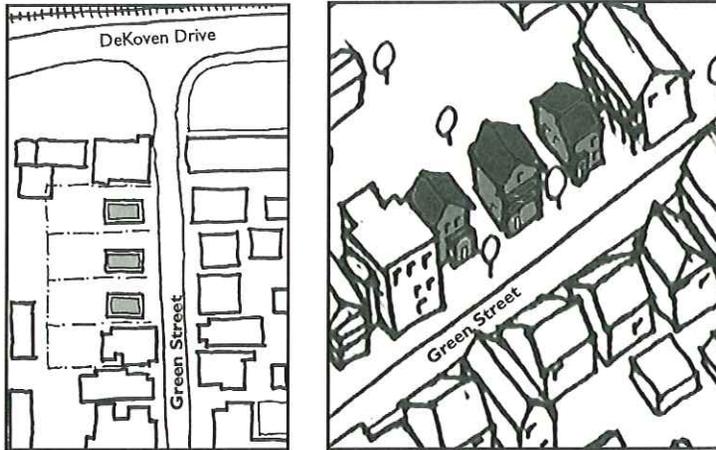


MORE AFFORDABLE HOUSING



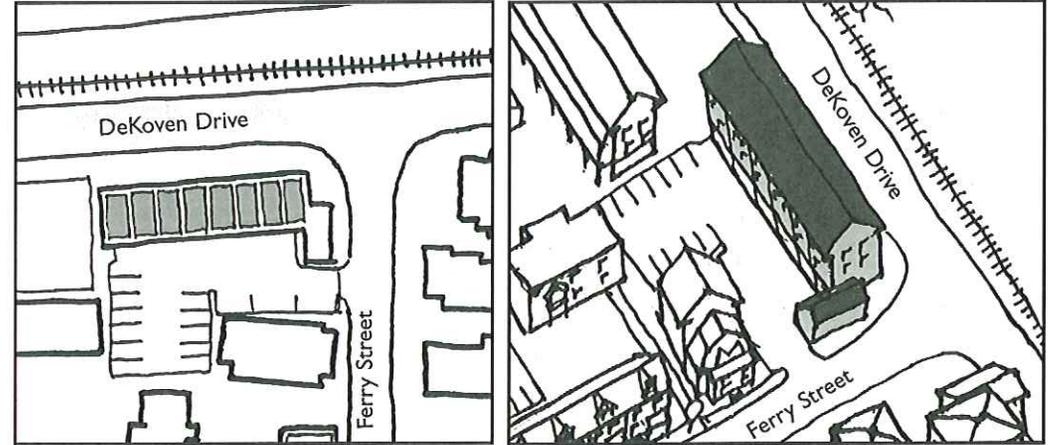
STRONGER POLICE PRESENCE IS NEEDED.





SITE C

This site is an ideal location for three, one or two family houses to be infilled. The three houses could be constructed as a Habitat for Humanity or be an excellent location for any houses that had to be moved (see Option I in the Traffic Interchanges section area). Infilling three houses on this site would require two properties to be subdivided: 40 Green and another without a number to its eastern side. But because the lot is a pleasant shady place with a stone retaining wall that clearly defines the sidewalk, the site is not a gaping wound in the neighborhood and is thus a much lower priority for attention than Opportunity Site E. However, adding more housing does fit within the goal of increasing the overall density of the neighborhood.



SITE D

Since DeKoven Drive was extended to Rapallo Avenue in 1980, replacing Gilshenan Street, the neighborhood has lacked an defined building edge on DeKoven Drive. We propose a bar of three-story housing that provides views of the river. The first floor would have garage space while the top two floors would provide either five three-bedroom units or 10 one or two bedroom units. The housing gives definition to the corner of the block, framing the playground and fronting DeKoven Drive.

PUBLIC PERFORMANCE SPACES
WOULD BE USED.



We need more jobs, too.

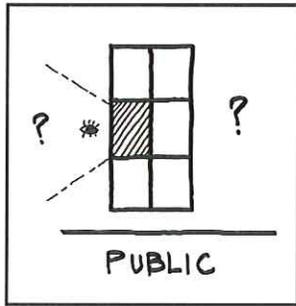


HERB GARDENS!

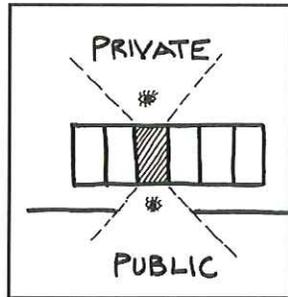
OPPORTUNITY SITE E: HOUSING OPTIONS

The basic strategy for housing at the various options at Opportunity Site E is to increase the density on the street edge and to decrease the density at the center of the block.

The parking lot in front of Marino's creates a gap at the street edge, which breaks down the street's continuity. Because of the long narrow lots, many of the buildings extend deep into the block, such as 40 and 44 Ferry Street. These building types have apartments coming off of a corridor, providing direct access to neither the public space of the street nor a private or semi-private space (diagram below left). Housing units can, however, be configured to front the street (diagram below right), contributing to a sense of public ownership to the street for occupants. Daylight can come in from at least two sides and cross ventilation is greatly enhanced, eliminating or reducing the need for costly air conditioning.



Present housing configurations



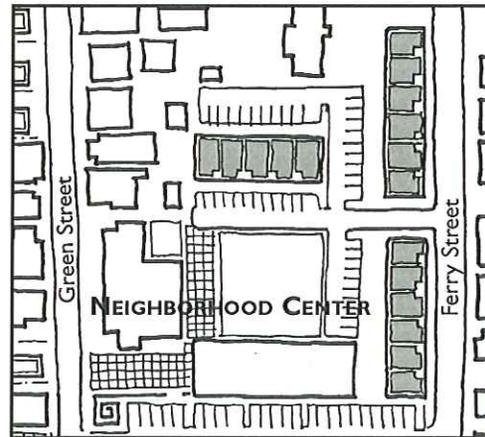
Suggested new housing configurations

In both Options 1 and 2 following, a small street is inserted into the block interior to add more street frontage and more effectively utilize the middle of the block. This strategy has been used in the past throughout the North End quite successfully. Examples include Alsop, Clinton, and Frazier Streets.



OPTION 1: ROWHOUSES

In Option 1 all of the existing buildings in Opportunity Site E are demolished and three sets of rowhouses constructed. One and two bedroom units, some of which are accessible for the physically disabled, are created on the first floor. Each two-bedroom unit shares a stoop with a three-bedroom unit located in the two floors above. This option supplies the greatest density of infill housing: 17 two-bedroom units and 17 three-bedroom units with 43 parking spaces are shown. The parking requirements can easily overwhelm such a complex. The set of rowhouses on the



new street overlook the park adjacent to the neighborhood center, adding to its safety and viability.



FARMERS' MARKET!



PLAN OUR COMMUNITIES FOR THE FUTURE.

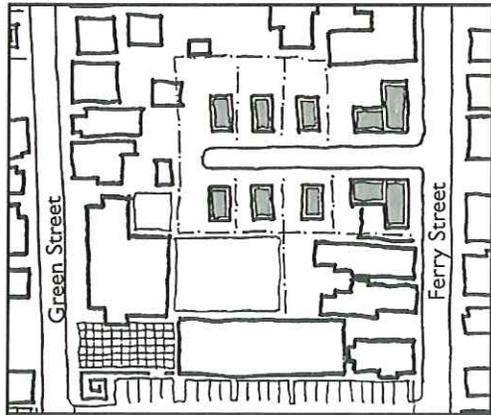


We need more city support of local businesses...



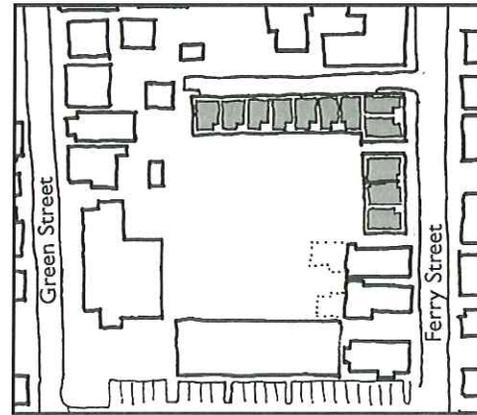
OPTION 2: DUPLEXES AND 1 & 2 FAMILY HOMES

In Option 2, 44, 54, and 56 Ferry Street are cleared for a new street that is lined with one or two family houses. The corner houses are duplexes that front both Ferry Street and the new street. This option provides 10-20 units depending on the preferred sizes of units.



OPTION 3: ROW HOUSES WITH SEMI PRIVATE COURT

Although Option 3 does not contain a new street, it extends a row of housing into the interior of the block that is accessed by a semi-private walkway. Taking advantage of the slope of the site, an alley along the rear permits parking under the housing. Similar to the housing in Option 1, stoops along Ferry Street would be shared by the two bedroom units on the bottom floor and the three bedroom units above them (five of each type). The row of housing extending into the block could be either seven three-bedroom units, 14 one or two bedroom



units, or some combination of the two. The housing frames a green space that is shared with the neighborhood community center. Note that the rear portions of Ferry 58 and Ferry 60 have been shaved off, and all three options require the rear portion of their lots be acquired.



SUPERMARKET



THE LIBRARY COULD BE MORE INVOLVED IN THE NORTH END.

AMENDMENT SITES 1-3: PARKING LOT IMPROVEMENTS

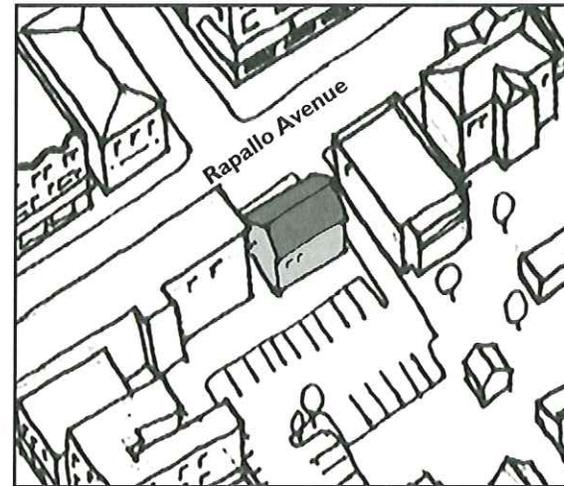
As mentioned in the Main Street section, improving parking for employees of Main Street businesses, the tenants living above them, and long-term shoppers is an important component of revitalizing Main Street. However, if the parking lots are not properly designed, they can become a barrier that distances the neighborhood from Main Street. Additionally, if many buildings are demolished to accommodate automobiles, the critical mass necessary to maintain adjacent community is seriously compromised.

The following sites describe steps the city should take to increase parking while minimizing negative impacts on the surrounding neighborhood.

GENERAL PARKING LOT STRATEGIES

To prevent the parking lots from becoming a gulf separating the houses from Main Street, the street edges of the lots need to be landscaped in a manner that reinforces the sidewalk space. The lots should include interior landscaping to shade the inner lots and help break down the space. Most locations should have a raised planter with easily-maintained plantings or a tree surrounded with substantial stone curbing (at least one foot high).

The parking lot entrance adjacent to the community center should not have trees, however, as they would obscure views from Main Street to the plaza and the ziggurat. A robust stone wall that people could sit on would be more appropriate.



SITE 1

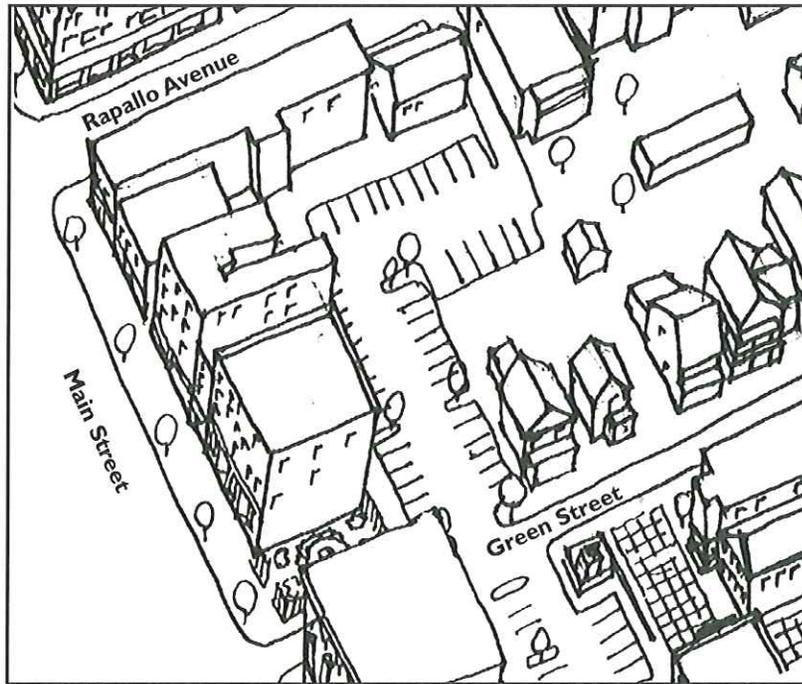
The fire damaged building at 47 Rapallo Avenue is currently under question as to whether it should be rehabilitated or else acquired by the city and demolished to provide access to the parking lot. The acquisition of the lot would provide an additional eight parking spaces. The building, which is well-scaled for the neighborhood, provides both housing and street edge continuity for pedestrians on Rapallo. The building, which is still structurally stable, should be preserved and a parking lot access lane should be created on the east side of the building. The building's rear garage could be demolished and the rear portion of the lot acquired by the city for additional parking.



We need to capitalize on what is here that is nowhere else...the river views.

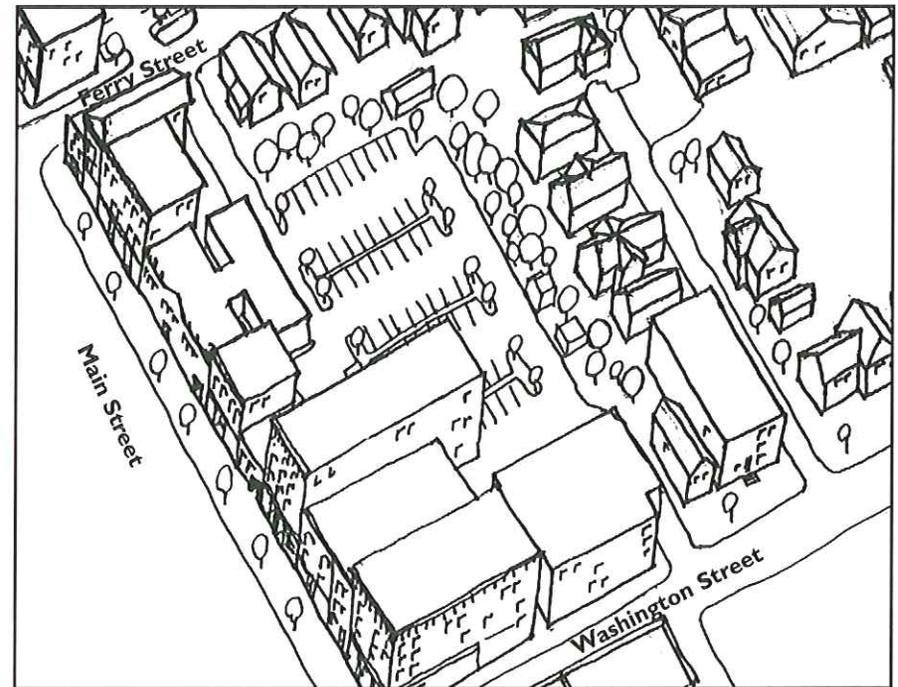


Many people still want to live next to the excitement of downtown!



SITE 2

The city should acquire the rear of 584 and 594 Main Street and remove the portions of the buildings that extend past the Hotchkiss Building (614 Main Street). While the additional area is not great, the efficiency of the entire parking lot is vastly increased by allowing two aisles to extend the length of the lot.



SITE 3

While 73 Ferry Street is currently occupied by a thriving bar, the city should acquire the property to provide access to parking in the interior of the block. The bar could be relocated to a more suitable location on Main Street. Additionally, the city should also purchase the other properties and portions of properties in the interior to create a larger efficient parking lot.



I'D LIKE TO SEE MORE FOOD STORES, SPECIALTY SHOPS, BAKERIES AND BAGEL SHOPS.

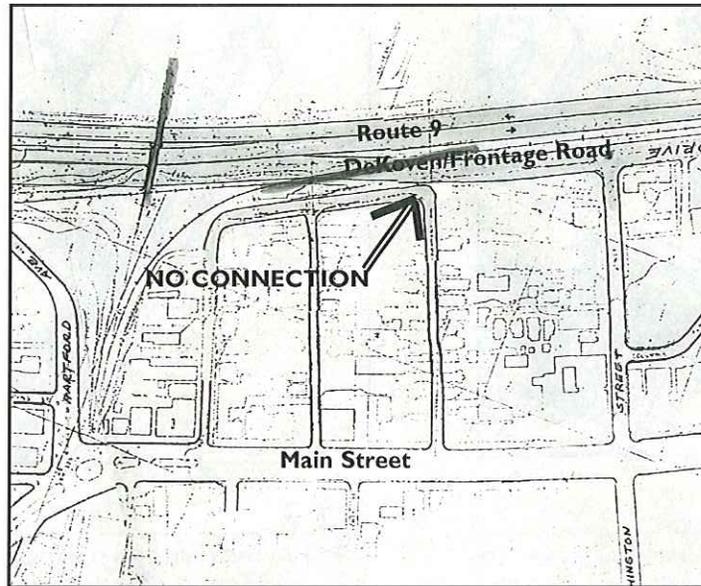


IMPROVE CONNECTIONS TO THE WATERFRONT

CONNECTICUT D.O.T. PLAN FOR ROUTE 9

IMPACT ON THE FERRY/GREEN RAPALLO NEIGHBORHOOD

The Connecticut D.O.T. plan now under consideration has an unclear impact on Ferry/Green/Rapallo Neighborhood. The plan would definitely isolate the Ferry/Green/Rapallo area as DeKoven would need to be lowered to go under the railroad tracks and a connection from Ferry Street and DeKoven Drive would not be possible.



CT DOT Plan for Route 9 at F/G/R Neighborhood

On the one hand, the isolation would make the area far less appealing to commercial activity, both legal (large retailers) and illegal (drug dealing). It would also create a sheltered enclave that some residents might desire. Young children would no longer be threatened by through traffic. On the other hand, the isolation would decrease traffic through the neighborhood that keeps it visible to people from throughout Middletown. The area could easily become an even more neglected corner of the city, more vulnerable to crime. If the plan is approved, a public amenity such as a swimming pool and Harbor Park access at Opportunity Site A become even more important to bring people into the neighborhood.



MORE CULTURAL EVENTS!



MIDDLETOWN IS MISSING DECENT PLAYGROUNDS.

PHASING

- Decide course of action for housing on site E
- Acquire property for neighborhood center
- Find funding source/occupants
- Acquire property for housing on site E
- Plan for community attraction: ziggurat
- Decide feasibility of community wide draw
- Acquire property/relocate businesses



The town needs more effective public transit, perhaps a monorail, some street cars or light rail
-Margaret Hodges



The North End should start associating with the entire community...we need to build community groups

-Reverend Lawrence

WEST MAIN NEIGHBORHOOD

Unlike the Ferry/Green/Rapallo area, the neighborhood to the west of Main Street is structurally still intact. The one to three family houses are in good condition and there are few gaps in the street frontage.

However, the homeowners who brought stability to the neighborhood are aging, and the number of houses owned by absentee landlords is increasing. The quality of the housing will probably decline in the future as these trends continue. Because the neighborhood is considerably larger, it is unlikely to deteriorate to the degree that Ferry/Green/Rapallo has. Nonetheless, efforts need to be made to shore up its stability. The strategies employed will necessarily be of a policy rather than design nature:



- o Develop a first time home buyer program that provides soft second mortgages that are low interest and/or interest-free and self-amortize.
- o Develop a marketing strategy that includes advertising soft second mortgage programs and neighborhood identity. The neighborhood is close to Wesleyan University, major downtown employers, and Main Street.
- o Get Wesleyan University (and other major employers) to provide incentives for any faculty or employees who buy a house in this neighborhood. Connecticut College, Trinity College, and Yale University all have successful programs in their respective cities.



A MOVIE THEATER WOULD DEFINITELY BE WELCOMED HERE.



MAIN STREET NEEDS TO BE MORE PEDESTRIAN FRIENDLY, MAYBE IF WE HAD WIDER SIDEWALKS...



NON-OWNER OCCUPIED BUILDINGS

Owner does not live within a distance of a few houses.



WE WANT A DRUG FREE MIDDLETOWN!



MORE THEATER ARTS...A COMMUNITY THEATER.

ISSUES/GOALS

SHORT TERM GOALS

LONG TERM GOALS

↔ **CONNECTIONS**

- PURSUE FEASIBILITY OF OPTIONS 1-4 WITH PROPERTY OWNERS
- START PROCESS OF CLOSING ROUTE 9 ACCESS
- COMMIT TO A PLAN OF ACTION
- OPEN PORTLAND ST CONNECTION

- CONSTRUCT ANOTHER NEW STREET CONNECTION
- CLOSE ROUTE 9 ACCESS

🔑 **SAFETY**

- AFTER COMMITTING TO A PLAN, UPGRADE STREET LIGHTING AND MILLER ST R/R CROSSING
- ORGANIZE NEIGHBORHOOD IN SAFETY/CRIME WATCH
- TRIM BUSHES/TREES TO ENHANCE VISION OF TRACKS, ETC.
- COMMENCE LEAD ABATEMENT PROGRAM

- CLOSE ROUTE 9 ACCESS
- REMOVE LEAD CONTAMINATION
- IMPROVE STREET CONDITIONS, LIGHTING & REHAB HOUSING

🏠 **HOUSING**

- STABILIZE ALL ABANDONED HOUSING
- MINIMIZE EFFECT OF BOARDED-UP HOUSING BY PAINTING PLYWOOD OVER WINDOWS

- PURSUE HABITAT FOR HUMANITY TYPE REHAB AND FOR NEW CONSTRUCTION

🌿 **PARKS**

- MAXIMIZE VISIBILITY OF ROOSEVELT PARK FROM MILLER ST AND ADJACENT HOUSES

- UPGRADE PLAY EQUIPMENT AND PARK AMENITIES

📌 **DRUGS**

- ENSURE ABANDONED HOUSING CANNOT BE ACCESSED (ALARM SYSTEM?)

- CLOSE ROUTE 9 ACCESS

👁️ **PERCEPTION**

- ESTABLISH REHABILITATION PROGRAM WITH THE CITY



LIGHTING IS AN ISSUE IN MILLER BRIDGE



PARENTS NEED TO TAKE A STAND AGAINST DRUGS



MILLER & BRIDGE STREETS

The history of the Miller and Bridge neighborhood appears to be as long as the presence of the railroads in Middletown. The railroads were responsible not only for the neighborhood's creation in the first place – providing railroad worker housing – but also for the beginning of its isolation, with tracks separating it from the Portland Street neighborhood and the rest of Middletown.

Miller & Bridge Streets were once directly linked with downtown Middletown, but several developments over history have severed its ties. The neighborhood originally served as the gateway into Middletown from the north; Bridge Street was a part of the road from Hartford that extended to St. John's Square – now known as Hartford Avenue. When a drawbridge across the Connecticut River was constructed in 1896 landing just to the south of Miller Street on Bridge Street, the riverbank was pushed further from the neighborhood to make Hartford Avenue extend to Water Street. Subsequent developments continued to severely cut the neighborhood off from the city.



The Miller/Bridge Street neighborhood as seen from the Arrigoni Bridge.



ABSENTEE LANDLORDS IS A PROBLEM
-CARL RODENHEIZER



Blighted houses need to be refurbished or knocked down
-Lenny Mack



Present Bridge Street condition.



Miller Street presently extends over existing railroad tracks.

NEIGHBORHOOD IN ISOLATION

The Arrigoni Bridge, constructed in the late 1930s, required a long approach to attain the elevation necessary to cross the river without a drawbridge. As a result the Miller & Bridge Street neighborhood lost its visual and psychological connections to the city. The construction of Route 9 further marginalized the neighborhood with its expansion of four lanes of speeding traffic. At some point, the direct connection to the city by ways of Portland Street was also cut, completing the neighborhood's isolation. Thus, the neighborhood suffers from past decision makers' bad decisions. The neighborhood's physical conditions created by these circumstances make it difficult, albeit not impossible, to regain the neighborhood and community that its residents desire.

The issue that will decide this neighborhood's fate is its isolation. Lead contamination from the bridge renovation can be remediated without much difficulty. Despite their age, all of the housing can probably be rehabilitated. But if the neighborhood remains isolated, no reasonable amount of investment or policing will overcome its problems as a market for drug traffic and a neglected corner of the city. The status quo is unacceptable and courses of action need to be taken.

RE-CONNECT THE NEIGHBORHOOD

- ◀▶ At least one connection to the city for vehicular traffic needs to be created at any of the four locations to be described later. These connections not only allow residents easy access to the city but also allow police to regularly patrol the area. The connection to Route 9 from Miller and Bridge Streets must also
- ✂ be cut. Aside from being a dangerous intersection, quick highway access in the Miller and Bridge neighborhood perpetuates a drug problem. Once remedial conditions have been decided on, the city and
- 🔑 other organizations should accomplish short term goals of removing lead contaminations, rehabilitating housing, improving street conditions and lighting, and improving the safety of the Miller Street railroad crossing.



We need more areas for kids to go and play; a community space.
-- Employee in North Main Street business



PLANT DAFFODILS. --
RESIDENT

H HOUSING REHABILITATION

Unless any of the housing is found to be structurally unstable, none of the buildings should be demolished even if they are abandoned. It will be very difficult to financially make it feasible for anyone (even non-profit agencies) to build new housing in the neighborhood. Particularly since there are vacant sites in more stable neighborhoods. If houses continue to be demolished, it becomes increasingly difficult for the city to justify the expenses necessary to improve the streets and connect the neighborhood.

Aggressive efforts need to be made to attract first-time homeowners to fill vacant houses. The remaining vacant buildings need to be protected from further decay and abuse by the neighborhood.

S STREET IMPROVEMENTS

The neighborhood – particularly Miller Street – needs to have an engineered street with proper drainage, curb cuts, sidewalks, driveways, grading, etc. constructed. These additions will better define property lines and suitable parking sites. The dimensions from building face to face may be too narrow for sidewalks on both sides, but a two lane street and a narrow sidewalk on one side should be constructed. Additionally neighborhood street lighting should be installed every 30 feet.



MILLER/BRIDGE STREET NEIGHBORHOOD WITH STREET IMPROVEMENTS

Additional streets could be added to connect disjointed housing arrangements. These streets could be edged with new housing. (unshaded houses in above diagram) Tall poplar trees could be planted to shield the neighborhood from Route 9.



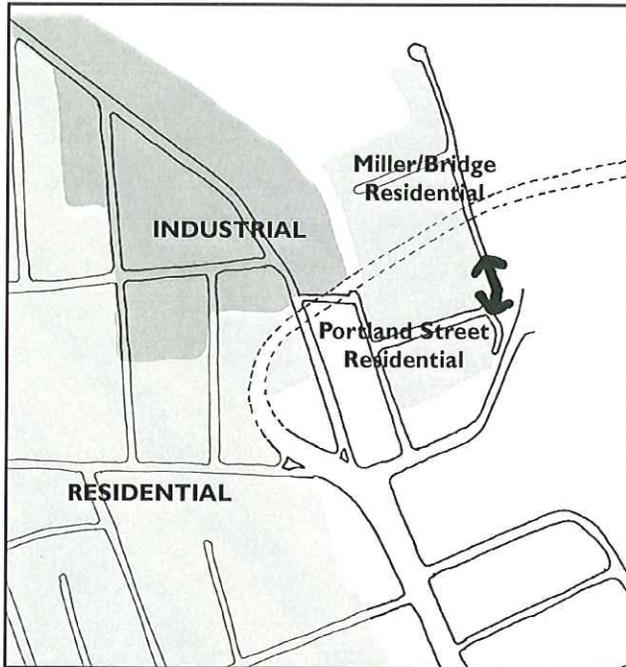
WHY NOT START A TEAM COOP? WE COULD SELL LOCAL VEGETABLES, PIES AND CRAFTS.
-- GREGORY BLACK



THIS NEIGHBORHOOD NEEDS AN IDENTITY.
-- MILLER STREET RESIDENT

OPTION 1 • OPEN THE EXISTING EMERGENCY VEHICLE CROSSING AT PORTLAND STREET

44
Yale Urban Design Workshop



This option offers the most obtainable and inexpensive way of reconnecting the Miller/Bridge Street neighborhood to the rest of Middletown. By opening this crossing to automobiles and closing access to Route 9, Miller/Bridge is very effectively connected to the city both physically and psychologically. The neighborhood would lose its appeal to drug dealers in the absence of easy highway access and the enhancement of police access. Given an appropriate crossing, train/automobile collisions at Portland Street and Bridge Street are far less likely than car collisions at the existing Route 9 intersection.

However, Option 1 by itself does not constitute an ideal solution: the neighborhood becomes a quarter-mile-long, convoluted dead-end, starting at the intersection of Portland Street and St. John's Street. Option 1 should be realized in combination with Options 2 or 3, creating a loop through the Miller/Bridge neighborhood to the downtown.

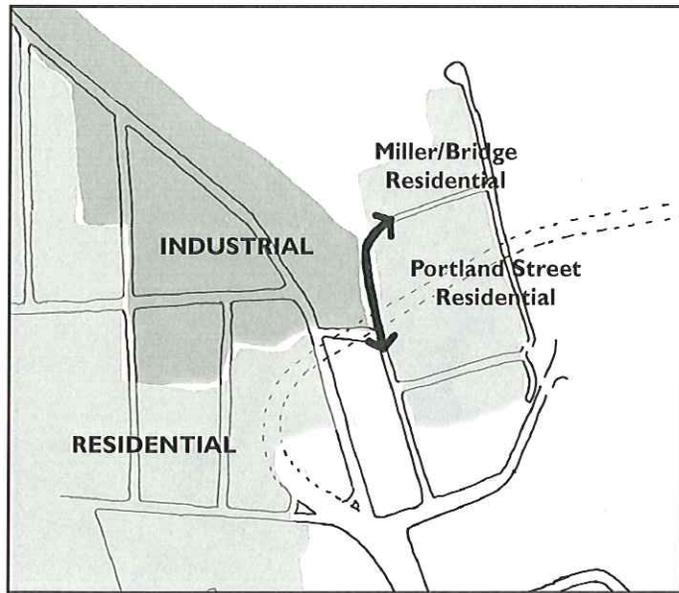


**The library could be more involved in the North End
- Arthur Meyers**



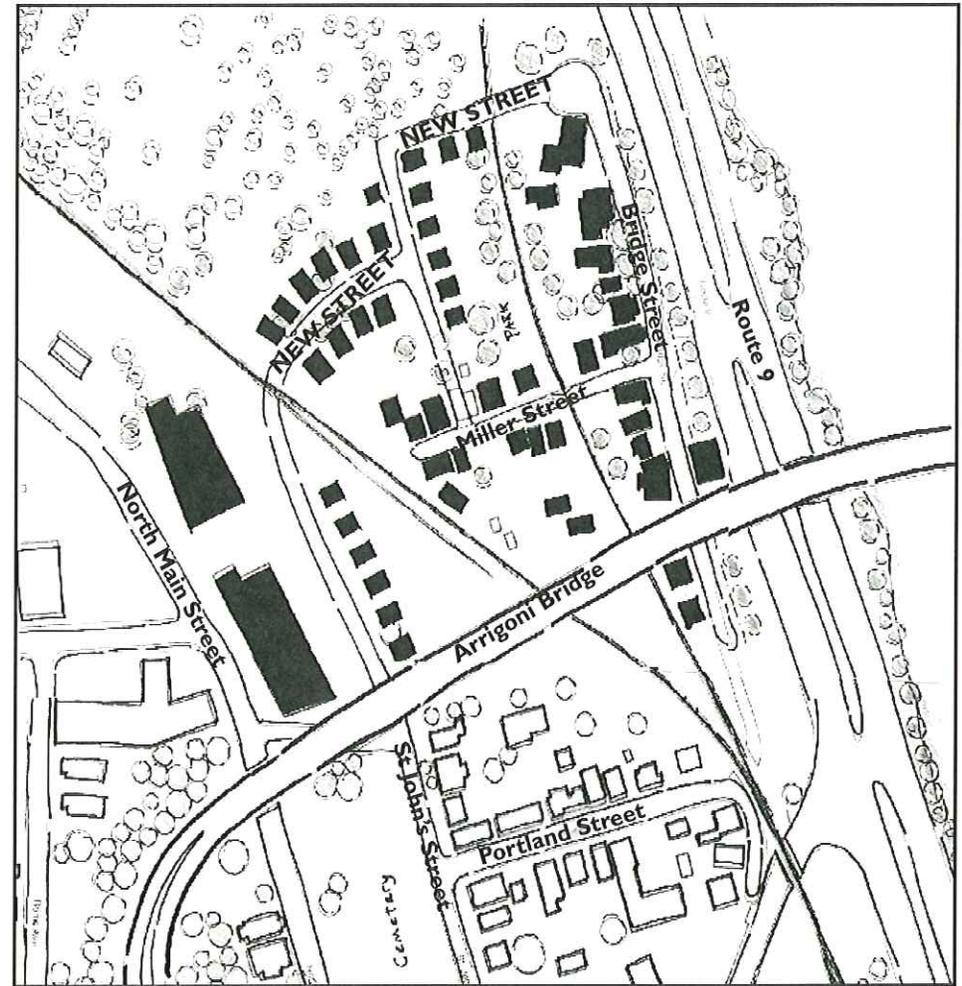
BETTER TRAFFIC CONTROLS ARE NEEDED

OPTION 2 • CONSTRUCT A NEW CROSSING FROM MILLER STREET TO ST. JOHN'S



The street layout of this option makes the Miller/Bridge area an extension of the Portland Street/St. John's Street area, the closest residential area. Both parts are strengthened by this aggregation, creating a larger, more easily sustained neighborhood. The industrial area on the east side of North Main Street, though reduced in total area slightly, remains as one continuous parcel. Pedestrians are well-connected to the McDonough School and Main Street, and short-cutting on the railroad tracks would be reduced considerably.

Having both Option 1 and 2 is the optimum solution since they create a loop. The scheme as depicted at the right shows a slightly modified version which includes almost twice the existing housing and a couple of new streets.

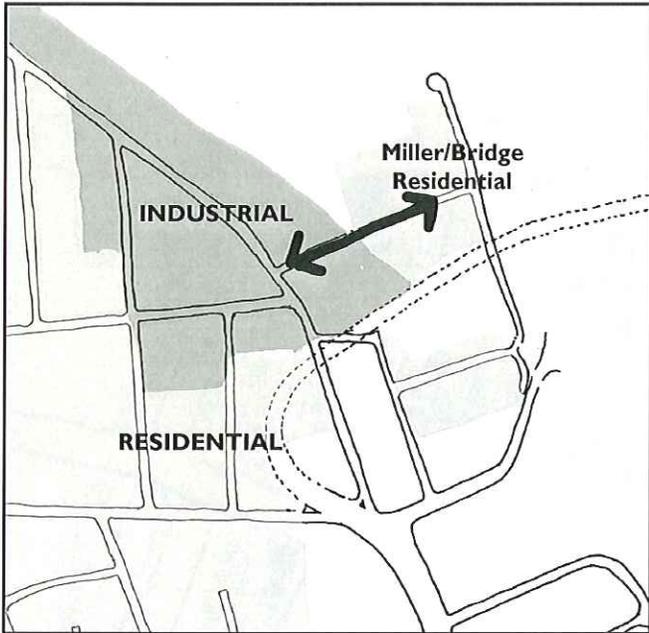


THE NEIGHBORHOOD NEEDS MORE FOCUS ON A PEDESTRIAN SCALE
-STEVE GREEN

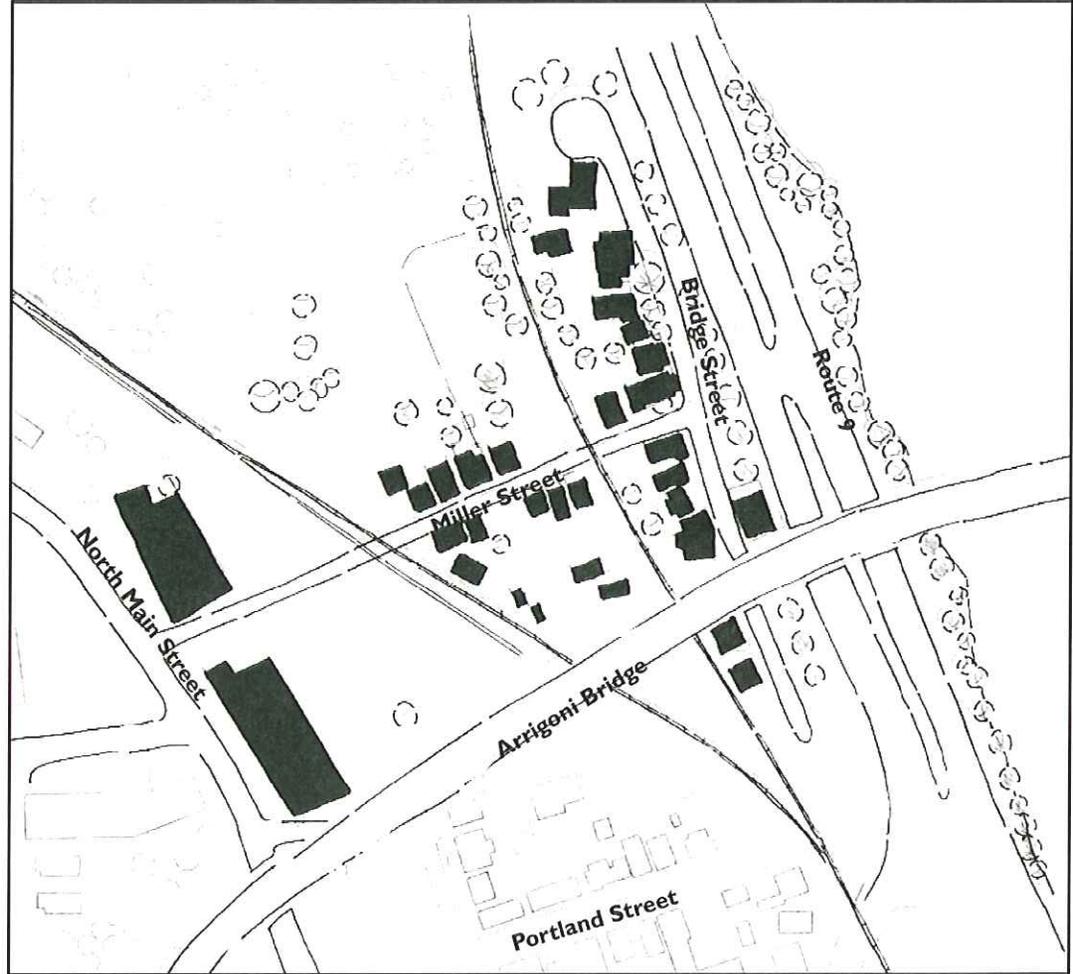


GREEN SPACE!

OPTION 3• CONSTRUCT A NEW CROSSING BY EXTENDING MILLER STREET TO NORTH MAIN STREET



Like Option 2, this option also works well when combined with Option 1 to form a loop. This street layout is somewhat ambiguous; rather than reinforcing connections to the nearby Portland Street area, it forms a new connection to the North Main Street Industrial Area. Although it provides the most direct route for children to go to McDonough School, option 3 also subdivides the industrial area.

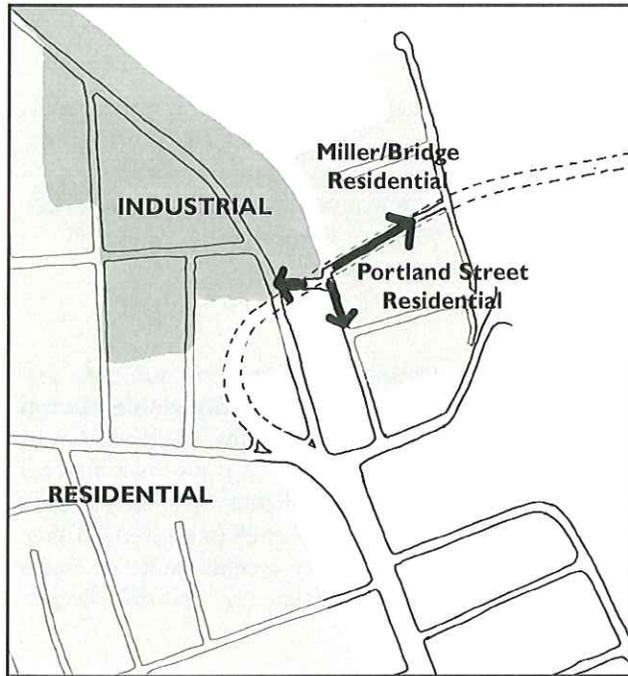


Wesleyan needs to be approached about its large potential stabilizing force West of Main Street
- James Lockhart

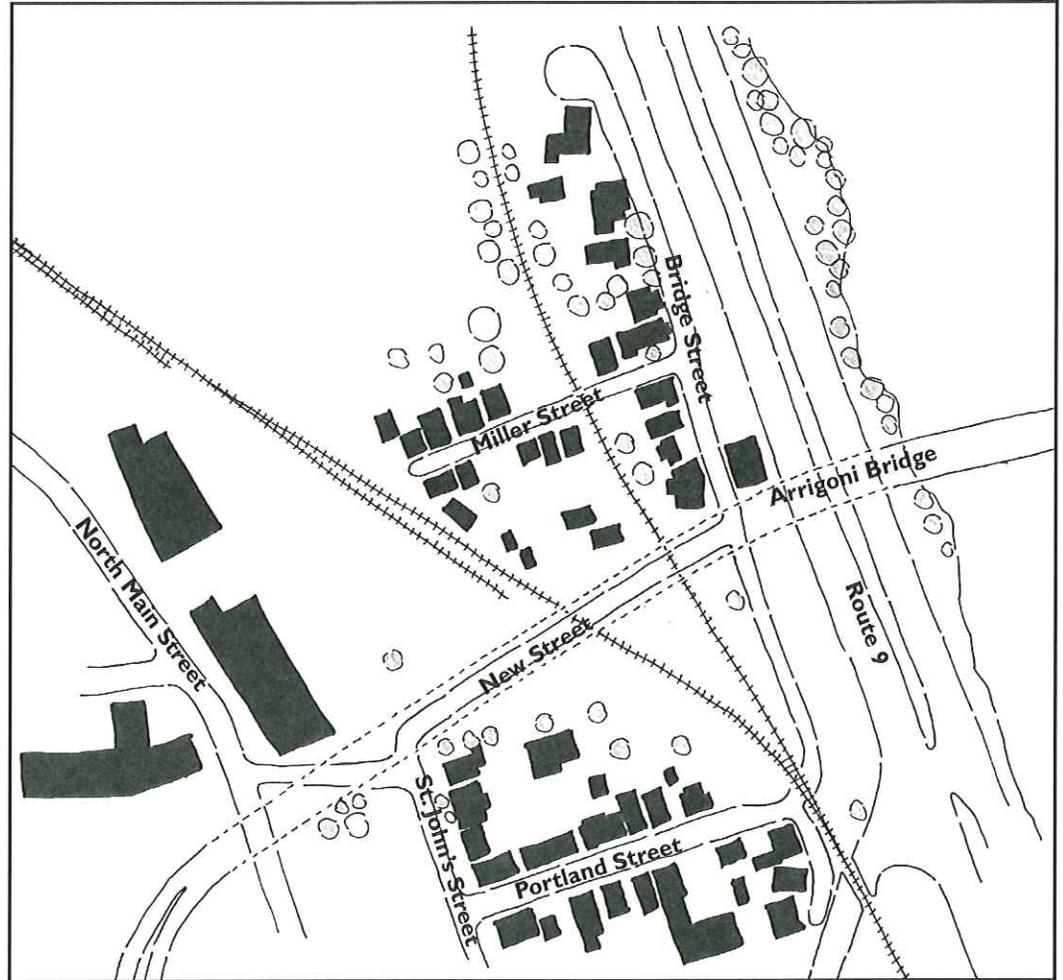


WE NEED BETTER HISTORIC PRESERVATION OF BUILDINGS.

OPTION 4• CONSTRUCT A NEW STREET UNDER THE BRIDGE APPROACH FROM BRIDGE STREET TO ST. JOHN'S



The scheme, in which a street is placed under the Arrigoni Bridge approach, makes sense only if Option 1 cannot be done. (Having both Option 1 and 4 simultaneously is redundant.) The scheme gives automobiles access to the rest of the city, but the neighborhood is effectively just as isolated for pedestrians; Miller Street is a quarter-mile-long dead end (read Option 1).



ENCOURAGE HOME OWNERSHIP



MULTI-FAMILY HOUSING COULD HELP STABILIZE THE AREA

CONVERT TO INDUSTRIAL

If the aforementioned conditions cannot be met, the area could be converted to industrial uses. The reasons these conditions might not be met include regulatory roadblocks (i.e. the state or railroad will not allow additional track crossings) or economic obstacles (i.e. overcoming regulatory barriers with something like an overpass or underpass is prohibitively expensive). But if the area is introduced as an industrial area, it would still have the same problems of access and connections inhibited by railroad lines. Whatever the future use, all residents must be relocated in an appropriate manner. In



addition to compensating property owners, the city must provide affordable housing for renters.

EXPAND MILLER/BRIDGE STREET AREA AS A PARK



The proximity to wetlands and Wilcox Island make the Miller/Bridge Street area of interest for recreational purposes: jogging or bike paths. **If the neighborhood is deemed no longer suitable for housing, the only viable reason would be because it cannot be connected to the city.** But, this inability to connect to the city also diminishes its value as recreational space, since it could only be accessed by pedestrians and bicycles. In addition, it is the areas adjacent to Miller/Bridge rather the space occupied by the neighborhood that are attractive for recreation. Rather than viewing recreation as an alternative to housing in the Miller/Bridge neighborhood, it ought to be viewed as a beneficial supplement, providing a draw for Middletown residents who don't live in the neighborhood. Additionally, more greenspace is not always good. Greenspace requires management, maintenance and more funds that Middletown or the state may have difficulty providing.

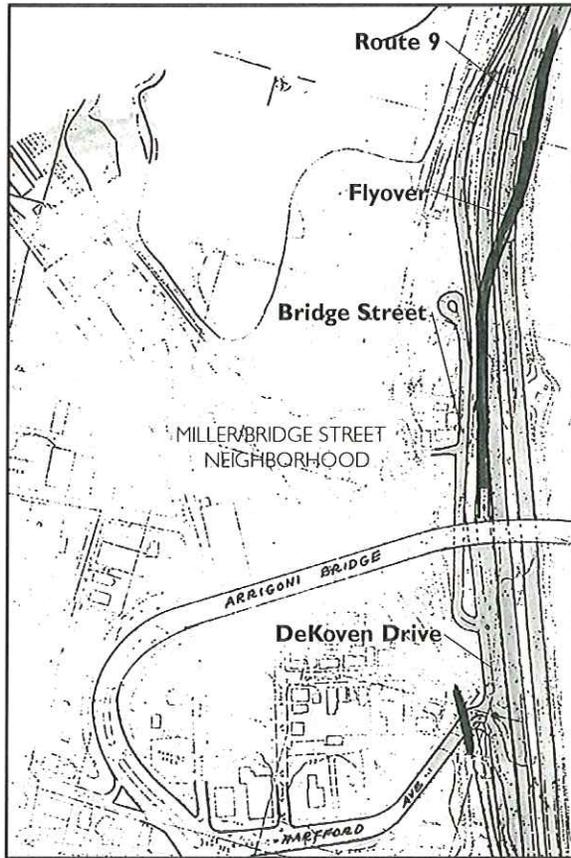


We need to shed the poor perception of Middletown... investors would strengthen our community.
-Calvin Price



PLAY UP THE WATERFRONT





IMPACT OF D.O.T. PROPOSAL

▣ The D.O.T. plan, as it is represented, would have an extremely detrimental impact on the Miller and Bridge Street area. In order for northbound DeKoven Drive traffic to get onto Route 9, a large "flyover" overpass would be necessary, which would loom over Bridge Street, contributing to its sense of isolation and further marginalizing it. While the new intersection with an extended DeKoven Drive would eliminate the dangerous intersection with Route 9, it probably would not significantly reduce drug activity since easy highway access would be preserved.

However, it is highly unlikely that the plan would be executed as it currently represented. The pictured plan is conceptual and has not yet been subjected to engineering and cost analysis. The cost of sinking the southbound DeKoven traffic and elevating the northbound traffic would most likely be so great that the Department of Transportation would rather acquire the Bridge Street properties through eminent domain to create more space for DeKoven Drive.

WE NEED MORE SERVICES, RESOURCES, AND SPACES FOR THE POOR.



Middletown has a lot of jobs...you just need personal motivation
-Thaddeus Lovett



BEGIN COMMUTER TRAIN SERVICE IN MIDDLETOWN
-JENNIFER ALEXANDER

ISSUES/GOALS

SHORT TERM GOALS

LONG TERM GOALS

↔ CONNECTIONS

•EVALUATE OPTION 1 & 2 OF BRIDGE INTERSECTION

•COMMENCE WITH CHOSEN OPTION AND IMPROVE INTERSECTION

🔑 SAFETY

•UPDATE/IMPROVE CAR & PEDESTRIAN SIGNAGE

•INCREASE SIDEWALK WIDTH NEAR HARTFORD AVENUE

👉 PERCEPTION

•REORGANIZE PARKING BEHIND MAIN STREET
•UPDATE/IMPROVE CAR & PEDESTRIAN SIGNAGE

•REDO STREET EDGE ON WEST SIDE OF MAIN NEAR BRIDGE INTERSECTION

💰 ECONOMIC DEVELOPMENT

•IMPROVE STREET LIGHTING

•KEEP MAJORITY OF TOWN THROUGH TRAFFIC ON MAIN STREET



If stores were open until 11:00 - it would be an entirely different community
-Brother Francis



PRIDE IN OWNERSHIP AND CONTROL:
"IF I PAY RENT I AM HERE TO PLAY NOT HERE TO STAY, THAT'S FOR SURE!"

TRAFFIC INTERCHANGES

The intersection of Main Street, the Arrigoni Bridge approach, Spring Street, North Main Street, and Hartford Avenue is highly problematic. When one first comes upon the vast, football field-sized area of pavement, one is confused and overwhelmed by the number of converging streets; the uninitiated inevitably are pulled onto the Arrigoni Bridge even if they had intended to go to the industrial area. The design of the intersection has a large impact on how well the neighborhoods off of North Main Street are linked to Main Street and how well Main Street is perceived as a distinct entity.



CONFUSING INTERSECTIONS

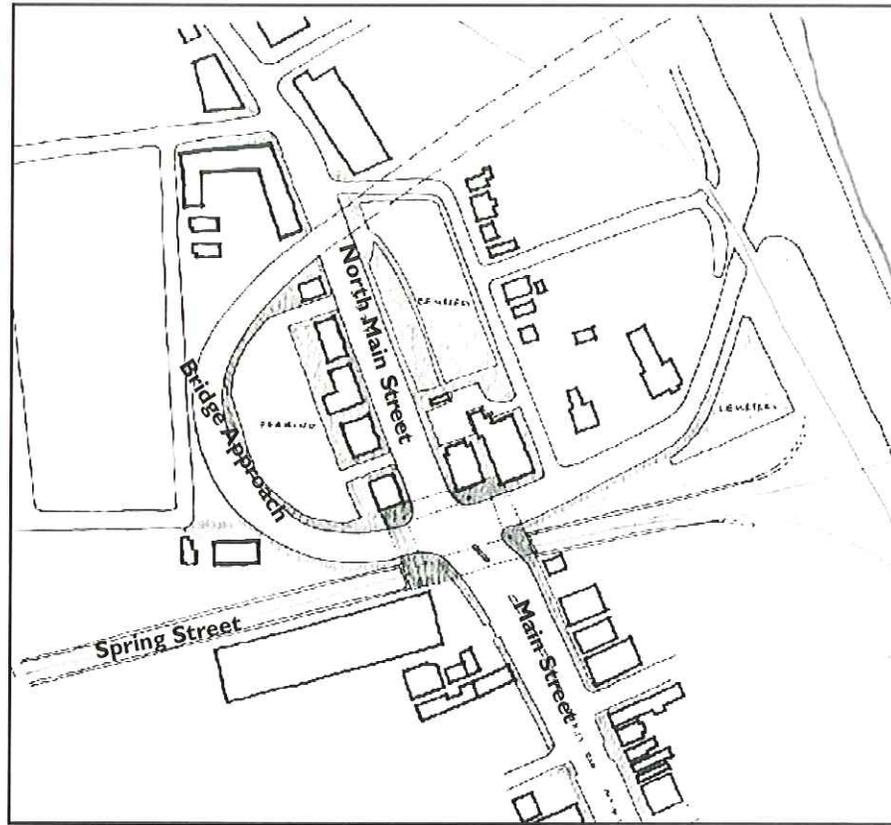
The existing intersection provides a very poor connection between Main Street and North Main Street: south-bound vehicles on North Main who are intending to continue to Main Street, including trucks from the industrial area, must use either St. John's or Spring Streets, both residential streets. Vehicles traveling from Main Street have a difficult time locating North Main Street, an unacceptable situation if the North Main Industrial Area is to increase its customer base. In addition, Main Street has no sense of termination; it slides off to the side onto the bridge, subverting St. John's School's attempts to define it. Cars coming off of the bridge view Main Street as an extension of the highway. As a result, they enter Main Street at highway speeds; the entire environment is very hostile for pedestrians and the school.



There is plenty of parking for customers –not enough for employees AND customers.



We should put in a sidewalk along the railroad tracks. Lots of people walk along them.



OPTION I — REALIGN ARRIGONI BRIDGE RAMP

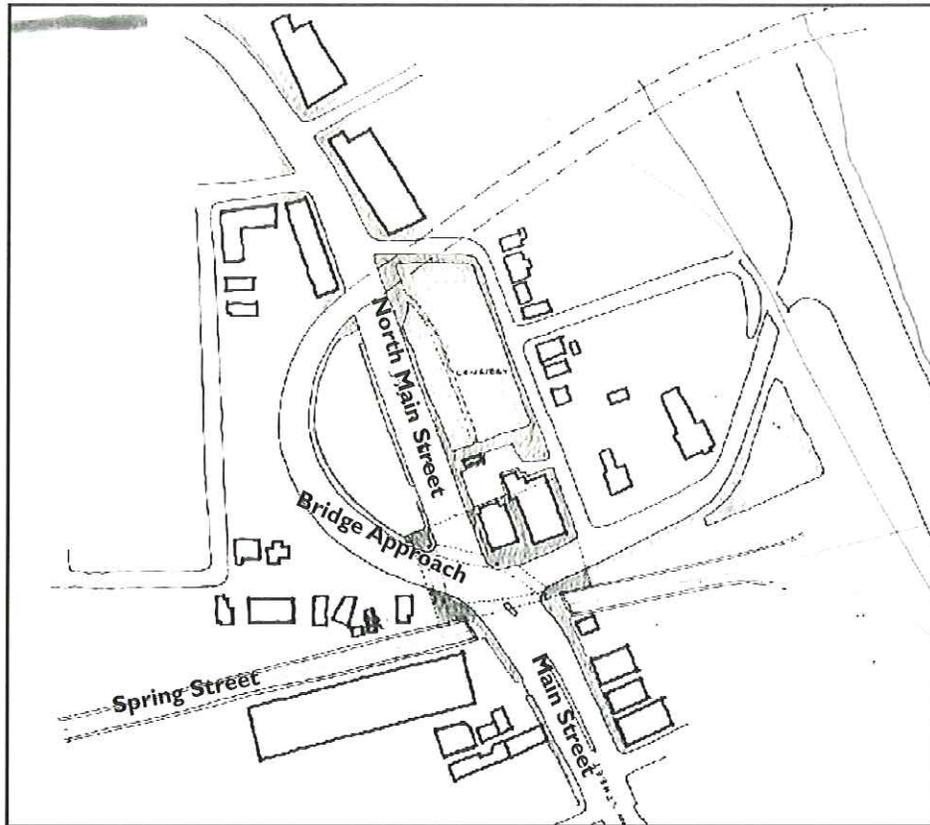
- ◆◆ Reworking the bridge approach into a larger arc allows it to be perpendicular to Main Street to form an easily comprehended cross-shaped intersection. The connection between North Main Street and the neighborhood it serves and Main Street would become even clearer, and drivers would have to make a conscious decision to drive onto the bridge approach rather than being pulled on by default. Traffic coming onto Main Street from the bridge would also be traveling at a much more appropriate speed, with the right turn serving as a traffic calming device.
- ↪ Reworking the bridge approach would require the removal of the Spring Street houses and apartment building. The houses, one of which is historically significant, could be moved to fill gaps in streets such as on Grove, Ferry, or Green.



The new police chief is more committed to community policing than the old chief. -Rick Sienna



WE NEED BETTER BUS LINKS WITH OTHER TOWNS...



OPTION 2 — ELIMINATE AN INTERSECTING STREET

Closing off the portion of Spring Street between Rome Avenue and the bridge approach would eliminate one of the five intersecting streets and reduce confusion. North Main would be altered to accommodate traffic coming from the bridge and onto Main Street and its role would be heightened to become the principal connection to the industrial area and adjacent neighborhoods. Trucks and industrial area customers would no longer be required to use residential streets. However, the intersection still would not adequately announce the termination of Main Street, and traffic entering Main Street from the bridge would still be traveling at highway speeds



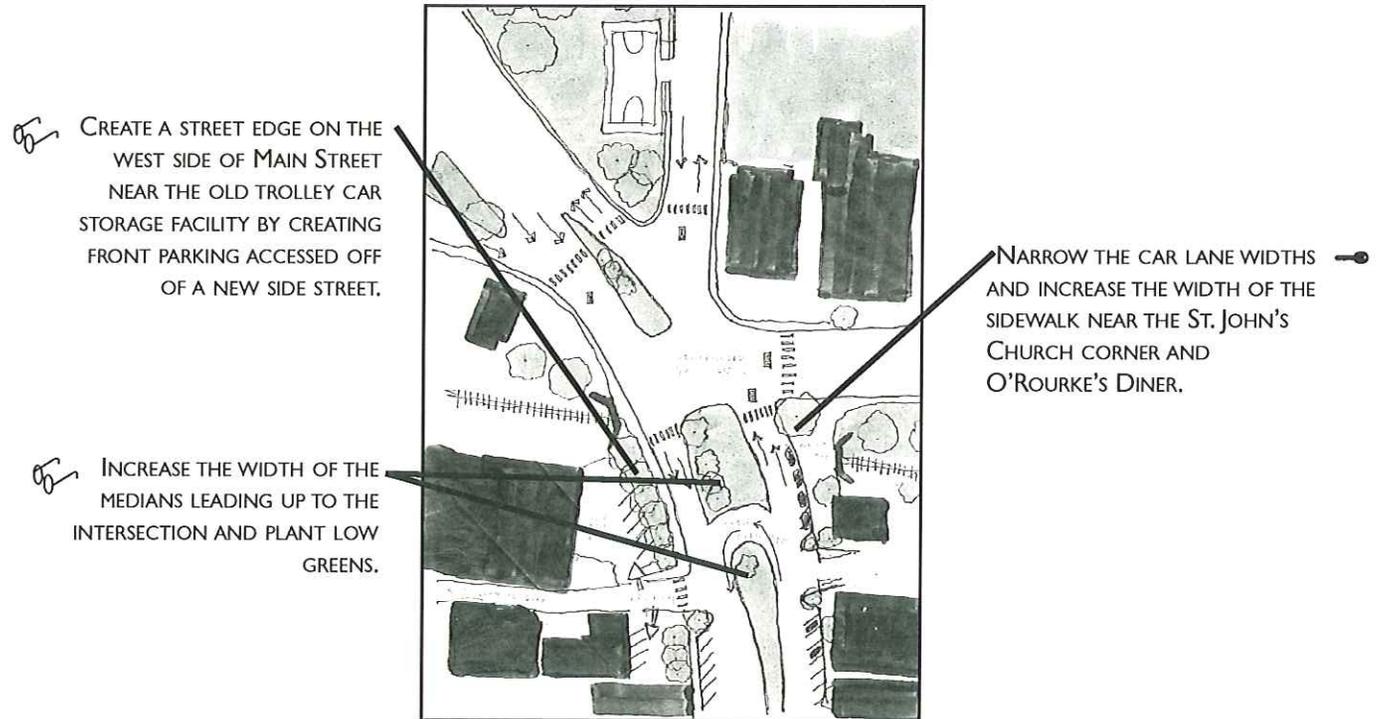
THERE IS AN INTENSE DESIRE FOR COMMUNITY AMENITIES: FOR SUMMER CAMPS, SWIMMING POOLS, BASKETBALL COURTS, AND BLOCK PARTIES



**HOME OWNERSHIP IS IMPORTANT
-CARL RODENHIZER**

SHORT TERM SOLUTION TO THE INTERSECTION

Minor alteration could be made to the Main Street/North Main Street/Arrigoni Bridge intersection to improve the connection to North Main Street and make it more traversable for pedestrians.



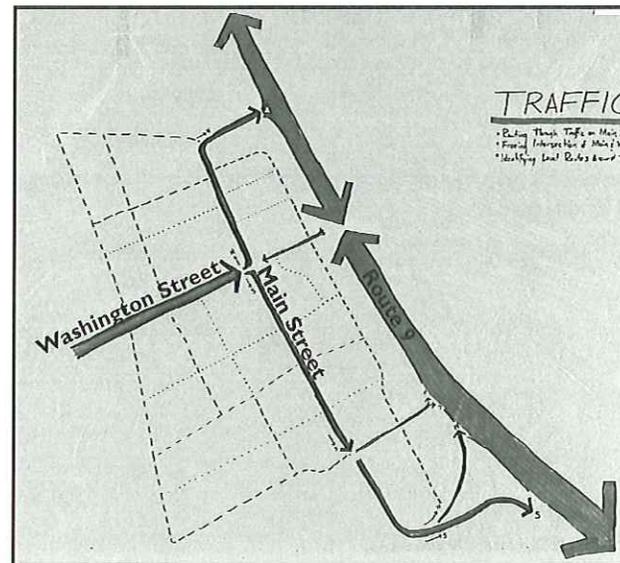
DON'T BE AFRAID OF DENSITY.
-STEVE CARMINENDEZ



WE NEED MORE SIGNS ABOUT THE RAILROAD TRACKS.

OTHER TRAFFIC CORRECTIONS TO CONSIDER

- Improve access from Rapallo Avenue to Main Street by re-evaluating one-way status or the direction of traffic flow along Ferry and Green Streets.
- Make Washington Street one-way from Route 9 up to Main Street to eliminate traffic back-ups past the Main Street intersection; direct all Route 9 bound traffic from Washington Street either north or south, as appropriate, along Main Street.
- Explore the conversion of the railroad right-of-way into a limited-access Route 66 bypass of Main Street; doing so would allow the Portland bridge ramps to be realigned to the bypass grade, and Main Street would flow on unimpeded above.



The traffic on Main St. divides the neighborhood
-Brother Francis



I ENJOY GOING TO HARBOR PARK
-JANE JOHNSON

ISSUES/GOALS

SHORT TERM GOALS

LONG TERM GOALS

 HOUSING

•MAINTAIN EXISTING HOUSING

•BUFFER RESIDENTIAL FROM NEW INDUSTRIAL DEVELOPMENT

 CONNECTIONS

•INCREASE AWARENESS OF NORTH MAIN STREET FROM MAIN STREET

•CONNECT WITH MILLER/BRIDGE NEIGHBORHOOD?

 PERCEPTION

•IMPROVE STREET LIGHTING AND PEDESTRIAN SIDEWALK

 ECONOMIC DEVELOPMENT

•DEVELOP LANDUSE STRATEGY AND TARGET DESIRE USERS
•DECIDE USE OF REMINGTON BUILDING

•PROCEED WITH DEVELOPMENT



MIDDLETOWN HAS MANY POSITIVE ASPECTS...THE SCHOOL AND DOWNTOWN ARE WITHIN WALKING DISTANCE, THE PETER PAN BUS TO HARTFORD IS ONLY \$8, AND YOU CAN CATCH THE CITY BUS FOR \$1.50 IN FRONT OF THE CLOCKTOWER.



WE NEED TO HAVE PEOPLE IN THE NEIGHBORHOOD HAVING A ROLE IN REBUILDING THE NEIGHBORHOOD IN A TANGIBLE WAY...IT BUILDS SELF ESTEEM.

NORTH MAIN INDUSTRIAL AREA

The North Main Street Industrial Area offers potential that would economically affect and strengthen the whole of Middletown. Since the decline of many large scale industries in the sixties, large areas of town have been abandoned leaving vast empty buildings and areas of town that are depressed and inactive.

Currently, the North Main Street Industrial Area lacks tenants, an identity, and establishment as a viable development area in Middletown. Although the North End Industrial Area study completed in May of 1993 was well conceived and thorough, there has been little change to the area other than acquisition of land. This section of the report provides several suggestions and revised goals for the industrial area.



Possible development site in the North Main Industrial Area

GOALS FOR THE NORTH MAIN STREET INDUSTRIAL AREA:

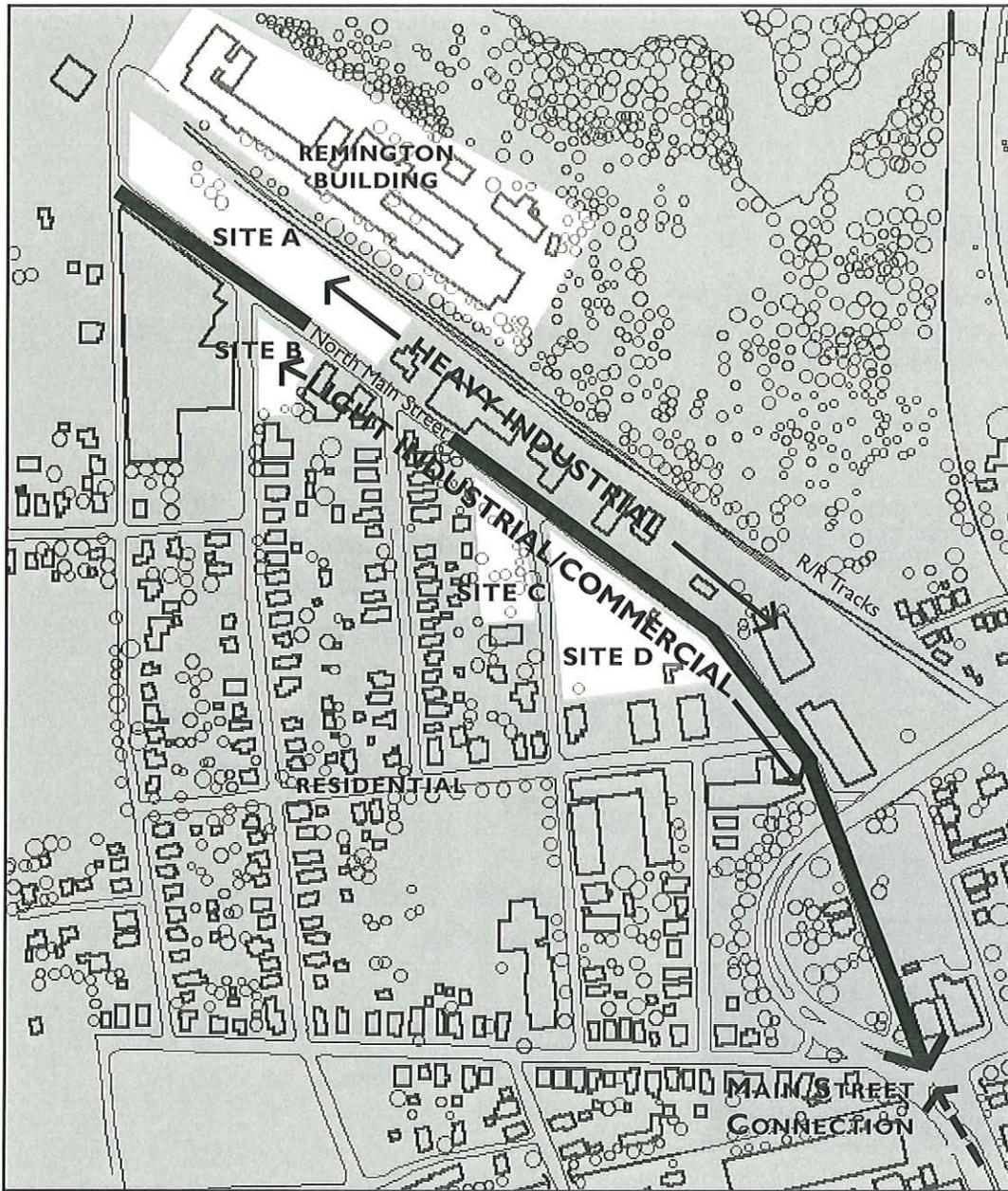
- **FIND POSSIBLE USES/BUILDING LAYOUTS FOR OPEN SPACES: THREE LARGE LAND SITES ALONG NORTH MAIN STREET AND THE REMINGTON BUILDING**
- **BUFFER RESIDENTIAL NEIGHBORHOODS SOUTH OF NORTH MAIN STREET**
- **INCREASE ECONOMIC STRENGTH OF THE AREA**
- **CONNECT NORTH MAIN STREET TO MAIN STREET**



If most of the population can't come back, there is something wrong. The focus must be on improving lives and buildings for residents, not moving them out.
-Rob Rosenthal



WE NEED MORE STREET LIGHTS IN THE PARKING LOTS



LANDUSE STRATEGY

The North Main Industrial Area, situated well within Middletown, contains land uses that are vital to the overall health of the city. Further development must be encouraged, but attention must be paid to the siting of new businesses within the area. The Industrial area exists on the edge of a very stable residential neighborhood, and further development of the area must not infringe upon this neighborhood.

A general siting strategy should be understood to place new industrial and commercial uses within the area. **The heaviest industrial uses and businesses requiring outside storage (i.e. auto mechanics, construction supply stores, etc.), should be placed on the northern side of North Main Street. On the vacant plots of land south of North Main Street, businesses should be more internal and good neighbors to the residential homes further south.**

BUILDING CONFIGURATIONS/POSSIBLE USES

The most critical and opportunistic block is the open land fronting the southern side of North Main Street and Pearl Avenue; Site D on the left diagram. Two different options for commercial uses and layouts for this site should be considered.



REVITALIZATION WILL REQUIRE MORE PARKING



We need new street furniture, greater variety of trees and consistent lighting.



Site D



SINGLE USE: NURSERY/LANDSCAPING BUSINESS

A nursery/landscaping commercial building seems the ideal tenant for this area of the city. A centralized building of this use could be attractively landscape and edge the street to provide the ideal buffer between the commercial strip and the residential neighborhood.



MULTIPLE USES: STRIP OF COMMERCIAL BUSINESSES

If more than one commercial business is desired, future buildings should be built as a back wall to buffer residential from the parking lot and traffic rather than centralizing the object within the site.

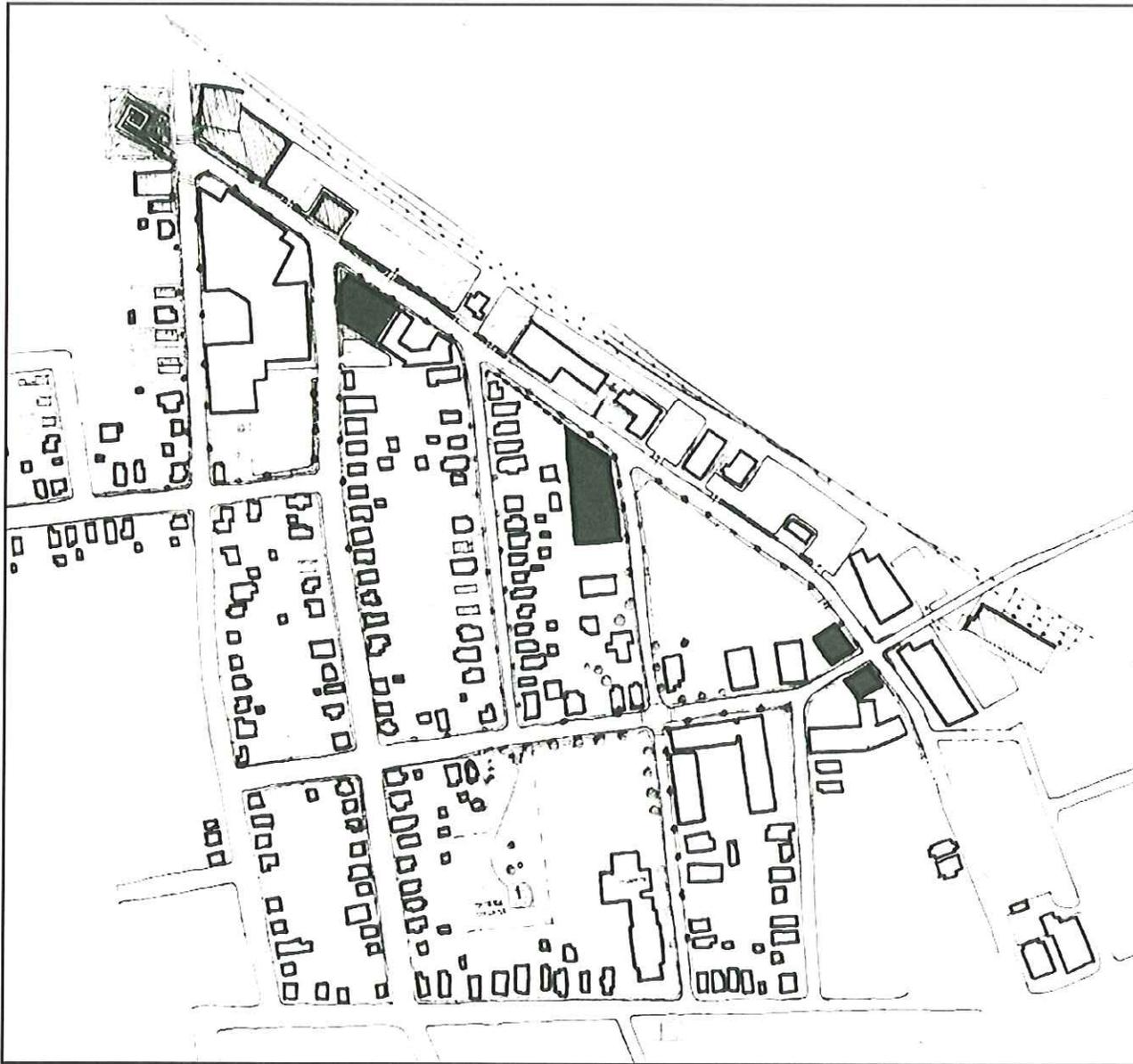
One possible theme to target occupants would be to create a strip of similar commercial uses. We would suggest targeting the building industry, with occupants such as carpet, fixtures, windows, cabinet stores. The advantage to these types of stores is that all merchandise is shipped to the consumer directly from the manufacturer. The overall neighborhood traffic would be reduced as there would be little shipping and receiving to the stores that would potentially disturb the adjacent residential neighborhood.



WE NEED A YOUTH CENTER.



WHAT IS LACKING ON MAIN STREET ARE MORE PLACES FOR WOMEN TO SHOP FOR CLOTHES.



STREET CHARACTER IMPROVEMENTS

In accordance with the above mentioned use distributions across the north and south sides of North Main Street, the street character of the two sides should differ. Pedestrians should be encouraged to walk on the southern side of North Main Street. **A finished pedestrian edge should be build on the southern side of North Main Street:** including appropriate sidewalks, street trees, pedestrian lights, and crosswalks. The pedestrian side of the street can be linked back into the neighborhood and on into the park and McDonough schoolyard. **On the north side of North Main Street, the curb cuts should be reduced and an attractive ornamental fence placed along the fronts of storage yards or parking lots**

◀ Additionally, if Miller Street was extended to align with North Main Street (see Miller/Bridge study area) Stack Street could be re-orientated to connect with Miller Street in a cross intersection (see diagram to the left).



We don't know our neighbors enough!



There is a liquor store on every corner, but I want a place to do things...

REMINGTON BUILDING

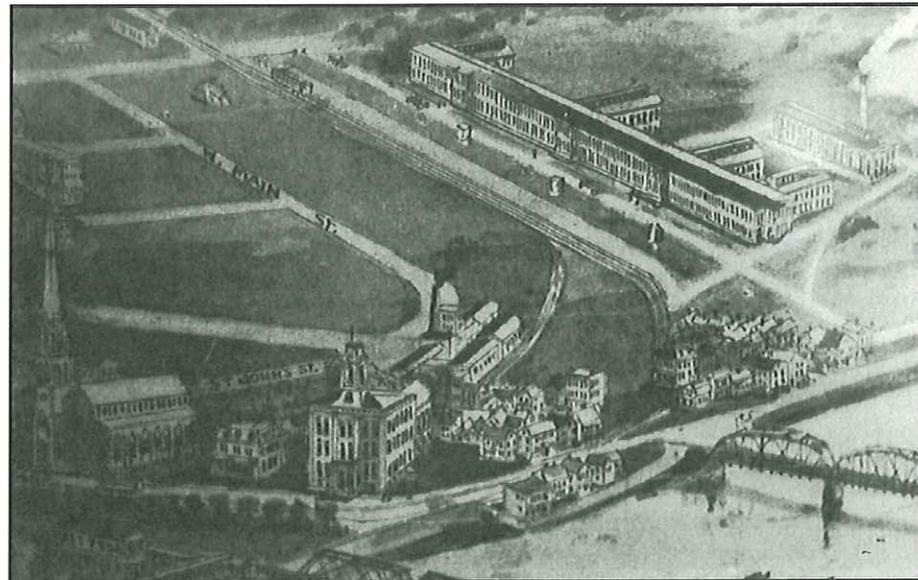
The Remington Building poses a more difficult problem. The building size and physical layout is well situated to be an “incubator” building for business start up, but the siting of the building within Middletown and the city itself may not be appropriate. The economic advisor, John Shapiro, was quite skeptical about the feasibility of this approach in Middletown today. An incubator building would need to target the right industry draw in order to be successful. The appropriate industry for Middletown will be difficult to identify and locate within the city.

There are the negative factors that the building's siting isn't too attractive to an entrepreneurial start-up businesses. The location is very out of site from local or highway traffic. There is inadequate space for parking.

We suggest the possibility of commercial/retail options to go within the building rather than industries. An antique mall or flea market rented out by numerous individuals could be created that—because of its density—would attract customers from all over Connecticut. These businesses would extend to Main Street commercial being that stronger specialty stores could emerge and fill vacant stores in the North End and be marketed more to the occasional buyer rather than a serious antique shopper.



Remington Building – present day



Remington Building – circa 1860



WE SHOULD HAVE BENCHES LIKE IN SOUTH END, A COUPLE ON EVERY BLOCK.



WE NEED MORE PUBLIC BASKETBALL COURTS.

ISSUES/GOALS

SHORT TERM GOALS

LONG TERM GOALS

 DRUGS

•PATROL THE PARKS

•INCREASE PARK USAGE
•BETTER THE ROUTE 9 UNDERPASS

 PARKS & RECREATION

•MAXIMIZE THE VISABLE SMALL PARKS

 CONNECTIONS

•REORGANIZE PARKING BEHIND MAIN STREET

•BUILD HARBOR PARK EXTENSION CONNECTING TO COMMUNITY WIDE DRAW AT F/G/R

 SAFETY

•IMPROVE LIGHTING AND POLICE PATROLING

 PERCEPTION

•MAINTAIN PARK SYSTEM
•LANDSCAPE MAIN STREET



MORE CULTURAL EVENTS!



MIDDLETOWN IS MISSING DECENT PLAYGROUNDS.

CONNECTION TO NATURAL RESOURCES

With a few notable exceptions, downtown Middletown—and particularly the North End—lacks the parks that enrich life in many other areas of Middletown. The creation of more parks—pocket parks, neighborhood playgrounds, or community gardens—especially to the west of Main Street, will improve the quality of life in these neighborhoods.

Additionally, as widely recognized, the city is disconnected from its waterfront. The connection from the east side of Main Street to the Harbor Park is very poor and unsafe. This connection across route 9 needs to be improved, plus the Harbor Park should be expanded to connect to the North End and Hartford Avenue. A park circuit could be established that would enrich the lives of all Middletown residents.



Downtown workers take a lunch break at Harbor Park.



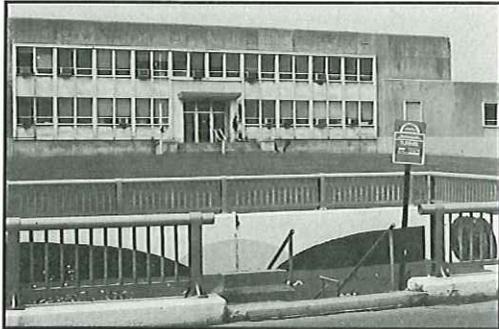
The town needs more effective public transit, perhaps a monorail, some street cars or light rail
-Margaret Hodges



The North End should start associating with the entire community...we need to build community groups.
-Reverend Lawrence



The Herb Garden in the North End is an excellent example of a reuse of a vacant lot to create a neighborhood amenity.



The entrance to Harbor Park in front of the old County Courthouse is a dangerous and poor solution to connect the city to the waterfront.

OPPORTUNITIES FOR MORE PARKS

A survey of the existing green and recreational spaces in and around the North End reveals opportunities for improvement at various scales and scopes.

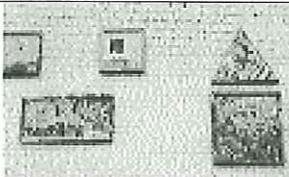
SMALL SCALE PARKS

Develop block-scaled pocket parks and community gardens that serve residents living within close walking distance from the park. Specifically these parks would serve small children and the elderly with playground equipment, ball courts, and shaded benches. The creation of such parks can reclaim existing vacant lots (taking the example of the park on the corner of Green and Main Streets). Housing reconfiguration and development of infill housing on the eastern blocks will also provide opportunities for consolidating unused open spaces into shared pocket parks. Designed for low maintenance, these parks will be maintained and managed by the housing developments and neighborhood block associations.

- **Vacant lots can be reclaimed to create small parks along streets.** These can be paved, installed with play equipment, landscaped, planted, or designated as community gardens. The Block Associations responsible for their maintenance could also patrol these parks and determine the hours of their use.
- **Because of the size of some blocks in the North End, opportunities exist for the creation of mid-block open spaces.** New infill housing can create courtyard-type parks to be shared and

maintained by the residents. These and others can be accessed through landscaped alleys from the side streets.

- **The principle of establishing small parks that be used by small children, close to their homes, with little or no parental supervision can be applied creatively whenever related actions suggest location-specific treatment of open space.**

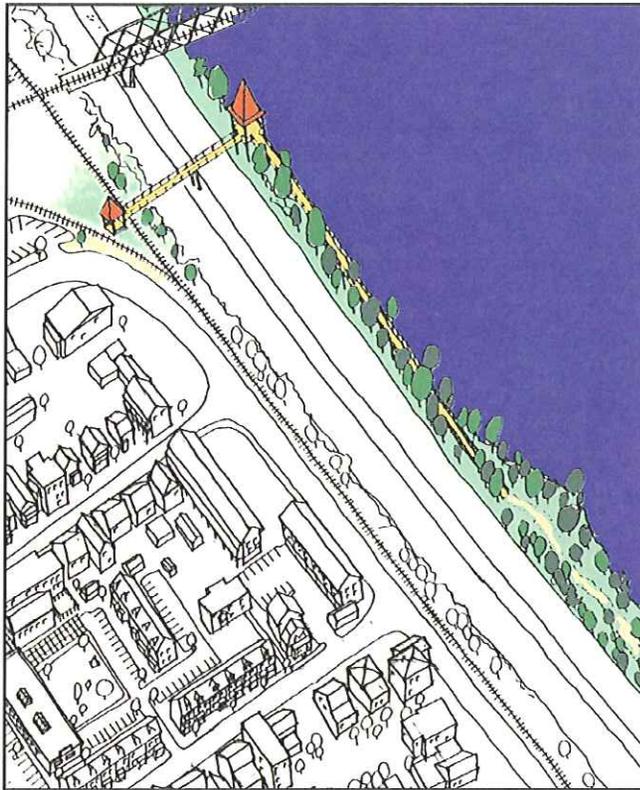


MORE PUBLIC ART COMMISSIONS!



NURTURE TIES TO WESLEYAN



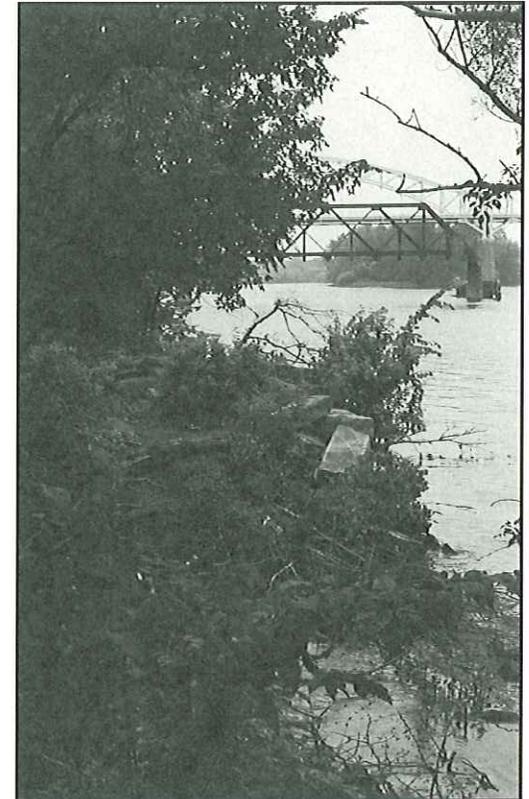


EXPANSION OF HARBOR PARK

◆ Town and regionally-scaled recreational spaces should be developed that will effectively weave the North End into a larger network of recreational offerings. **A riverside boardwalk should be built which would extend north from the renovated Harbor Park tunnel entrance and create a park linkage to the North End Community Wide Draw.**

The severely underused green lawns in front of the City Hall on DeKoven Drive can be redesigned to become an active and inviting public green, with new lighting, a renovated tunnel (or a new bridge crossing) to Harbor Park, and an improved pedestrian passage via Washington Street to Main Street lined with street lamps, trees, and banners. A large pavilion in Harbor Park is aligned along Washington Street to signify and advertise the river front amenity.

Re-activation of North Main Street as a viable pedestrian and automobile connection to the north suggests **the creation of walking and biking trails to connect to Roosevelt park and the larger expanse of recreational wetlands.**



The rugged waterfront north of Harbor Park could support a public walkway connecting through the North End with little disturbance to the natural habitat.

LANDSCAPING ON MAIN STREET

In order to accentuate the central importance of the Liberty Commons building, the space in front of the building could be accentuated as a large dogleg. The area could be heavily landscaped and bordered by a wrought iron fence to create a civic space yet discourage it as a space to gather.

REDUCING UNEMPLOYMENT, PROGRAMS LIKE R.E.A.C.H. CAN PROVIDE JOB TRAINING.



ENCOURAGE BUSINESS OWNERS TO IMPROVE STOREFRONTS



A MOVIE THEATER WOULD DEFINITELY BE WELCOMED HERE.



MAINSTREET NEEDS TO BE MORE PEDESTRIAN FRIENDLY, MAYBE IF WE HAD WIDER SIDEWALKS...

APPENDICES

WORKSHOP SUPPORT/PARTICIPANTS:

NORTH END ACTION TEAM

Susan Allison
 Larry Bloom
 Liz Botein
 John Butler
 Ernest Butts
 Lydia Brewster
 Ron Cammeyer
 Saida Cowells
 Stephen Cremin-Endes
 Lennie Mack Fryer, Sr.
 Bishop Mamie Gallagher
 Livia Gershon
 Seb Giovanditto
 Judy Grant
 Van Green
 Sabir Hassan
 Stanley Herring
 Roenette Holley
 Vic Lancia
 Emily Lieberman
 Roy Lisker
 Thaddeus Lovett
 Heather Marciniac
 Vincent Mazzotta
 Tove Lee Moody

Deborah Norfleet
 Tom Pantano
 Donnell Perry
 Richard Robbins
 Melanie Sharon
 Marie Stevens
 Michael Taylor
 Joseph Vecchitto

YALE URBAN DESIGN WORKSHOP

Kara Bartelt
 Dominique Davison
 Joseph Fong
 William Forrest
 Edward Gulick
 Michael Haverland
 Christopher Herring
 Elizabeth Manegold
 Christopher McIntire
 Thomas Morbitzer
 Paul Stoller
 Jennifer Taylor

YALE UNIVERSITY FACULTY

Kent Bloomer
 Donald Baerman
 Andrea Kahn
 Alan Plattus



WE WANT A DRUG FREE MIDDLETOWN!



More theater arts... a community theater

FUNDING

City of Middletown, Housing Authority
Wesleyan University
Citizen's Bank
Vision Corner
Liberty Bank

WESLEYAN UNIVERSITY

Jenna Busch
Michael DiRamio
Susannah Manheim
Peter C. Patton
Bella Pierson
Rob Rosenthal
Emily Sharrock

CONSULTANTS

Economics, Zoning, & Infrastructure Guidelines:
John Shapiro, Abeleiss, Preiss, Phillips,
Shapiro & Associates
Housing Observations and Guidelines:
Steve Green, Community Builders

OTHER PARTICIPANTS

John Becket & Lori Hadley (Citizen's Bank)
Thomas Gionfriddo & Salvatore Monarca
(Housing Authority)
Barbara Goodrich (Main Street Manager)
Maria Madsen Holzberg (former Mayor)
Carol Ketelsen & Paul Fazzino (landlords)
Mark Masselli (Community Health Center)
Nancy Meyers (Habitat for Humanity)
Calvin C. Price (Liberty Bank)
Carl Rodenhizer (The Connection)
Rick Siena (Sargeant, Middletown Police Dept.)
Michael Taylor (Nehemiah Housing)
Domenique Thornton (Mayor)
William Warner (Planning & Zoning)
Cindy Wilcox (Municipal Development)



MORE AFFORDABLE HOUSING



STRONGER POLICE PRESENCE IS NEEDED.



NORTH END COMMUNITY WORKSHOP

GUEST BOOK

Friday, May 8, 1998

NAME	ADDRESS	PHONE	COMMENTS
Catherine Johnson	161 College	343-1611	
Tom HIBBARD	363 MAIN ST SUITE 409	346-1809	
3. Cara ROTHENBERG	THE CONNECTION 955 SO. MAIN	343-5507	
4. Eric Rich	High St.	343-5243	
5. Rob Rosenthal	14 Redden	347-2151	
6. Paul Higgins	399 BUTTS ST	347-5704	
7. Jane Johnson	32 Miller St	343-8575	
8. Emily Sharnock	Box 5299/Wesleyan station	344-9317	
9. Beth Nelson	Box 4961/Wesleyan	685-6117	
10. Ed McMillan	11 Mansfield Terrace	347-1257	
11. Susannah Mankani	Box 4890 Wesleyan	685-6274	
12. Steve Hollen	25 Planchard St	937-4785	
13. Marie Steyer			
14. Dr. Nancy [unclear]	65 Church St.	346-7600	
15. Arlene Chadd	251 Court St Apt 60	343-1823	
16. Lisa James	208 Main Street #36 Roxland, Conn. 06480	347-2448	
17. Kelly Boyd	134 Grand St Middletown, CT		

NAME	ADDRESS	PHONE	COMMENTS
18. Ron Krom	18 Stow Ave.	343-8569	
19. Ken Quinones	46 Fountain	347-8736	
20. Forge game			
21. Marc Mann	25 Barbara Rd		
22. Rev Robert + Margaret Hodges			
23. Valerius John			
24. Janice Young			
25. Shirley Judy			
26. Opal Busch			
27. Giovanni Piny			
28. Ernest [unclear]			
29. Bobbie Ranley			
30. Wendy Barcomb			
31. PAUL PARALAR	RVS		
			345-8777
			22 Laurel Gm. Dr. Higgansey, CT
			347-0767
			242-5213

PUBLIC PERFORMANCE SPACES
WOULD BE USED.



We need more jobs, too.



HERB GARDENS!

NAME	ADDRESS	PHONE	COMMENTS
32. BILL KNOX			
33. Cynthia May Kennedy	59 1/2 Main St APT 2-D	346-5459	
34. Janet Blanchard	BK Realty 62 Washington St	346-9275	
35. Mob. Rental	Quality Loop 66 Liberty Street		
36. Sal d'lessandro	183 Rt. 81 Higganum 06441	345-2562	(property on Bridge St.)
37. Church of Arkwright	50 Green St. (The Haley: Two)	346-6506	
38. Marty Reid	Reference Dept - Teln Services 12 Grand St. Russell Library 123 Main St Middletown		
39. Susan E. Randall	Middletown	347-6092	Interested
40. Nancy Carnan	Russell Ln. Middletown		



FARMERS' MARKET!



PLAN OUR COMMUNITIES FOR THE FUTURE.



We need more city support of local businesses..

NAME	ADDRESS	PHONE	COM
11. Jesse White-Frese	635 main St	347-6971	
42. Kent Blומר	Prof. of Arch. Cole	432-7039	
43. Liz Botern	Box 7125/Wes. Station	685-6262	
44. LEON Vinci	Dept of Health	3443474	
5 Virginia Pascholski	Municipal Bldg	347.1998	Dep
61. Bernard Pascholski	22 Belvidere Terrace	"	St. J.
17. Susan Allison	12. Frontier	347-4648	
48. Jen Alexander	110 Washington	343 0924	
49. Chris Harris	Box 4577, Wes Station	685-7812	
50. Cynthia Dikes	64. Liberty St	704-0708	
51. Al MATURO			
52. Terra Dams	Marmora Pond, Haddon Neck	267-9652	
53. Diane + Charles Clark	105 Grove St.	346-734	
54. Lindsay Stablen	Box 5311, Wes Station	685-76	
55. Arthur Meyers	Russell Library 125 Broad.	347-	
56. Joshua Smith	CAGMC	347-4465	
57. Marnie Annese	CAGMC Americorps	347-4445	

NAME	ADDRESS	PHONE	COMMENTS
58. Oprah Maldon.			
59. Elizabeth Santan	58 Ferry St.		
60. Denise maldonado	58 Ferry St.		
61. Ruth maldonado	58 Ferry St.		
62. Leslie Shurman	58 Ferry St.		
63. Paul F. Joseph A.	JrJ Service 649 Main. ST.		
64. Touch...	Camb Lt Middletown Ct.		
65. Jamila Anderson	65 Frissell Terrace Middletown		
66. cornelo Adorno	67 oak		
67. Meabhra Daniels	40 Green St. 3rd floor		
68. Aushanti Daniels	40 Green St 2nd floor		
69. Brother Francis of the	50 Green St. Green St. Tabernacle Ap.		
70. Roy Lisker	Liberty Commons		



SUPERMARKET



THE LIBRARY COULD BE MORE INVOLVED IN THE NORTH END.



We need to capitalize on what is here that is nowhere else...the river views.



Many people still want to live next to the excitement of downtown!

NORTH END COMMUNITY WORKSHOP

GUEST BOOK

Saturday, May 9, 1998

NAME	ADDRESS	PHONE	COMMENTS
1. Ed Sullivan	102 Rosewood	789-8002	
2. Paul Staller	New Haven	257-3622	
3. THAD Doushorst	172 Pearl St	203-456-0318	
4. Anna Lovett	172 Pearl St	203-456-0318	
5. Leve Mack Ayer	" "	343-5755	
6. Jane Johnson	" 32 "		
7. Aaliyah Johnson	Milke St		
8. John Bayer	23 North St.	342-6895	
9. Alex Lavoie	Main St	342-4362	
10. Liz Botea	Box 4125/USI Bldg	857-6262	
11. Ike Walker	Box 5410/Wes Station	685-4038	
12. [unclear]	126 Oakwood Ct	854-0191	
13. Liz Carrier	Liberty St.	347-7946	
14. Ashanti Daniels	40 Green St	346-8203	
15. Shabram Islam	40 Green St	346-8203	
16. Meshia Daniels	40 Green St	346-8203	
17. Sandra Campos	36 Ferry St		
18. Sara Mendes	36 Ferry St		
19. [unclear]	552 High St		

NAME	ADDRESS	PHONE	COMMENTS
20. Rev. Ethel Byrd	P.O. Box 44 Middletown	348662	
21. Walter Foster	416 Wadsworth		
22. Janeke, Lisa G.	208 Main St. #36 Portland	3422448	
23. Norman Hunt	594 Main Street Middletown Ct		
24. Ellen Matne	127 Grand St - Apt 203	3466629	
25. W. Bar Comb	Middletown Ct	06459	
26. Joseph Vecchitto	23 Ferry St Middletown Ct	347-0767	
27. Gila Reusten	New Haven		
28. Thomas Fields	Middletown	343-5528	
29. Mary Harris	45 Park Pl. Middletown Ct	3477120	
30. Chloé Wilkins	8 Titbury St		
31. Syd Libby	251 Court St	344-9250	
32. Officer R. Ammeyer	Middletown P.D.		
33. Chris Bierwagen	50 Grand St. Middletown	347-7741	
34. Gudy Taylor	25 South King St		
35. RISD STUDENTS	JOUHANA AL-JABRI CHRISTINE MARSHALL JUSTIN CLOTHARD	RISD 26 College St. Providence RI 02902	



I'D LIKE TO SEE MORE FOOD STORES, SPECIALTY SHOPS, BAKERIES AND BAGEL SHOPS.

IMPROVE CONNECTIONS TO THE WATERFRONT

