Urban Design Audit

Downtown Middletown, CT
Comprehensive Audit of Downtown Middletown

View of Downtown from the north
View of Downtown from the south
Initial Observations

Positives:

• Downtown has rich inventory of beautiful, historic, mixed-use buildings.
• Downtown’s commercial core is complemented by engaging uses: civic, religious, institutional and recreational.
• Downtown’s dining scene is among the best in the state.
• Downtown is the venue for many promotional events and community activities.
• In general, the density, diversity and design of Downtown is very conducive to Walkability and provides a critical mass of space and people.

Room for Improvement:

• Some blocks have a more suburban quality that does not promote Walkability.
• Downtown living should be promoted through more diverse housing for a mix of incomes.
• Connectivity to the City’s beautiful riverfront is lacking.
• Welcoming features such as gateways and way-finding would provide a more hospitable climate for visitors.
• ‘Complete Streets’ improvements would enhance connectivity of the CBD to neighborhoods and improve pedestrian and bicycle safety.
P = Peripheral Connectivity

**Connectivity to Surrounding Districts:** Logical and efficient traffic flow, linkages and supportive uses

**Pedestrian and Bicycle Linkages:** Non-motorized access to surrounding districts

**Parking:** Availability of on-street parking

**Access to Transit:** Trains, trolleys, buses and shared autos (e.g. taxis, Zip cars)

E = Enclosure and Engagement

**Strong Edges:** Strength and continuity of street wall

**Density:** Critical mass of buildings and people

**Enclosure:** Extent of canopy of street trees

**Engagement:** Community identity expressed through public art and monuments

D = Diversity and Design

**Diversity:** Mixed uses and mixed income development

**Design Coherence:** Human scale, architectural form, and style

**Distinctive Buildings and Civic Spaces:** Historic or civic architecture, public squares, and landmarks

**Direct, Orient and Welcome Visitors:** Wayfinding, gateways, and information centers

S = Safety and Security

**Safe Street Crossings:** Traffic calming, and accommodating of pedestrians of all ages

**Sidewalks:** Continuous, hazard-free and wide to create comfortable walking environment

**Short Block Lengths:** High intersection density

**Security:** Adequate lighting, active and natural surveillance

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Peripheral Connectivity

P1. Connectivity to Surrounding Districts
Logical and efficient traffic flow, linkages and supportive uses
Peripheral Connectivity

P2. Pedestrian & Bicycle Linkages
Non-motorized access to surrounding districts
Peripheral Connectivity

P3. Parking
Availability of on-street parking
Peripheral Connectivity

P4. Access to Transit
Trains, trolleys, buses and shared autos (e.g. taxis, Zip cars)
Enclosure and Engagement

E1. Strong Edges
Strength and continuity of street wall
Enclosure and Engagement

E2. Density
Critical mass of buildings and people
Enclosure and Engagement

E3. Enclosure
Extent of canopy of street trees
Enclosure and Engagement

E4. Engagement
Community identity expressed through public art and monuments
Diversity and Design

D1. Diversity
Mixed uses and mixed income development

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Diversity and Design

D2. Design Coherence
Human scale, architectural form, & style
Diversity and Design

D3. Distinctive Buildings & Civic Spaces
Historic or civic architecture, public squares landmarks, & terminal views
Diversity and Design

D4. Direct, Orient and Welcome Visitors
Wayfinding, gateways, information centers & promotional efforts
Safety and Security

S1. Safe Street Crossings
Traffic calming and accommodating of pedestrians of all ages
Safety and Security

S2. Sidewalks
Continuous, hazard-free and wide to create comfortable walking environment
Safety and Security

S3. Short Block Lengths
High intersection density
Safety and Security

S4. Security
Adequate lighting, active and natural surveillance
# WALKABILITY, ACCESSIBILITY and LIVABILITY QUOTIENT

## Indicators

<table>
<thead>
<tr>
<th>Indicator</th>
<th>EAST</th>
<th>NORTH</th>
<th>SOUTH</th>
<th>WEST</th>
<th>Overall Score</th>
<th>Score for District</th>
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<tbody>
<tr>
<td>1. Connectivity to Surrounding Communities: Linkages and Efficient Traffic Flow, Intersections and Supports</td>
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<td>2. Pedestrian &amp; Bicycle Linkages: Non-motorized access to surrounding facilities</td>
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<td>3. Parking Availability at Walkable Distance</td>
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<td>4. Access to Transit: Tram, trolley, buses and shared rides (e.g., busses, bike lifts)</td>
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<td>5. Strong Edge: Strength and Continuity of street wall</td>
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<td>6. Density: Critical mass of buildings and people (e.g., 7,000 people)</td>
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<td>7. Employment: Employment opportunities (e.g., 50,000 jobs)</td>
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<td>8. Enclosure: Extent of canopy of street trees</td>
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<td>9. Engagement: Community identity expressed through public art and monuments</td>
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<td>10. Diversity: Mixed-use and mixed-income development</td>
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<td>11. Design Cohesion: Human scale, architectural form, &amp; style</td>
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<td>12. Diverse and Design: Diverse Buildings &amp; Open Spaces: Historic or arts and cultural, public square landmarks, &amp; terminal</td>
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<td>13. Access, Great and Welcoming Streets: Wasteful, parks, waterfronts, transportation centers, &amp; complementary utilities</td>
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<td>14. Safety and Security: High intersection density</td>
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## Score for District

| Overall Score for District | 2.5 |

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Summary of Findings

(Note: references to scores are based on 3 point scale where 1.0 is the lowest score and 3.0 is the highest score):

1. Highest scoring blocks are located in the center of the CBD.
2. Average score for district level indicators = 1.7
3. Average score for the block level indicators  = 1.8
4. WALQ score for the entire downtown (average of all indicators) = 1.7

Highest scoring indicators are:
- P1 - Connectivity to Adjacent Districts (1.9)
- E1 - Strong Edges (2.0)
- E2 - Density (2.0)
- E4 - Engagement through Community Identity (2.0)
- D1 - Diversity (1.9)
- D2 - Design Coherence (2.0)
- D3 - Distinctive Buildings and Civic Spaces (3.0)
- S2 - Sidewalks (2.0)
- S3 - Short Block Lengths (2.0)

Lowest scoring indicators are:
- P2 - Pedestrian and Bicycle Linkages (1.0)
- P3 - On-Street Parking (1.6)
- P4 - Access to Transit (1.0)
- E3 - Enclosure by tree canopy (1.4)
- D4 - Direct, Orient and Welcome Visitors (1.0)
- S1 - Safe Street Crossings (1.2)
Questions?