



HARTFORD REGIONAL MARKET

Site Analysis

November 2013

PREPARED FOR
CT Department of Construction Services
Contract Number: BI-HH-052-ARC

PREPARED BY
The SLAM Collaborative, Inc.

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1934 Aerial (University of Connecticut Libraries - MAGIC)



1951 Aerial (University of Connecticut Libraries - MAGIC)



1970 Aerial (University of Connecticut Libraries - MAGIC)



1985 Aerial (University of Connecticut Libraries - MAGIC)

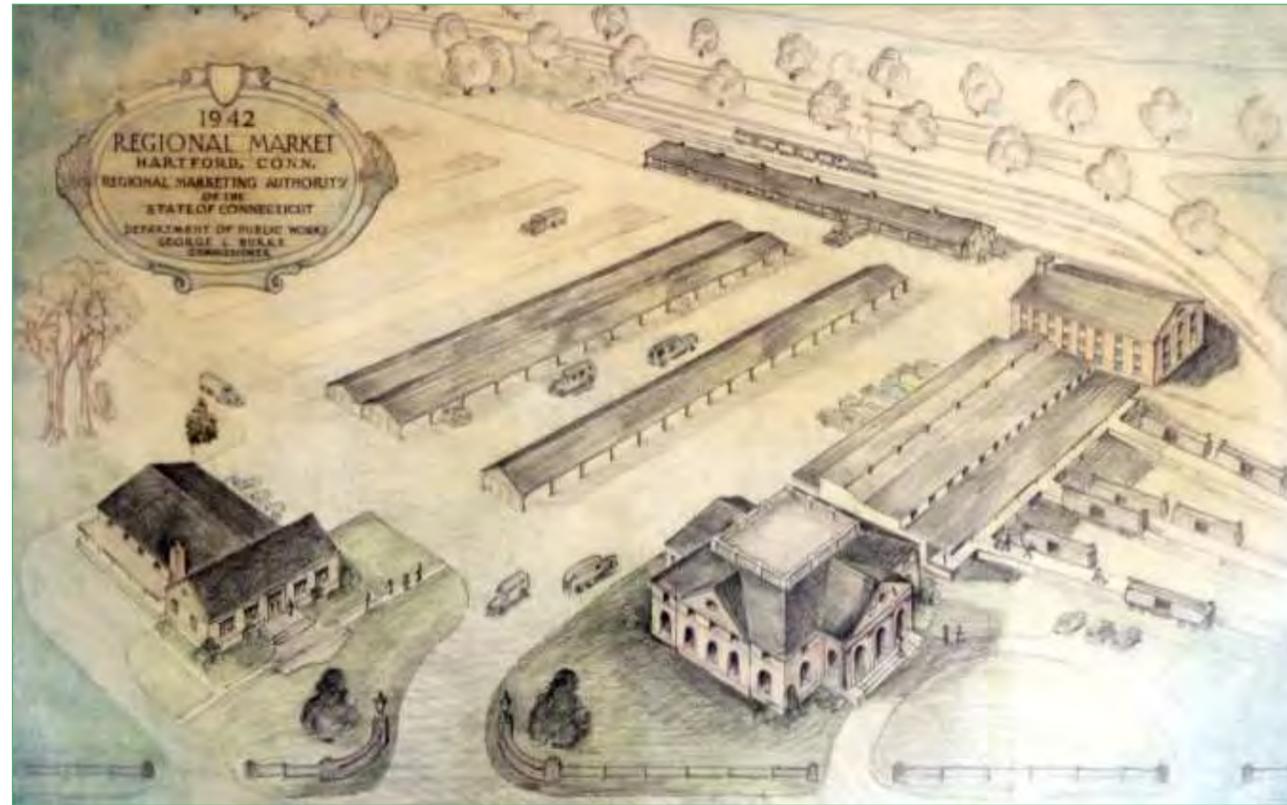


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Photo Credit: CT Regional Market Facebook Photo Archives

Regional Context

The HRM provides fresh fruits, vegetables and bedding plants and woody ornamentals to a regional context of the state of Connecticut.

The wholesale division of the HRM has the largest reach with both inbound and outbound distribution, with produce coming from throughout the country and around the world as well as the local context of Connecticut's Hartford County region based farms. Currently the farmers selling produce at the HRM is concentrated to the central portion of the state within a twenty to thirty mile radius of the site.

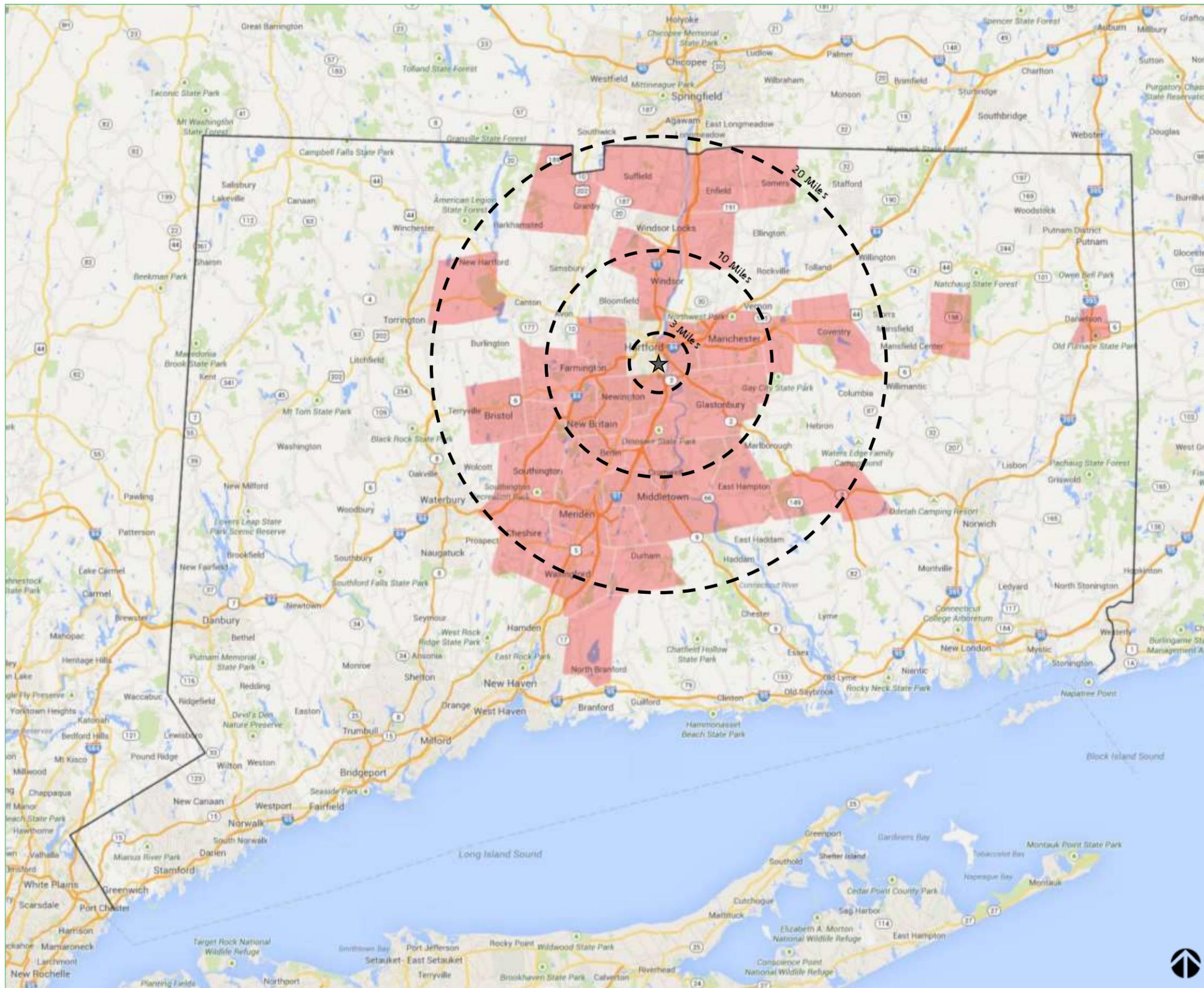
The retail impact of the site varies through out the year with the ebb and flow of the seasonal farmers market. The trade rings indicated on the map are identified by a varying customer base:

The three mile trade ring is a dose-in area where the public market will be very convenient or the most convenient option for fresh foods, with limited competition.

The ten mile trade ring is an area around the first trade area where the public market will be reasonably convenient for customers but where there is substantial other competition.

The twenty mile trade ring is an area around the second ring where the public market will not be convenient but will attract customers who value the types of products and the atmosphere at the market. The third trade area is typically the city's suburban area.

These three trades typically include the large majority of regular market customers. There is also a fourth trade area, which is everything outside the three rings and which I typically label as "tourists". In some places, this can be a substantial amount of the customer base.



Community Connectivity

The HRM resides within an industrially zoned area, within the southeastern portion of the city of Hartford. The facility is separated from the city's central downtown district and adjoining residential areas by the interstate highway system. The HRM site's physical connectivity to the city community is by vehicle only. Currently the site is not connected by sidewalks. The closest sidewalk terminus is to the north along Reserve Road at the entrance to Charter Oak Landing park open space. As a wholesale enterprise, the site's location is suitable and appropriate with convenient vehicular and rail access for wholesale distribution systems. Municipal bus connectivity direct to the site, provides meaningful access for employees of the HRM.

The city has a rich context of neighborhoods, educational resources, park open spaces, and cultural offerings that could be more closely integrated with future redevelopment of the HRM facility. Potential points of interest include:

1. City of Hartford Downtown
2. I-Quilt Plan Area
3. Colt Park
4. Coltsville Redevelopment
(Pending National Park Application)
5. Riverfront Recapture park system
6. Capital Community College
7. Goodwin College
8. Trinity College
9. University of Connecticut
(Pending)

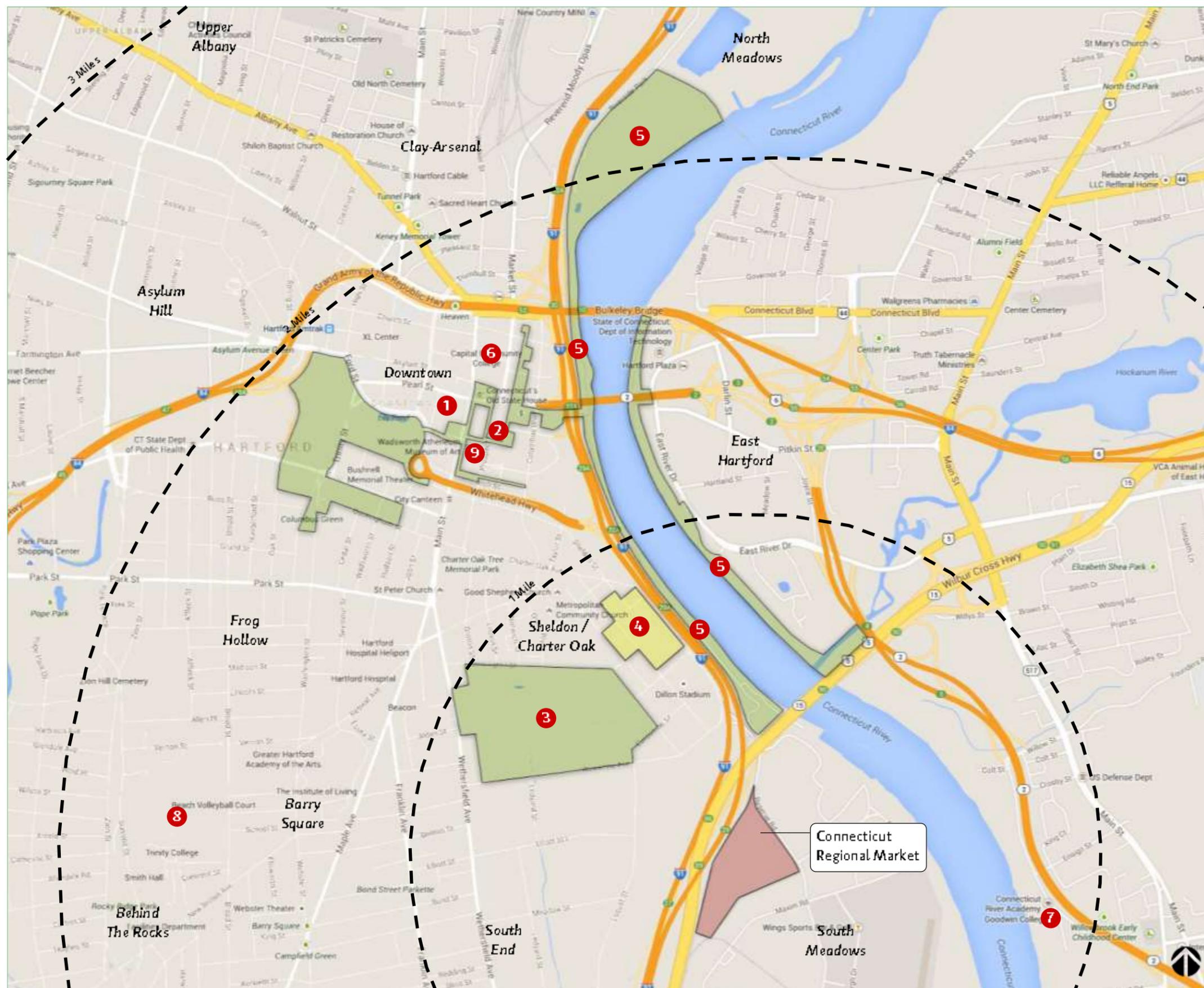




Photo Credit: 2013 Google Maps

Site Context

The State of Connecticut Department of Agriculture's Hartford Regional Market (HRM) facility was erected in an industrialized zone in the South Meadows neighborhood region of the City of Hartford. The site, located at 101 Reserve Road in Hartford, Connecticut is bound to the north and west by the interstate highway; to the south by undeveloped land owned by Connecticut Light and Power Co; and to the east by Reserve Road and the Connecticut Resource Recovery facility.

The HRM facility has remained largely unchanged from its inception in the 1950's. The majority of the facility including Building A, Building B, a portion of Building C and the Market Restaurant were erected in the 1950's. Additions to Building C were erected in the 1970's and a farmers market open air shed was erected in the 1980's. The most significant recent addition to the site's development footprint was the introduction of the Fresh Point warehouse facility in 1999.



Photo Credit: Pictometry 2012

Building A Tenants

1. Offices
2. M&M Produce, Inc.
3. Heart of the Harvest, Inc.
4. Capitol Sausage
5. Tinarose Produce, LLC
6. M&M Produce, Inc.
7. Foodshare
8. FreshPoint (SYSCO)
9. The Farmers Cow, LLC
10. Mozzicato
11. Nicholas Casertano
12. Bogner's Meat Outlets
13. Railway Entertainment

Building B Tenants

13. M&M Produce, LLC
14. M&M Wine Grape Co.
15. Northeast Produce

Building C Tenants

15. Hemingway's
16. Michael's Produce

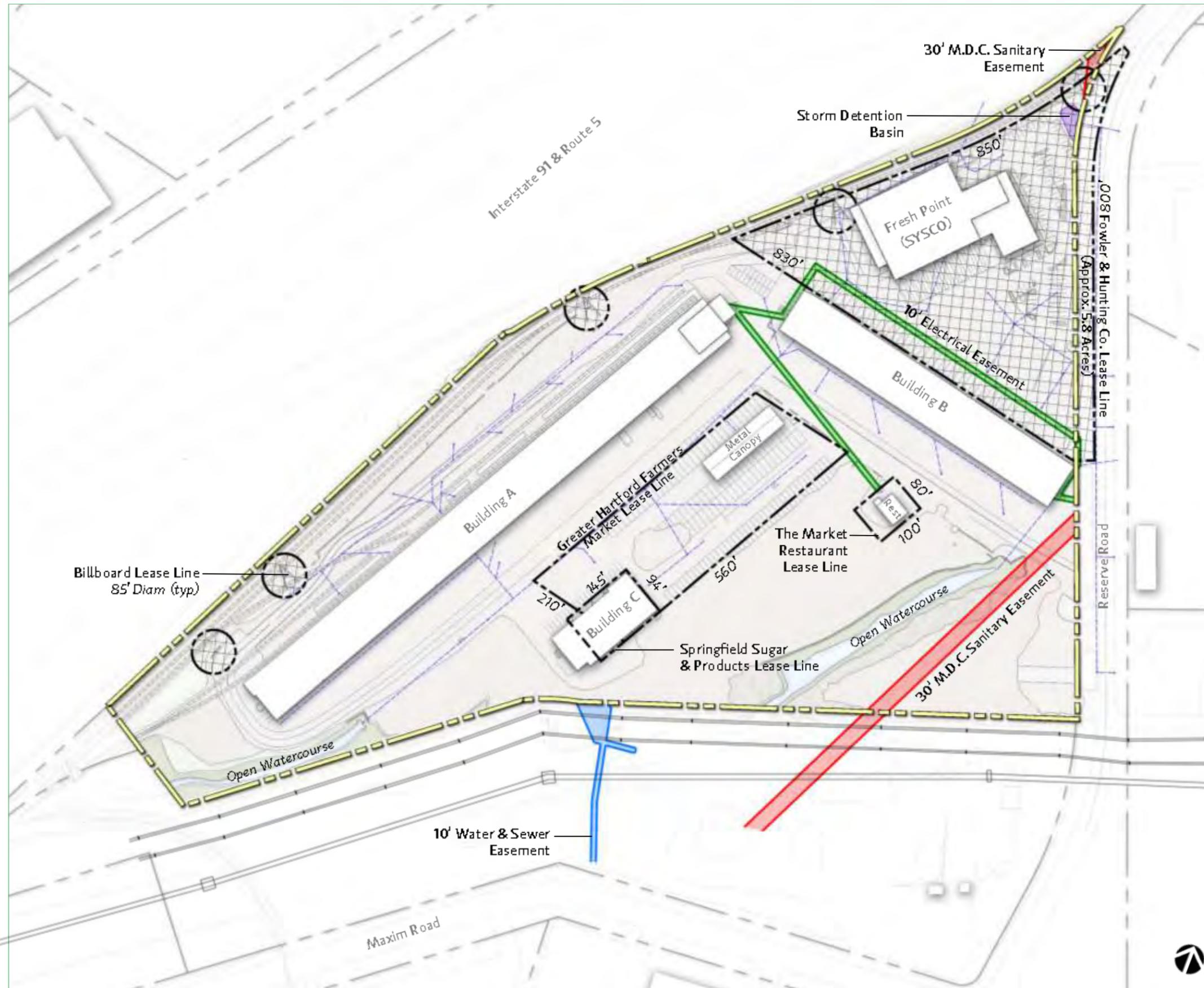
Easements & Restrictions

This property is comprised of a number of parcels that have been transferred between the State of Connecticut, the Hartford Electric Light Company and/or CL&P, and the Metropolitan District Corporation (MDC).

There are numerous drainage and grading encroachments throughout the property. The Lease area for the Fresh Point building extends well into the right-of-way for Reserve Road. Storm drainage from both Reserve Road and the property to the East enter the property nearest the northeast corner of Building B via a storm drainage system that flows under the main driveway, day-lighting into an open watercourse which flows southerly across the property. A storm water detention basin at the northerly tip of the property flows into the same Reserve Road system. A second drainage system collects storm drainage from the westerly and northern portions of the property, as well as drainage from portions of Interstate 91 and Route 5. This drainage system also exits the southern boundary of the property, day-lighting into a second open water course. The MDC owns a 30' sanitary sewer line easement that crosses the northerly tip of the property, continues along Reserve Road, re-entering the property at the southeasterly corner of Building B. CL&P owns a 10' electrical easement that runs from Reserve Road to the east façade of Building B, turning northwest towards Building A, and terminating just short of The Market Restaurant.

Reference:

Topographic, Utility, and Boundary Plan (Sheet SV.10), Purcell Associates, 2006



Site Functional Zoning



The primary uses of the site of wholesale distribution, seasonal farmers market, and market restaurant functional areas are clearly separated from one another with the exception of the central portion of the site where considerable overlap of parking, vehicular drives and circulation occurs. This area of overlap during the normal business work week does not appear to present significant compromise to operational efficiency with the periodic exception of the central common drive. This high use drive has the potential for congestion of patrons and staff vehicles with delivery vehicles backing and maneuvering into dock areas. Comments from HRM staff suggests that within the central overlap zone during peak farmer market season that market patrons and wholesale distribution operations can be in conflict with pedestrian flows, auto parking and truck delivery movements. With future design and site modifications, additional separation of wholesale distribution vehicles and farmers market patrons would provide a higher level of safety.

Landform Analysis

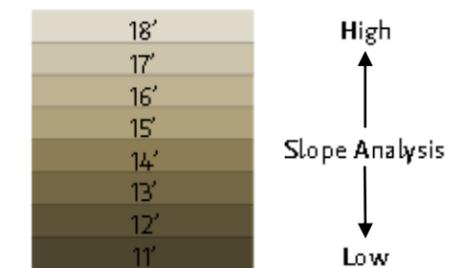
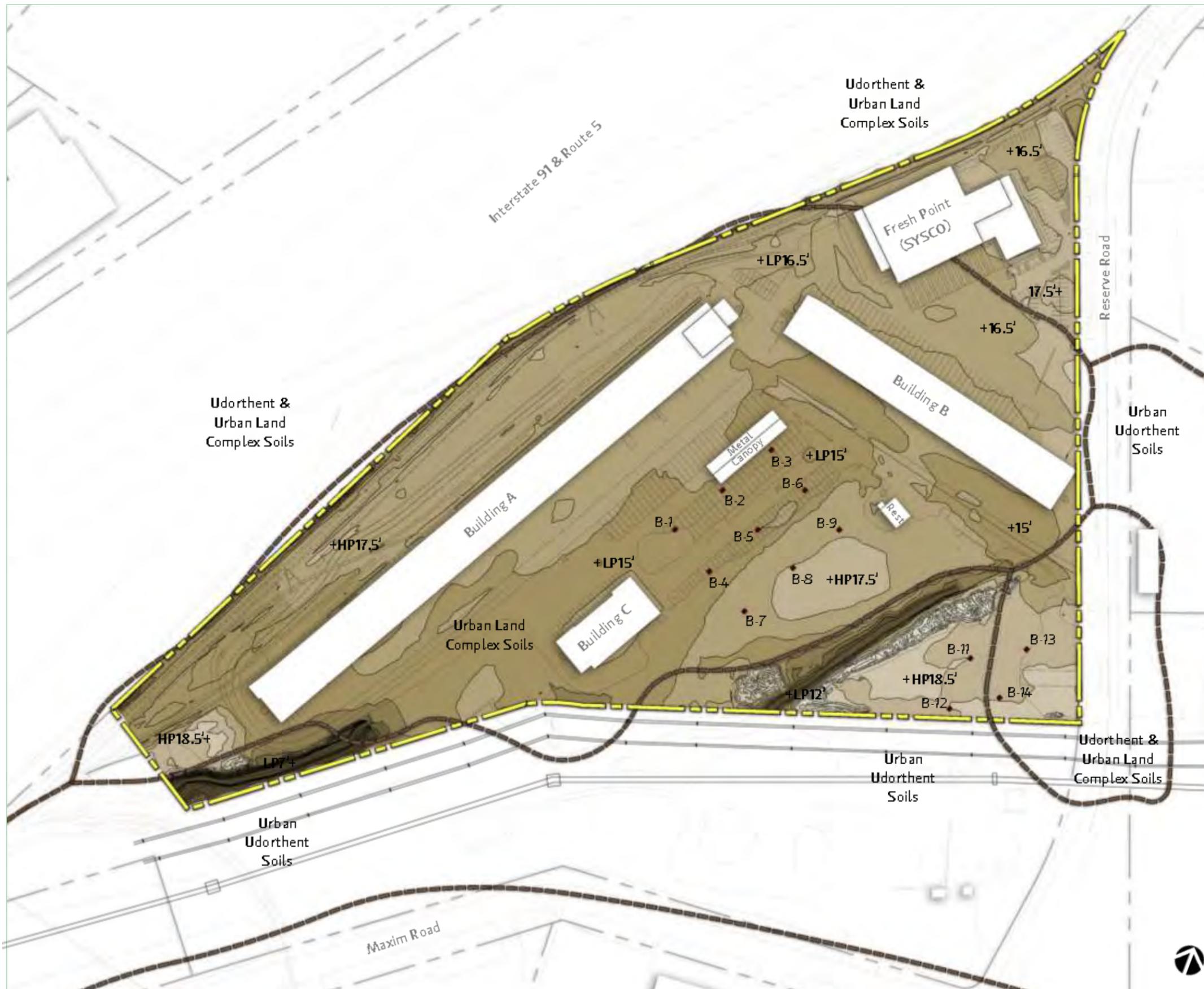
The property is predominantly flat, largely the result of repeat grading to expand market-related parking lots for truck storage and queuing. Aside from two open waterways and existing piles, there is less than four feet of topographic relief across the property.

The site's soils are predominantly flood plain alluvium, overlaying glacial lake and moraine deposits. The lake deposits consist generally of loose sands with trace to little silt, overlaying a varied clay stratum. The soil horizons reach approximately 60' deep to a shale or sandstone bedrock.

The water table is approximately 6' below grade and flows towards and fluctuates with the nearby Connecticut River. The groundwater is classified as "GB" by CT DEEP, which is not suitable for human consumption without treatment due to waste discharge, spills and chemical leakage.

Based on localized soils investigations at the central portion of the site, existing soils and fluctuating water table suggest foundations and floors supported on steel piles end bearing on bedrock to avoid settlement. Previous studies suggest if floor slabs are not structurally supported the floors will settle differently from the structural frame.

Spread footings with a slab on grade may be possible if building locations are surcharged before construction with fill mounds to levels required by geotechnical engineer. The surcharge would accelerate compaction and reduce post construction settlements. Project schedules would need to account for timeframes required to achieve required compaction specifications.

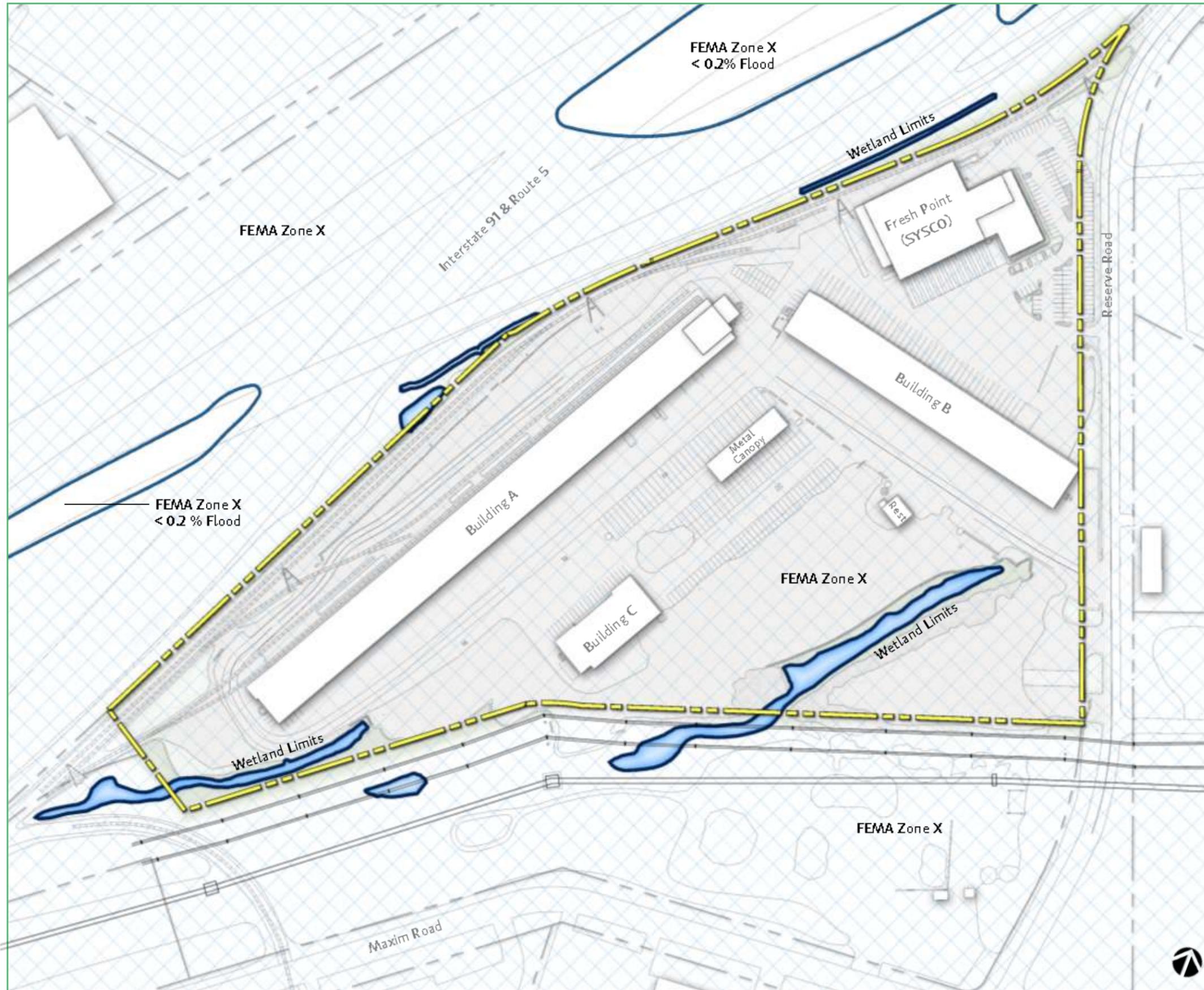


- Soil Type Limits
- ◆ B-4 Boring Locations
(2006 Geotechnical Report prepared by Clarence Welti Associates, Inc.)
- +HP17.5' Spot Elevations

References

Preliminary Geotechnical Study for Proposed New Buildings D & E at Connecticut Regional Market, Clarence Welti Associates Inc., 2006

Phase I Environmental Site Assessment Connecticut Regional Market / MGM Produce Inc. Property, Fuss & O'Neill, 2007



Protected Resources

The survey mapping provided for the study, prepared in 2006 included delineated wetlands as indicated in blue delineated areas on the adjoining map. Wetland soils were identified by certified soil scientist, Soil Science and Environmental Services, Cheshire CT. The specific classification of the wetlands is unknown. Future development projects will require that the site be re-evaluated for the presence and limits of wetlands soils. It is assumed that the current wetlands soil limits will be similar to the areas delineated in 2006. Some degradation and narrowing of the wetland areas may have occurred with the placement of roadway millings for stabilization and filling of existing parking and drive areas.

The HRM is a state property and therefore not subject to City of Hartford municipal approvals. The wetland areas will fall under the jurisdiction of the State of Connecticut DEEP. DEEP permitting is anticipated for new development adjoining the delineated wetlands.

It is expected that future soils delineations and soils classifications may indicate that the wetlands are significantly degraded and may warrant remediation of wetland areas to improve water quality, remove invasive plant species and enhance habitat properties. Buffer areas may be required to provide protection of wetland resources. The wetland areas are part of the site's storm water conveyance system. Future storm water management design will need to comply with CT DEEP storm water quality guidelines.

The entire site is within a FEMA flood zone attributed to the Connecticut River. The FEMA Zone X classification represents a less than 0.20 risk of annual flooding.

Pedestrian Circulation

The HRM site is predominantly a vehicular environment. Consistently moving trucks, service and constituent vehicles dominate the overall facility. No formal walkways exist on the property with the exception of a painted crosswalk at the intersection of Building A and Building B and walkways abutting the Fresh Point building. Pedestrians traversing the site have few areas for safe circulation off of vehicle drive, parking and truck queuing areas. Patrons and market staff perhaps become aware of the constant movement of vehicles and traverse the site with a higher level of caution. Signage at the entry to the site suggests to incoming vehicles that pedestrians have the right of way.

The majority of raised dock buildings do not provide ADA building perimeter access due to their erection prior to the Americans with Disabilities Act. The interiors of the buildings were not reviewed for ADA compliance. Several older buildings, including portions of Building C and the Market Restaurant provide partial access. The Fresh Point building, erected in 1999 appears to comply with ADA standards consistent with the time the building was erected.



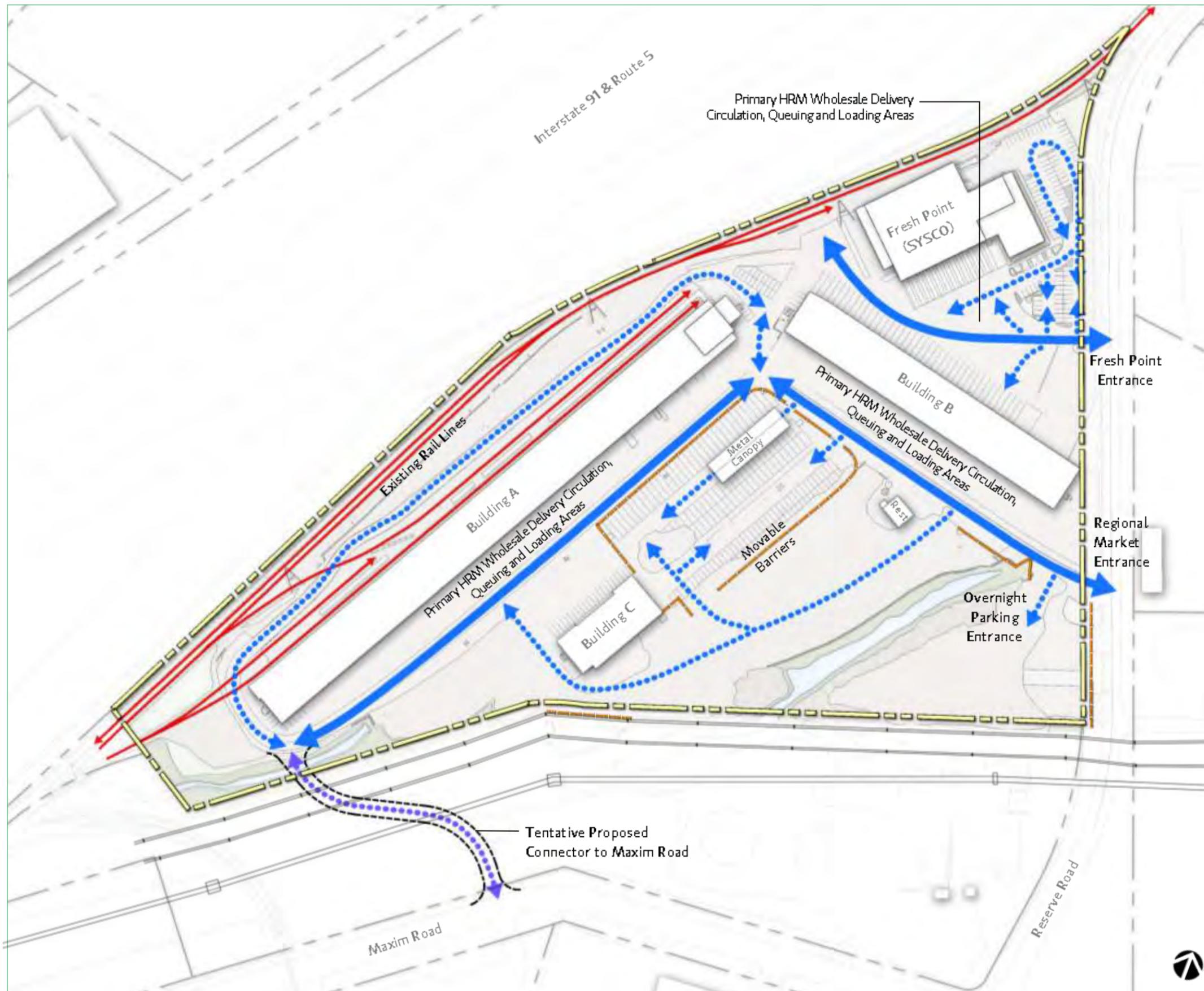


Vehicular Circulation

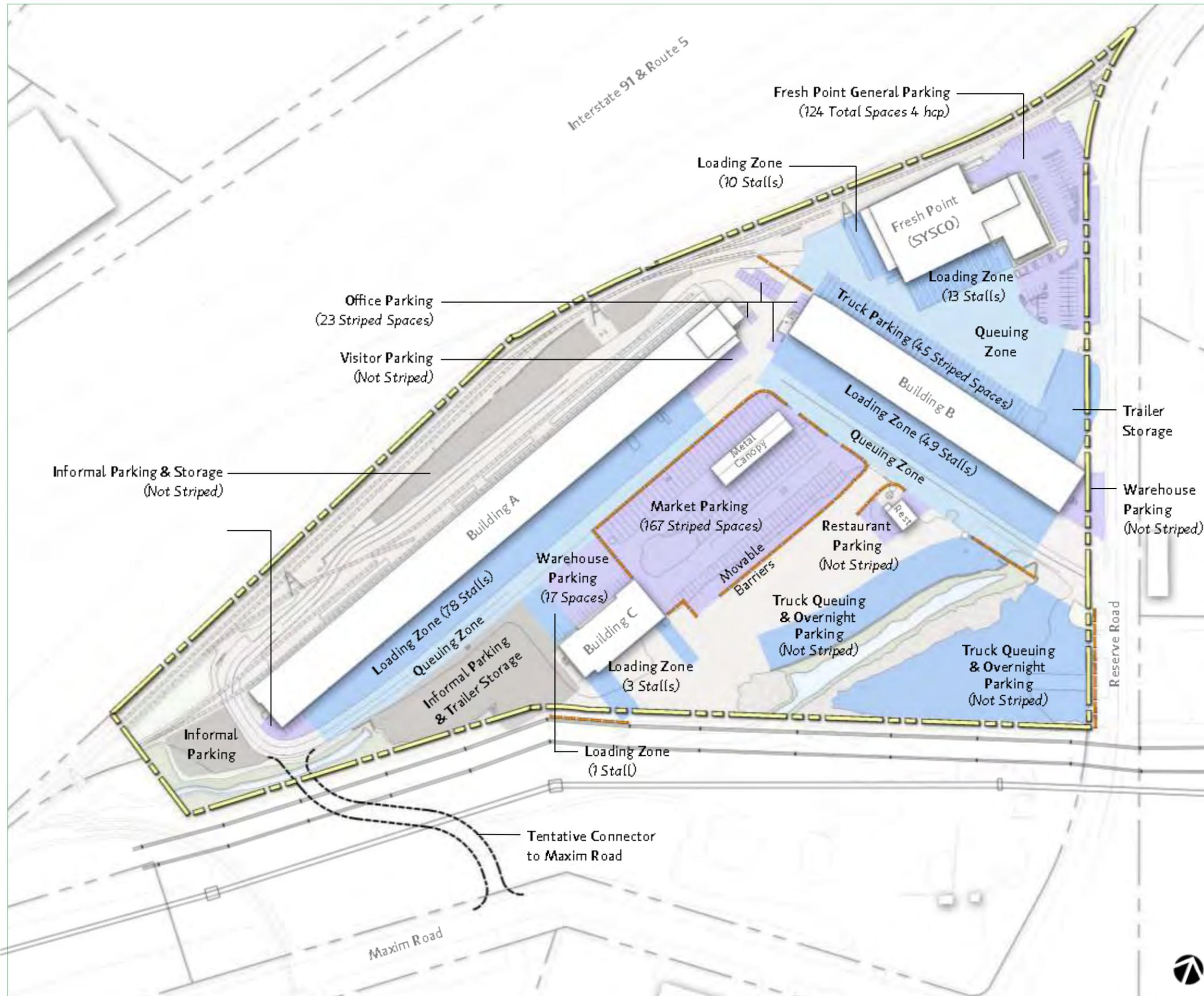
Vehicular access to the site is limited to two curb-cuts from Reserve Road. The Fresh Point curb cut is intended to provide ingress and egress for all truck servicing the facility. Similarly, the HRM facility's entire access is through a singular ingress and egress drive. A secondary access drive was explored and a preliminary design was developed for an HRM access point from Maxim Road. The initial investigation determined the alternative access was feasible, provided land purchase or easements required could be negotiated with the landowner, Connecticut Light and Power.

The primary internal vehicular circulation is over paved drives internal to the central portion of the site. Secondary access drives, both paved and unpaved, provide access throughout the remainder of the site. In areas surfaced with pavement millings, drives and parking areas lack formal delineation and can contribute to potential for random vehicular movements.

The central primary circulation drive is also the primary truck maneuvering lane for access to wholesale warehouse loading docks. Staff and patrons visiting the site share this central drive area. Potential conflicts occur between autos and large vehicles, maneuvering and backing into loading areas.



Parking & Queuing



Auto and truck vehicular parking areas are a mix of formally marked parking stalls and random loose paved areas with no clear delineation of standardized parking aisles and spaces. The overall effect is an inefficient parking system throughout the HRM developed portions of the site. The Fresh Point facility is the exception, with standardized truck and auto parking spaces clearly delineated.

Parking capacity for HRM and Fresh Point staff appears to be more than adequate for Monday through Friday facility operations. Reports by HRM representatives suggest that on a Saturday morning, between 4:00 AM and 9:00 AM during peak Farmers' Market season, a potential influx of 3,000 patrons can occur. It is during these times, typically April, May and June, that onsite parking has been suggested to be inadequate. Additional staff resources are required to manage parking efficiency on site.

At the site's perimeter, informal areas surfaced with milling serve as queuing zones for wholesale delivery trucks waiting for open access to facility loading stalls. Future loading dock areas need to account for staging and queuing needs between dock delivery and loading cycles.

The improvement of poorly paved and unpaved parking areas as well as use of underutilized parking areas could vastly improve parking efficiency. Additional parking capacity could be achieved throughout the HRM site with the incorporation of paved and dimensionally appropriate marked vehicular drives, parking aisles and stalls, in place of areas currently paved with roadway millings.

Site Impressions

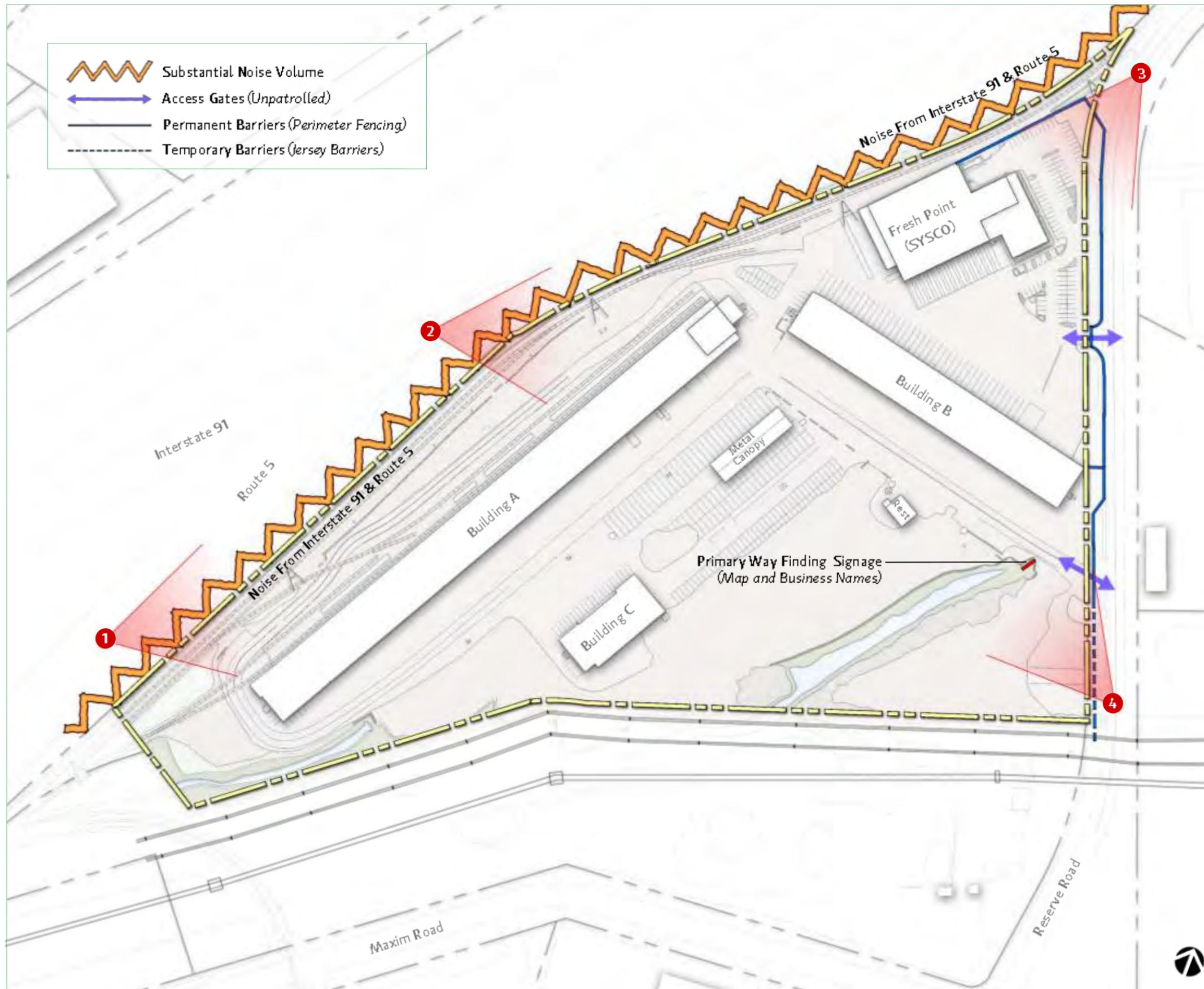
General site impressions include:

PROS

1. Site's location is convenient and readily accessible for both wholesale distributors and retail patrons.
2. Site has excellent visibility from major state and municipal roadway infrastructure. Highway frontage provides opportunity for HRM brand awareness with significant highway ridership.
3. Railroad access provides diversity with facilities/tenants distribution alternatives.
4. Flat site maximizes land area for site development.
5. Minimal site restrictions to development.
6. Multi-modal transportation connectivity.

CONS

1. Site aesthetic and organization detract from retail patron impressions and experience.
2. Minimal way finding signage, clarity of site organization for first time visitors.
3. Inadequate dimensional standards for contemporary truck accommodation at loading areas.
4. Inadequate separation of wholesale distribution and retail patron vehicles.
5. Vehicular movement is limited to two access points.
6. Highway noise along west and north borders.
7. Pedestrian safety and access.
8. Poorly paved site, contributing to disorderly parking, circulation and storm water management challenges.
9. Poor storm water attenuation and quality systems.
10. Phasing challenges to maintain current facility operations during redevelopment





1 View from Route 5 (Northbound)



3 View from Reserve Road (Southbound)



2 View from Interstate 91 (Northbound)



4 View from Reserve Road (Northbound)

