

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

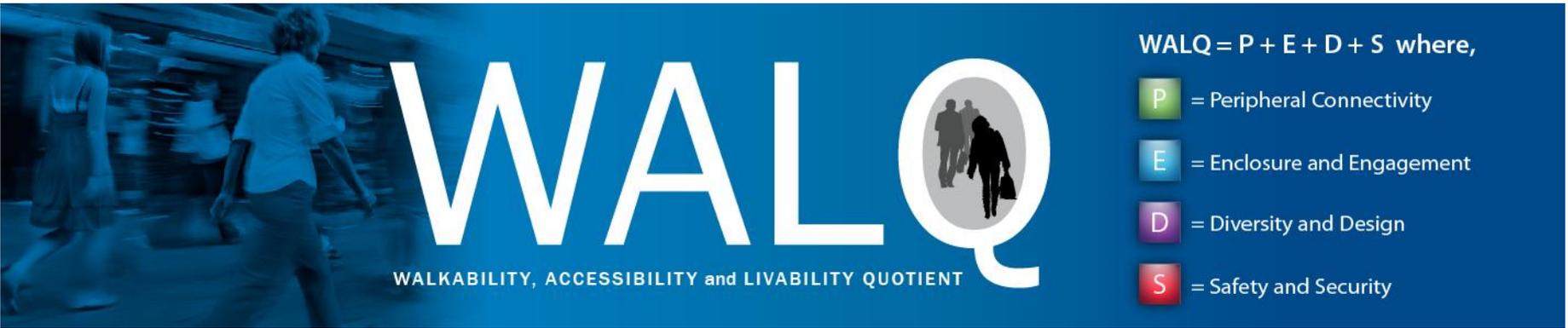
Positives:

- 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

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

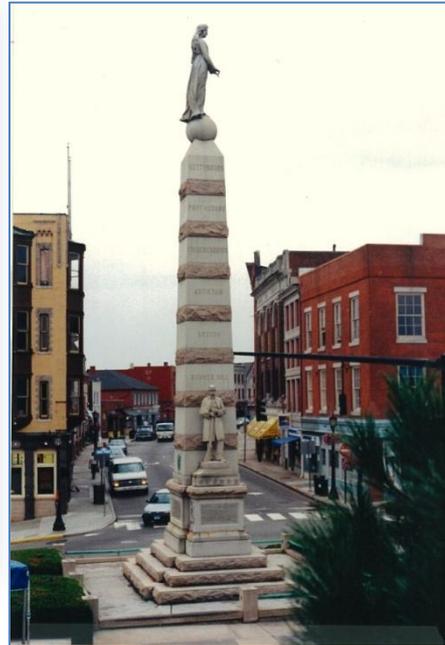


E3. Enclosure

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



Diversity and Design

D2. Design Coherence

Human scale, architectural form, & style



Diversity and Design



D3. Distinctive Buildings & Civic Spaces

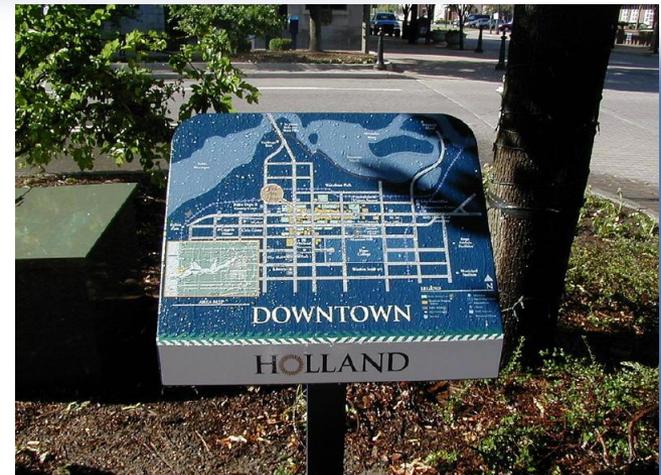
Historic or civic architecture, public squares landmarks, & terminal views



Diversity and Design



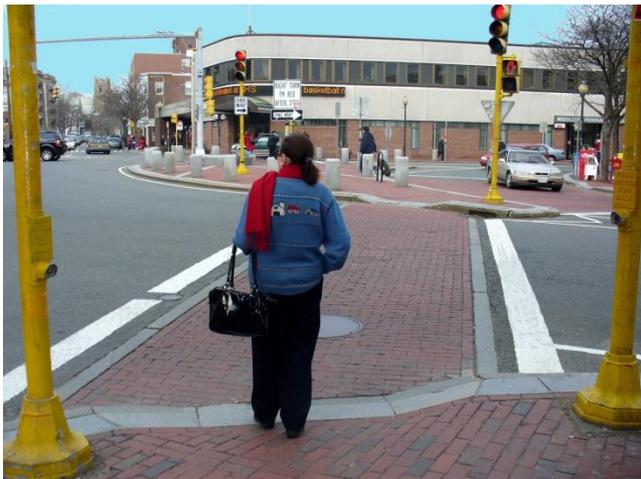
D4. Direct, Orient and Welcome Visitors
Wayfinding, gateways, information centers
& promotional efforts



Safety and Security

S1. Safe Street Crossings

Traffic calming and accommodating of pedestrians of all ages



Safety and Security

S2. Sidewalks

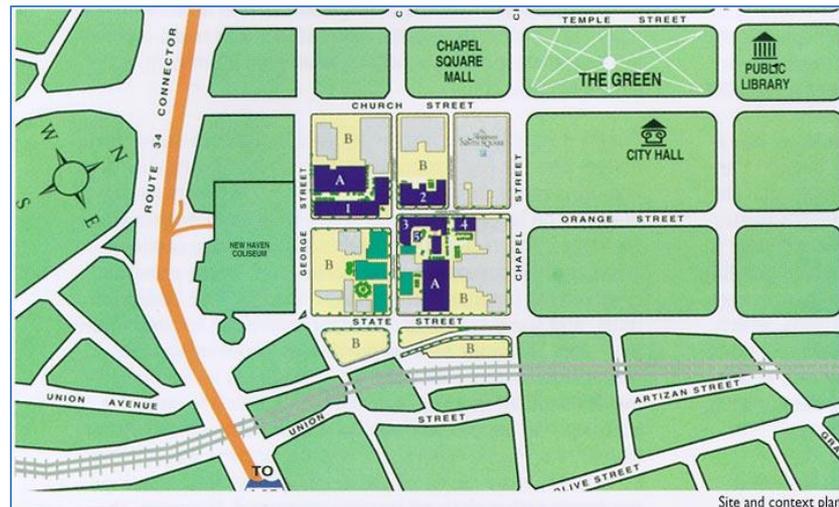
Continuous, hazard-free and wide to create comfortable walking environment



Safety and Security



S3. Short Block Lengths High intersection density

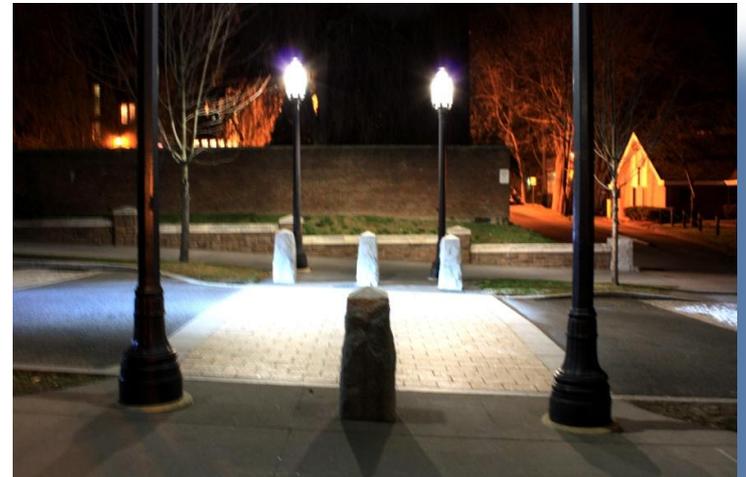


Safety and Security



S4. Security

Adequate lighting, active and natural surveillance



Indicator	District Level Score/ or Block Level Location	Score		Ave. Score		Score		Ave. Score		Score		Ave. Score		Score		Ave. Score		Score		Ave. Score		Total Block Scores	Number of Blocks	Ave. Score									
		Score	2.0	Score	Ave. Score	Score	Ave. Score	Score	Ave. Score	Score	Ave. Score	Score	Ave. Score	Score	Ave. Score	Score	Ave. Score	Score	Ave. Score														
Peripheral Connectivity	P1. Connectivity to Surrounding Districts: Logical and efficient traffic flow, linkages and supportive uses																							2.0									
	P2. Pedestrian & Bicycle Linkages: Non-motorized access to surrounding districts	1.5																						1.5									
	P3. Parking: Availability of on-street parking	North	NA																														
		East	3.0	3.0	3.0	3.0	NA	2.3	NA	1.7	3.0	2.0	3.0	3.0	3.0	2.3	NA	1.7	3.0	2.3	NA	1.7	3.0	2.3	2.8	32.2	14	2.3					
South		NA																															
West		NA																															
P4. Access to Transit: Trains, trolleys, buses and shared autos (e.g. taxis, Zip cars)	1.0																							1.0									
Enclosure and Engagement	E1. Strong Edges: Strength and continuity of street wall	North	NA																														
		East	2.0	2.0	2.5	2.5	NA	2.0	NA	1.7	2.5	1.8	NA	2.3	2.5	NA	2.3	2.0	1.5	NA	1.8	3.0	1.8	NA	1.7	27.3	14	1.9					
		South	NA																														
		West	NA																														
	E2. Density: Critical mass of buildings and people (e.g. high F.A.R.)	North	NA																														
		East	1.0	2.0	1.0	1.0	3.0	2.0	1.0	1.3	2.5	1.8	2.0	1.8	1.5	1.5	NA	1.3	2.0	1.5	NA	1.7	2.0	2.0	0.75	2.0	4.9	3.0	34.0	14	2.4		
		South	NA																														
		West	NA																														
E3. Enclosure: Extent of canopy of street trees	North	NA																															
	East	1.0	1.0	NA	1.0	3.0	2.0	1.0	1.3	2.5	1.8	2.0	1.8	1.5	1.5	NA	1.3	2.0	1.5	NA	1.7	2.0	2.0	0.75	2.0	4.9	3.0	34.0	14	2.4			
	South	NA																															
	West	NA																															
E4. Engagement: Community identity expressed through public art and monuments	2																							2.0									
Diversity and Design	D1. Diversity: Mixed uses and mixed income development	North	NA																														
		East	2.0	2.0	1.0	1.0	NA	1.7	NA	1.7	3.0	2.0	NA	1.7	3.0	2.3	NA	2.3	2.0	1.5	NA	1.7	2.0	1.5	NA	1.7	24.5	14	1.8				
		South	NA																														
		West	NA																														
	D2. Design Coherence: Human scale, architectural form, & style	North	NA																														
		East	2.0	2.0	2.5	2.5	NA	2.0	NA	2.3	2.5	1.8	2.0	2.3	3.0	2.7	NA	2.2	3.0	1.8	NA	1.7	2.0	2.0	0.75	2.0	4.9	3.0	34.0	14	2.1		
		South	NA																														
		West	NA																														
D3. Distinctive Buildings & Civic Spaces: Historic or civic architecture, public squares landmarks, & terminal uses	3.0																							3.0									
D4. Direct, Orient and Welcome Visitors: Wayfinding, gateways, information centers & promotional efforts	2.0																							2.0									
Safety and Security	S1. Safe Street Crossings: Traffic calming and accommodating of pedestrians of all ages	North	NA																														
		East	1.0	1.0	1.0	1.0	NA	1.3	NA	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0			
		South	NA																														
		West	NA																														
	S2. Sidewalks: Continuous, hazard-free and wide to create comfortable walking environment	North	NA																														
		East	3.0	3.0	3.0	3.0	NA	2.3	NA	2.3	3.0	2.5	NA	2.3	3.0	2.3	NA	2.3	3.0	2.3	NA	2.3	3.0	2.3	3.0	2.3	3.0	2.3	3.0	2.3	34.5	14	2.5
		South	NA																														
		West	NA																														
S3. Short Block Lengths: High intersection density	2.5																							2.5									
S4. Security: Adequate lighting, active and natural surveillance.	North	NA																															
	East	2.0	2.0	2.0	2.0	NA	1.3	NA	1.7	3.0	2.0	NA	1.7	3.0	1.7	NA	1.7	3.0	1.7	NA	1.7	3.0	1.7	2.0	2.0	2.0	2.0	2.0	2.0	1.7			
	South	NA																															
	West	NA																															
Block I.D.			A0	A1	A2	A3	B1	B2	C1	C2	D1	D2	E1	E2	F1	F2																	
North Street Segment (Ave. of 9 indicators)	North	NA	NA	1.1	1.0	NA	1.4	1.3	0.9	1.5	1.2	1.3	1.0	1.1	1.2	1.1	1.2																
East Street Segment (Ave. of 9 indicators)	East	1.6	1.8	NA	NA	2.0	NA	2.1	NA	2.2	NA	2.5	NA	2.4	NA	2.4	NA																
South Street Segment (Ave. of 9 indicators)	South	NA	NA	1.8	1.1	1.0	1.6	1.8	1.6	1.1	1.1	1.6	1.1	1.9	1.9	1.9	1.9																
West Street Segment (Ave. of 9 indicators)	West	NA	NA	1.7	2.0	NA	1.9	NA	1.9	NA	2.0	NA	2.2	NA	2.2	NA	2.2																
Overall District Indicators (Ave. of 7)		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0																
North Segment Overall Average	North	NA	NA	1.5	1.4	NA	1.7	1.6	1.4	1.7	1.5	1.6	1.4	1.5	1.5	1.5	1.5																
East Segment Overall Average	East	1.8	1.9	NA	NA	2.0	NA	2.0	NA	2.1	NA	2.3	NA	2.2	NA	2.2	NA																
South Segment Overall Average	South	NA	NA	1.9	1.5	1.4	1.7	1.9	1.8	1.5	1.5	1.9	1.5	1.9	1.9	1.9	1.9																
West Segment Overall Average	West	NA	NA	1.8	2.0	NA	2.0	NA	2.0	NA	2.0	NA	2.0	NA	2.1	NA	2.1																
Overall Score for District																																	

W.A.L.Q. Color Code		
Very Poor	1.2	Red
	1.3	
Poor	1.4	Orange
	1.5	
Below Average	1.6	Pink
	1.7	
Marginal	1.8	Light Green
	1.9	
Good	2	Medium Green
	2.1	
Very Good	2.2	Dark Green
	2.3	





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

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	2.1	
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	2.3	

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?

