

Phase Two Summary Report



Prepared for:

City of Middletown

Planning, Conservation and Development Department

Prepared by:

Centerplan Development Company LLC

LeylandAlliance LLC

Tighe & Bond Inc.

Centerbrook Architects & Planners, LLP

LAZ Parking



July 1, 2014

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Executive Summary



July 1, 2014

Office of the Mayor
City of Middletown
245 deKoven Drive
Municipal Building
Middletown, CT 06457

Re: **Urban Design/Development Consulting Services
For Middletown Downtown Area
Phase II Summary Report**

Mayor Drew,

Pursuant to the Work Program appended to our contract with the City of Middletown (hereinafter the "City") to perform certain Urban Design/Development Consulting Services (hereinafter the "Services"), Centerplan-Leyland Alliance hereby presents the City with this summary report of our activities and findings that comprised Phase II of the Services.

During this phase, Centerplan-Leyland Alliance completed the reviews that were set forth in the Phase I Summary Report and began the initial drafting of site development drawings. As such, you will find enclosed with this Summary Report the following:

- A. Zoning Review
- B. Traffic/Parking Review
- C. Infrastructure Review
- D. Site Planning/Development Diagram

As each of these designations requires a brief discussion, we have provided the same below.

A. **Zoning Review**

Beginning during Phase I, we began requesting information and materials necessary to complete a proper review of the current zoning regulations for the subject properties. We received the requested materials during the Phase II period and we were able to complete an initial review of such regulations.

As will become evident as you review this Phase II Summary Report, a mixed use development is in our opinion the highest and best use for the properties in question. That being said, the current regulations do not permit multi-family dwellings within a B-1 Zone. What the regulations do permit pursuant to 61.01.22B are "Urban Core Living Units" as defined by regulation section 16.21.04 as "A dwelling unit located in the B-1 or TD zone". For the purpose of this Phase II Summary Report, based upon our reading of the regulations, we have presumed that residential is in fact a permitted right in the downtown B-1 Zone; however, we believe, and the City of Middletown's report entitled "2020 – A Housing Plan for Middletown's Urban Core" seems to set forth, that the City of Middletown should consider clarifying the regulations on this point. It should be further noted, that unlike multi-family dwelling units, there are no defined minimum lot sizes for Urban Core Living Units (see regulation 22.02, Minimum Lot Sizes); they are simply stated as "One or no bedrooms, or, Two or more bedrooms".

In addition to the foregoing, which we felt to be a critical point that should be raised first and foremost, the current zoning regulations state that "... any building fronting Main Street shall have a maximum height of six (6) stories (84 feet) and a minimum height of 35 feet. No building fronting on Main Street shall be demolished, unless reconstructed to a height less than its previous height, or the minimum of 35 feet, whichever is greater." The buildings that currently front Main Street within the subject properties encompass all of the retail in the current Metro Square development (hereinafter "Block B"). If these were to be demolished as part of a redevelopment, current regulations would stipulate a maximum building height of 35 feet. This is not conducive to the redevelopments that we suggest provide for the highest and best use of that portion of Block B facing Main Street. As such, any redevelopment would likely require a variance for this portion of the redevelopment.

With regard to any and all buildings that are not fronting on Main Street, there is a maximum permitted building height of 168 feet or 12 stories per the zoning regulations. This regulation should pose no issue for a redevelopment of the portion of the Block B property that does not front Main Street, nor should it pose a problem for the redevelopment of the City's garage site on Dingwall (hereinafter "Block A") or the Attention to Detail site.

The remainder of the zoning review is encompassed in its section of this Phase II Summary Report.

B. Traffic and Parking Review

We have also completed a preliminary review of the parking necessary to support our proposed developments, as well as the design of the City garage located on Block A and designed by URS.

The traffic and parking review is a stand-alone report authored by Tighe & Bond. In addition, we have included parking analyses for each of the proposed redevelopments within the summary pages for each of the schemes presented. Each scheme for Block B presumes that we park the site according to the regulations. Based upon our meeting with the City of Middletown in early June, each scheme for Block A and the Attention to Detail site assumes we coordinate the use of the additional 150 parking spots which were to be located in the redevelopment of the garage at Block A.

Though many developments in the City of Middletown use ancillary lots to meet the parking requirements, we have chosen to park Block B in full to evidence a self-sustaining development. There is always the ability to engage in discussions with neighboring properties and established parking lots/garages to diminish the impact of parking on Block B and make use of existing underutilized parking, should that be a viable and necessary alternative.

With regard to the design by URS, though we provided initial feedback in our meeting with the City, we feel it incumbent upon us to mention the following as that design heads towards finalization. After reviewing the designs with LAZ, we would strongly have the City consider providing access off of DeKoven Drive through the easement that exists across the Attention to Detail site, and moving the parking that will be provided to the Police Station to face Dingwall. This would be in addition to the access off of Dingwall as proposed. Splitting traffic flow could improve ingress/egress, especially after downtown events. This could also allow for a cardholder lane only during certain periods of the day, which could be very helpful to any form of office/residential tower that may be developed in the future. We understand that there would be additional equipment costs to the additional lanes. If it is not in the current budget, we would at a minimum suggest the City consider designing and stubbing it out for the future.

C. **Infrastructure Review**

Within the month of June, we received back from all parties the requested information necessary to complete the infrastructure review. It appears that Block B, Block A and the Attention to Detail site are all adequately serviced with the proper access to necessary utilities (storm and water included) and roads that support any proposed development.

For your convenience, we have provided maps that evidence each utility, etc.

D. **Site Planning and Development Diagram**

Included within this Phase II Summary Report are three (3) alternative and potential concept drawings for the proposed redevelopment of Block A, Block B and the Attention to Detail site.

Each of the proposed schemes ties to the analyses provided above, including the call out for Urban Core Living Units. During the Phase III period we will refine upon each of the proposed schemes.

In the interim, Scheme A provides for a five-story mixed retail and residential building located on Block B with on-grade parking; 1 story Main Street retail with 4 stories residential above. It also provides for a 12 story residential tower on the Attention to Detail site that is serviced with parking at Block A based upon the redesign by URS.

Scheme B provides for a five-story mixed retail and residential building located on Block B with parking located underneath the development; 1 story Main Street retail with 4 stories residential above. It also provides for a 12 story office tower on the Attention to Detail site that is serviced with parking at Block A based upon the redesign by URS. There is a second phase within Scheme B which provides for additional development of two (2) more buildings on the Block B property each being 5 stories tall with parking again being located underneath the buildings. This development looks to capitalize on preserving green space within Block B.

Scheme C provides for an alternative two (2) building five-story mixed retail and residential building located on Block B with parking located underneath the development; each building will be constructed with 1 story Main Street retail with 4 stories residential above. Between the buildings will be an accessible courtyard which will provide outdoor seating for restaurants, green space, etc. By splitting the buildings, we also provide river views from the retail space. As in the prior scheme, it also provides for a 12 story office tower on the Attention to Detail site that is serviced with parking at Block A based upon the redesign by URS. There is again a second phase within Scheme C which provides for additional development of two (2) more buildings on the Block B property each being 5 stories tall with parking again being located underneath the buildings. This means of development, based upon topography, will allow most residential units to maintain full or partial river views whether they be located on the Main Street or rear portions of the development.

What to look for in Phase III Summary Report –

- Based on the feedback to our proposed design options, Centerplan-Leyland Alliance will prepare a concept plan of the proposed development, which will include the depiction of the buildings, parking, access, pedestrian paths, green areas and related features.
- Centerplan-Leyland Alliance will also draft a phasing plan of the proposed project which shall include the redevelopment of Block A.
- Each of the above shall be presented with proper presentable graphics.
- Centerplan-Leyland Alliance will prepare a final report with all of our findings and recommendations, as well as a presentation for the City.

We would like to suggest at this time that we set up a time to review the findings in this report in the coming week(s). This will help us be able to focus our attentions for Phase III and the deliverables necessary therein.

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As always, we very much appreciate this opportunity to work with the City. We continue to believe that the area has great potential for redevelopment and look forward to presenting the city with our findings. We will supply you with the Phase III Summary Report at the end of July, and will be prepared to present our final presentation to the City at that time.

Very Truly Yours,



Jason S. Rudnick

Cc: Robert A. Landino
Howard Kaufman
Michiel Wackers
Brig Smith, Esq.

Zoning Review



Metro Square – Block A and B Zoning Analysis

The existing B-1 district zoning includes business and commercial uses mixed with a limited range of residential dwelling uses. The uses offer the possibility for a pedestrian scale development along Main Street and more commercial scale development beyond Main Street frontage. Overall, there is flexibility in the mix of uses for commercial and retail development within the district. As with any development the parking quantities required by the zoning code will be a challenge; however there is flexibility to reduce parking counts based on justification and approval by the City.

The intent of this analysis is to confirm the general zoning provisions relevant to Blocks A and B in the RFP. The following zoning information is listed in sequence based on the organization of the City of Middletown Zoning Code. The reference material for this analysis was the current online City of Middletown Zoning Code found at:
<http://www.middletownplanning.com/zoningcode/pzcodetoc.html>

Zoning district: B-1 Central Business Zone

Section 32.00 – Description of Zone:

The zone has two classifications of structures. Class A – Structures located along Main Street. Class B – Structures located to the rear of Main Street buildings.

Section 32.01 – Uses:

Refer to the Section 61 permitted uses summary below for relevant development uses for consideration. Of note, in this section is the restricted use requirement for the front fifty percent (50%) of the ground floor space for buildings fronting on Main Street. Fifty percent of ground floor spaces on Main Street are restricted to the following permitted uses:

- Eating and Drinking Places
- Entertainment
- Restaurants
- Retail Business
- Retail Sales
- Retail Services
- Theaters

Any other use proposed for the front fifty percent of the ground floor space fronting on Main Street shall be a Special Exception Use. Exterior gates and Cafeterias are not permitted as accessory uses in this zone.

Section 32.02 – Height:

The maximum height permitted is 12 stories (168 ft) except for buildings fronting on Main Street. The maximum height of 6 stories (84ft) is permitted for building frontage on Main Street. The minimum building height is 35 feet for this district.

**The following language in this section will require discussion with the City officials: No building fronting on Main Street shall be demolished, unless reconstructed to a height less than its previous height, or the minimum of 35 feet, whichever is greater.* This will prohibit a 4 or 5 story building height for frontage on Main Street at Metro Square.

Section 32.03 – Lot area, width, and yard requirements:

There is no minimum lot area or frontage required in this district. The yard requirement is that any building shall have yards sufficient to insure proper design and placement of buildings as determined in the site plan review process. The maximum setback from Main Street shall be 5' with the front line of the building located within the maximum setback area for a minimum of 80% of the lot frontage on Main Street. There is no driveway access to parking permitted on Main Street.

Section 32.04 – Off Street Parking and Loading requirements:

Refer to the Section 40 summary below for parking and loading quantities. Note the total number of spaces so provided may be reduced based on approval of the Commission upon finding such reduction is justified.

Section 32.05 – New Construction Requirements:

No new building shall be constructed along Main Street except with an entrance on Main Street. The amount of area taken up by windows and doors shall be greater than 60% of the first floor façade area. The amount of area taken up by windows shall be greater than 25% of the upper floors façade area. The use of dormers is encouraged at the roof line.

Section 40 – Off Street Parking quantities relevant to developments in Block A and B:

**Noted possible relevant parking quantity requirements have been identified based on discussions with Development team:*

- a. 40.04.04 Commercial establishments: One (1) space for each 300 square foot of gross building area.
- b. 40.04.15 Office Buildings: One (1) space for each 300 square foot of gross building area.
- c. 40.04.18 Urban Core Living Unit:
One or no bedrooms – 1 space.
Two or more bedrooms – 2 spaces
- d. 40.04.19 Restaurant: One (1) parking space for each fifty (50) square feet of floor area devoted to a patron use, excluding restrooms within the establishment. One (1) parking space for each (80) square feet of ground area devoted to patron use on the property outside the establishment and 1 space for each two employees.

Section 40.06 – Quantity of Off-Street loading spaces:

**May not apply if all loading occurs within development property and not off-street. The excerpt below is taken directly from the zoning code.*

40.06 QUANTITY OF LOADING SPACES- The quantity of loading spaces shall be in accordance with the following:

- 40.06.01 USES WHICH ARE PRIMARILY CONCERNED WITH THE HANDLING OF GOODS GROSS FLOOR AREAS-

GROSS FLOOR AREAS (Sq. Ft.)	QUANTITY OF LOADING SPACES
2,400 to 20,000	1
20,001 to 50,000	2
50,001 to 80,000	3
Each Add'l 45,000	1 Additional

- 40.06.02 USES WHICH ARE NOT PRIMARILY CONCERNED WITH THE HANDLING OF GOODS GROSS FLOOR AREAS-

GROSS FLOOR AREAS (Sq. Ft.)	QUANTITY OF LOADING SPACES
2,400 to 75,000	1
75,001 to 200,000	2
200,001 to 333,000	3
Each Add'l 150,000	1 Additional

- 40.06.03 When one establishment has two or more distinct uses, such uses shall be measured separately for the purpose of determining the quantity of spaces required.
- 40.06.04 CONFERENCE CENTER COMPLEX- A conference Center Complex shall require one (1) loading space. (Effective 8/1/84.)
- 40.06.05 REFUSE AND RECYCLING AREAS- All multi-family buildings containing 4 or more dwelling units and all non-residential buildings shall be required to have loading and/or storage areas for refuse and for recyclable materials as required by the Middletown Code of Ordinances Section 11.17 and 11.18 as amended. (Added effective 5/9/90.)

Section 46 – Flood Area Management Regulations:

Based on review of the online City of Middletown Flood Map the eastern portion of the Block A and B sites is within the Zone X flood zone. This area has a 0.2% chance of flood annually. This zone is not classified as a Special Flood Hazard area subject to 1% chance of annual flooding (100 year flood) and does not appear to have a base flood elevation

Traffic and Parking Review



Metro Square Traffic and Parking Review

The Metro Square development includes nearly 100,000 square feet of retail, restaurant, banking and theater uses with more than 350 parking spaces. The development has excellent vehicular and pedestrian access with local roadways on the north and south boundaries provided direct connections to the critical Main Street and DeKoven Drive arterials. The site is adjacent to the limited access portion of Route 9 with southbound off ramp to DeKoven Drive and northbound on ramp from Harbor Drive.

Service vehicle access is provided within the parking areas for Metro Square and the rear of the theater/retail building section along DeKoven Drive.

Pedestrian mobility is excellent, with sidewalks on the perimeter of the site and access to the lower retail area provided from Main Street via stairs between the buildings on Main Street.

Both Middletown Area Transit (MAT) and Connecticut Transit (CT Transit) bus routes travel along Main Street and DeKoven Drive, with multiple routes along these boundary roadways. In addition, MAT Route B directly accesses the site along Dingwall Drive. The MAT/CT hub is also one block to the north for excellent transit access within the City and to Downtown Hartford.

The City previously studied the downtown transportation system in the CBD Parking and Traffic report dated August 2008. This report included numerous recommendations for traffic and parking improvements, many of which have been either implemented or are in the stages of being implemented. The report identified congestion concerns for intersections on Main Street, including College Street and Dingwall Drive intersections that are projected to operate at LOS E or worse for 2030 conditions without improvements. These projections however may be unrealistic given the recent trends in traffic volumes occurring in the state and nationwide.

For example, since the 2008 study, the overall economy has impacted transportation nationwide with reduced vehicle miles travelled from the peak in 2007. Other issues have also contributed to reduced driving, including work habits, teen operators driving less, continued higher gas prices and technology. As a result, more recent traffic data should be collected to update the now-six-year-old traffic study in the project area. This can be accomplished with a limited data collection program in September after the summer break. A review of CTDOT and regional data indicates the traffic volume trends are similar along the state routes.

Planned Projects

CTDOT is conducting ongoing studies of improvements to Route 9 expressway, with the planned reconstruction of the Route 9 overpass over DeKoven Drive and removal of the notorious stop controlled Route 17 northbound onramp to Route 9. This project currently involves the removal of ramp access from the Harbor area to northbound Route 9. This ramp removal is being reviewed by the City and CTDOT and may affect vehicular travel patterns along DeKoven Drive, potentially affecting access from the site to Route 9. These connections need to be reviewed further to ensure the viability of the redevelopment of Metro Square is considered in the process. A public information meeting is expected to be held in September.

The CTDOT project also includes pedestrian improvements to facilitate pedestrian access to the harbor area from DeKoven Drive.

The City is also working with CTDOT on the new parking garage on College Street behind the Police Station.

Traffic Generation

The existing Metro Square development, including the movie theater, is expected to generate approximately 300-400 vehicles during the peak Friday afternoon/early evening peak hours, when the theater is hosting the first movie and the retail and restaurants are peaking in demand in the square. These projected trips are based upon Institute of Transportation Engineers national trip generation methodologies and the size of the development. These 400 trips are accessing the site from all directions given the excellent access along the adjacent roadways and highway system.

Based upon the building program schemes developed for the residential, retail and office uses, the mixed use nature of the development will have shared trips. For instance, the office workers will utilize the retail uses without a new trip on the adjacent roadway system; similarly, the residential uses will complement the retail uses as well as potentially the office uses. Based on these shared trips within the site, and transit and pedestrian access, it is expected that a maximum of 500-600 vehicular trips will be generated by the proposed development during the Friday afternoon peak hours. Of these trips, upwards of 20% of the typical traffic generation for a development will involve other modes and shared trips.

A result of this analysis indicates that the increased traffic generation from the redevelopment of Metro Square will be less than 200 additional vehicles on the adjacent roadway network. This additional traffic will utilize the adjacent intersections on Main Street and DeKoven Drive and potentially impact the operations of these intersections during the afternoon peak hours. Retiming of the traffic signals will be necessary to accommodate the additional traffic generated without significantly impacting the operations.

In addition, the proposed redevelopment will have a greater impact on the morning peak hour with the significant increase in office development. However, the morning peak hour operations at the adjacent intersections can accommodate the additional morning traffic generated by the redevelopment.

The Saturday and Sunday midday peak hours will also be reduced impacts under the redevelopment as the office uses do not generate traffic during the weekend peak hours.

Infrastructure Review

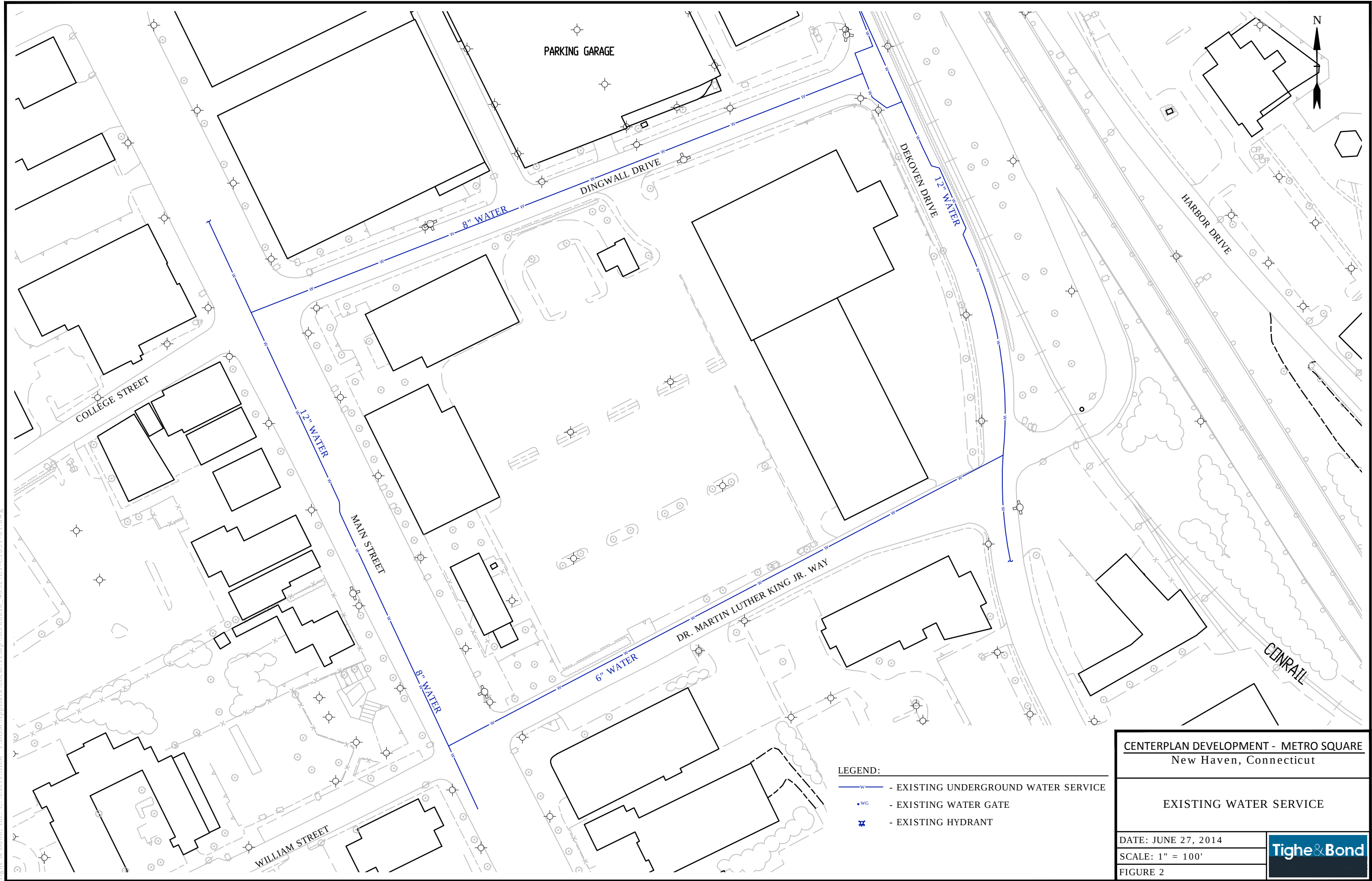


Infrastructure Review

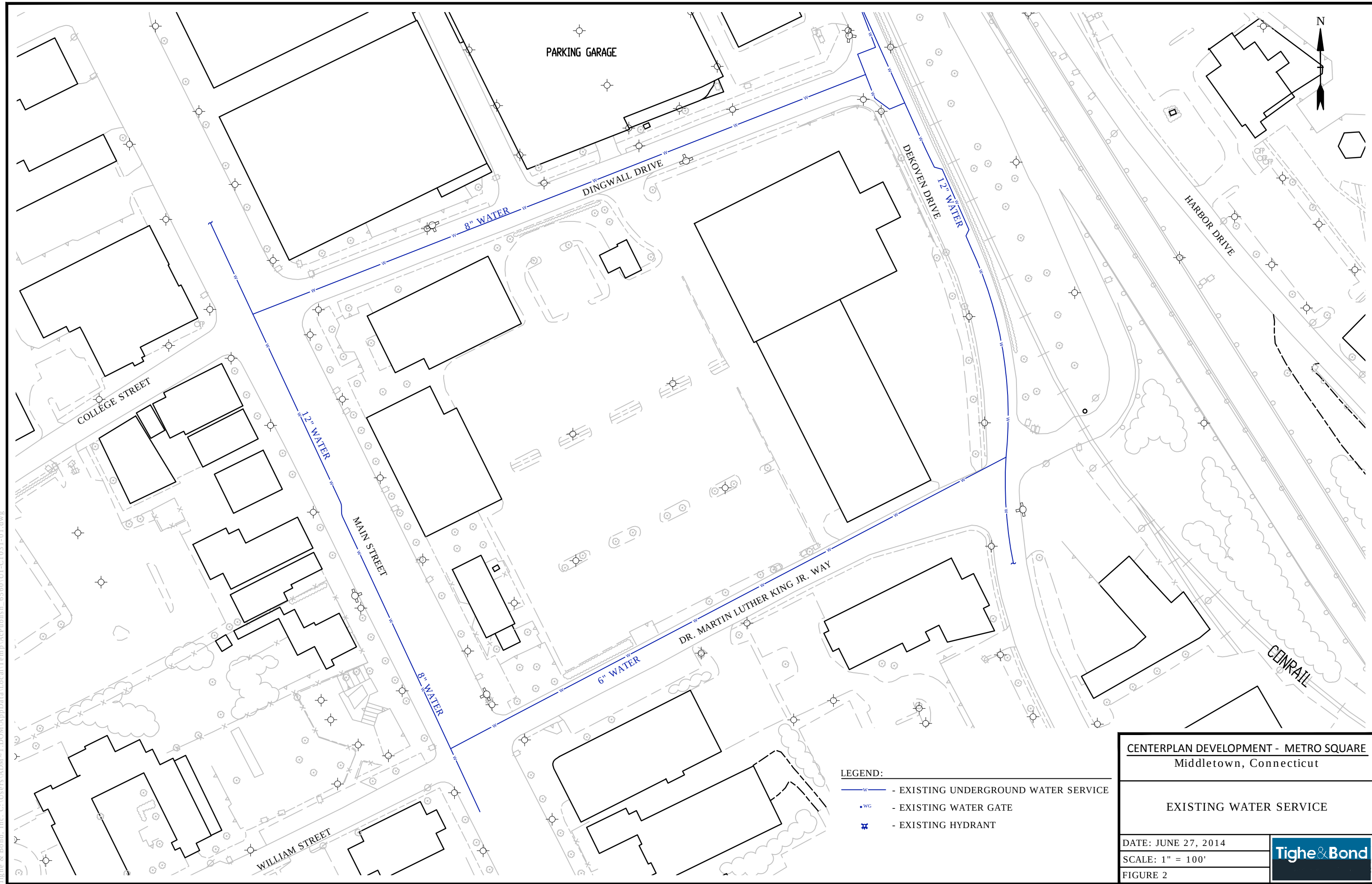
Tighe & Bond requested existing conditions mapping from City Engineering, City Water & Sewer, and the respective utility companies for electrical, tel-data, cable TV, fiber, and gas. Although Yankee Gas did not provide mapping of their facilities in the area, they did confirm that there is sufficient gas to serve the proposed development. Also, Fibertech Networks stated that they have an “optical fiber cable” at the intersection of Dingwall Drive and Main Street. Based on the mapping provided, we prepared conceptual existing condition utility plans showing the available utilities surrounding the project area. Based on this mapping and discussions with respective utility companies, there appears to be sufficient utilities to support the proposed development. The utility companies serving the project area are as follows:

Water & Sewer :	Middletown Water & Sewer Department
Electric:	Connecticut Light & Power
Tel-Data:	AT&T
Fiber:	Fibertech Networks
Cable TV:	Comcast of Middletown
Gas:	Yankee Gas

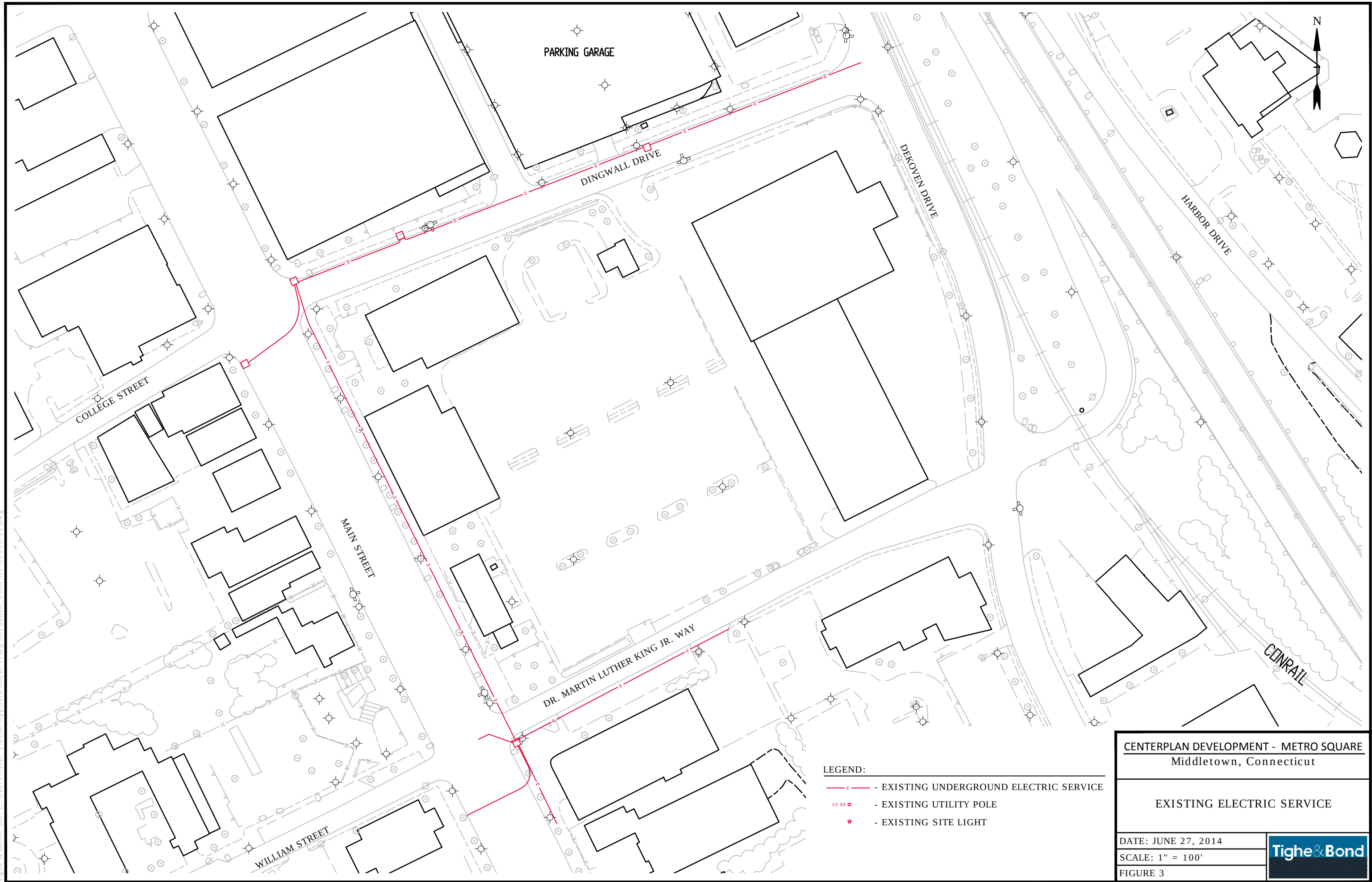
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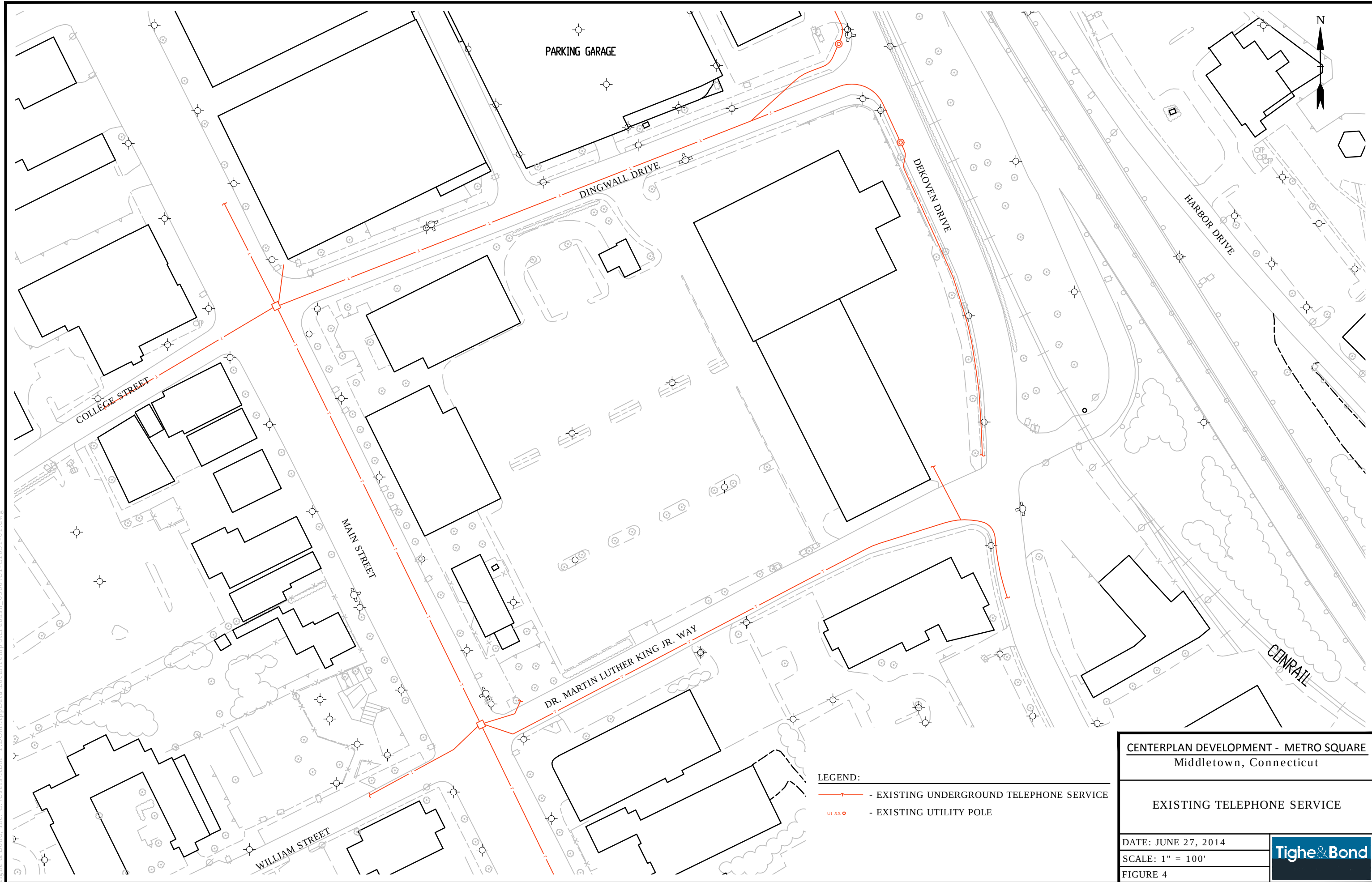
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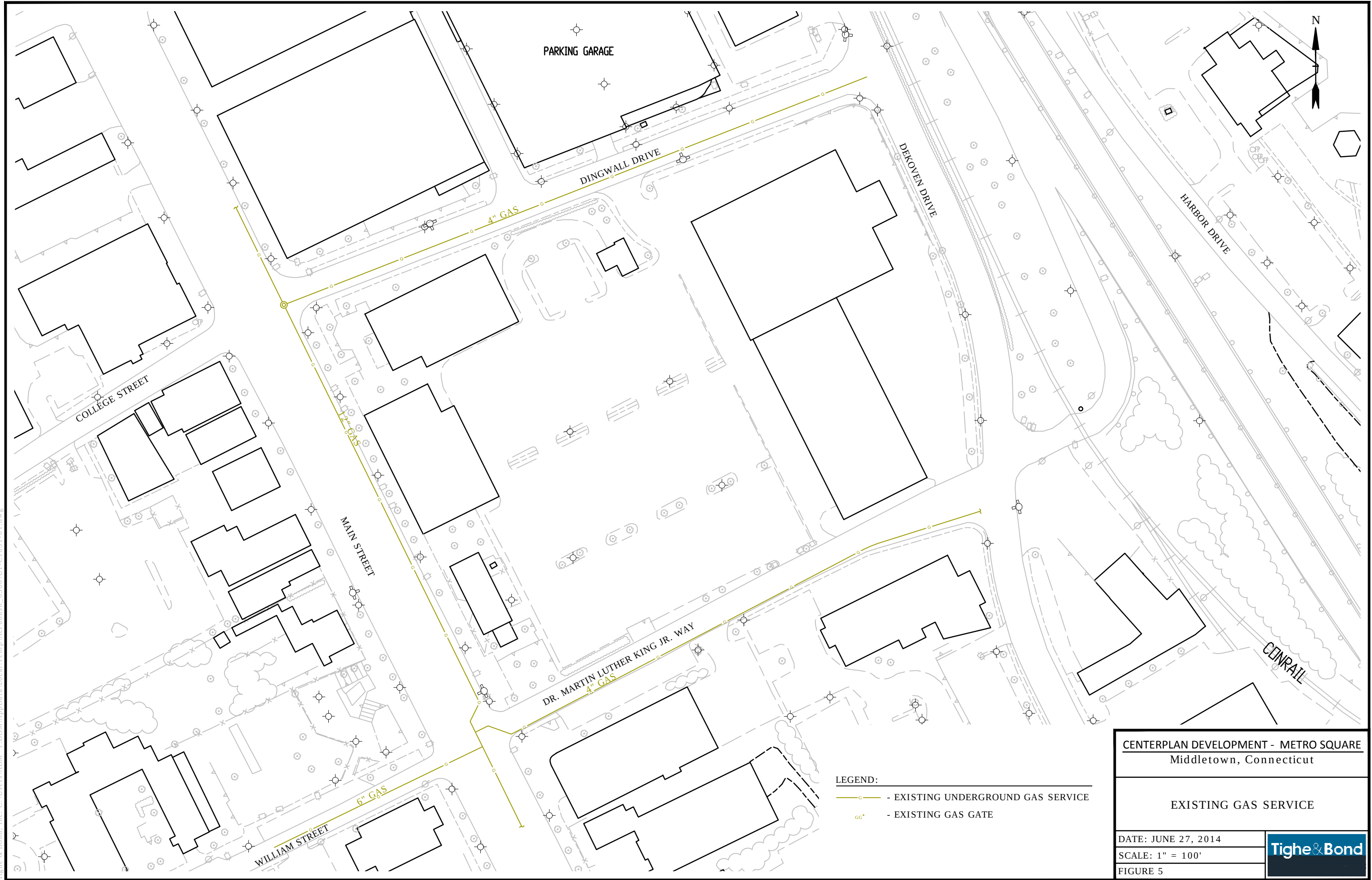
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CENTERPLAN DEVELOPMENT - METRO SQUARE
Middletown, Connecticut

EXISTING GAS SERVICE

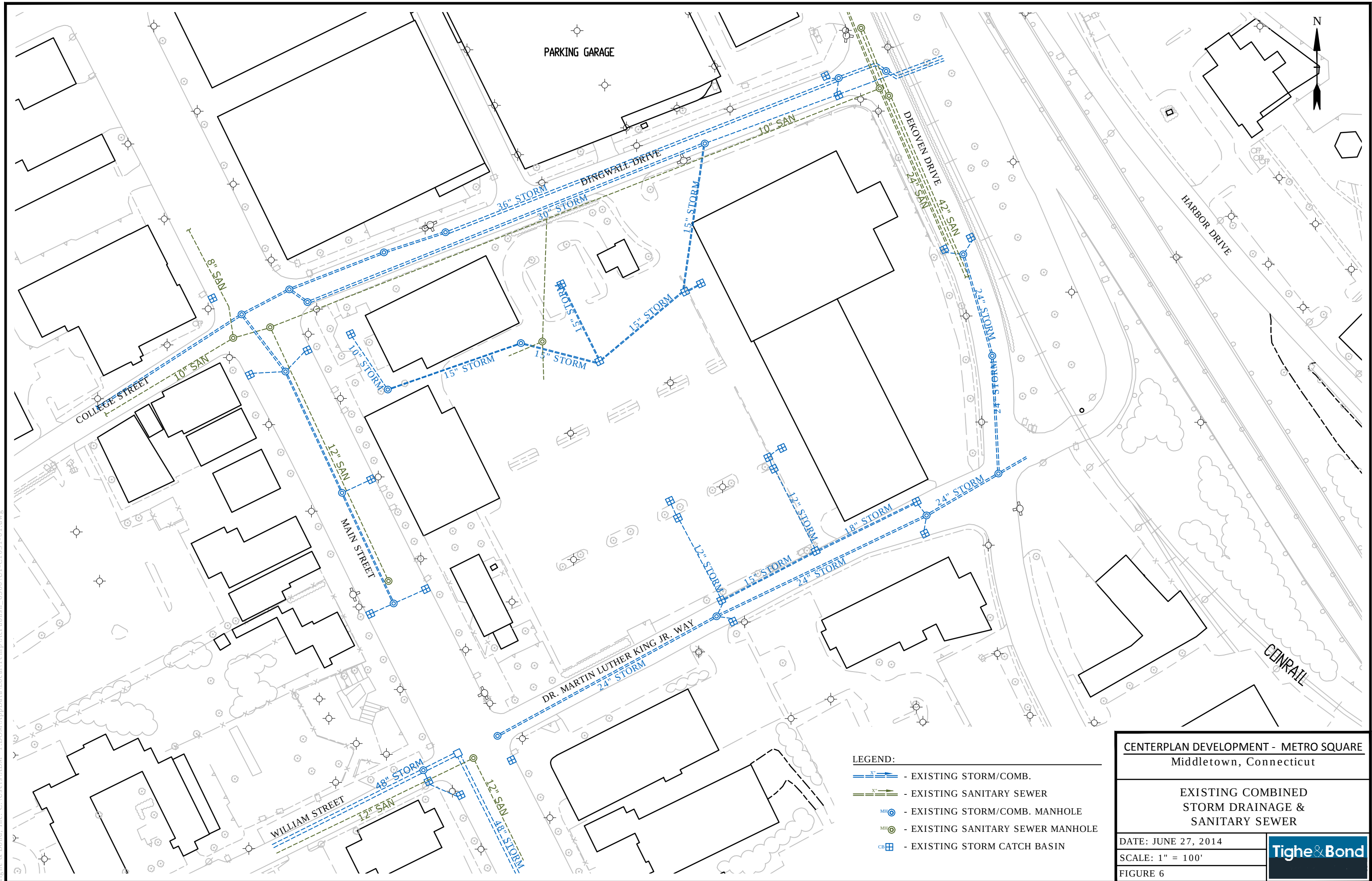
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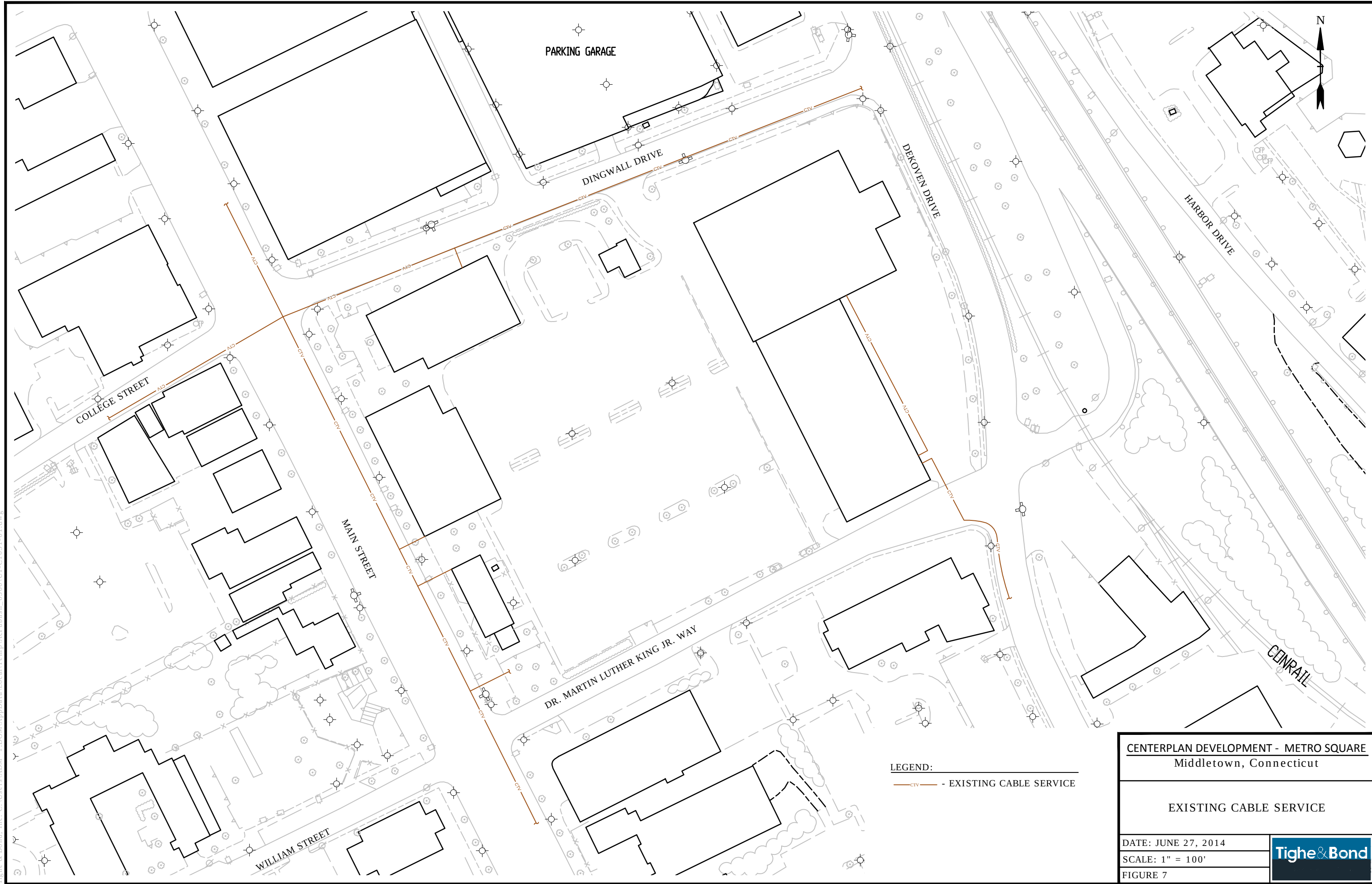
FIGURE 5



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CENTERPLAN DEVELOPMENT - METRO SQUARE
Middletown, Connecticut

EXISTING CABLE SERVICE

DATE: JUNE 27, 2014

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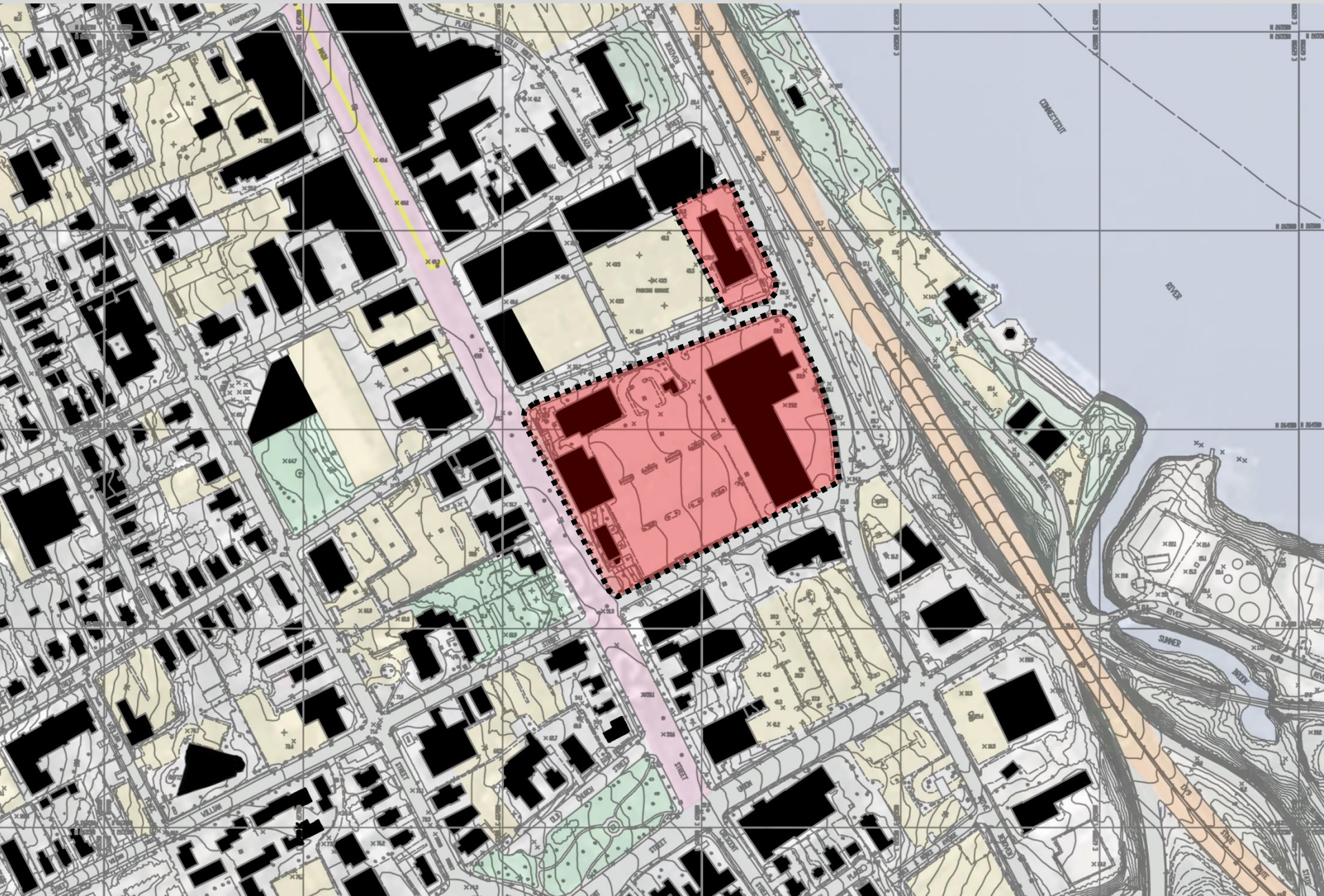
FIGURE 7



Site Planning and Development Diagram



City of Middletown – Block A and B Site Analysis



Middletown Site: 1965 & Today



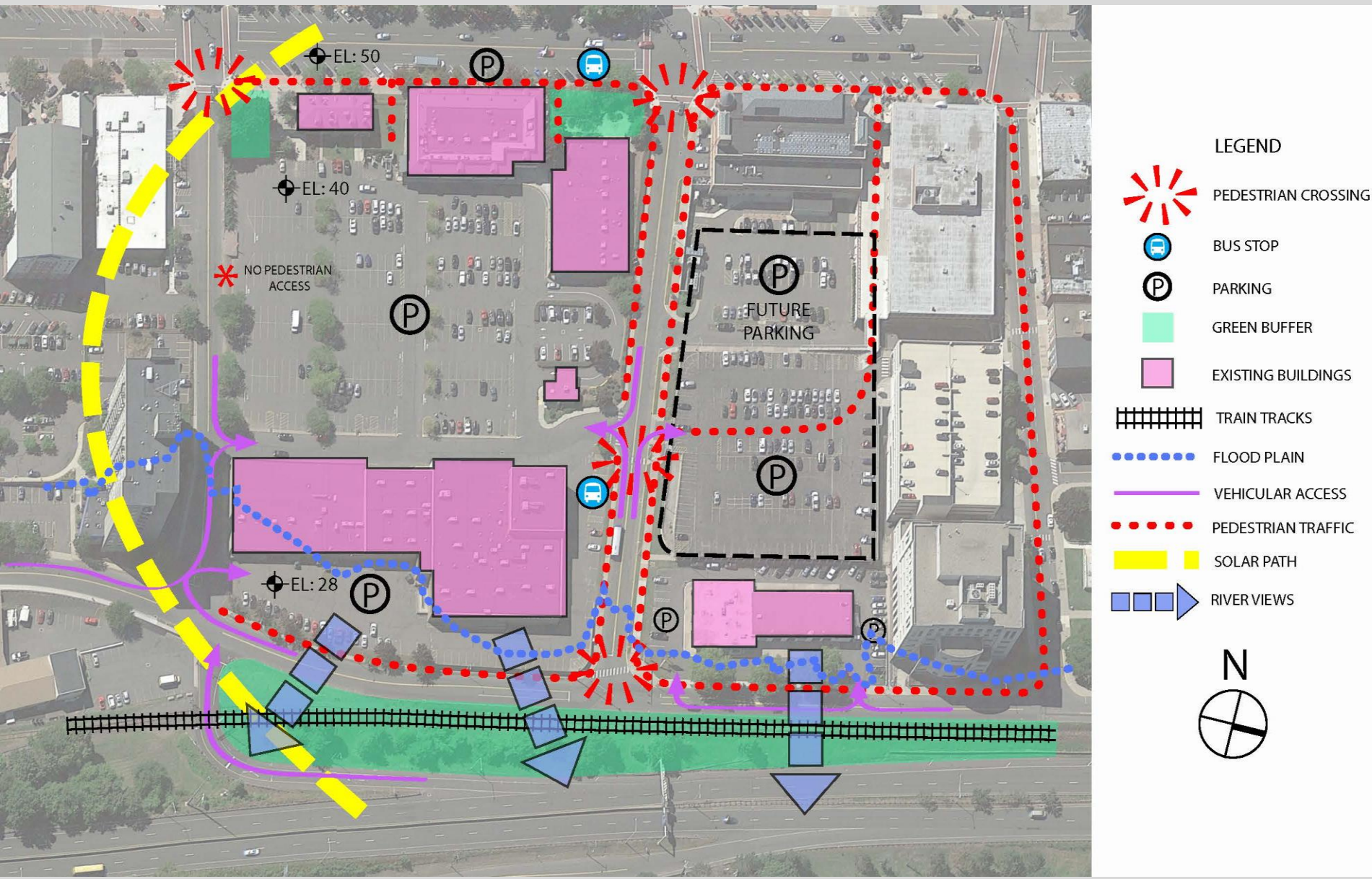
1965



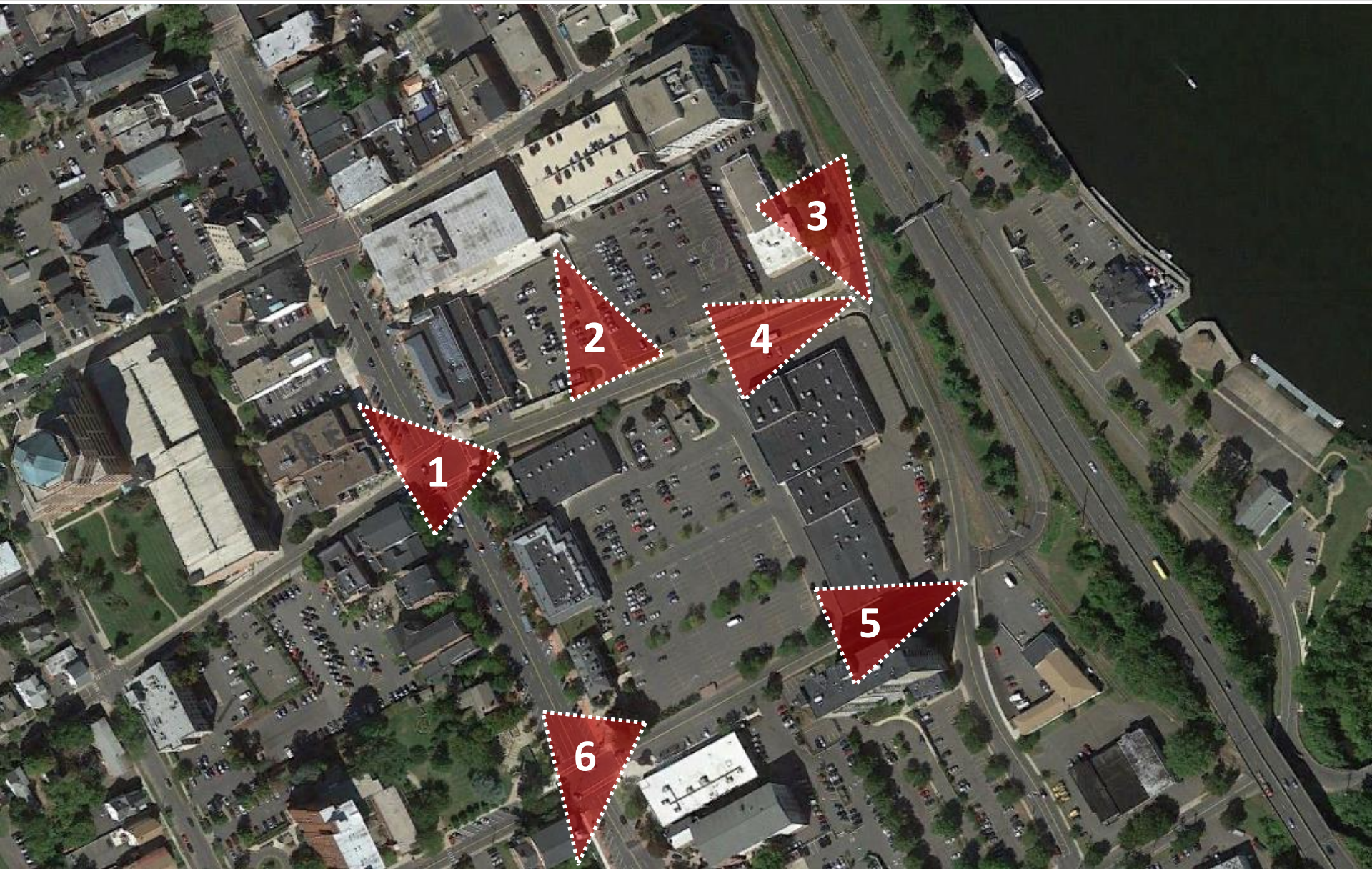
2014

EARLY DENSITY OF BUILDING GAVE WAY TO PUBLIC PARKING

Existing Conditions Observations



Approach Views



View from North - Main Street



View from South - Riverview walkway



View from South of deKoven Streetscape



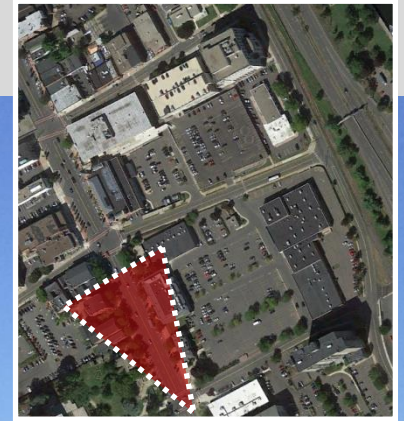
View from East of Dingwall Streetscape



View from East of MLK Jr. Way Streetscape



View from South on Main Street



Zoning Diagram – B1 Zone – Height and Lot Area



URBAN DESIGN/DEVELOPMENT FOR MIDDLETOWN DOWNTOWN AREA

PHASE II site diagrams

SCHEME A SUMMARY

Phase 1 diagram illustrates the following:

Block B -Develop Metro Square

Ground level Commercial Retail space:	50,000 gross square feet
4 levels of for-rent residential:	50,000 gross square feet per level
Number of for-rent units:	150
Number of stories:	5
Parking :	Surface parking on grade – 342 spaces illustrated

****Estimated total required in zoning based on draft RCLCO report percentages:***

257 spaces for Young Professionals

194 spaces for Empty Nesters

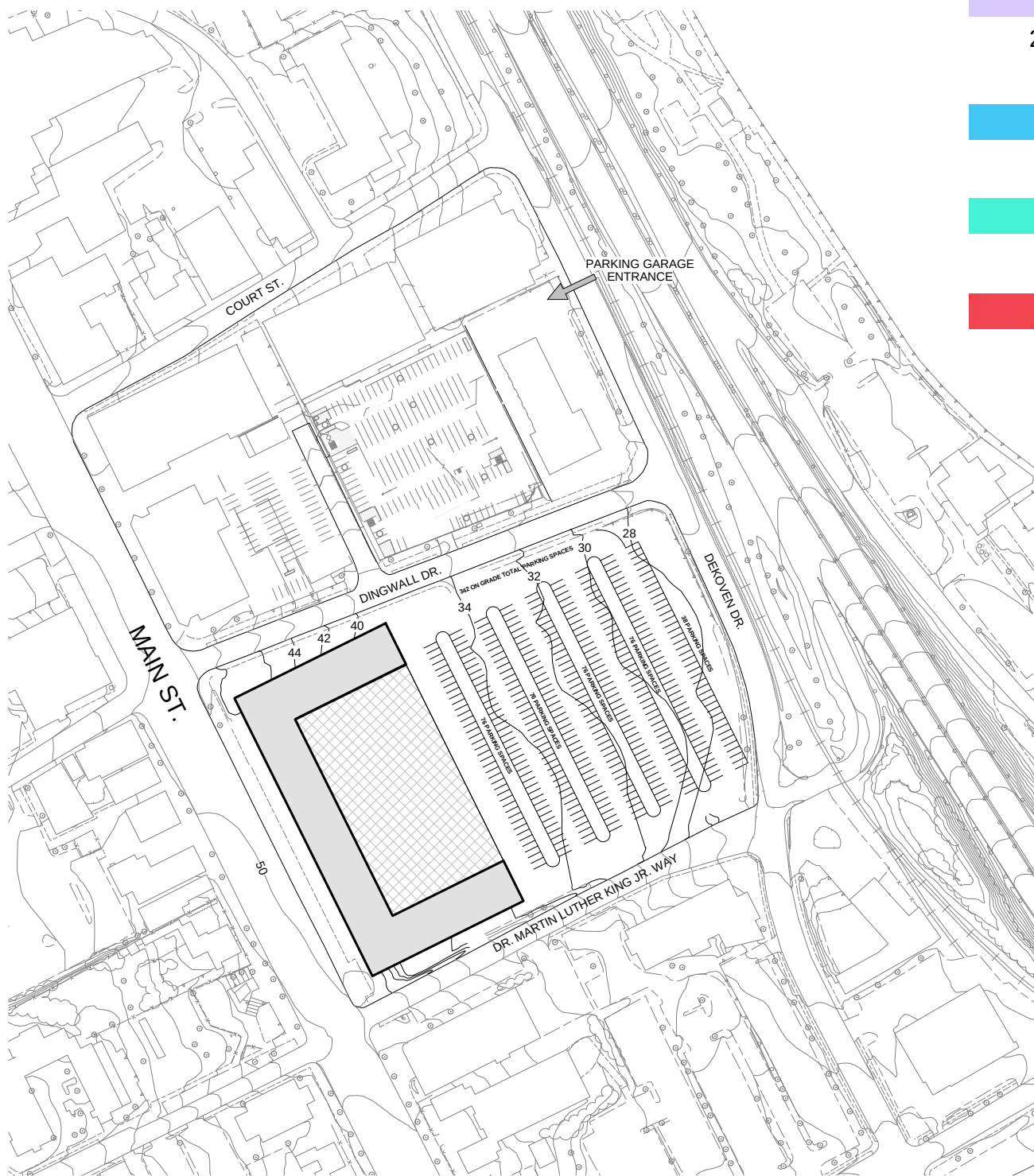
Phase 1 total gross square footage:	250,000sf
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Phase 2 diagram illustrates the following:

Block A –Develop Attention to Detail

12 stories of for-rent residential	10,000 gross square feet per level
Number of for-rent units	75 with single loaded corridor *150 with double loaded corridor in necessary.
Number of stories-	12 (zoning maximum height)
Parking	Assumes parking can be provide within new parking structure. 150 spaces used by occupants.

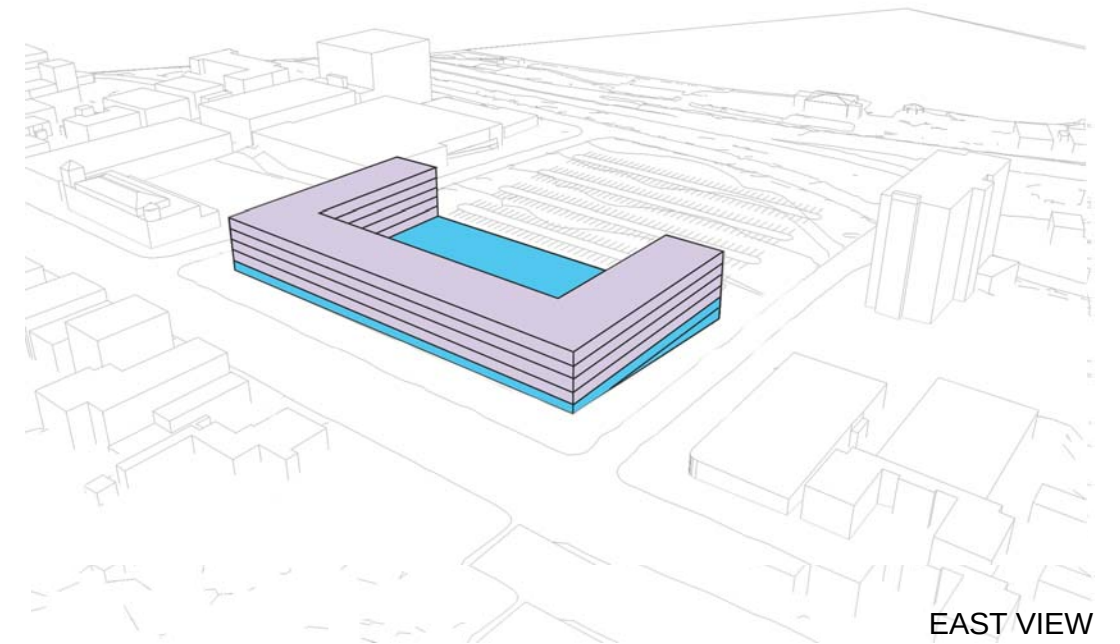
Phase 2 total gross square footage	120,000sf with single loaded corridor. No units facing west.
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SITE PLAN 1"=100'

USE KEY

- RESIDENTIAL - FOR RENT
200,000 SQ. FT.
150 UNITS
- COMMERCIAL - RETAIL
50,000 SQ. FT.
- OFFICE
-
- PARKING
ON GRADE
342 SPACES

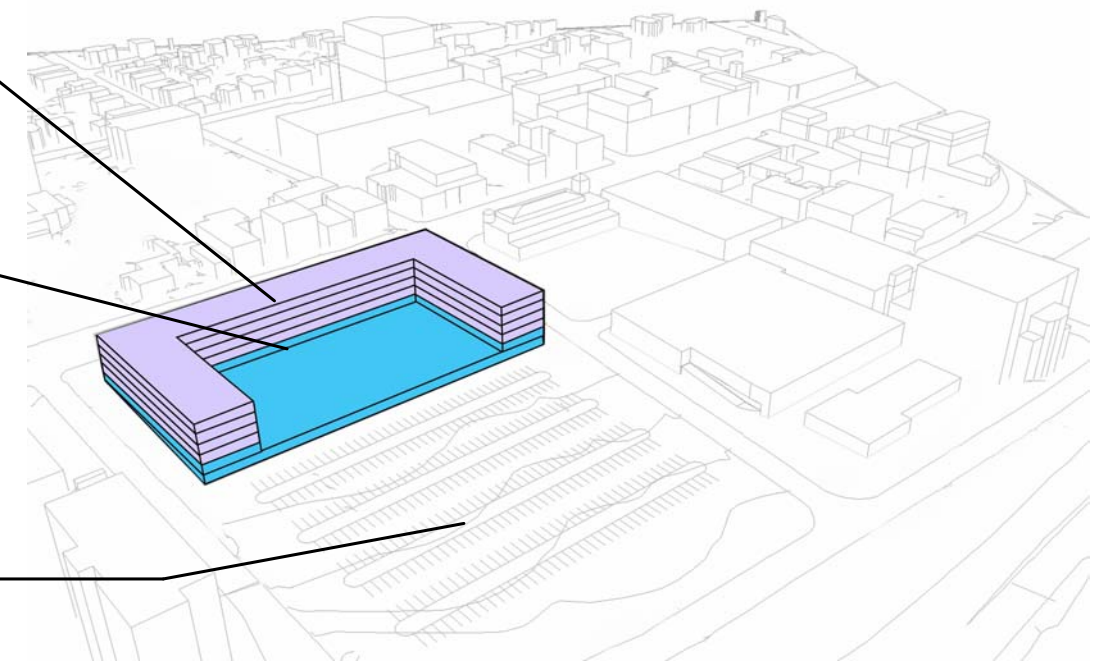


EAST VIEW

4 LEVELS RESIDENTIAL
50,000 SQ. FT.
UNITS: 150

1 LEVEL COMMERCIAL
50,000 SQ. FT.

ON GRADE PARKING
SPACES: 342



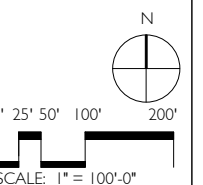
WEST VIEW

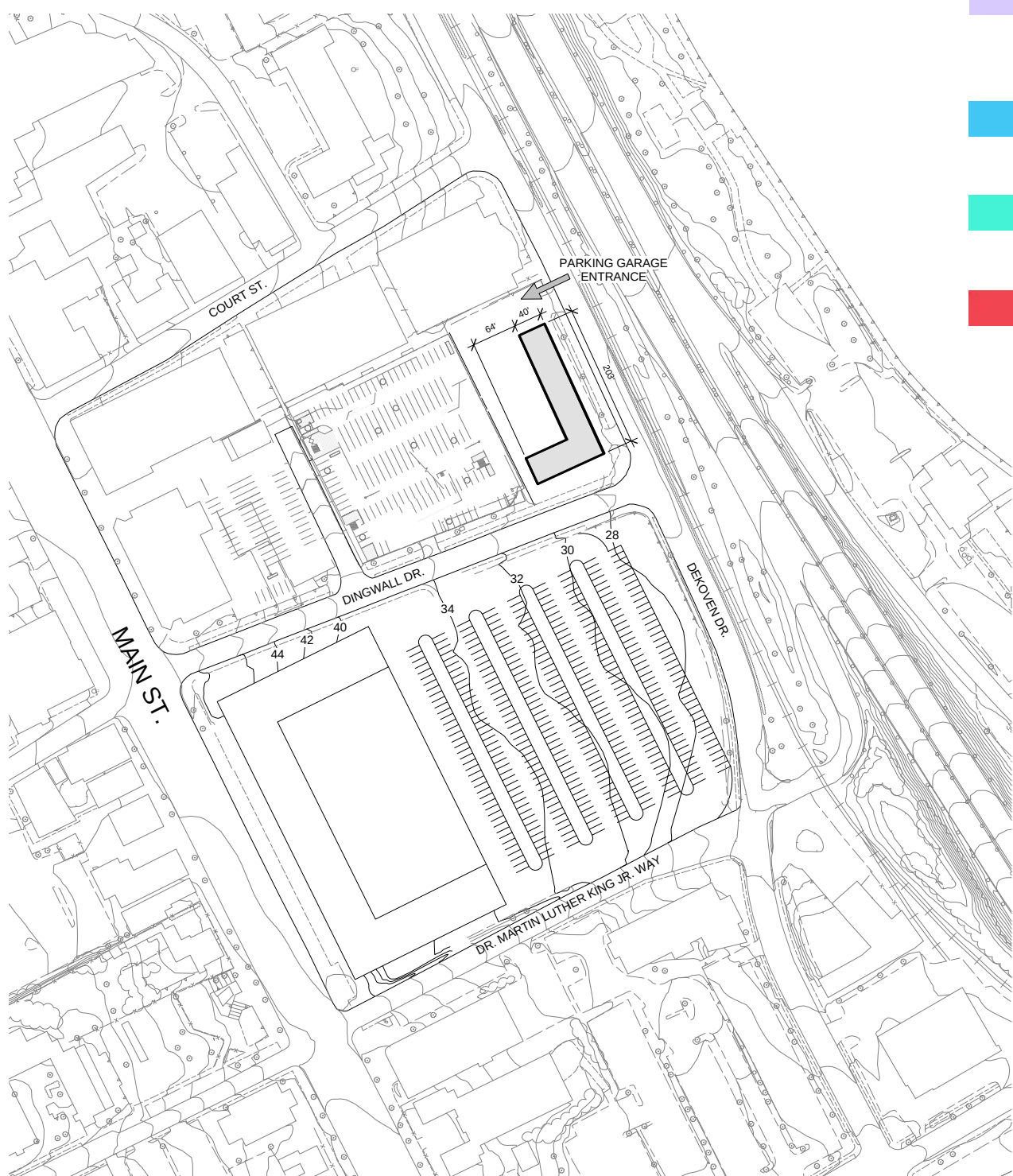
Middletown Site Plan and Development Diagram

SCHEME A PHASE I

CENTERBROOK

Architects and Planners, LLP
67 Main Street
Post Office Box 955
Centerbrook, Connecticut 06409-0955
Telephone 860.767.0175
Facsimile 860.767.8719

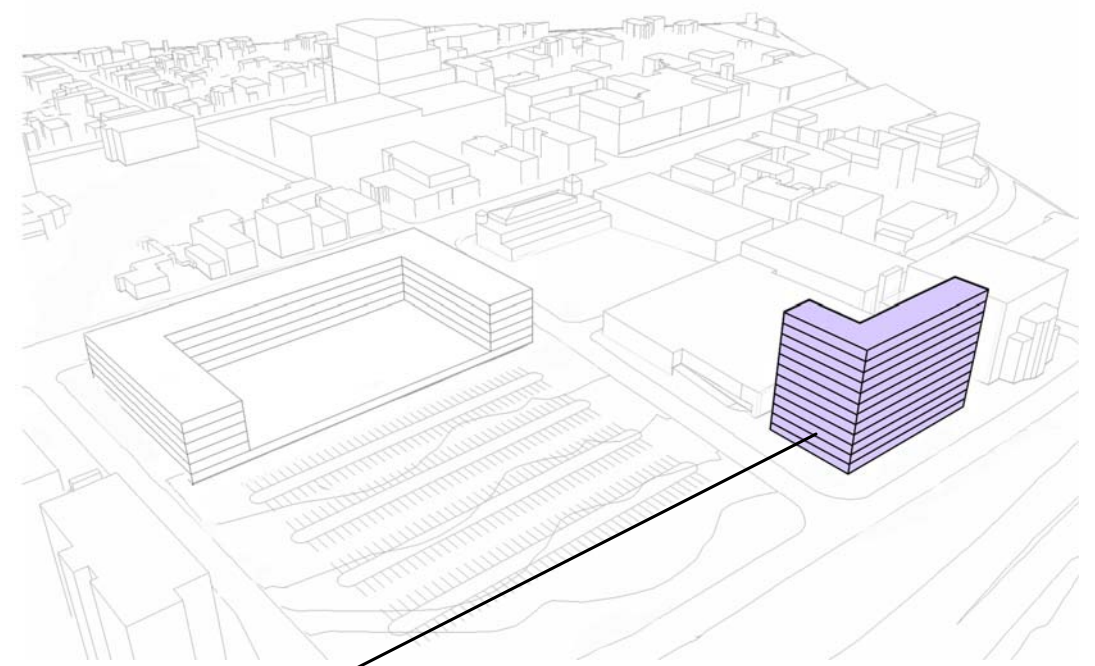




SITE PLAN 1"=100'

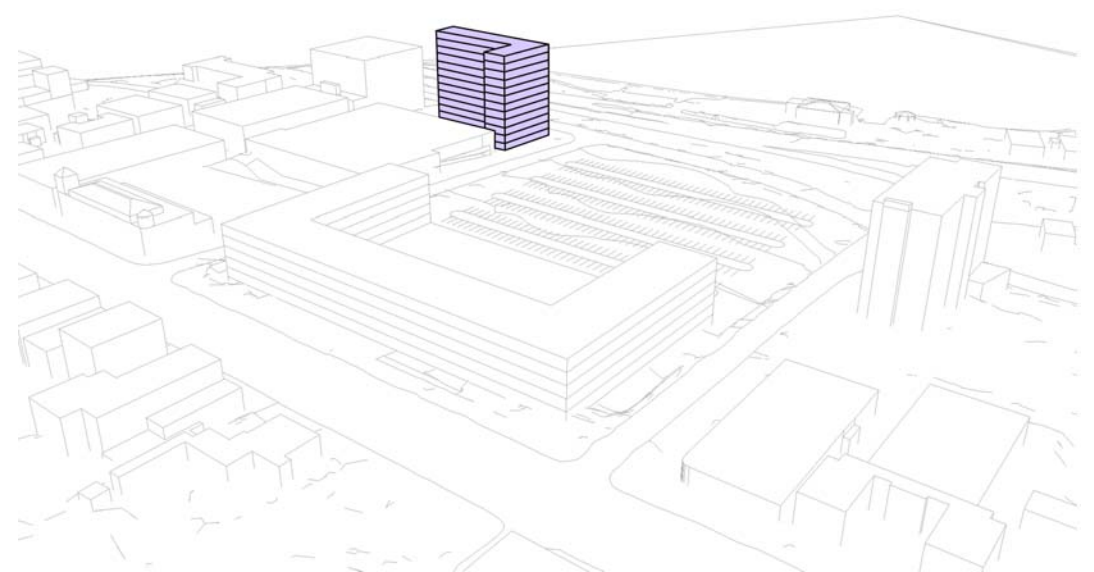
USE KEY

- RESIDENTIAL - FOR RENT
120,000 SQ. FT.
90 UNITS
- COMMERCIAL - RETAIL
-
- OFFICE
-
- PARKING
-



WEST VIEW

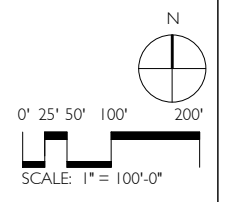
12 LEVELS RESIDENTIAL
10,000 SQ. FT.
UNITS: 90



EAST VIEW

CENTERBROOK
Architects and Planners, LLP
67 Main Street
Post Office Box 955
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Middletown Site Plan and Development Diagram
SCHEME A PHASE 2



URBAN DESIGN/DEVELOPMENT FOR MIDDLETOWN DOWNTOWN AREA

PHASE II site diagrams

SCHEME B SUMMARY

Phase 1 diagram illustrates the following:

Block A –Develop Attention to Detail Site

- 12 levels of Commercial Office Space: 15,000 gross square feet per level
- Number of stories: 12 (zoning maximum height)
- Parking : Utilize 150 spaces within new parking garage.

Block B -Develop Metro Square

- Ground level Commercial Retail space: 50,000 gross square feet
- 4 levels of for-rent residential: 50,000 gross square feet per level
- Number of for-rent units: 150
- Number of stories: 5
- Parking : 315 spaces illustrated below ground level retail.

Phase 1 total gross square footage: 430,000sf

Phase 2 diagram illustrates the following:

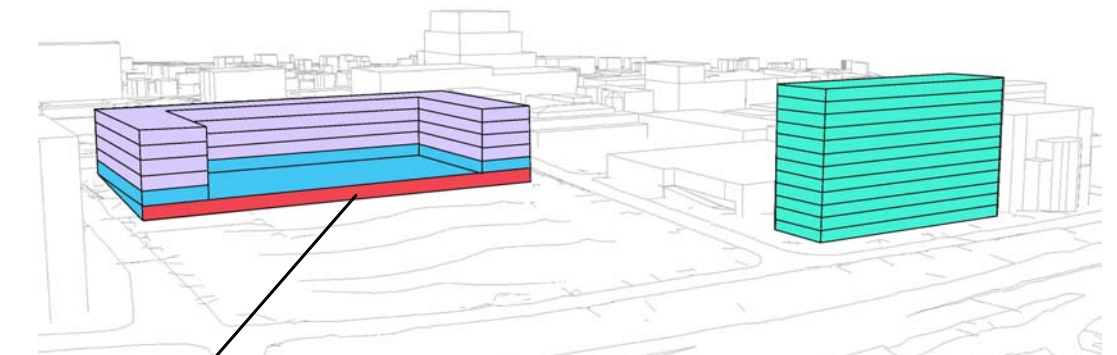
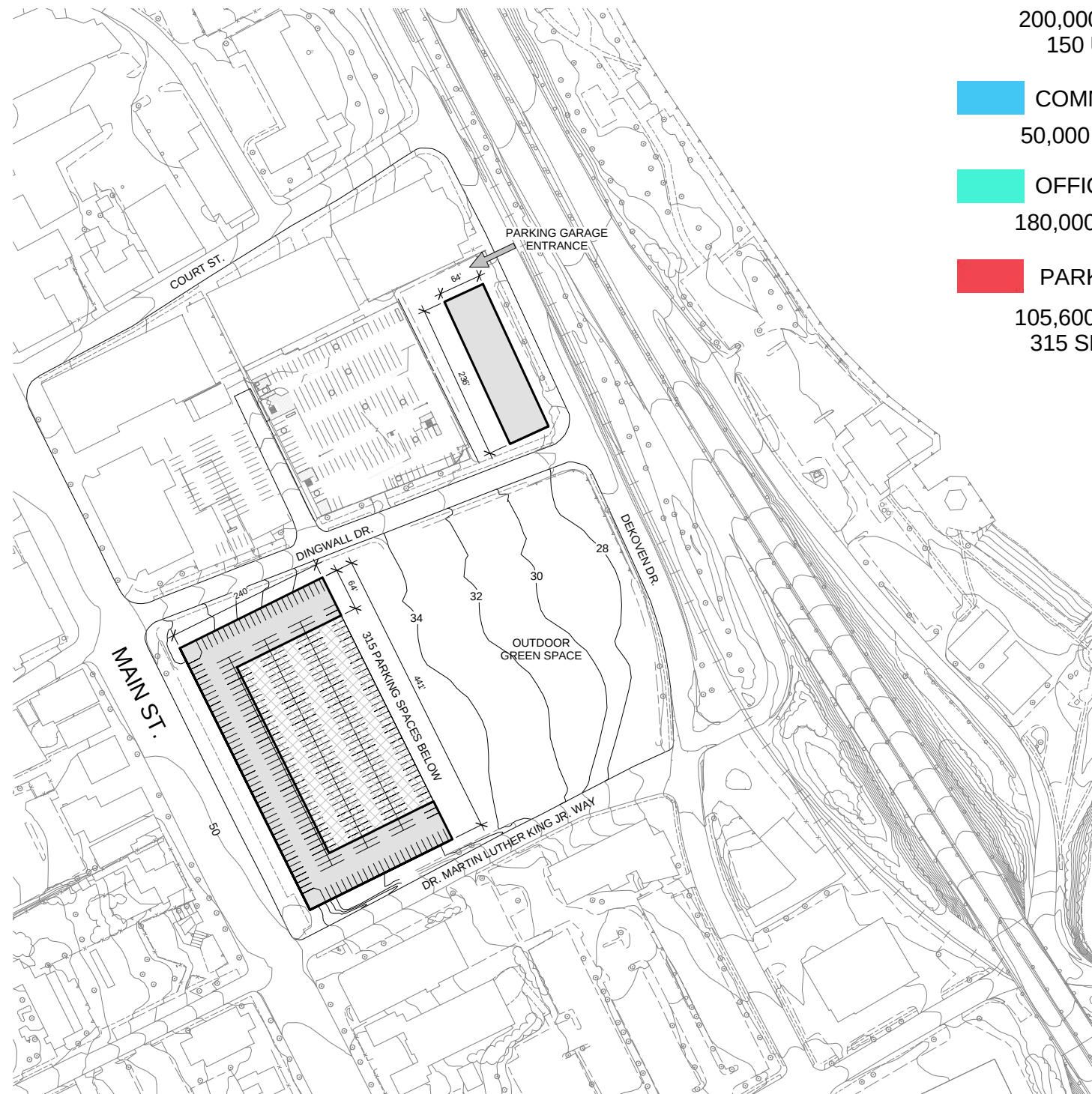
Block B –Two buildings with 75 units each.

- 5 stories of for-rent residential 20,000 gross square feet per level
- Number of for-rent units: 150with double loaded corridor.
- Number of stories: 5
- Parking: 132 spaces total for occupant use.

Phase 2 total gross square footage 200,000sf with parking below.

USE KEY

- RESIDENTIAL - FOR RENT
200,000 SQ. FT.
150 UNITS
- COMMERCIAL - RETAIL
50,000 SQ. FT.
- OFFICE
180,000 SQ. FT.
- PARKING
105,600 SQ. FT.
315 SPACES



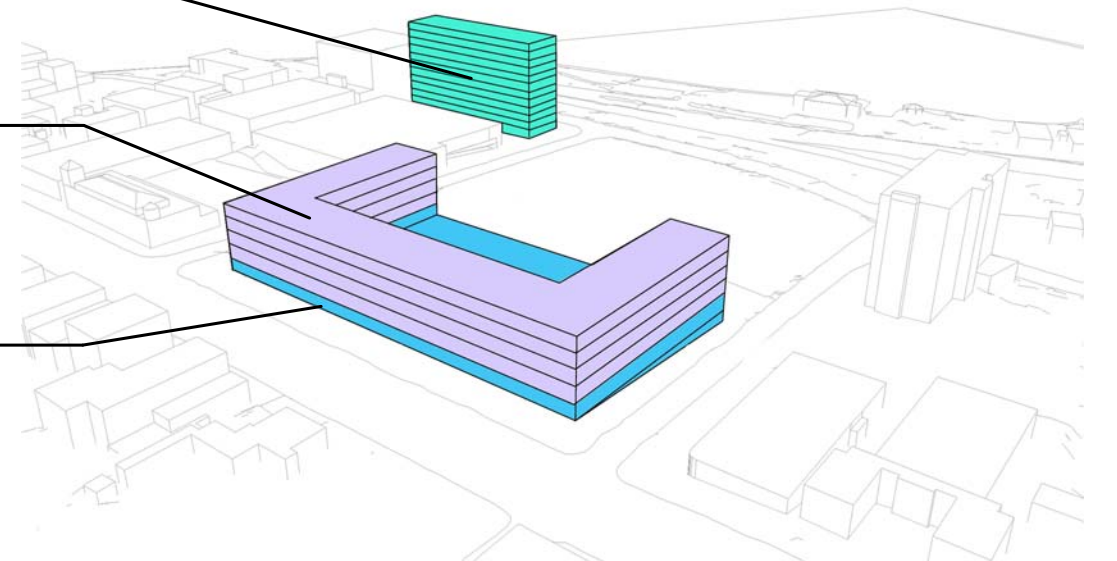
WEST VIEW

1 LEVEL PARKING
105,600 SQ. FT.
SPACES: 315

12 LEVELS OFFICE
180,000 SQ. FT.

4 LEVELS RESIDENTIAL
50,000 SQ. FT.
UNITS: 150

1 LEVEL COMMERCIAL
50,000 SQ. FT.



EAST VIEW

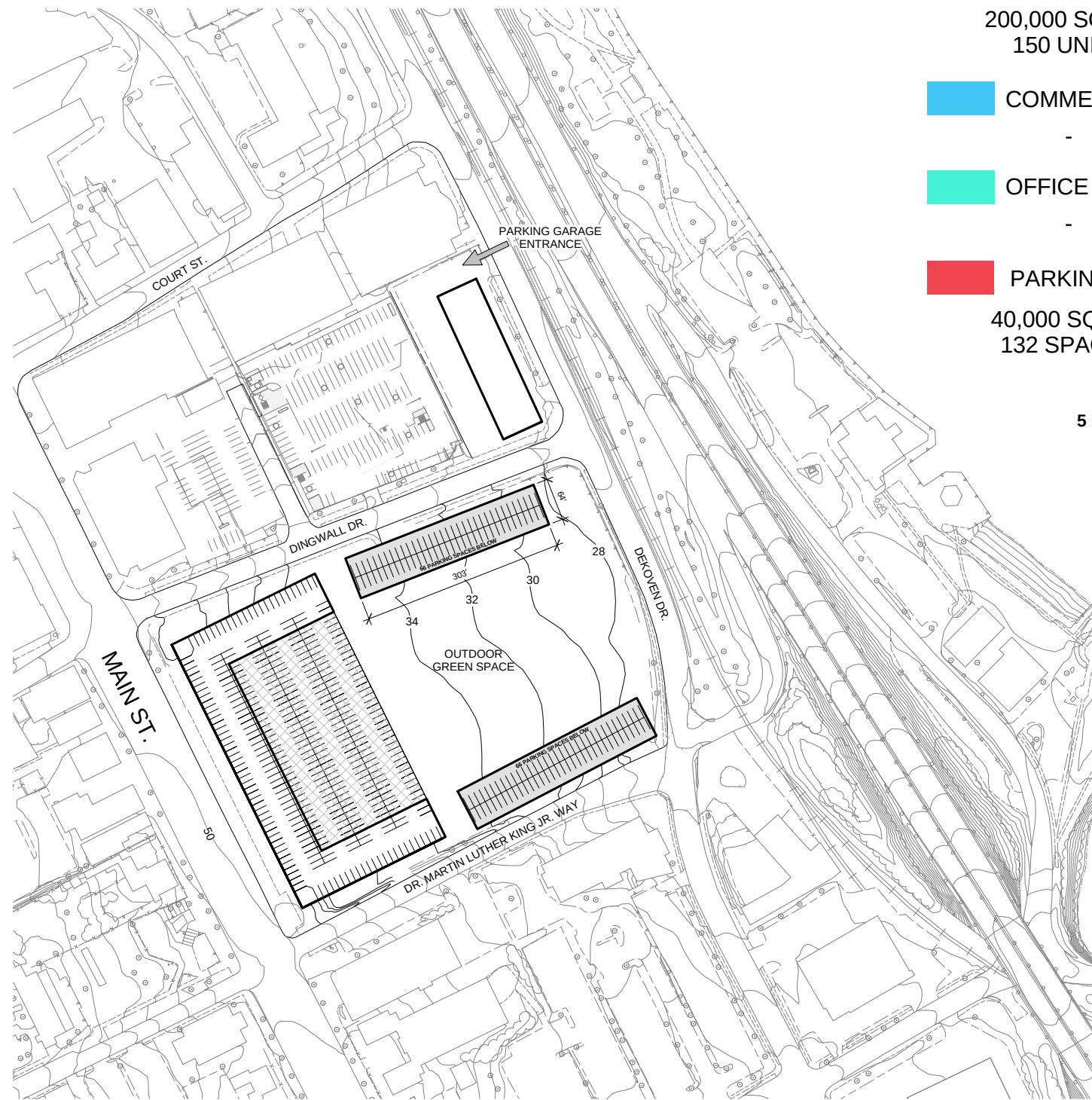
SITE PLAN 1"=100'

Middletown Site Plan and Development Diagram

SCHEME B PHASE I

USE KEY

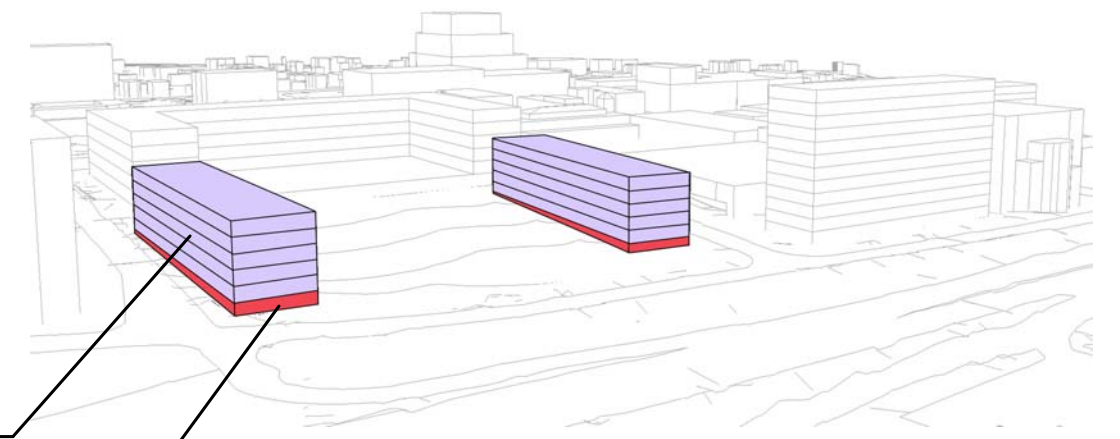
- RESIDENTIAL - FOR RENT
200,000 SQ. FT.
150 UNITS
- COMMERCIAL - RETAIL
-
- OFFICE
-
- PARKING
40,000 SQ. FT.
132 SPACES



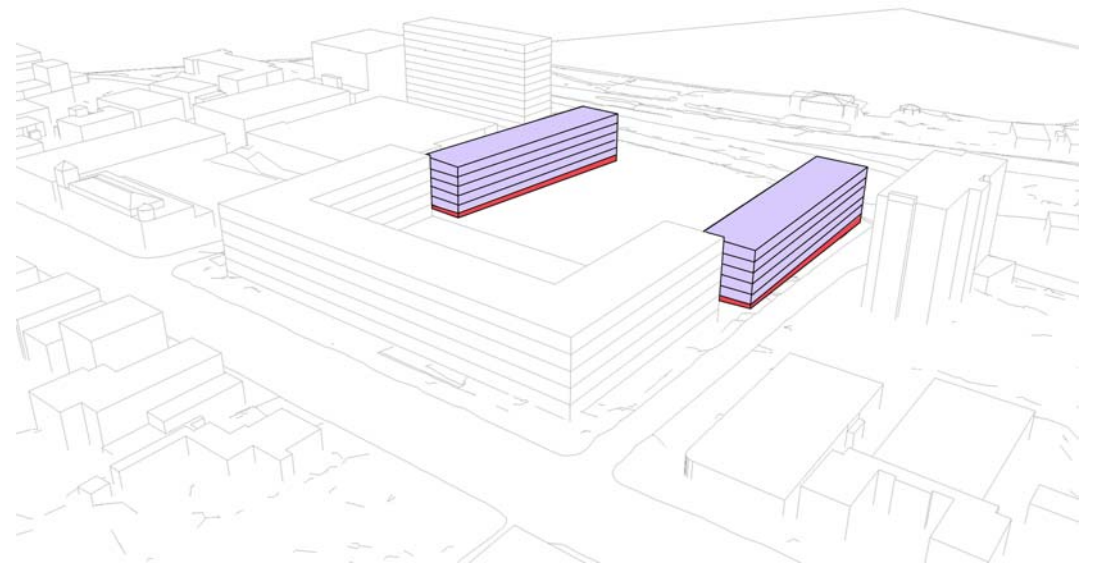
SITE PLAN 1"=100'

5 LEVELS RESIDENTIAL
20,000 SQ. FT.
UNITS: 75

1 LEVEL PARKING
20,000 SQ. FT.
SPACES: 66



WEST VIEW



EAST VIEW

Middletown Site Plan and Development Diagram

SCHEME B PHASE 2

URBAN DESIGN/DEVELOPMENT FOR MIDDLETOWN DOWNTOWN AREA

PHASE II site diagrams

SCHEME C SUMMARY

Phase 1 diagram illustrates the following:

Block A –Develop Attention to Detail Site

- 12 levels of Commercial Office Space: 15,000 gross square feet per level
- Number of stories: 12 (zoning maximum height)
- Parking : Utilize 150 spaces within new parking garage.

Block B -Develop Metro Square

- Ground level Commercial Retail space: 50,000 gross square feet
- 4 levels of for-rent residential: 50,000 gross square feet per level
- Number of for-rent units: 150
- Number of stories: 5
- Parking: 240 spaces illustrated below ground level retail.

**Assumes the use of 150 spaces in new parking structure in Block A.*

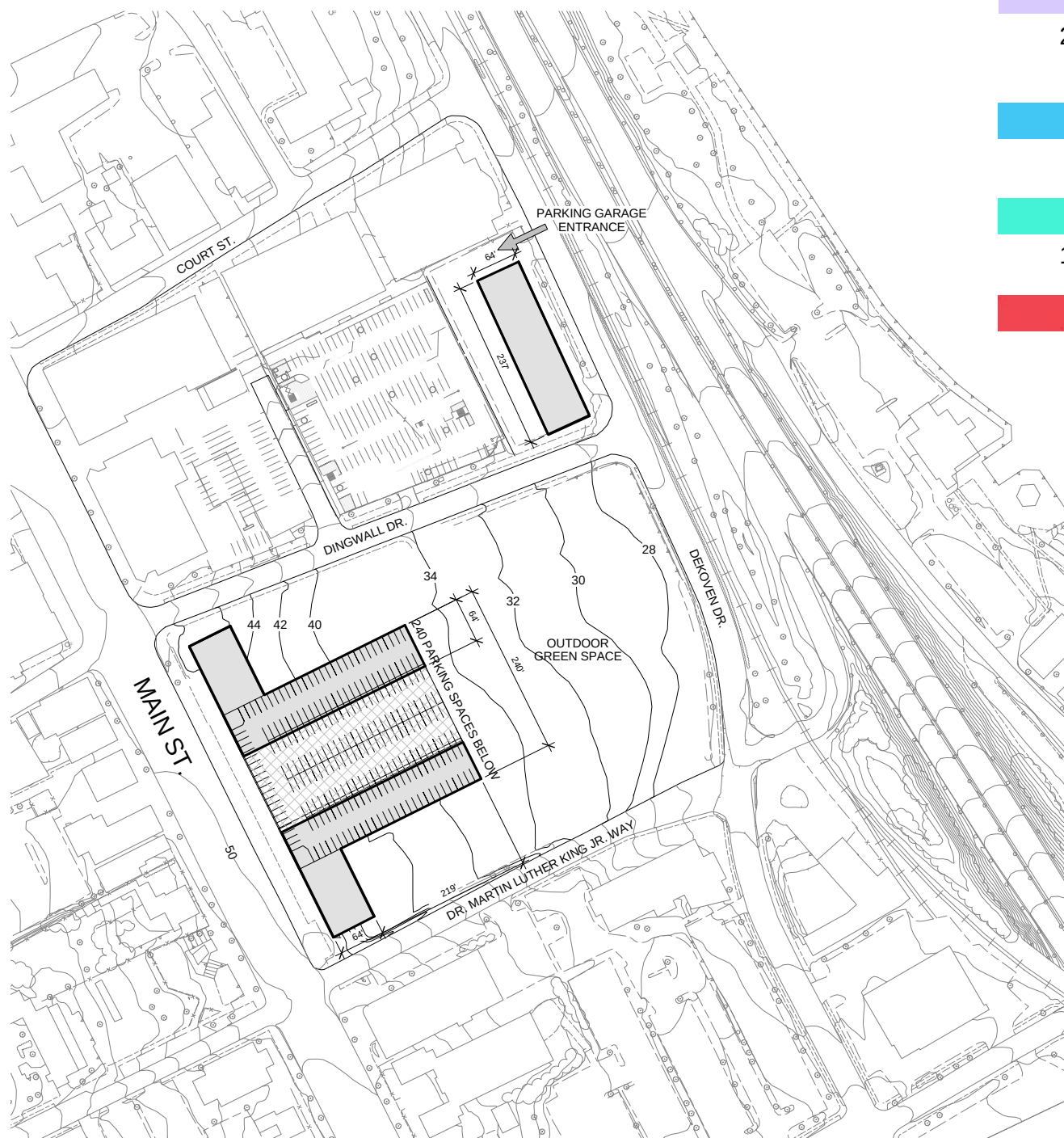
Phase 1 total gross square footage: 430,000sf with parking below Block B development

Phase 2 diagram illustrates the following:

Block B –Two buildings with 75 units each.

- 5 stories of for-rent residential 20,000 gross square feet per level
- Number of for-rent units: 150with double loaded corridor.
- Number of stories: 5
- Parking: 132 spaces total for occupant use.

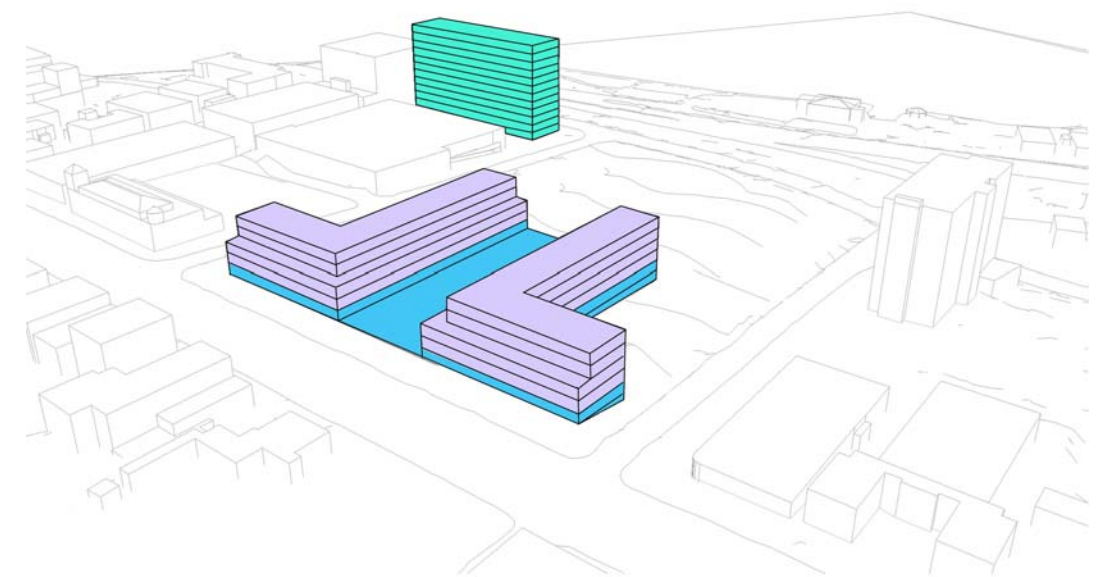
Phase 2 total gross square footage 200,000sf with parking below.



SITE PLAN 1"=100'

USE KEY

- RESIDENTIAL - FOR RENT
200,000 SQ. FT.
150 UNITS
- COMMERCIAL - RETAIL
50,000 SQ. FT.
- OFFICE
180,000 SQ. FT.
- PARKING
68,500 SQ. FT.
240 SPACES



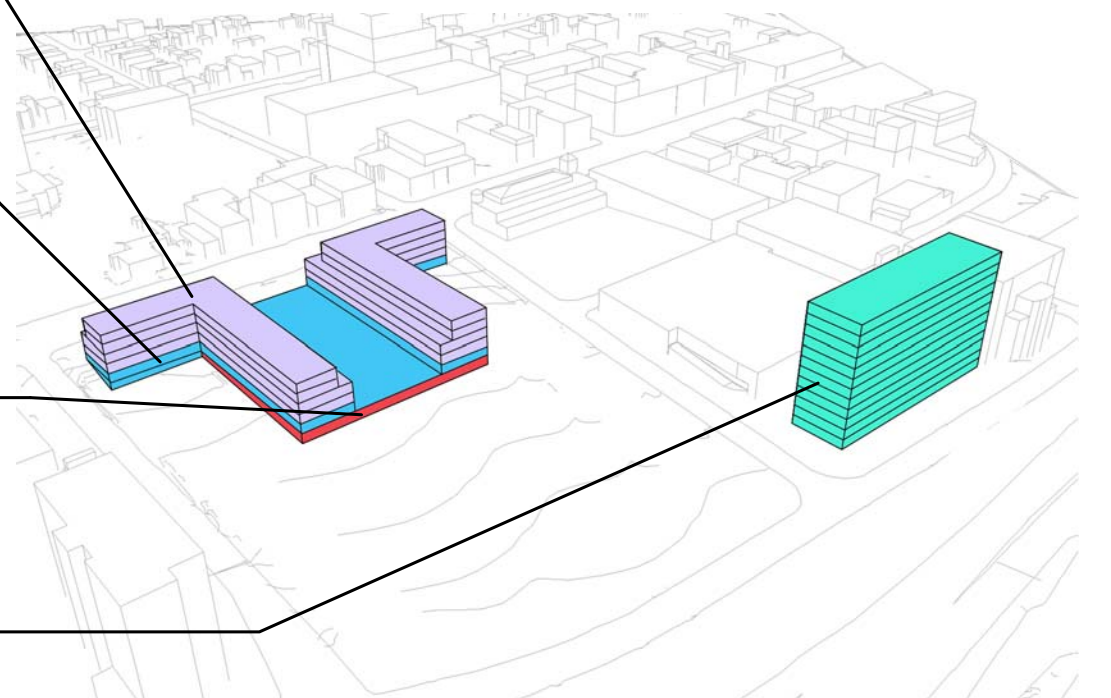
EAST VIEW

4 LEVELS RESIDENTIAL
25,000 SQ. FT.
UNITS: 75

1 LEVEL COMMERCIAL
25,000 SQ. FT.

1 LEVEL PARKING
68,500 SQ. FT.
SPACES: 240

12 LEVELS COMMERCIAL
180,000 SQ. FT.



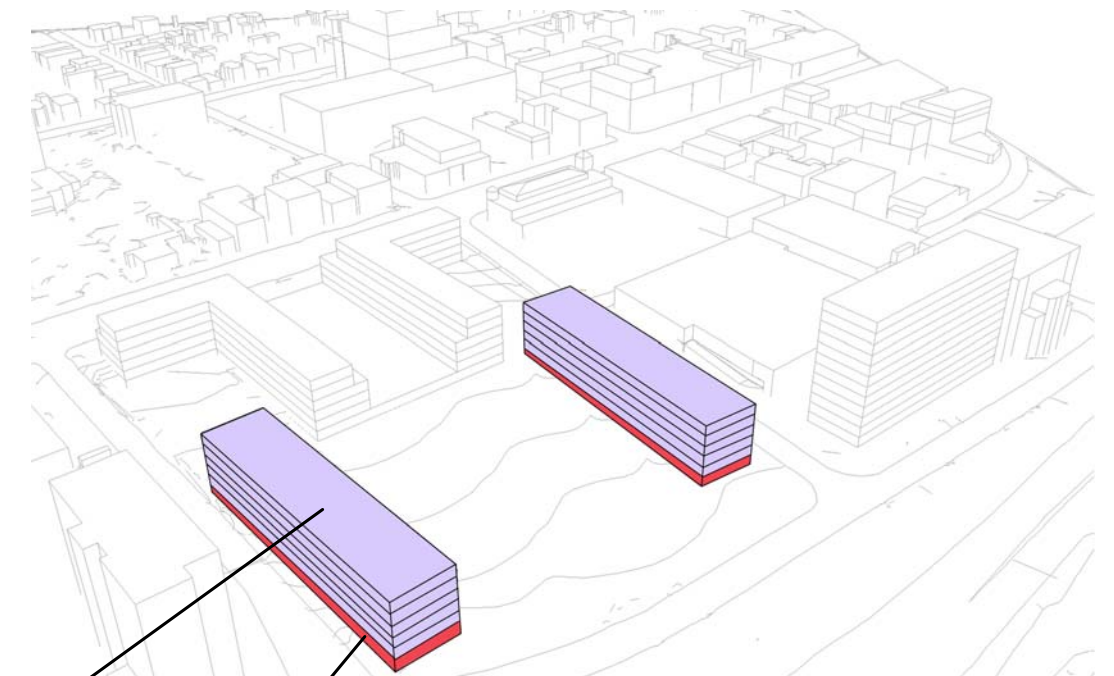
WEST VIEW

USE KEY

RESIDENTIAL - FOR RENT
200,000 SQ. FT.
150 UNITS

COMMERCIAL - RETAIL

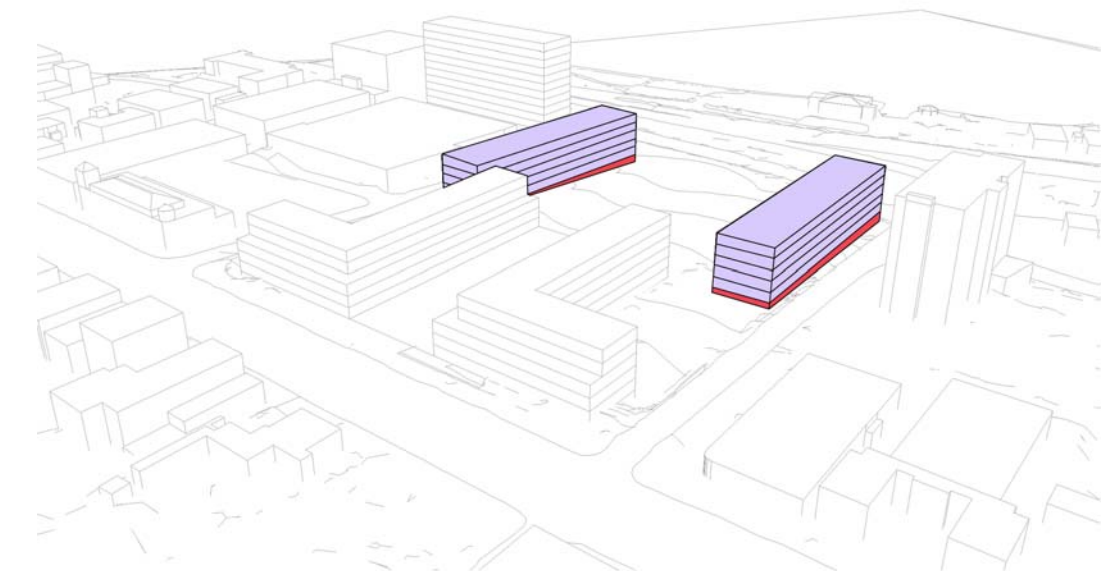
OFFICE

 PARKING
40,000 SQ. FT.
132 SPACES

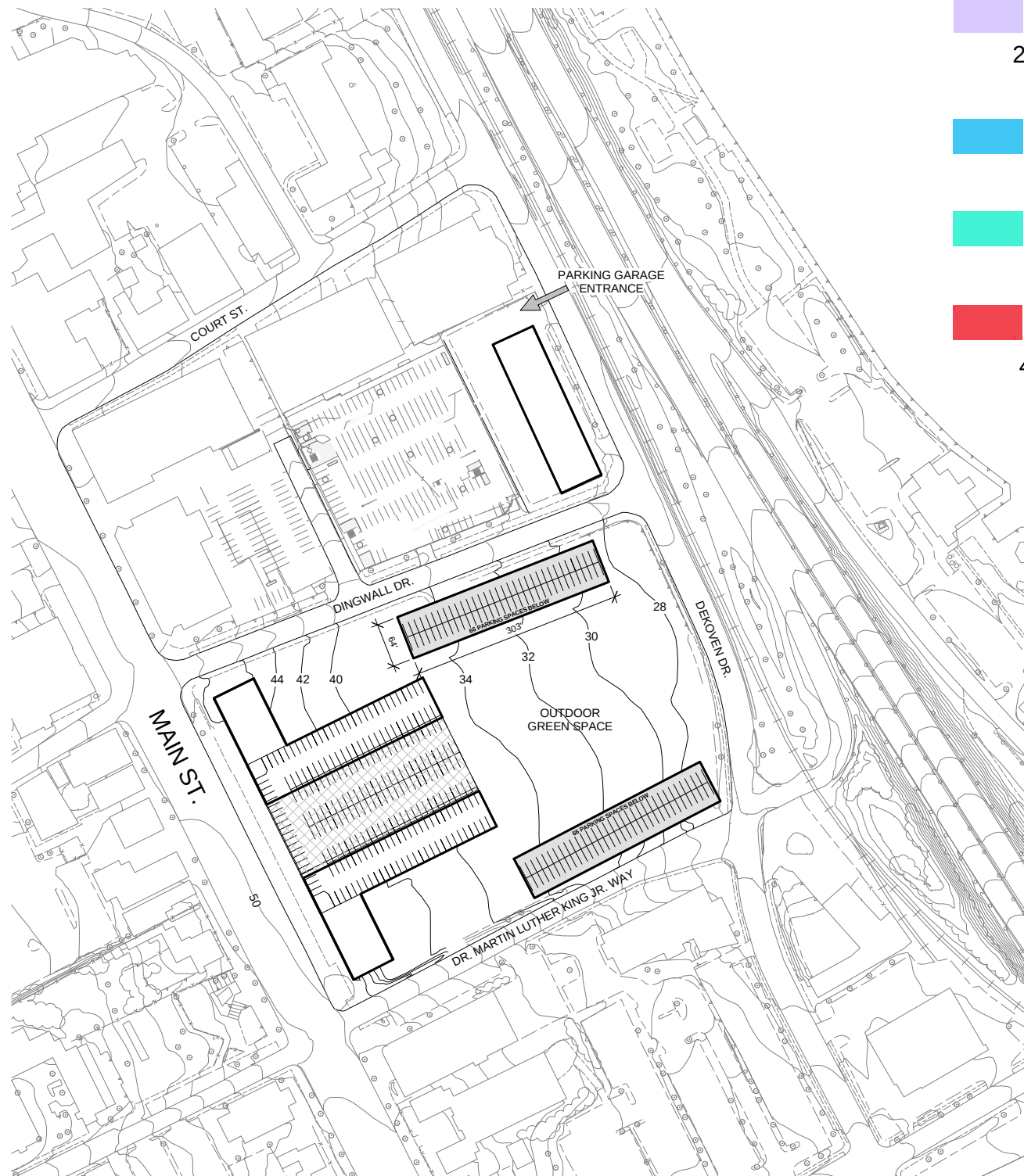
WEST VIEW

5 LEVELS RESIDENTIAL
20,000 SQ. FT. ———
UNITS: 75

**1 LEVEL PARKING
20,000 SQ. FT.
SPACES: 66**



EAST VIEW



SITE PLAN 1"=100'

Middletown Site Plan and Development Diagram

SCHEME C PHASE 2

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