

**REPORT OF CHARRETTE
RE-CONNECT NEW LONDON 2010**

Final Report

CTLS 10-06

by

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16. Abstract Members of Re-New London Council Board informally met with Dr. Norman Garrick in November 2009. A lively discussion regarding the New London landscape in general and leverage points for revitalization ensued. Norman related his observations as he entered New London through Route 32 and the north end of Williams Street. He noted that that end of the City had been cut off from New London by I95, Gold Star Memorial Bridge and the on and off ramps which resulted in divesting the community and the lose of homes and many acres of buildable and taxable land. This also meant that the central commerce area of Hodges Square and the two campuses were disconnected from the necessary vital flow between them and the City district. This excited the notion of re-connecting this neglected section of New London, the people who live there, and the hope of reinvigorating the economic health of the City at large by reclaiming land, and the potential for taxable property; as well as developing walk-able and bike-able commerce for daily needs. Transportation and land scape would play a central role in reimagining the area. Subsequently, Re-New London Council's Board approved the project as a sponsor. -Art Costa-			
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APPENDICES

APPENDIX A: ACADEMIC PROJECT OF NEW LONDON

EXECUTIVE SUMMARY

When the 1800's became the 1900's, the city of New London was ideal. Its fabric had evolved over the previous century from a small coastal town into a flourishing port development with healthy interconnected neighborhoods. This urban fabric of streets and buildings was disrupted during the mid-1900's when the revolutionary interstate system swept across the country and I-95 was constructed just off center of downtown. Now, 60 years later, New London has not yet recovered from the shock of that dramatic alteration; the lands around the interstate are fragmented and vacant, and the Northern and Southern portions of the city are almost completely cut off from one another.

This situation is familiar to Dr. Norman Garrick, a professor at the University of Connecticut and renowned expert in urban transportation planning. While he has seen many cities fragmented by highway systems, New London caught his attention during his brief visit in the winter of 2009. He was struck by the vast disconnect that the interstate and high speed interchange had created between the exciting New London downtown South of I-95 and the College Campuses just North of the interstate. Intrigued, he contacted colleagues to organize a grant proposal with the intention of studying the New London situation and form a vision for restoring the connections in New London that were so quickly lost in the 1960's. (see Appendix A: Re-Connect New London, "*Your Town*" grant proposal).

Though the grant did not coalesce as planned, Dr. Garrick, colleagues at UConn (Community Research and Design Collaborative from the Landscape Architecture program), and the Re-Connect New London Council decided to move ahead with the investigation in the form of a three day charrette. This brief but intensive study would allow the team to assess the existing conditions of the areas adjacent to the interstate and high speed interchange, and begin exploration into opportunities for reconnecting the downtown with the isolated campuses and neighborhoods to the North.

Taking its cues from the original grant proposal, the focus of the charrette was on "restoring pedestrian and bicycle connections between the colleges and the downtown by taming and rationalizing the complex highway junction that stands as such an obstructive barrier". The New London Landmarks group joined as a sponsor of the study, and consultants were brought onto the team; Transportation expert Lucy Gibson and Architect/Urban Planner Catherine Johnson. Thus the team was composed of a well-rounded group including experts in urban transportation, highway design, architecture, land use planning, ecosystem management, and spatial relationships.



Figure A: Existing Conditions of the site

In the interest of efficiency, the team divided itself into three areas of study; the transportation system, the built environment, and the natural environment. Independent research was performed in the months leading up to the charrette as each group familiarized itself with the function of their system within the city. Thus, when the charrette began, the groups were able to pool their knowledge and create a comprehensive view of the situation with its many opportunities and limitations.

After presenting the information gathered to active members of the community who attended the evening presentation, the team was able to gather feedback from the public, gaining a fresh perspective on the issues and filling gaps where information was lacking. Finally, after another day of collaborative work, the team presented some of the solutions that had been discussed; ideas which came from other cities who had dealt with similar issues as well as potential steps which could be taken by New London given its unique situation.

1.0 CHARRETTE TEAM WORKSOP

1.1 SITE VISIT AND PHOTO INVENTORY

The charrette team performed a site visit and a photo inventory of the existing conditions of the site. The team visited key locations that are considered as important opportunities for the Re-connect New London charrette study.





Figure 1.1: Photo Inventory of Existing Conditions

1.2 PRELIMINARY BASE MAPPING

Identify different systems in a series of base maps, which will then be used for analysis and potential solutions. The following maps depict the existing systems present in New London.

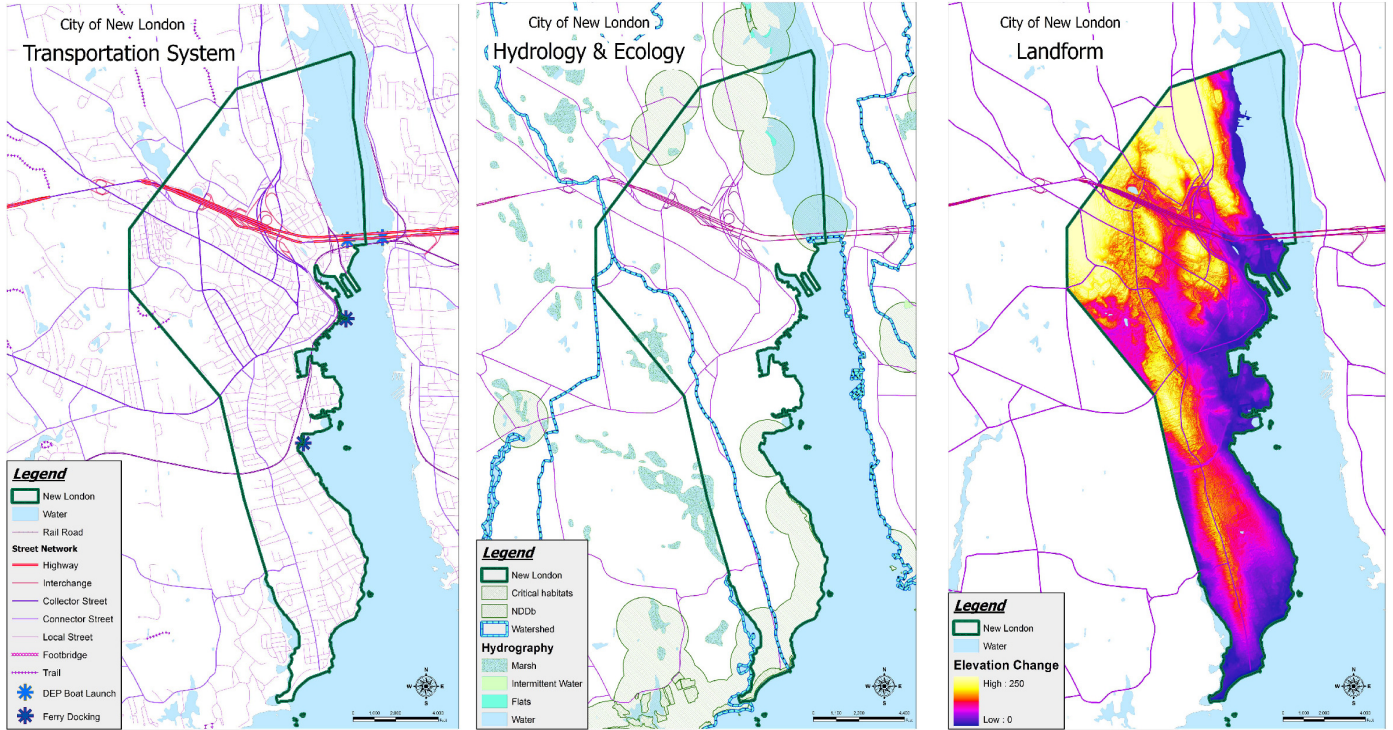


Figure 1.2: Base Maps of Transportation, Hydrology and Ecology, Landform Systems.

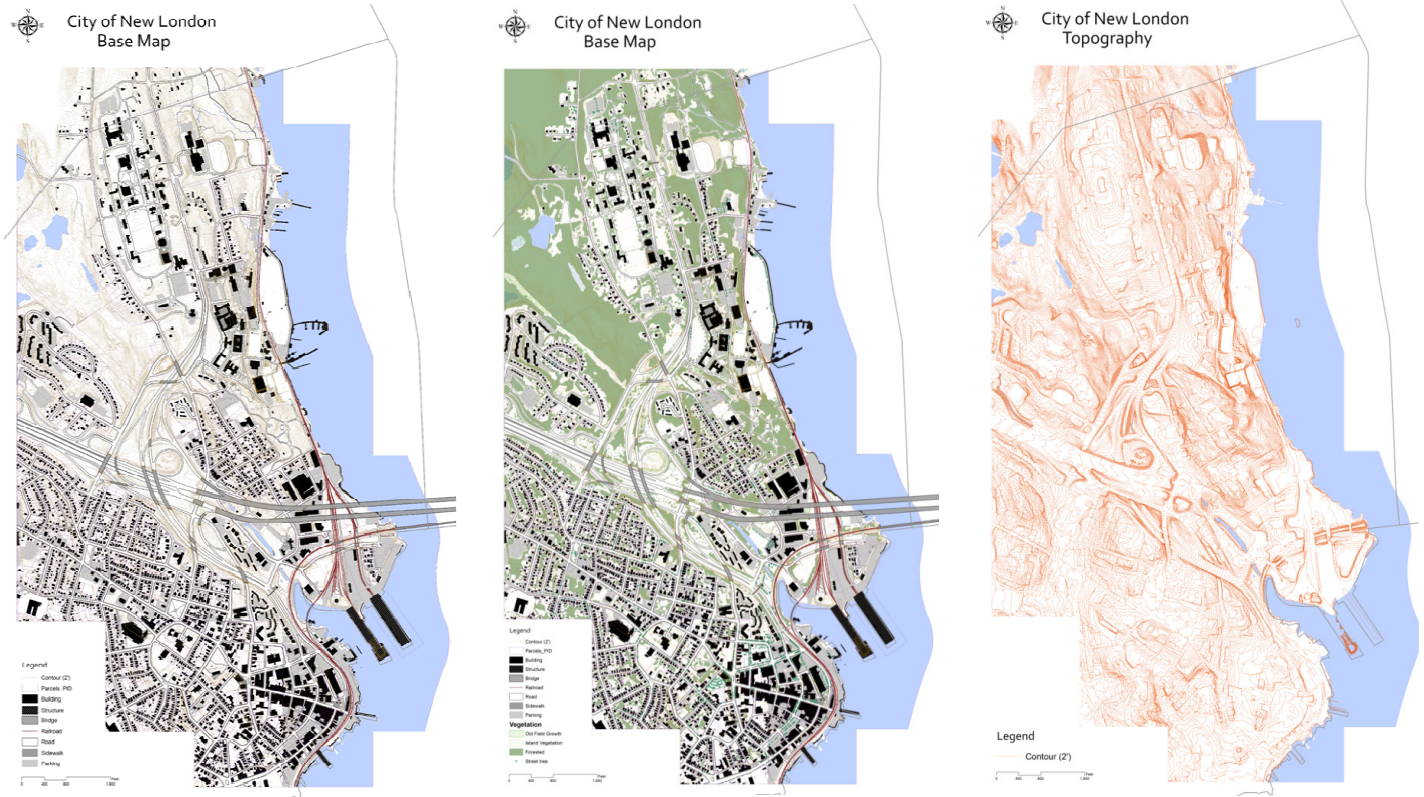


Figure 1.3: Base Maps of city grid, forest, and topography systems.

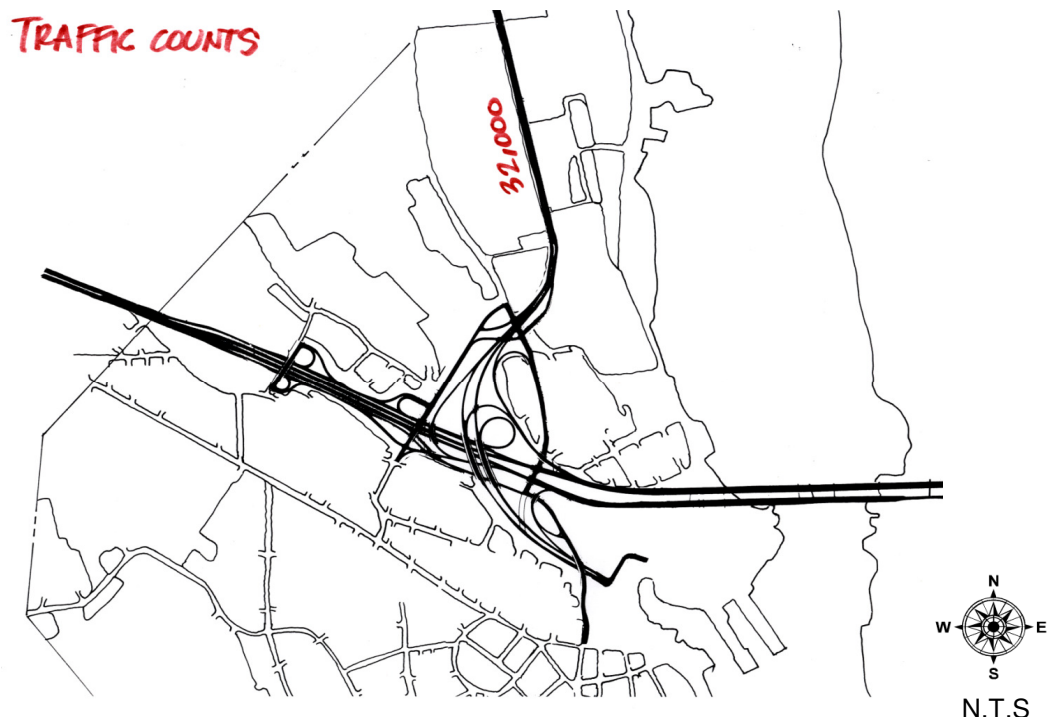


Figure 1.4: Traffic counts on Rt. 32

1.3 EXISTING CROSS SECTIONS

A series of cross sections were develop in order to better understand the existing landscape and topography at key locations.

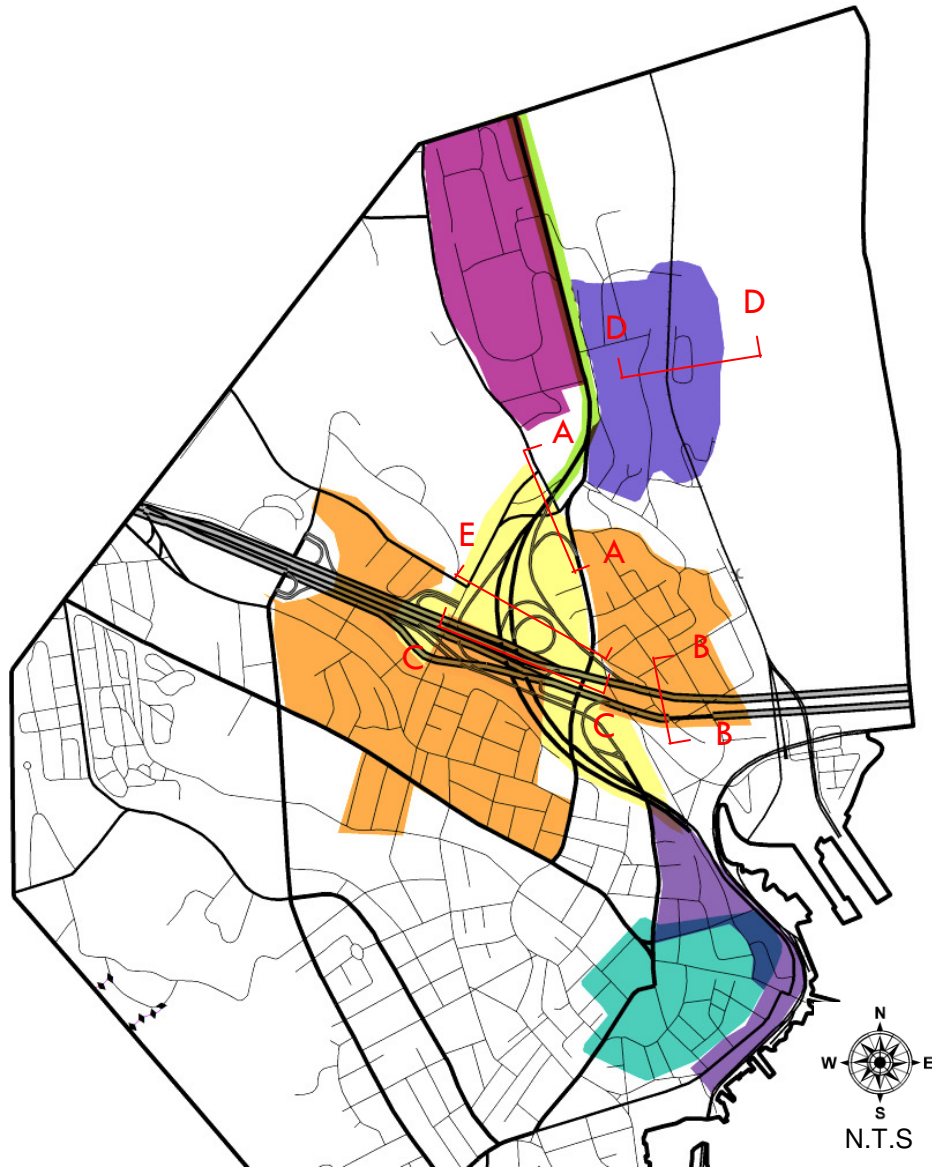


Figure 1.5: Key Map of Section Cuts

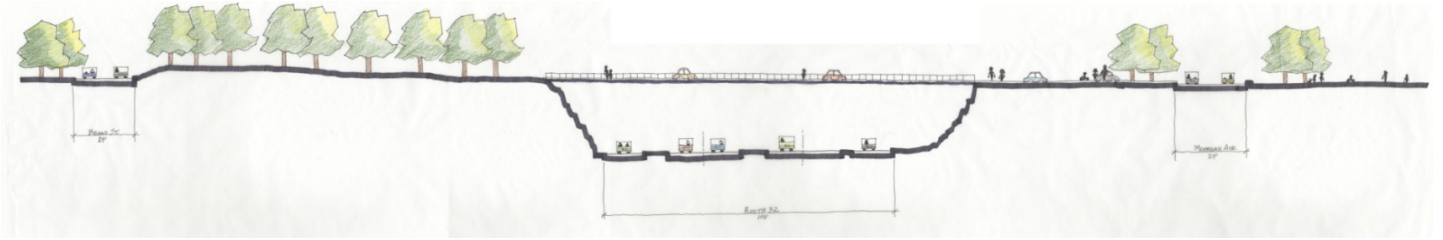


Figure 1.6: Section A-A along Williams Street

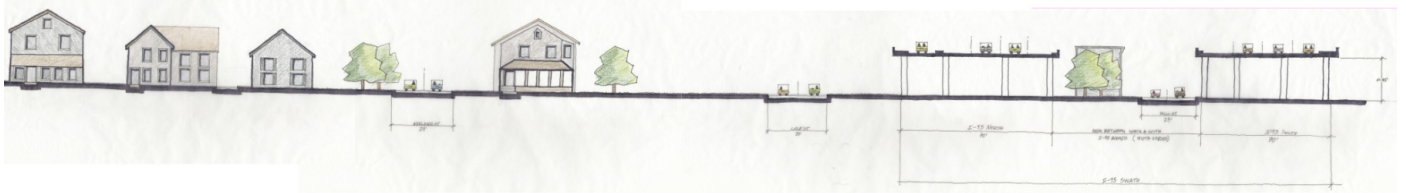


Figure 1.7: Section B-B: thru Adelaide St. and Residential neighborhood adjacent to I-95

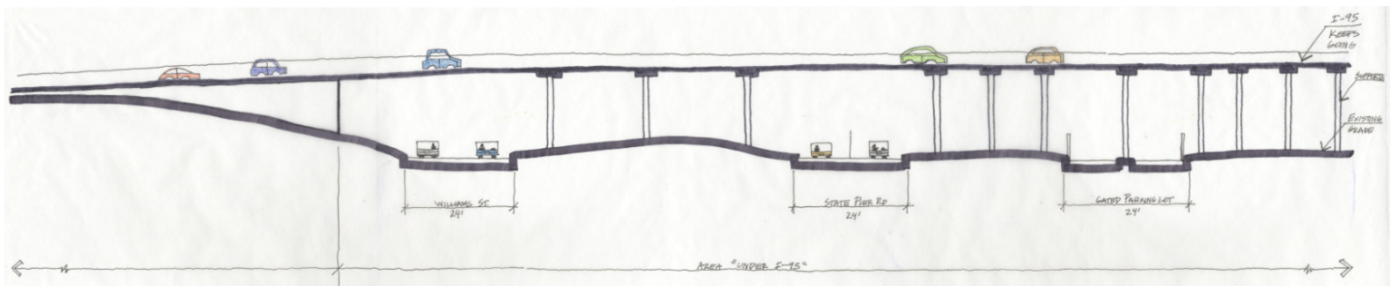


Figure 1.8: Section C-C along I-95 thru Williams St. State Pier Rd. and Winthrop St.

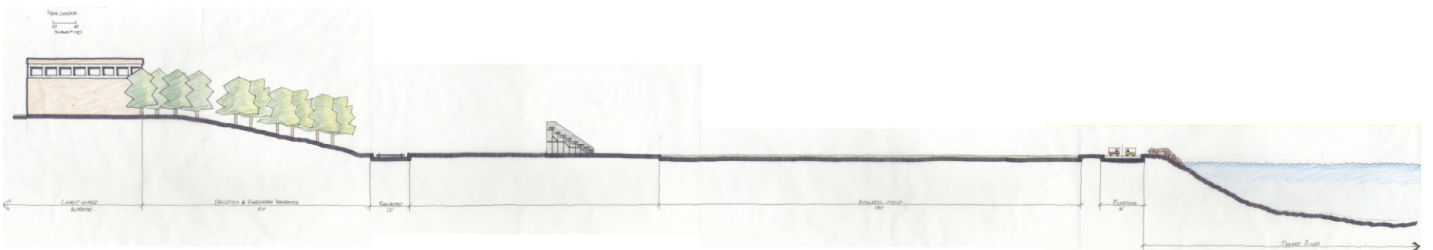


Figure 1.9: Section D-D Coast Guard Academy



Figure 1.10: Section E-E Route 32 North and South Bound

1.4 PROBLEM DEFINED

Evaluating a series of historical maps against modern maps a problem was defined. The disconnection of city grid was caused when I-95 was built. The following historic and modern day maps show an aerial, surficial water, forest, and a street grid comparison.

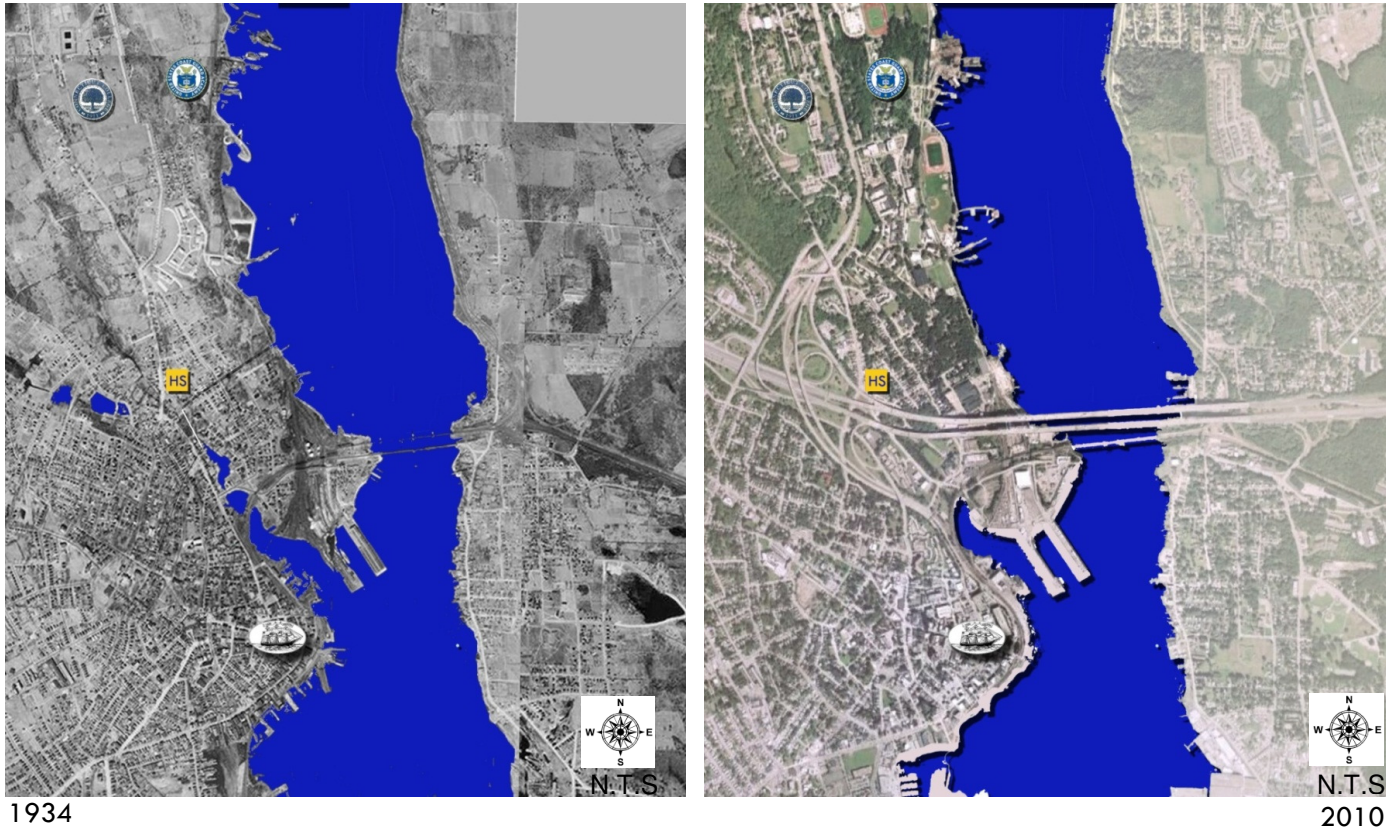
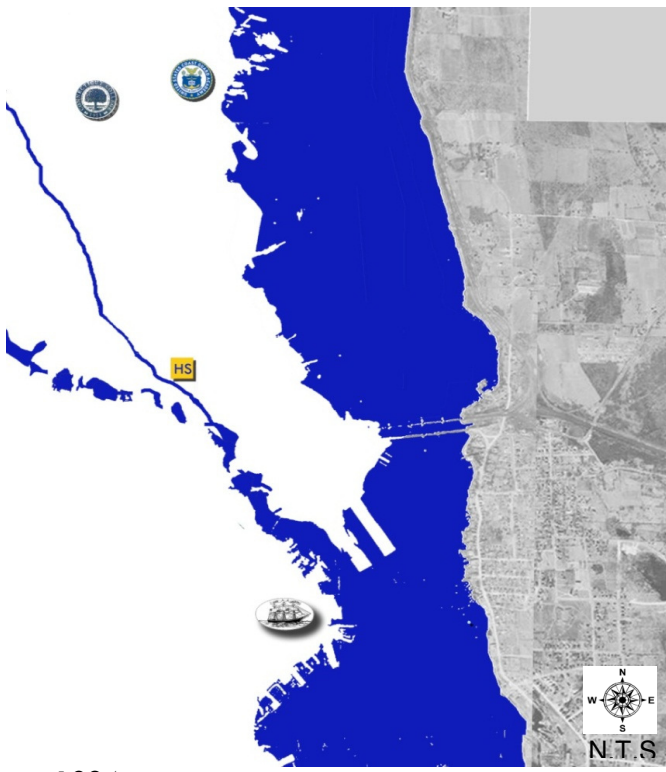
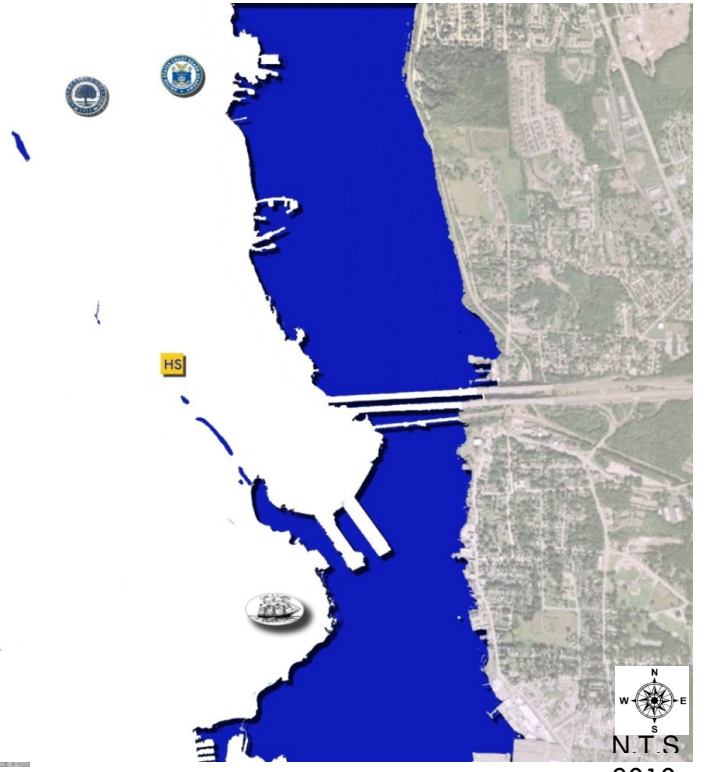


Figure 1.11: Aerial historical mapping comparison

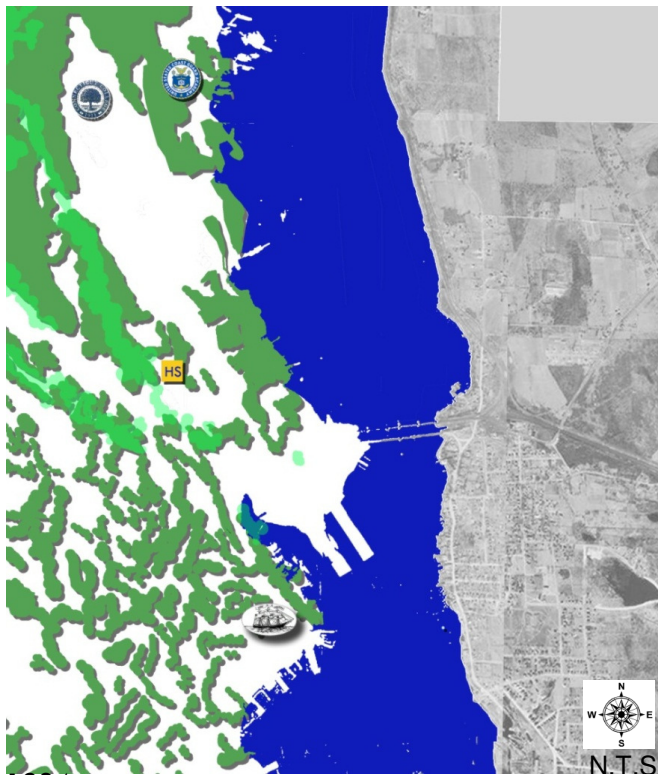


1934

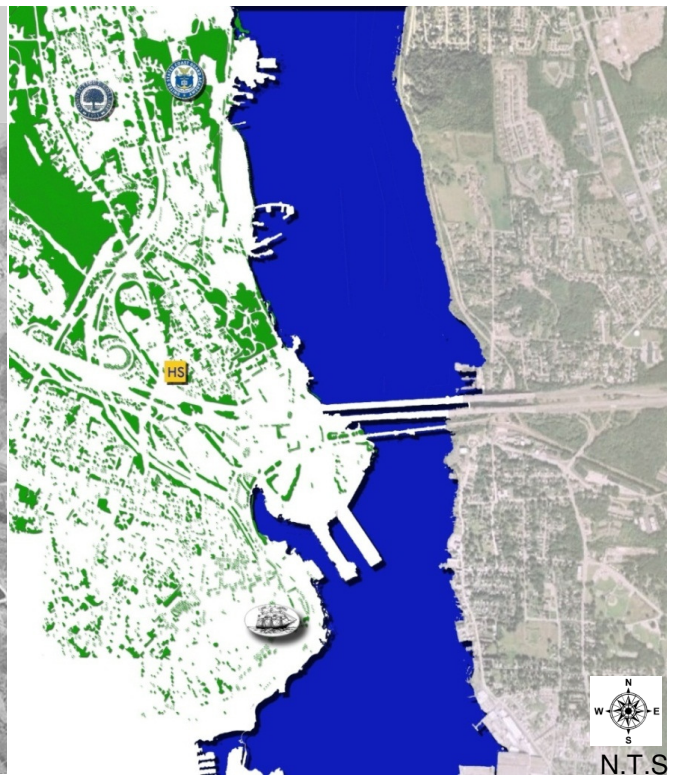


2010

Figure 1.12: Aerial Surficial Water historical mapping comparison



1934



2010

Figure 1.13: Trees and Wetland flora historical mapping comparison



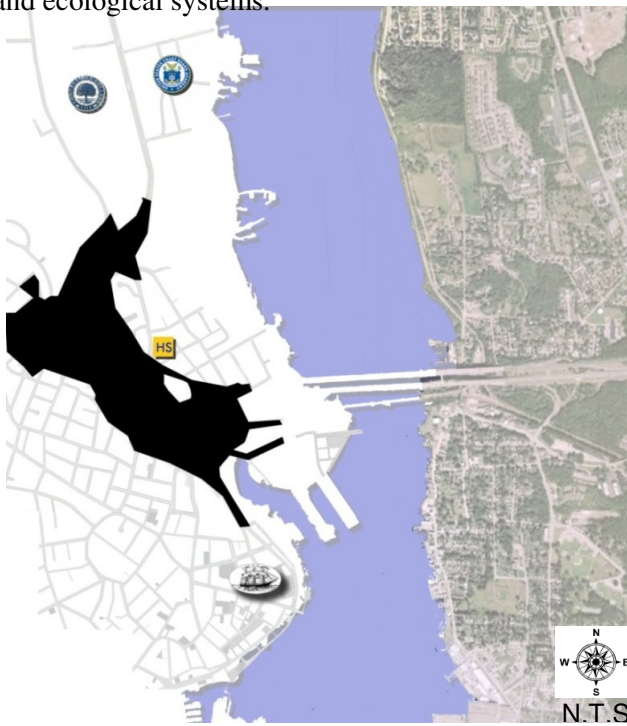
1934



2010

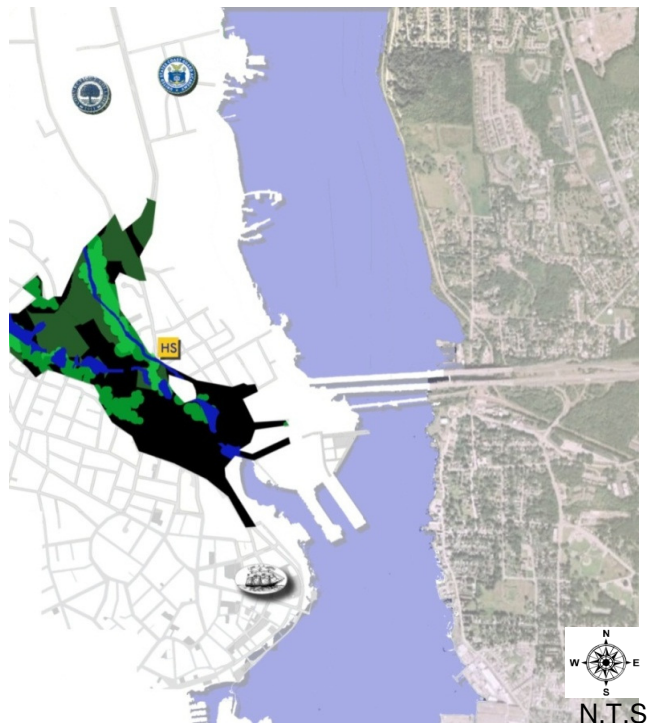
Figure 1.13: Street Grid historical mapping comparison

The black hole is representing the highway interchange system which is separator of neighborhoods, people and ecological systems.



Contemporary "Black Hole"

Figure 1.14: Street grid analysis & Resources Lost



"Lost" Resources (waterways, farmlands, and woodlands) represented by colors.

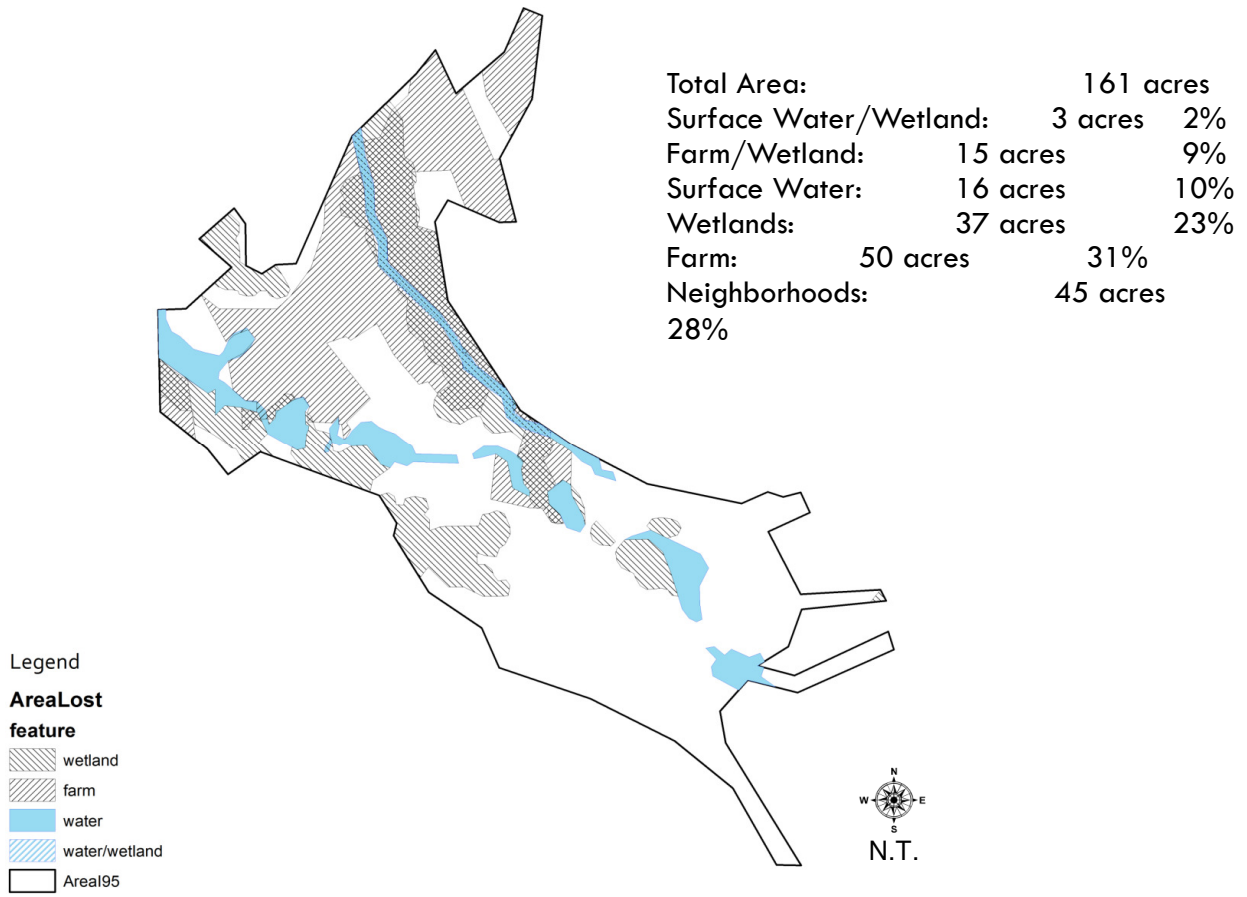


Figure 1.15: Contemporary “Black Hole” and Lost Resources

1.5 MODEL OF ROUTE I-95

A three dimensional model to scale (1"=300') was created to have a better understanding of the topography around and in I-95. The model help visualize possible outcomes of re-connecting New London.

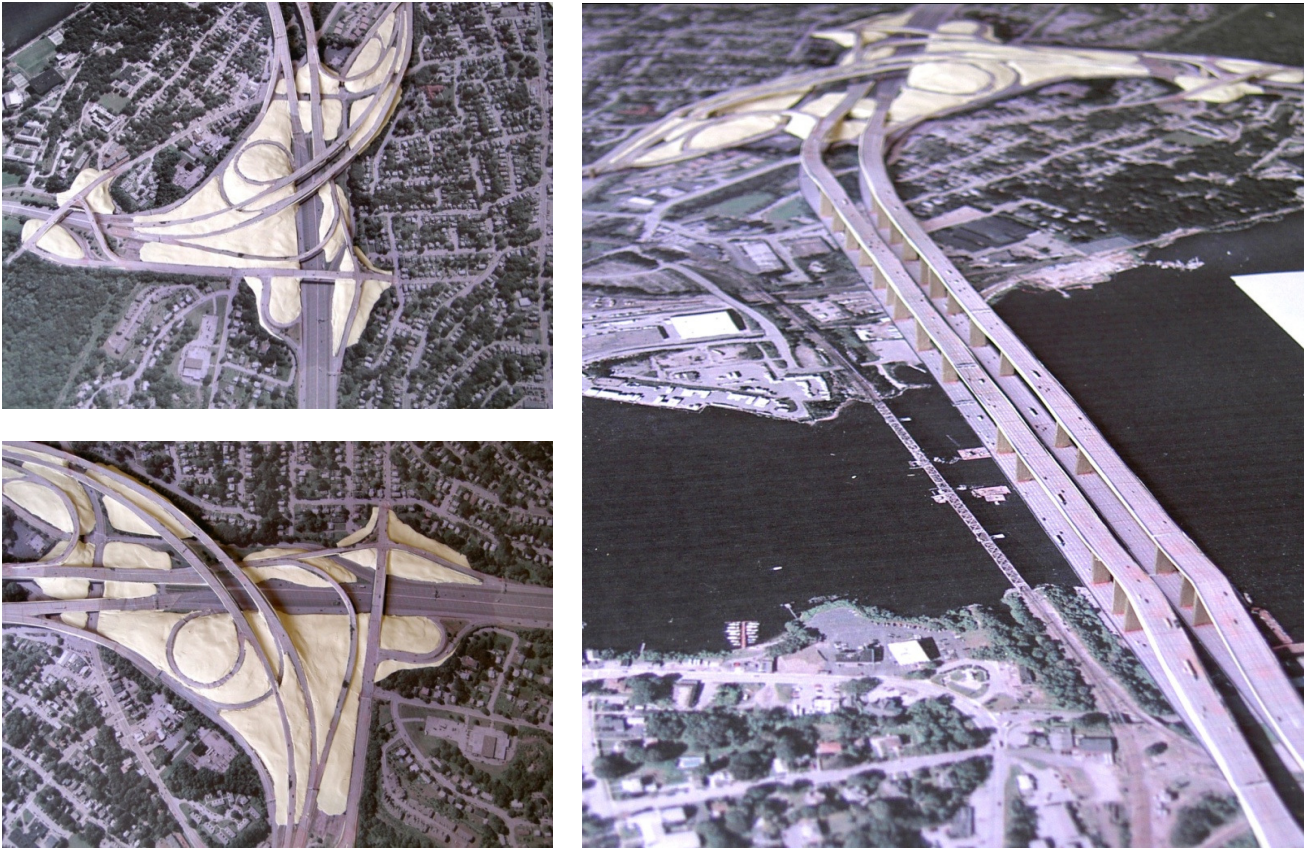


Figure 1.16: Model of I-95 and surroundings.

2.0 PRESENTATION TO THE PUBLIC AND FEEDBACK

2.1 A VIEW OF NEW LONDON ISSUES

The team composed of University of Connecticut Community Research and Design Collaborative Peter Miniutti, UConn Center for Transportation and Urban Planning Norman Garrick, special consultant Catherine Johnson (Architect/Urban Planner) and Lucy Gibson Transportation Engineer. Each team member gave a presentation to the public that explains how the disconnections have affected the city, culture, landscape, transportation, and people of New London.

2.1.1 Team Presentations

2.1.1.1 Norman Garrick's (Transportation Engineer) Presentation

1. New London a College Town that doesn't act like a College Town
 - The major separation between campus and Downtown is the highways interchange.
 - No connection Present. "You can see it and it seems to be there, but there is no connection" Image 1 (View from Conn. College).
 - Examples of places who made good decisions : Zurich , Switzerland; Copenhagen; Davis , California. Each city accommodated to what is best for support of life, street cars or bike lanes.
2. The real problem in New London = Ramp Pattern
 - Lewis Mumford said fundamentally transportation is about access not mobility
 - Cities before 1950's had better connectivity and after 1950's some cities have been disconnected, just like New London. The street grid was also disturbed. (Fig. 1).
3. "How we build a community has a huge impact on how people behave"- NG
 - The street grid provides better connectivity and the chances of fatalities are lower.

- Example Davis, CA 14% of people ride bikes to work, and they have one of the lowest fatality rates.
- New London must understand city's potential and then take advantage of those opportunities, to weave the city back together. In addition encouraging rail service for better connectivity.

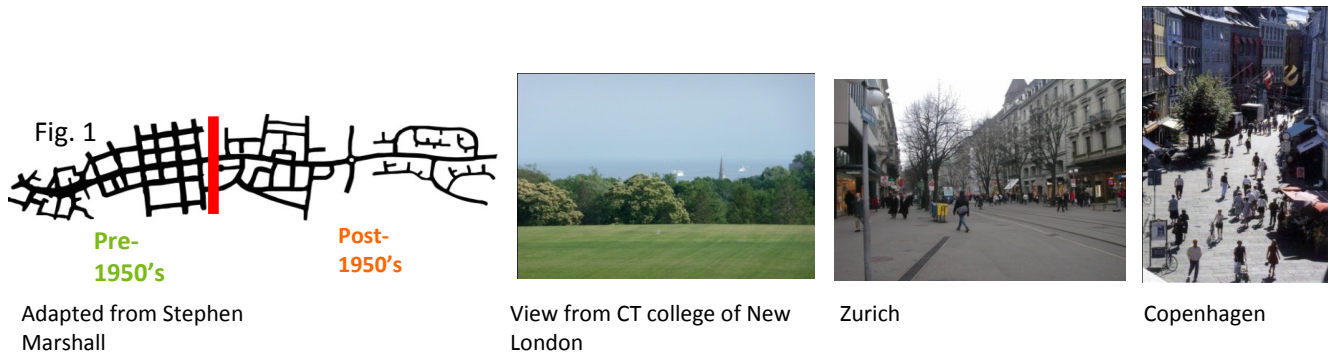


Figure 2.1: Diagram of Street Grid, New London photo, Examples of successful connections in cities like Zurich, Copenhagen.

2.1.1.2 Catherine Johnson (Architect + Planner) Presentation

1. New London is a college town that doesn't feel like a college town.
 - Streets are unpleasant and uninviting making distances feel greater than they are.
 - The distance from Conn. College to downtown is 1 ¼ mile, but the perception of distance is much more further away.
 - Highway interchange and its ramps are not at an intimate scale, not a human scale.
 - Currently is not safe to walk or bike to downtown, the current streetscape is not appropriate for those activities.
 - There is no building to street relation. Making it unsafe.
2. A lot of land is taken up with the ramps and the high-speed interchange, all of which is non-taxable.
 - It interrupted a small city continuity.
 - It offers no profit for the town.
 - It reduces the social and commercial potential of its downtown. The way places are design affects neighborhoods.

3. Street network interrupted and neighborhoods erased as a result of the interchange construction.

- Neighborhoods are disconnected.

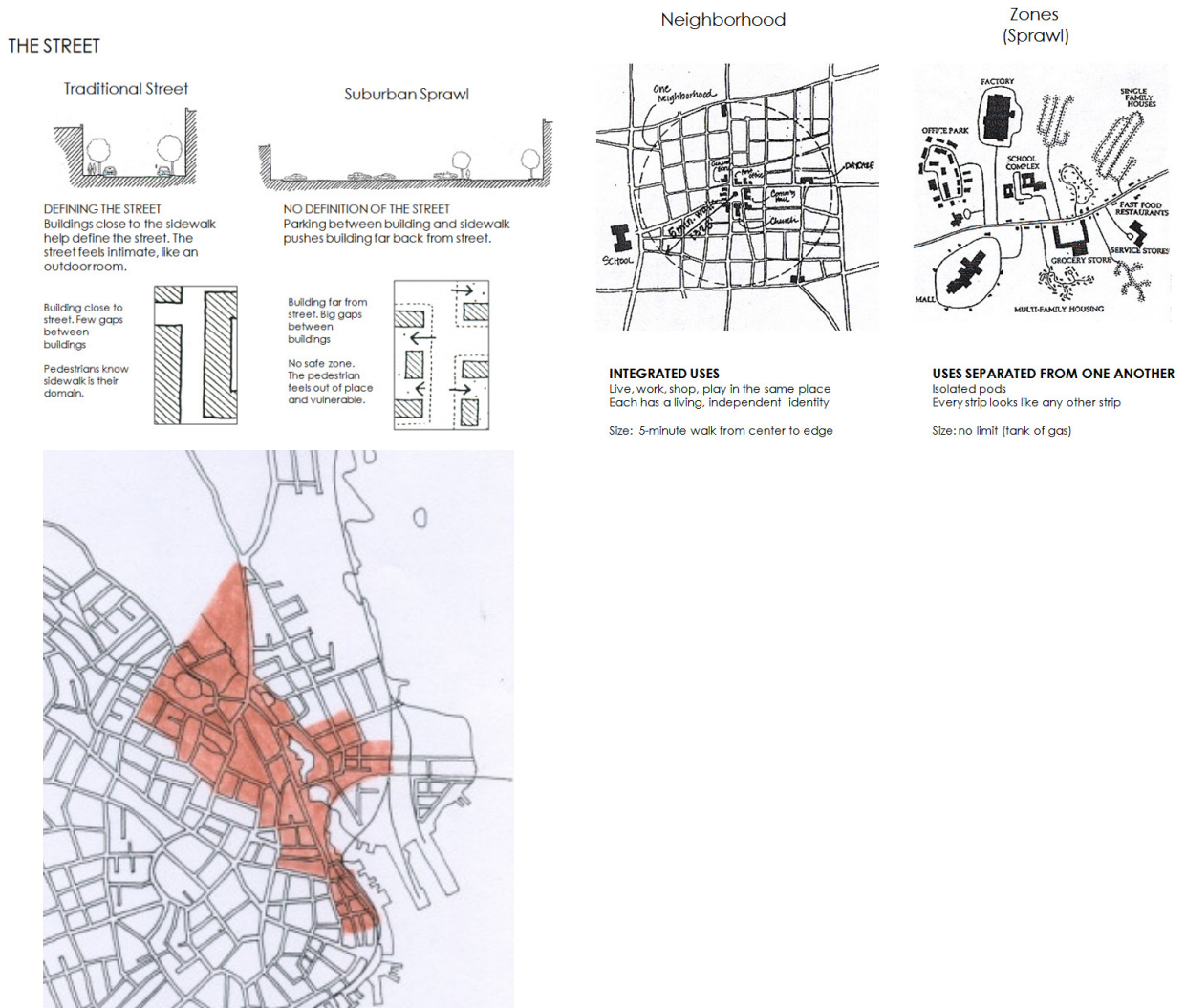


Figure 2.2: Street patterns (Top), Streets Erased in New London (bottom).

2.1.1.3 *Lucy Gibson (Transportation Engineer) Presentation*

1. No Road Hierarchy – Functional classification system

- Highway have too many high speed interchanges added. Lack of hierarchy in highways and roads.
- High speed does not equal high volume.

2. Funneling effect: arterial all about mobility (bad)

- Arterial streets are faster, and they are supposed to be for slower speeds
- The policy and guidelines by ITE for arterial streets change and is now to carry slower speeds

3. No revenue of land occupied by highways and interchanges

- Once you lower the speed you have much more design flexibility
- State selling land pays for changes on transportation systems
- Other options for highways converting them into parkways.
- Points to Consider: speed vs. access, economic value, and transportation choices.

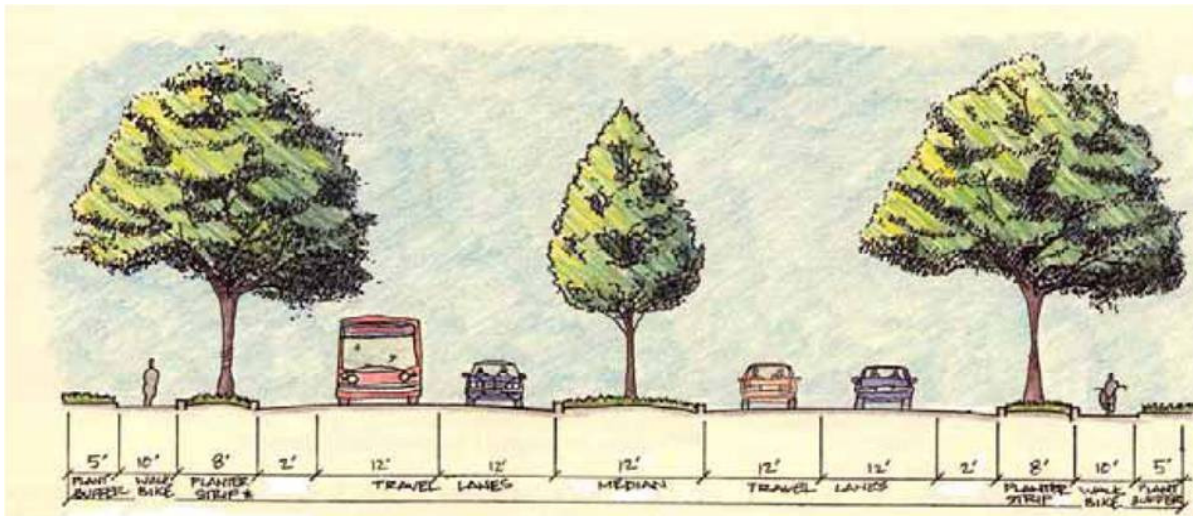
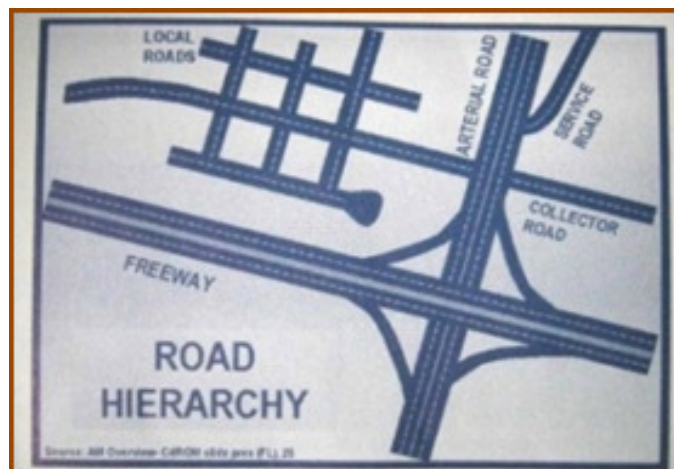


Figure 2.3: Typical Street Cross- section. (Positive Impact on Streets)



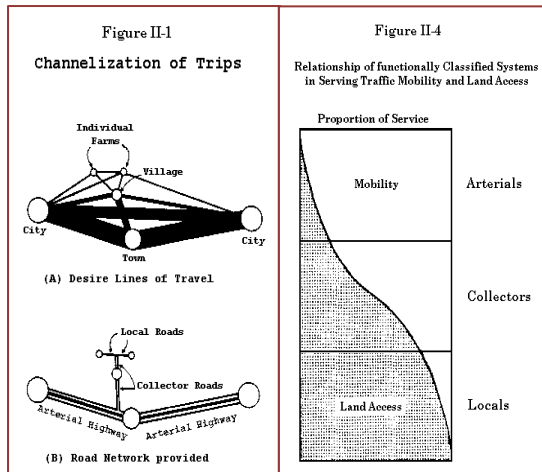


Figure 2.4: Road Hierarchy Diagrams

2.1.1.4 Peter Miniutti (Landscape Architect –CRDC) Presentation

1. Lack of connectivity and circuitry for all living things

- High level of connectivity among roads. “By taking care of high speed auto, we did not take care of the pedestrian or the ecology” PM

- Ecological patterns are fragmented
- Ecology –thrives- upon connectivity and circuitry

2. Loss of important resources

- The complicated highway system took over the rivers, wetlands, and forested farmlands that were present before.
- Approximately 160 acres are State highway ownership. That provide no revenue to the town.

3. Re-establish connections among all living things

- The higher degree of connectivity and circuitry the healthier the ecosystem.
- Example of connectivity and circuitry is the Emerald Necklace by Olmsted.

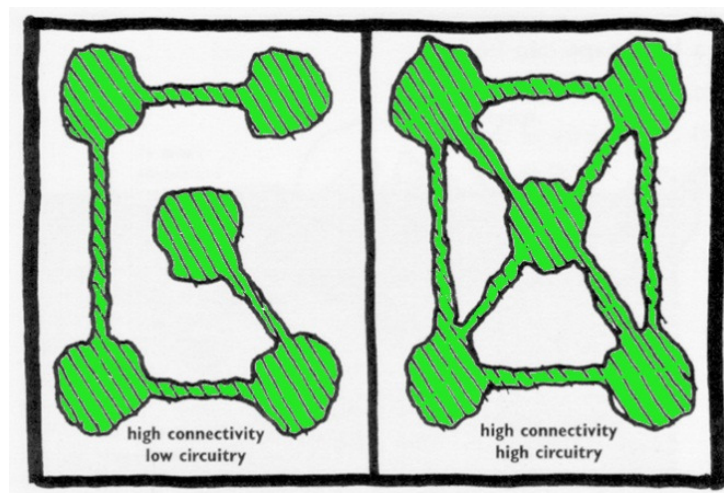


Figure 2.5: Patterns and Ecological Health



Figure 2.6: Traditional building forms and settlement patterns are the products of dialog uses among natural and cultural processes. –A.W. Sporn, *New Urbanism and the Environment-*

2.2 PUBLIC COMMENTS AND FEEDBACK

The following Notes were taken after the presentation. On public comments and questions about the Re-Connect New London Study and presentations.

New London Public Comments June 24, 2010

Dan Friedman

- Interconnectivity with floral, fauna and people
- Like seeing Old Mill as educational value
- Look at New London as whole piece, connected:
 - Connecting Connecticut College
 - Downtown
 - Hodges Square
 - Winthrop Cove as Estuary?
 - Park-like walk, bike route along water
- Materials for sound dampening
- Resented: Comment about Old Mill not existing
- Expansion joint on highway is making noise

Bud McCallister

- Bioneers Discussion
- Winthrop Cove regeneration
 - Music to dampen noise from bridge
- Not mentioned: NL port was sole hub for CCC in area
- Cleanups

Clark Vanderlyke

- NL native
- William St and 32 was beautiful
 - Killing zone for wildlife from arboretum
- Shocking what was lost
- Parade: mistake to have reworked it (have to go down and around, back up, etc)
- Need a reason to go downtown (students), other than walking
- Main Street was wonderful: Eugene O'Neil Dr

Anne Devlin

- Studies Environmental
- Students interact via social services, not commercial
- See potential in change of environment
- Hodges Sq as opportunity
- More on built environment
- Foreshortened perspective to get to downtown
- Good presentation, though too much emphasis on Hodges Sq like a midpoint to walk downtown.
 - Catherine's reply to Anne – kink in road makes it memorable

Sandy

- Come to believe that good use of roads is building blocks
- Intrigued by suggestion to restructure highways
 - Wonderful to see it is possible
 - Long term is fine, as long as we have an accepted plan
- Suggest restructuring changes that are possible
- Must have something to present to city as whole
- Many concepts presented
- Accepted length of projects and would like to see specific solutions and possibilities that can be done

Mark Roberts

- Growth of big box retail is declining
 - Force in favor of our project
- Major forces: Shopping, retail, malls
 - Moving retail areas into downtown
- Example of cities that have reworked the city after highway:
 - Dr. Garrick – Seoul, Korea
 - Freeway Park, Seattle
 - Lucy – Syracuse
 - I-89 challenge = links to case studies
 - Dr. Garrick – Raised highway allows for connections
 - Mark Roberts – Could land use under highway create/enhance connections?
 - Dr. Garrick – Potential connections along River

Francis

- Financing and maintenance of Road Systems
- Something has to give – lower inspection cost
- Priority of funding is against us
 - 4-5 years of unfunded projects
- Focus on high value investments
- What can we let fall apart?
- Rebuild to limit maintenance costs
 - If you don't have a bridge, costs go way down

Kenrick

- Planning takes long enough that it would cause issues with continuity, will we be ready for next era?
- 2nd bridge: Northbound I-95, original Southbound.
- Scale: height and speed.
 - Best use of land, health issues
- McCallister – jobs may not require two bridges (existing) in 25 years
 - To not necessary to have two bridges for B&O and CMF

Brian Kent – LA

- Vision plan = ill conceived – vista walkway
- Establish big idea to fire up imagination – get things moving
- Look at concurrent studies
 - Transportation study – adopted ideas and others not adopted
- Improving the environment for bikes in NL
 - Connecticut College doesn't want to encourage students to bike to downtown
 - Improvement on 32 safety would encourage biking
- How our project was conceived, and how does it finish?

Mary Olsen – city counselor

- Pedestrians, bikes, buses, trolley, funding – Who is going to pay for all of this?
- Short-term planning and long-term planning
- Integrate students into this project
- Studies that are overlapping
- July Ferry between here and New York
- Downtown is very active
- Community doesn't feel welcome on campuses
- NL has a lot of historical value
 - Dr. Garrick – not about money, about rethinking the policy to design, reconstruct – it's a mindset
- Redevelopment commission
 - Overlapping studies – Intermodal – contradicts new parade
 - High-speed ferry
- Mark Roberts – Kayak clean up

Tax incentive to maintain historic building

3.0 POTENTIAL SOLUTIONS

3.1 BRAINSTORMING OF TEAM'S POTENTIAL SOLUTIONS

1. There is no need for all the highway structures currently in place

- Less confusion among people driving in your town.
- Help remediate some of the damage done by creating more efficient connections. Bring new London's character alive. Making it feel like a college town.

2. New Transportation policy of this administration is excellent

- They are looking in new directions to help weave cities back
- Transportation is about access. Simplifying the pattern system will provide easy access and way-finding will be easier.

3. Look at places that made good decisions and that are at forefront

- Example Cambridge which made their decisions in regard to the highway system 40 years ago.
- Making good decisions in New London will better people's behavior. Taking care of their city.
- New London has the potential to become a lead example for other cities where highway systems has displaced neighborhoods and all living systems.

Existing Highway System



Proposed Highway System

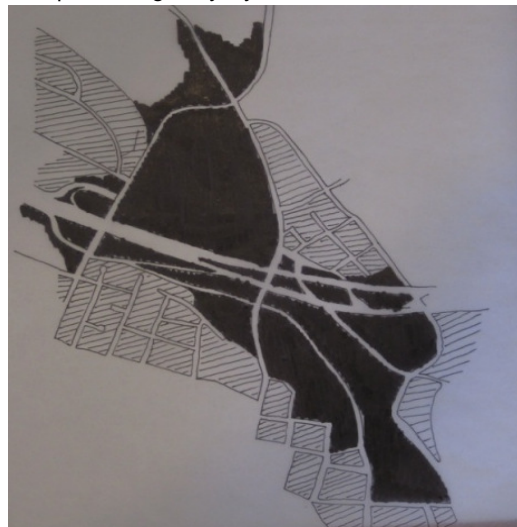


Figure 3.1: Diagram depicting possible solution. (resolving the confusing highway system)

4. Remove interchange, use Briggs St. and 2 other exits to the west in place of high speed interchange.

- Reduces confusion for drivers.
- Allows for opportunities to reconstruct the urban fabric
- Cohesion and connectivity of neighborhoods
- “Build in neighborhood increments” CJ

5. Re-establish Hodges Square as a major neighborhood center.

- Rebuild central commercial properties with 3-4 story buildings. Ground floor retail, office/apartments above.
- Relocation of Gas stations to Biggs St.
- Fill in empty lots with new building’s close to sidewalk.
- Creating alley systems behind buildings to access parking, accessed from side of streets.
- Guarantee a high quality pedestrian environment protected from traffic, with rarely interrupted sidewalk (i.e. no driveways), parallel parked cars and street trees between sidewalk and roadbed.

6. Create a more direct link between Hodges Square and Downtown to attract more people from one place to the other.

- Build new segment of road from Hodges Square to downtown. To guide and re-orient people.
- New street will need buildings next to it, just like in downtown. In order to keep street interesting, welcoming, and safe.



Figure 3.2: Possible option to re-construct city fabric. Dash Circles represent dense city nodes.

7. Create connectivity and circuitry for all living things

- Re-connect the and create circuitry for wetland systems, rivers, flora and fauna, and pedestrians.
- Ecosystem connectivity combined with ecosystem circuitry indicates how simple or complex a network is, and provides an overall index of the effectiveness of linkages for species movement.
- Generally, the higher degree of connectivity and circuitry, the healthier the ecosystem.

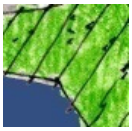
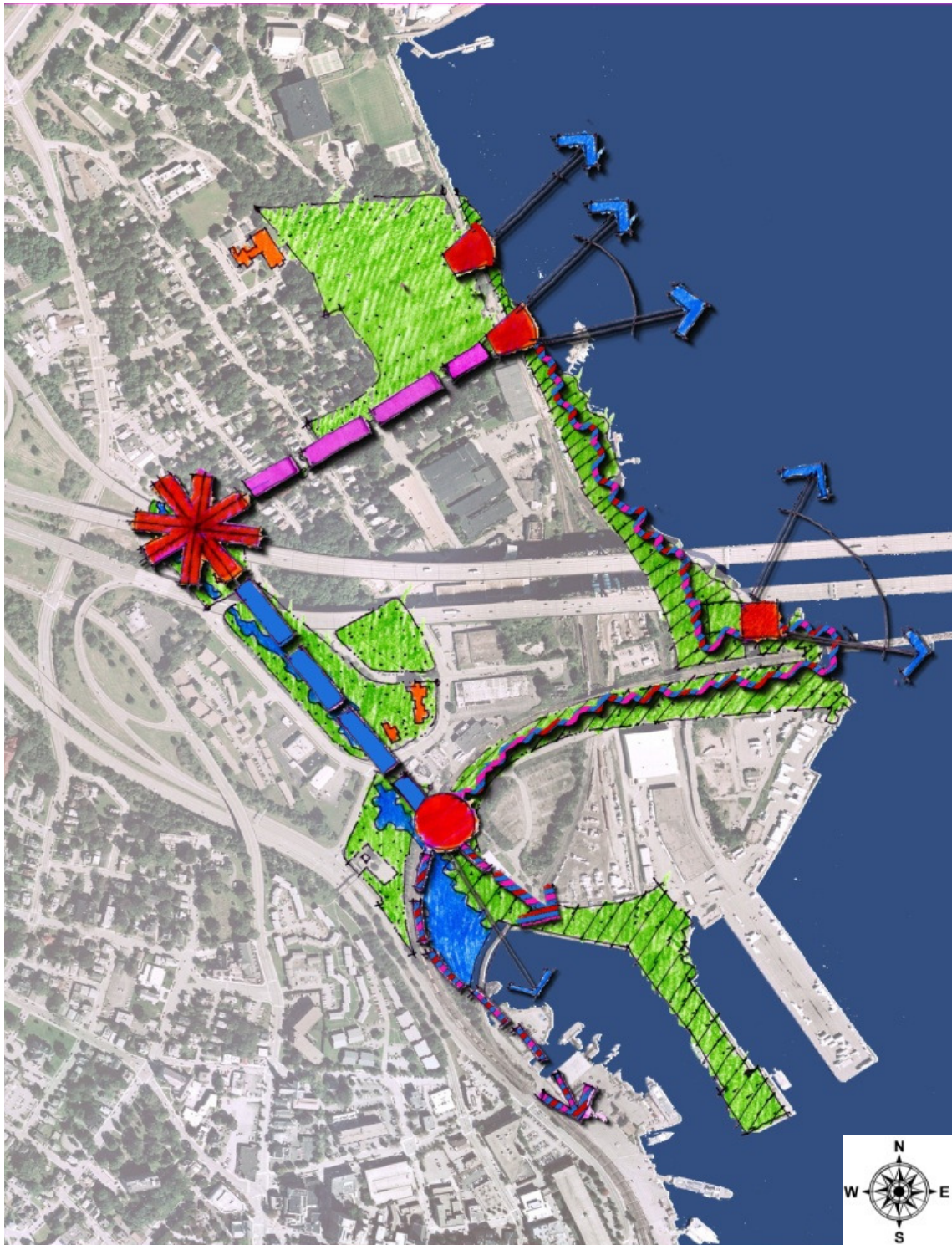
-From, "Landscape Ecology Principles in Landscape Architecture and Land-Use Planning
Richard T. T. Forman-

8. Revitalization of resources lost

- Simplifying the highway interchange system, creating connectivity and circuitry for all livings things, weaving the city back, will help recuperate some natural, economical, and social resources lost.
- Re-activating 160 acres that will begin to generate income for the town.

9. Re-establish connections among all living things

- The higher degree of connectivity and circuitry the healthier the ecosystem.
- Example of connectivity and circuitry is the Emerald Necklace by Olmsted.



Ex. Open Space
Proposed Open Space



Ex. Mill Site



Ex. Pedestrian Bridge



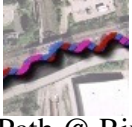
Ex. Boat Launch



Street as Primary Connector



Stream as Primary Connector



Path @ River's Edge



Public/Quasi-Public Buildings

Figure 3.3: Proposed Open Space, Events, and Opportunities

3.2 PLAN POTENTIAL SOLUTIONS

3.2.1 Cross sections

The following sections of Downtown conserve a good building to street relationship and should be emulated.

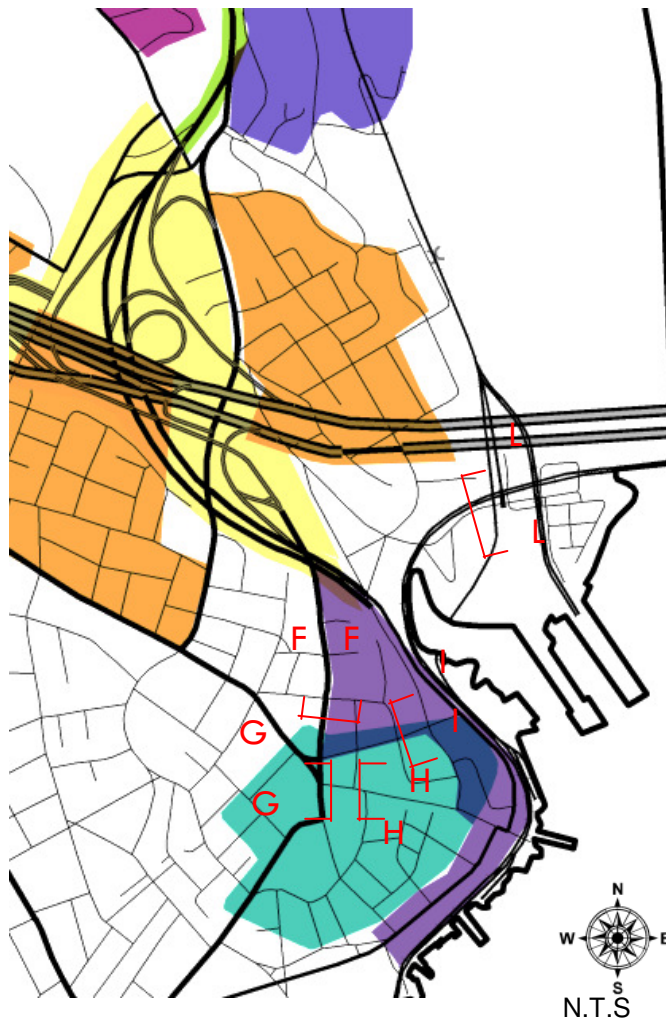


Figure 3.4: Key map for downtown cross sections

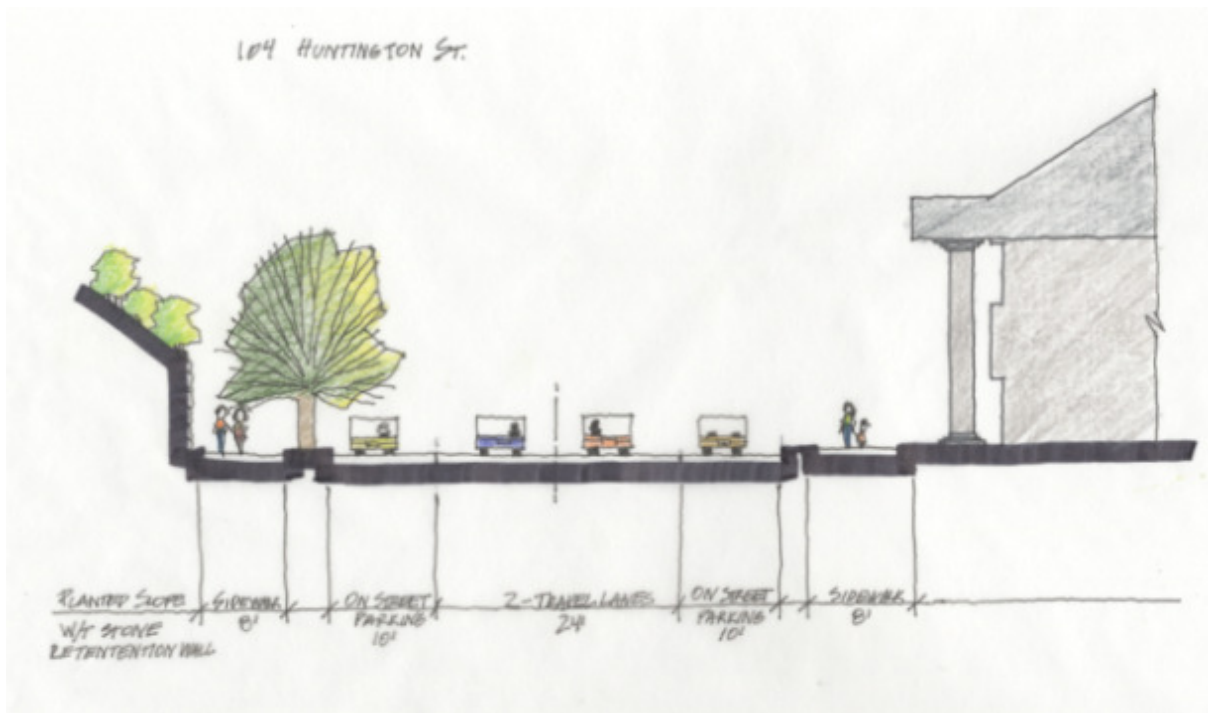


Figure 3.5: Section F-F thru 104 Huntington St.

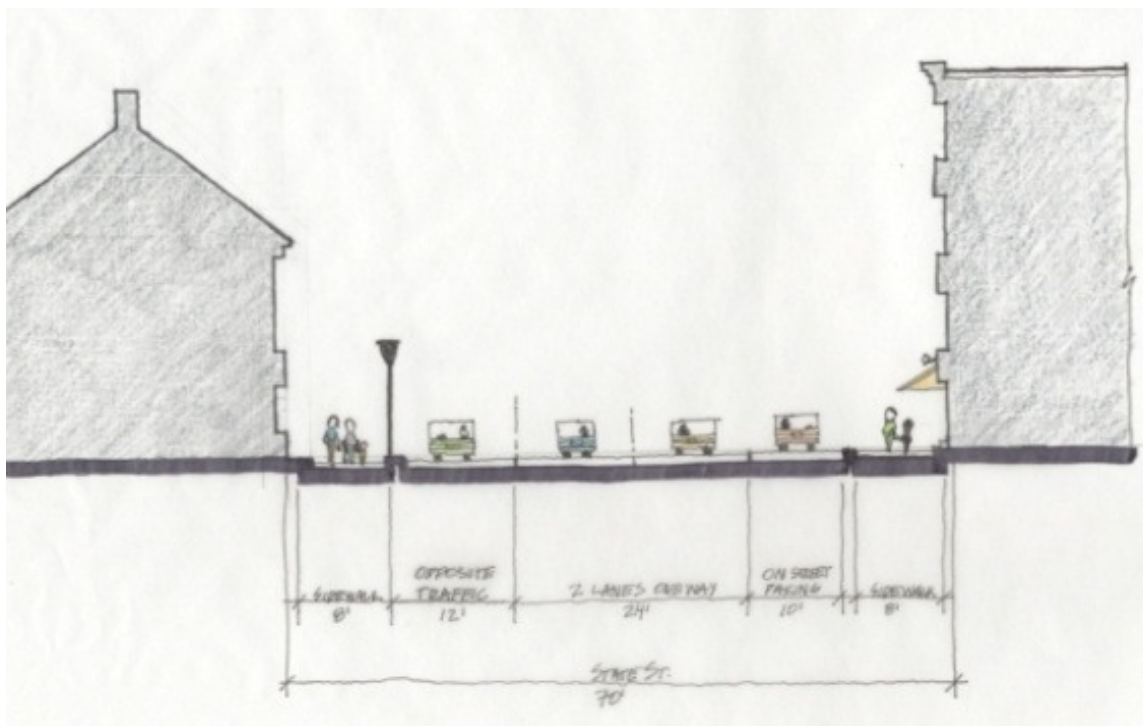


Figure 3.6: Section G-G at corner of State St. and Huntington St.

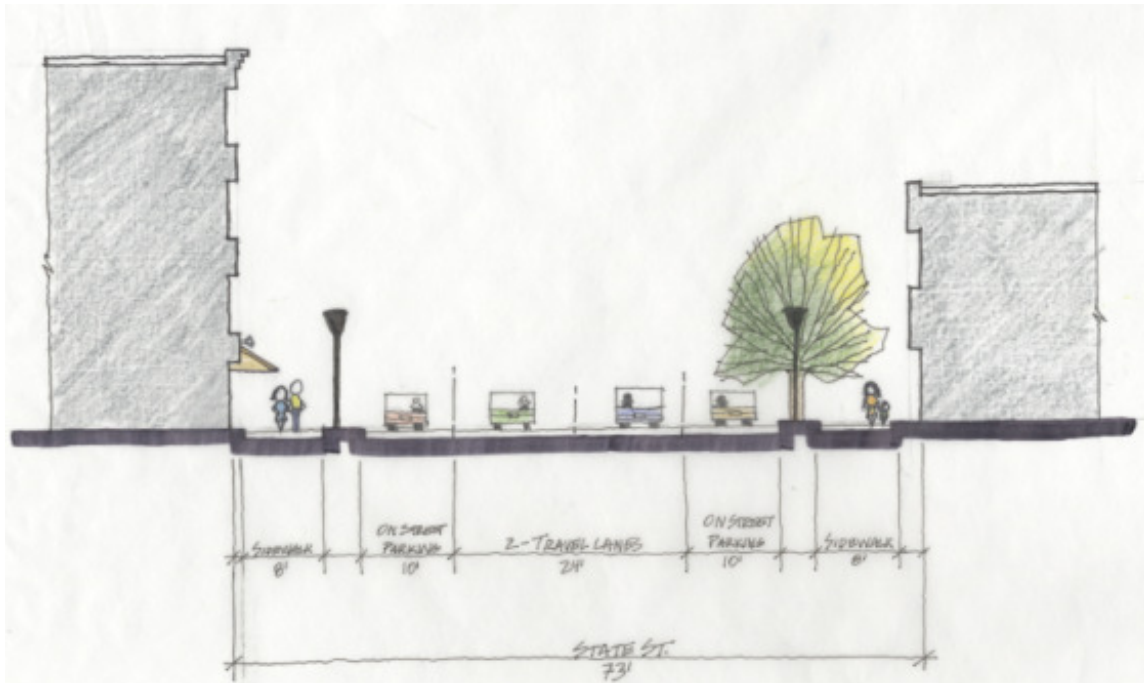


Figure 3.7: Section H-H thru State St.

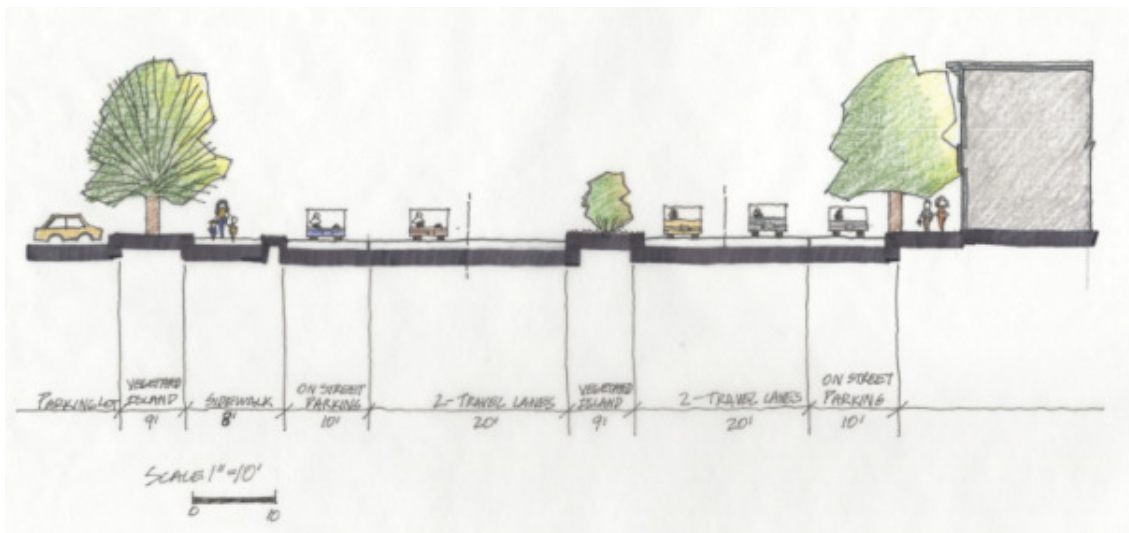


Figure 3.8: Section I-I thru Governor Winthrop Blvd.

The following sections depict how different Street types could be transformed into positive spaces.



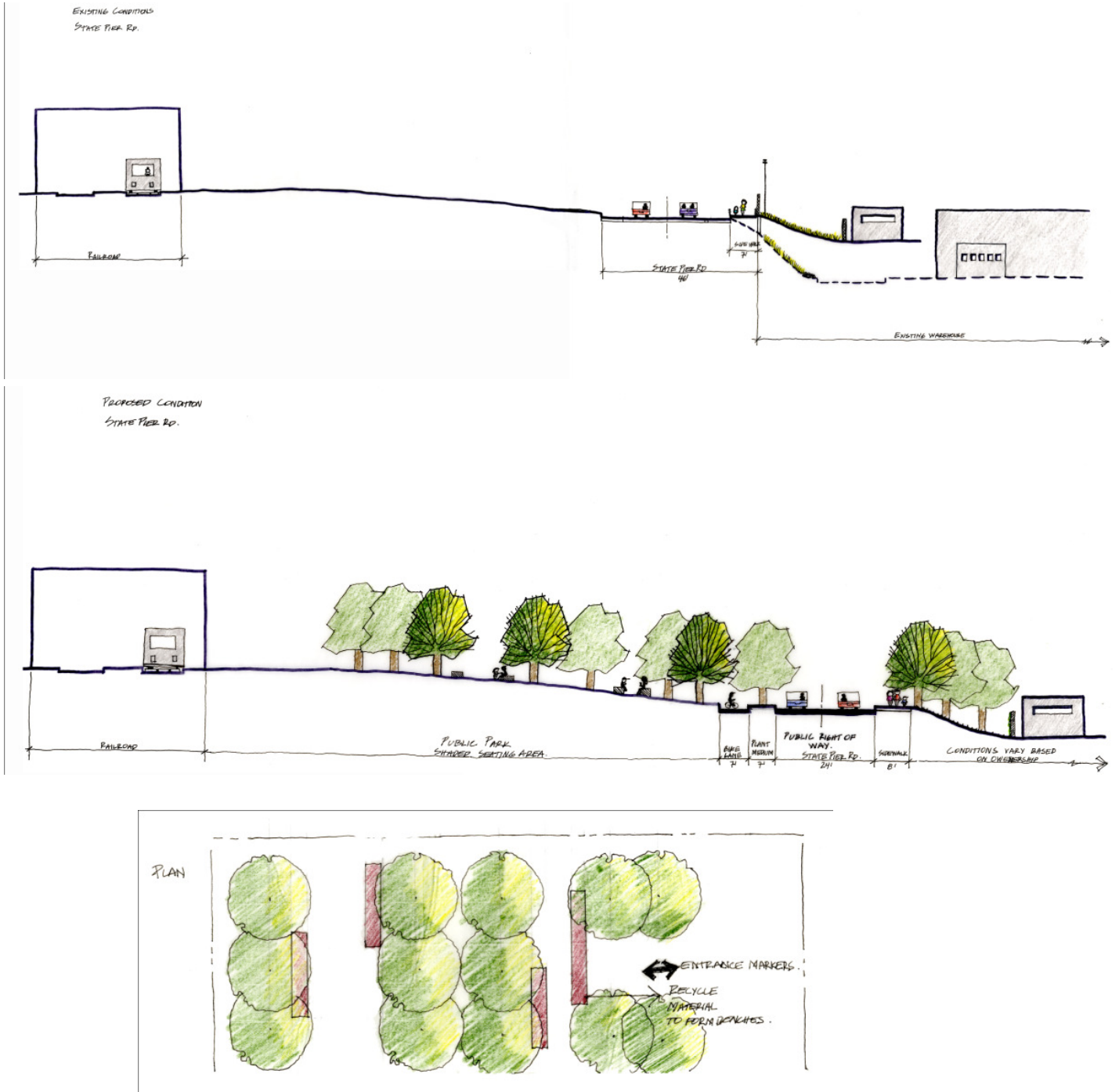
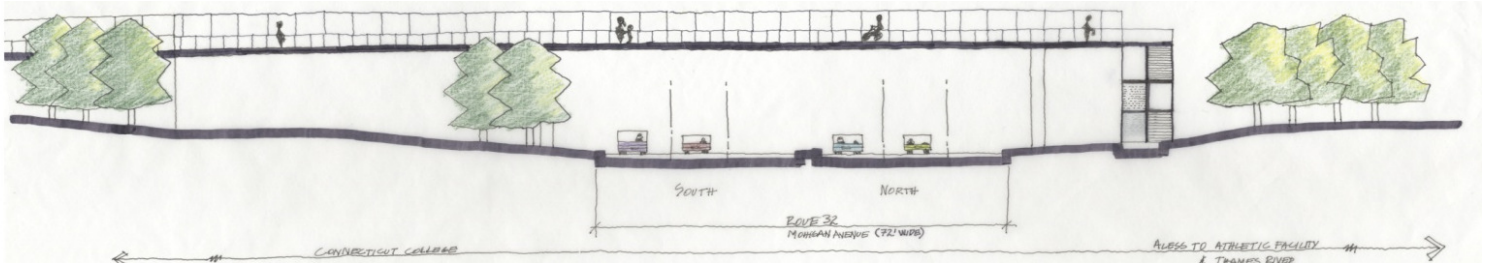


Figure 3.9: Section L-L Secondary Street - Path State Pier Road



Existing

Proposed

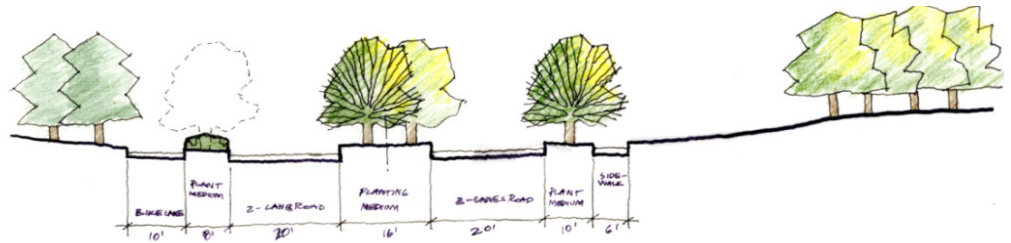
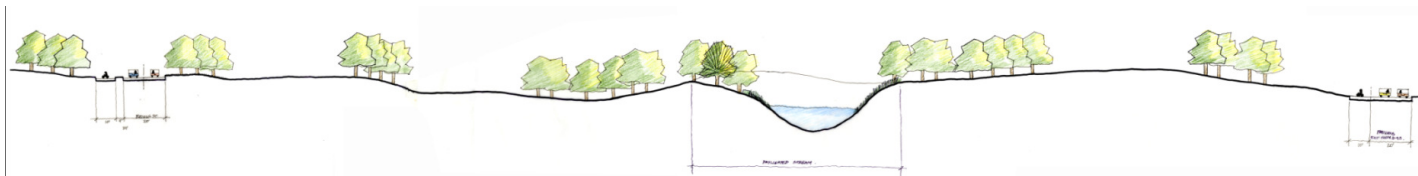


Figure 3.10: Section J-J thru Rt. 32 Existing infrastructure is wide enough to accommodate a multimodal streetscape.

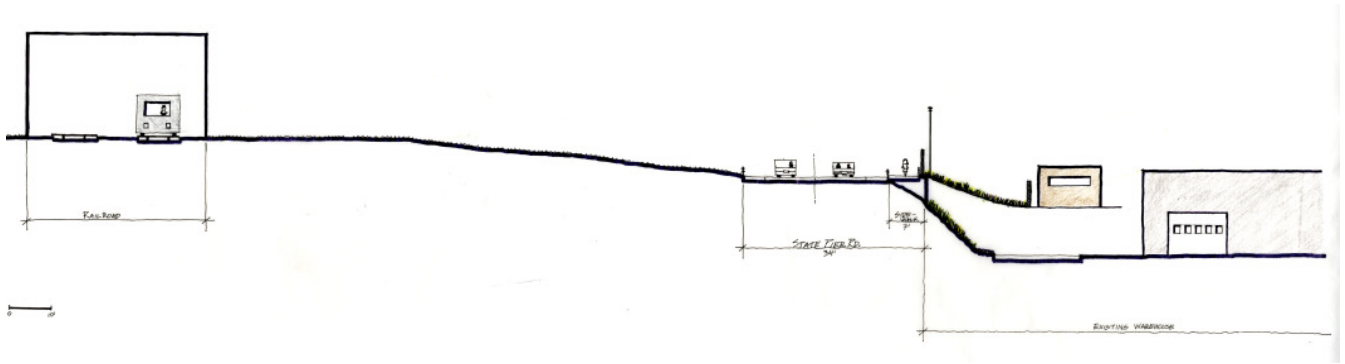


Existing

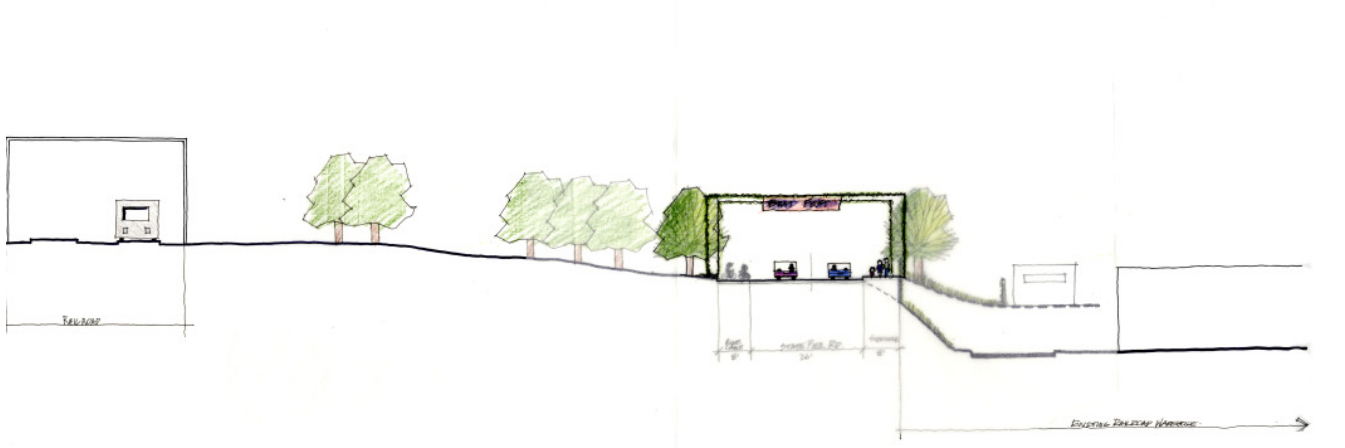


Proposed

Figure 3.11: Section K-K thru Rt. 32 north and south bound. Proposed section shows daylighting the stream, present before highway system.

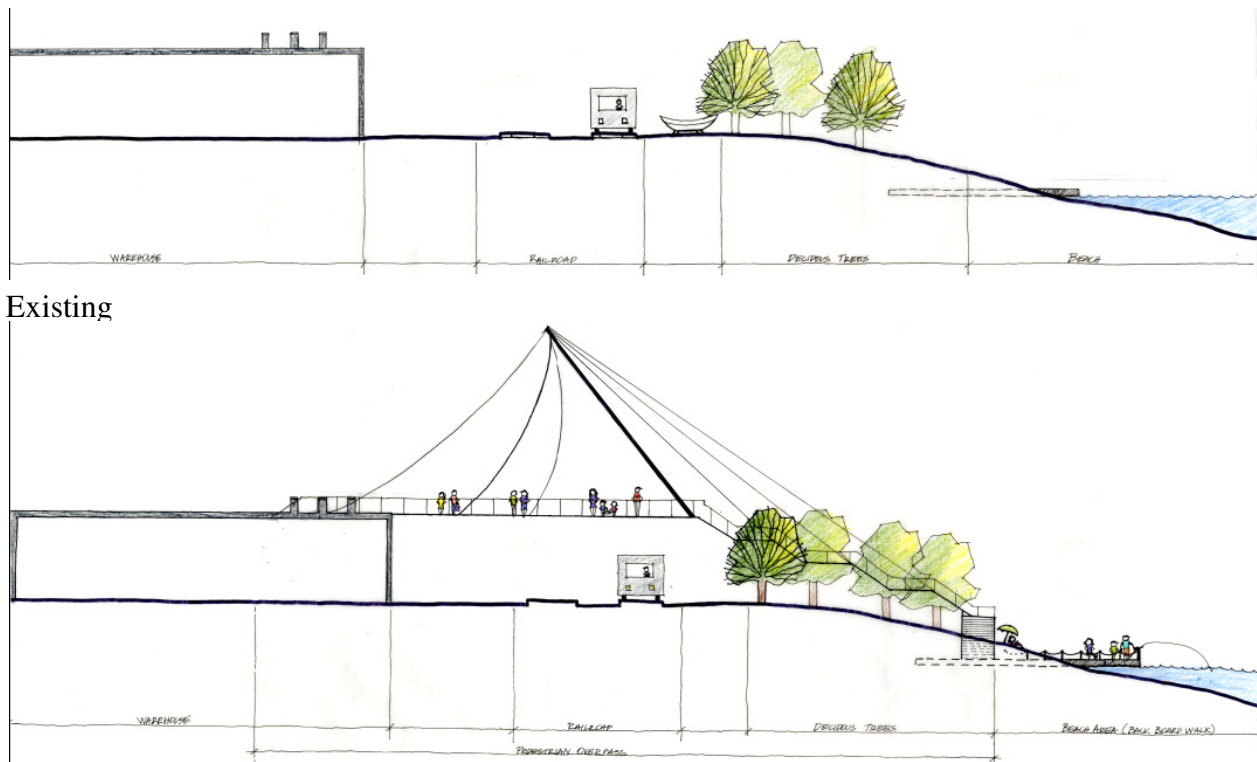


Existing



Proposed

Figure 3.12: Section L-L Showing Railroad next to State Pier Rd. and existing warehouses.



Existing

Proposed

Figure 3.13: Section M-M at the end of Adelaide St. thru Railroad and beach area.

3.2.2 Case Studies

3.2.2.1 Granville Island, Vancouver

From Industry to Artistry:

Talk about a transformation. In the late 1970s, Granville Island began to change. From a declining 37-acre industrial wasteland in Vancouver's False Creek, to one of the most successful urban redevelopments in North America.

The Early 20th Century: Industrial Boom:

In 1909, a second Granville Street Bridge was built to span the Creek. This one made of steel. And in 1915, the Vancouver Harbour Commission approved a 35-acre reclamation project for the Island. Almost a million cubic yards of fill was dredged from False Creek to create the spreading pancake under the Granville Street Bridge. It was initially christened "Industrial Island," but the name that eventually stuck came down from the bridge overhead. Total cost for the reclamation in 1915: \$342,000. The first tenants of Granville Island served the forest, mining, construction and shipping sectors.

The Island Today: Reclamation Reformation:

Walking Granville Island today, you can see the traces of its origins. Around some of the trees you can see the sandy soil deposited for millennia by the streams draining into False Creek. Railway track can still be seen amongst the cobblestone streets and the industrial heritage of the Island is stamped on every building.

In the narrow lots and buildings, you can see the logic of early Twentieth-Century industrial land use; the 50-60-foot-wide lots allowed the tenants frontage to the water at one end and to the Island's rail network, running roughly along the course of today's streets, at the other.

Granville Island now sustains a thriving, healthy ecosystem. Nature has regenerated itself, with the help of the Government of Canada, the City of Vancouver and private developers. Thanks to the efforts of several visionary people, the dream for a unique urban oasis is a thriving reality, and will continue evolving and shaping itself into the future.

From Website: <http://www.granvilleisland.com/discover-island/island-heritage>



Figure 3.14: Granville Island, city below the highway. (From Google Images)

If Granville Island is the king of Vancouver destinations, then the Public Market is the jewel in the Island's crown. A fascinating assortment of colorful stalls, showcasing unique homemade products and the very finest in gastronomic delights.



Figure 3.15: Granville Island Market (from Google Images)

Granville Island was once an industrial manufacturing area, but is now a major tourist destination, providing amenities such as a large marina, public market, a hotel, a great arts community and wonderful shopping areas. There are only two industrial places that have a long history in the Island and still exist, a cement plant and a machine shop.



Figure 3.16: Granville Marina (from Google Images)

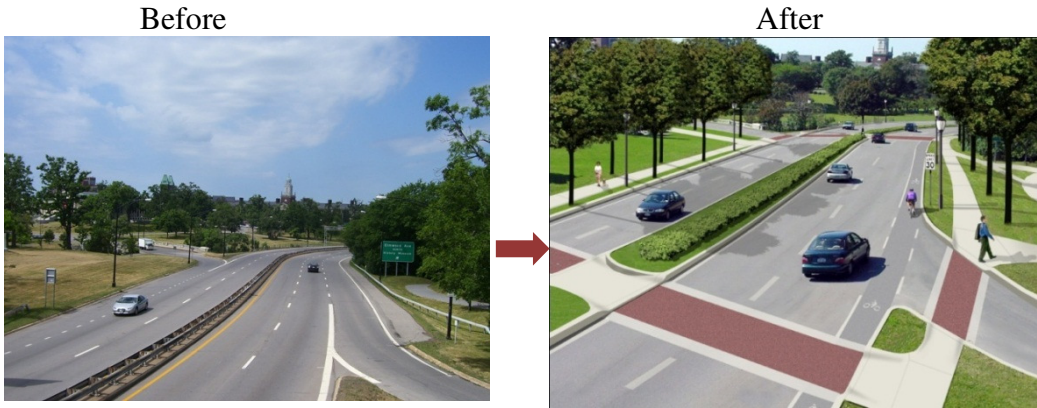
The two bridges are, from top, the Burrard Street Bridge and The Granville Street Bridge. They link Vancouver's dense downtown with the more residential West Side. Underneath the Granville Street Bridge is one of the coolest neighborhoods anywhere. Granville Island. It is truly wonderful to visit and wander and shop. The market is world class. <http://www.seegravilleisland.com/>



Figure 3.17: Granville Island Images. (From Google Images)

3.2.2.2 *Buffalo, New York and Trenton, New Jersey*

1. **Streetscape more pleasant and safe for pedestrians and cyclists.**
 - More eyes on the street = safer street
 - Slower speeds = safer street
2. **Re-thinking how we redesign systems**
 - Space for new development = revenue for the town.
 - Bigger economic assets for the city.
3. **Simplifying the highway system creates:**
 - Healthier grid with high connectivity. Re-establish the grid network, to help weave city back together.



Fredrick Law Olmstead Parkway New Urban Interchange in Delaware Park, Buffalo New York



Trenton Route 29 Street Network in Trenton, New Jersey

Figure 3.18: Before and After of Streetscapes in other States.

3.2.2.3 *Project for Public Spaces (PPS)*

About: Project for Public Spaces (PPS) is a nonprofit planning, design and educational organization dedicated to helping people create and sustain public spaces that build stronger communities. Our pioneering Place making approach helps citizens transform their public spaces into vital places that highlight local assets, spur rejuvenation and serve common needs. For more Information please visit: <http://www.pps.org/>

Steps to creating a Great Waterfront by : Project for Public Spaces

From : <http://www.pps.org/stepstocreatingagreatwaterfront/>

1. Look First at the Public Space
2. Make Sure Public Goals are the Primary Objective
3. Build on Existing Assets & Context

4. Create a Shared Community Vision
5. Create Multiple-use Destinations by Tapping the Power of 10
6. Connect Destinations Along the Waterfront
7. Maximize Opportunities for Public Access
8. Balance Environmental Benefits with Human Needs
9. Start Small to Make Big Changes



Figure 3.19: Public Spaces Activities (Images from PPS website From: <http://www.pps.org/about/approach>)

4.0 SUMMARY

4.1 RESULTS OF CHARRETTE PROCESS

The work compiled through this charrette demonstrates that the rift presently marring the City of New London can be overcome, and could even become the source of great achievements. At the core of any solution must be the reworking of the high speed interchange which presently confounds residents and visitors alike, fragments land, and inhibits movement from one side to the other. Understanding why the system developed as it did, and examining traffic flow and counts, the team's transportation experts are confident that the current system is unnecessary and causing more problems than it resolves.

Closely related to the untangling of the interchange is the redevelopment of the urban fabric which was eliminated with the construction of the interstate and interchange. The existing infrastructure can readily accommodate retrofits as green/complete streets; streets which function as open space through which multiple modes of transportation move in a comfortable environment. A large aspect of repairing the urban fabric entails infill and adaptive reuse of buildings to enhance the street edge and invigorate the connecting corridors. There is also great potential to reestablish natural connections through steps such as day-lighting Briggs Brook, removing the fencing which isolates wetlands, and identifying key parcels to create an open space system that improves environmental health and increases the health/quality of life for residents.

Case studies introduced through this charrette are but a few examples of the possibilities that other locals have implemented to take back control of their public spaces. By observing the methods utilized by other cities, New Londoners can begin to see what could work in their own situation. With ambition, ingenuity and patience, the existing scar that is the interstate and interchange can be transformed into a new and exciting borough which reconnects the pieces of the city once more.

4.2 SUMMARY FROM NEW LONDON LANDMARKS

This study offers ideas and inspiration beyond its original purposes by providing New London with an analysis of and concepts for development in an area lost to the city. Downtown businesses wonder why Conn College students don't patronize their shops and restaurants. Well now we know.

In its most basic form, the charrette and resulting study have re-introduced the North to the South. It is an area ignored except for its access to Route 95 and the twin bridges over the Thames; this study points out the value that is lost – it has revived a recognition of a historic neighborhood nestled next to Riverside Park, and provided a framework to argue for saving Riverside Park for future generations.

In the broader context of re-connecting to the downtown historic waterfront district, this study provides New London Landmarks and interested citizens with a tool to begin conversations and a document to inspire new thinking about the future of New London.

-Sandy Chalk-

4.3 NEXT STEPS

The Re-Connect New London team encourages the City of New London to approach this situation as an opportunity to showcase its artistic nature and exemplify the value it places in its citizens and spaces. There are three avenues which need specific attention, remembering that while unique, they are closely related to one another.

- 1.) The city can begin to re-organize the interchange and local streets into a multi-modal transportation network which encourages public transit, walking and biking alongside the ever present cars and trucks.
- 2.) The vacant lands among the interstate and interchange could be redeveloped into creative mixed use developments which are attractive to visitors, residents, and potential residents.
- 3.) The entire area would benefit from a serious look at the open space system and how it could be refurbished as an amenity which helps to link the communities and improve quality of life. Specifically, Riverside Park, Winthrop Cove Park and the Old Mill are unique amenities which are sadly underutilized.

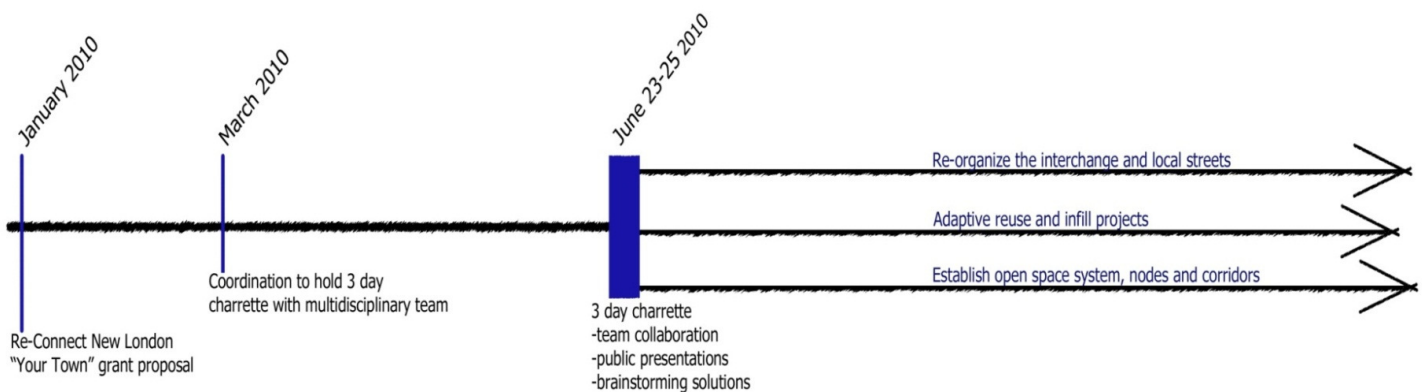


Figure 3.20: Time Line of the charrette process (Before and After)

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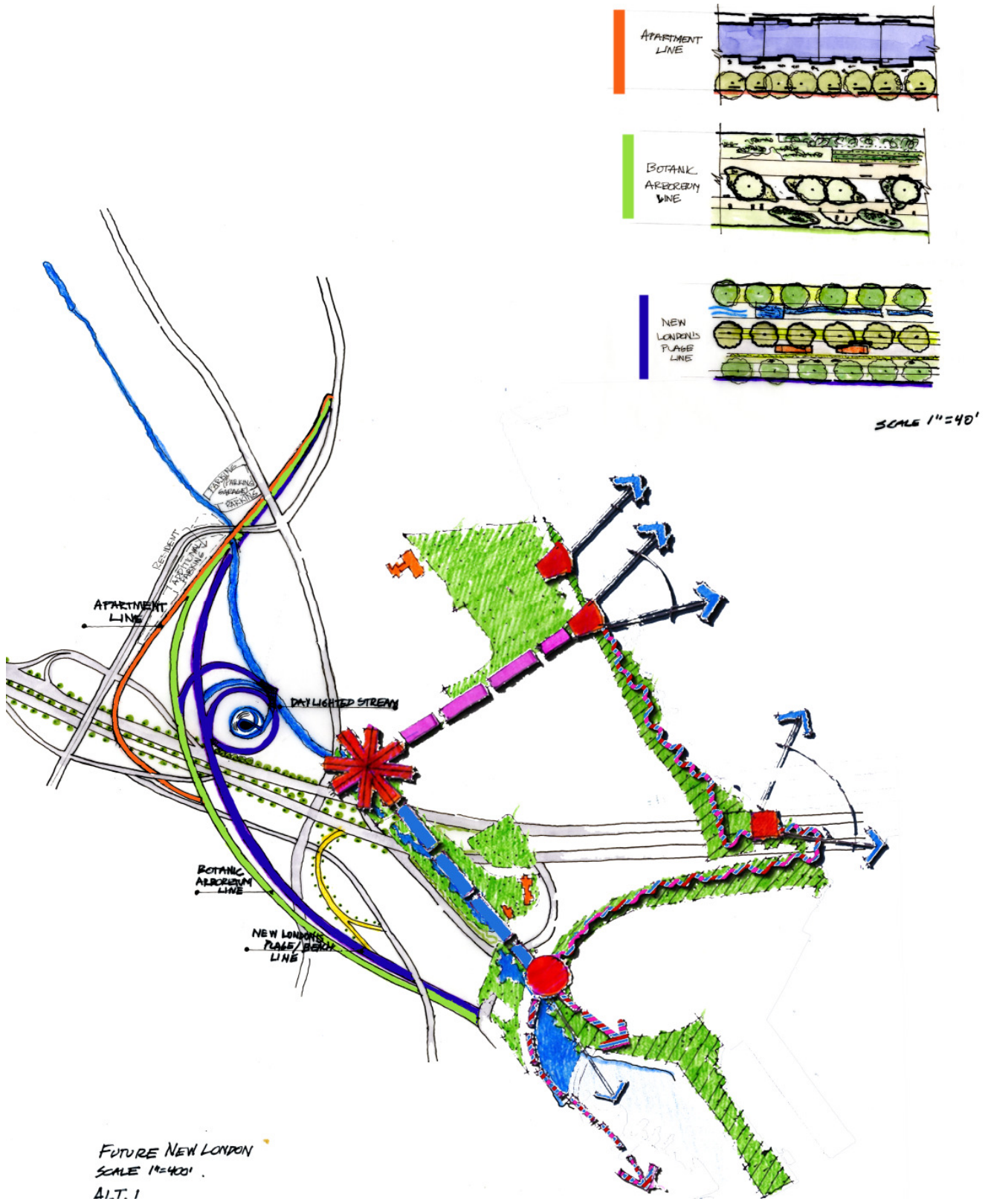
APPENDIX A

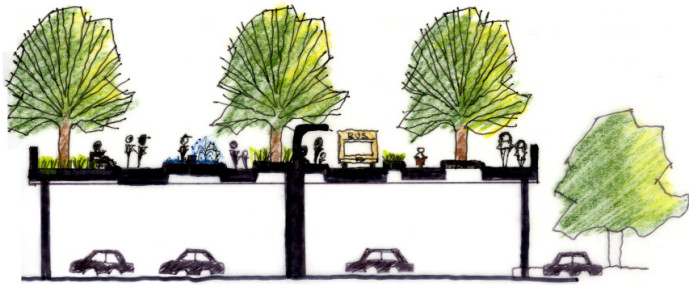
ACADEMIC PROJECT OF NEW LONDON

A-1: The following project was an academic project visualizing what the city of New London could possibly become in the future. Project created and developed by Carolina Carvajal under the guidance of Prof. Peter Miniutti.

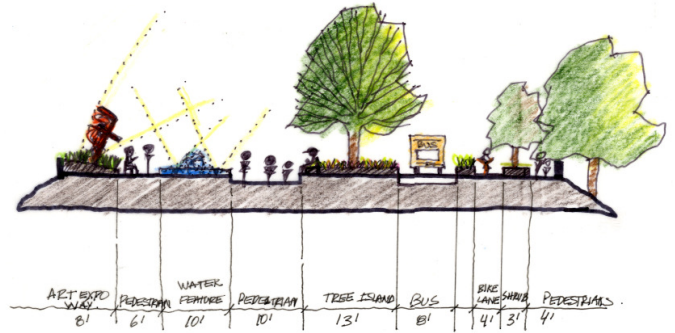
What will happen with the roadways, that are not needed? How can we re-utilize them?
The following diagrams and sections are exercises, that explore the idea of converting roadways into other uses. Like providing recreation, residential and light transportation.
There are three different alternatives that depict different forms of re-utilizing the existing roadways. Also the last alternative explores the option of re-utilizing one of the I-95 bridges. All of these explorations are conceptual.

Figure 1: Alternative 1

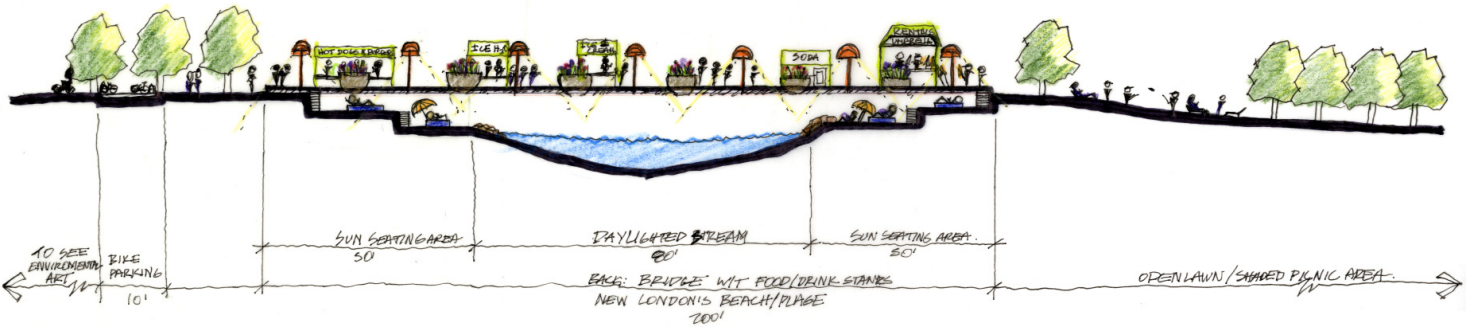




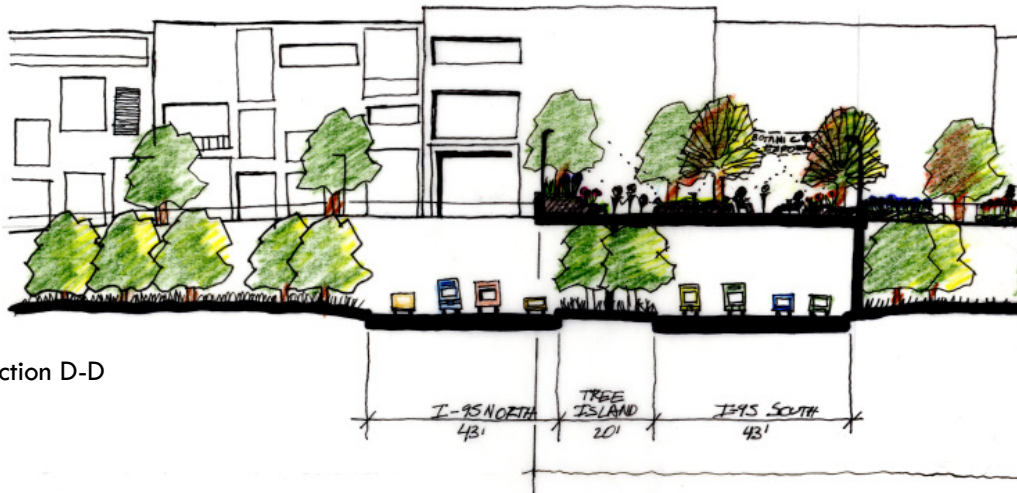
Section A-A



Section B-B



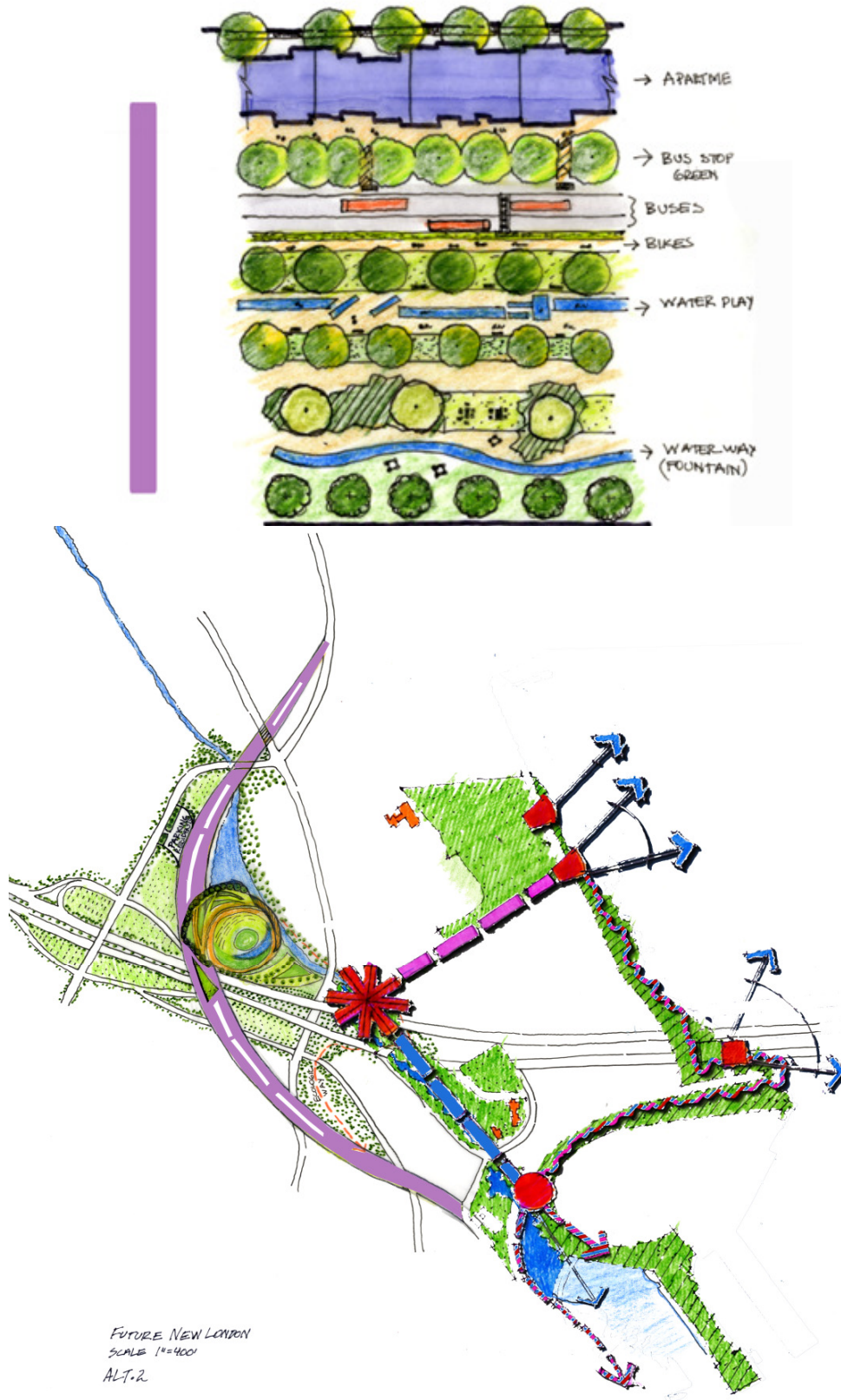
Section C-C

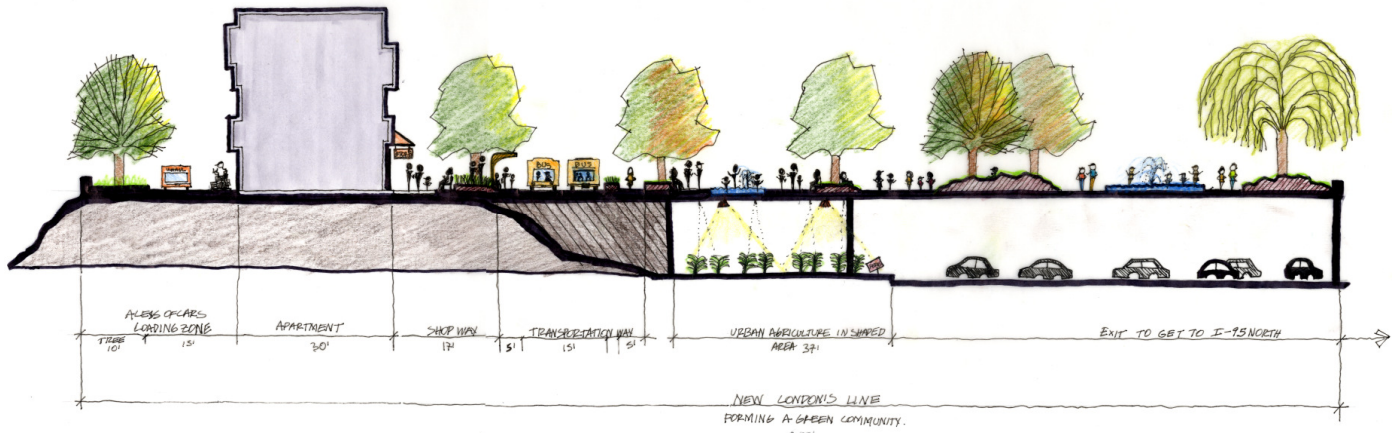


Section D-D

Figure 2: Cross Sections of Alternative 1

Figure 3: Alternative 2



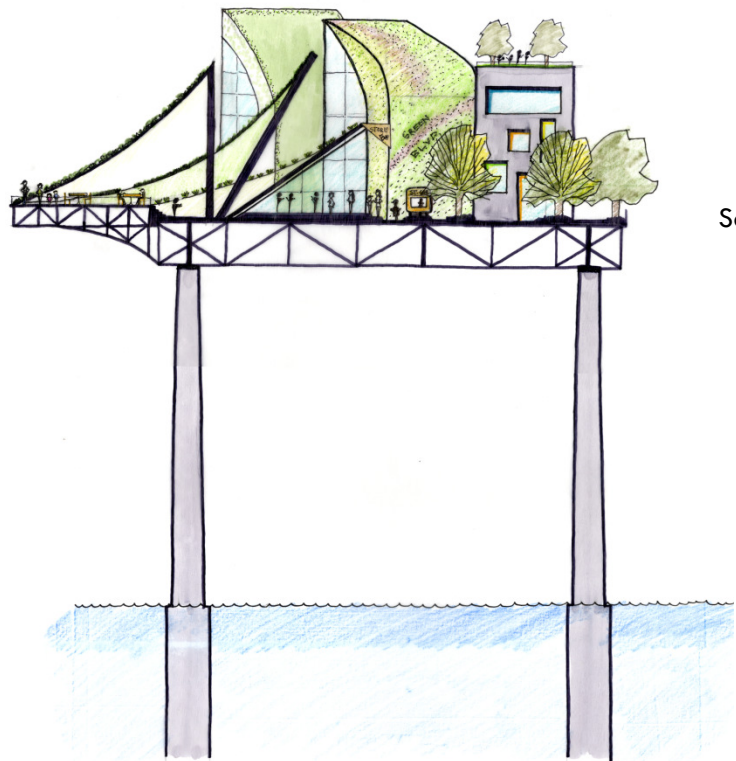
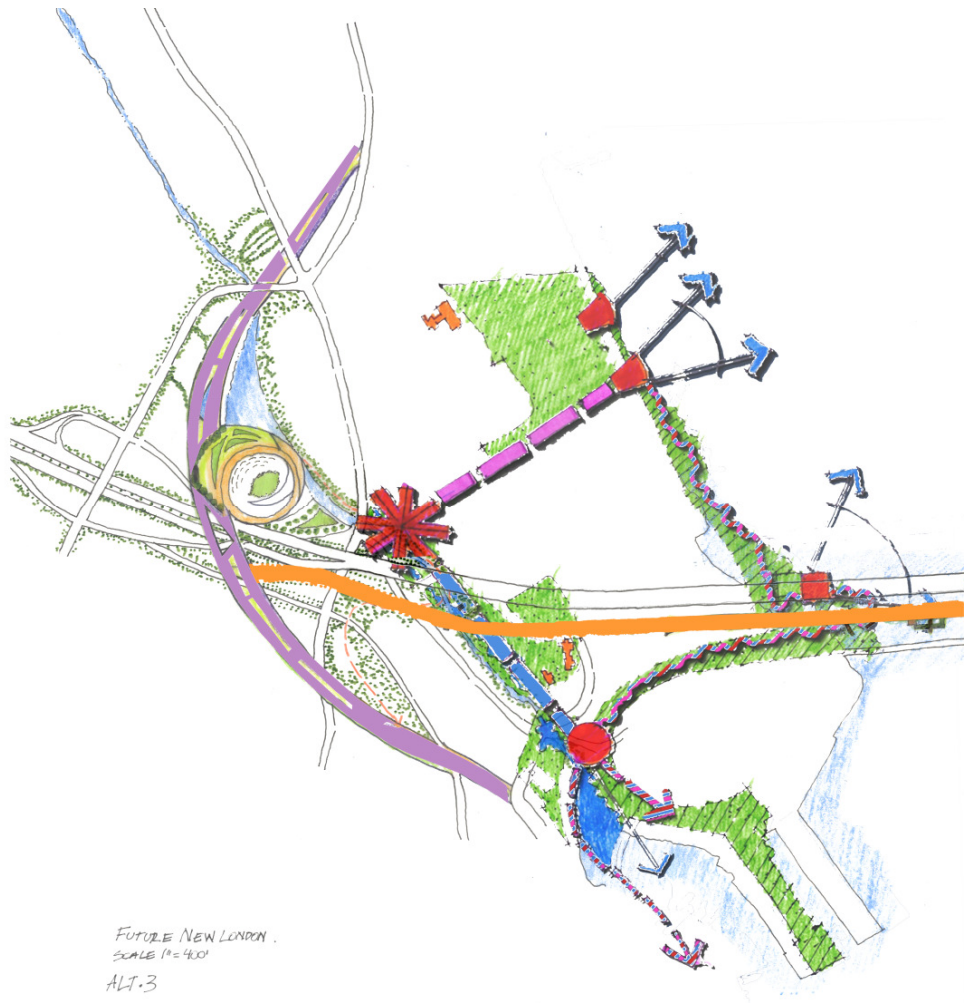


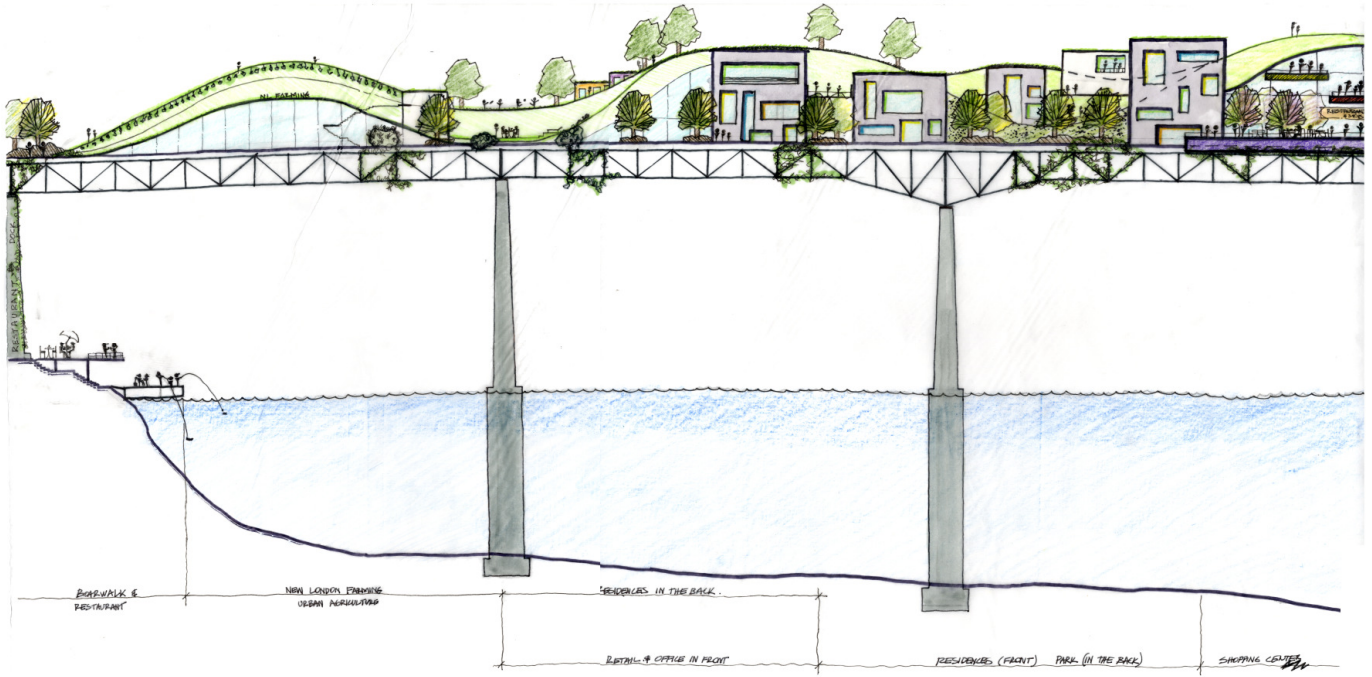
Section E-E



Section F-F

NEW LONDON'S PLAGE





Section H-H