

# TRANSIT-ORIENTED DEVELOPMENT ANALYSIS & IMPLEMENTATION STRATEGIES REPORT



Prepared for:  
Connecticut Department of Transportation



Prepared by:



In association with:  
HR&A Advisors

2016

 **CT fastrak**  
TRANSIT ORIENTED DEVELOPMENT  
CAPACITY STUDY

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# Acknowledgements

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*The City of Hartford*



*The City of New Britain*



*The Town of Newington*



*The Town of West Hartford*

Prepared for:



Connecticut  
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# Executive Summary

**CTfastrak**, which opened March 28, 2015, is Connecticut's first Bus Rapid Transit (BRT) system. While **CTfastrak** stations are located along a dedicated guideway that spans New Britain, Newington, West Hartford, and Hartford, the system extends through a much larger geographic area, offering connections to several different local transit routes and commuter rail in Hartford and Waterbury. **CTfastrak** has the potential to augment the regional economy, as it serves the state's capital and provides links between major anchor institutions, such as Aetna, The Hartford, Central Connecticut University (CCSU), Westfarms Mall, UConn Health Center, and Manchester Community College.

This significant transit investment offers the four municipalities that it spans an opportunity to strategically plan for growth and generate economic development. In particular, since **CTfastrak** offers BRT service on a fixed, dedicated guideway with permanent stations, it presents a unique opportunity for Transit-Oriented Development (TOD). TOD is characterized by relatively high density, a mix of residential, office, retail and other commercial uses, and an active public realm within walking distance of a transit station. This type of development is differentiated by having a physical form that responds directly to transit.

The **CTfastrak** TOD Capacity Study assesses the degree of "capacity" for TOD within the corridor, or the degree to which the keys to successful TOD implementation are in place. This study includes an analysis of the ten **CTfastrak** stations, which (from south to north) are Downtown New Britain, East Main Street, East Street, Cedar Street, Newington Junction, Elmwood, Flatbush Avenue, Kane Street, Parkville, and Sigourney Street. TOD offers the potential to leverage this new transit asset to increase private investment and improve quality of life around these stations.



CTfastrak Parkville Station



CTfastrak New Britain Station

## Critical Issues

While each station area's characteristics offer a specific set of opportunities for TOD, many of the station areas face similar overarching challenges. The CTfastrak guideway was built on a former freight rail line, through an industrial corridor with land use patterns that are unique from other BRT systems in the US. This legacy industrial corridor presents communities with the opportunity to strategize new development, and in some cases, create better transition zones to preserve existing industrial uses. In addition, many station areas currently include strips of big-box retail with expansive surface parking lots, not characteristic of TOD. The evolution of this corridor will depend on municipal capacity to integrate and transition these uses over time.

In many station areas, CTfastrak is adjacent to infrastructure that serves as a physical barrier for connections to the station and future development. The majority of the CTfastrak guideway runs parallel to an active Amtrak passenger rail line, presenting access challenges for certain stations. Besides rail infrastructure, many CTfastrak stations are located near major highways, which pose substantial land access and pedestrian circulation challenges. Although these issues do not preclude TOD, they create a need for communities to develop creative solutions and partnerships to overcome them.

## Point of Departure

Various local and regional entities have acknowledged the transformative potential of CTfastrak, with studies and plans that have been completed or are currently underway. To build on rather than duplicate previous efforts, local and regional plans, studies, and projects were indexed and reviewed prior to initiating this study. Recognizing that each municipality was at a different stage of planning or implementation, it was important to establish an appropriate point of departure for the CTfastrak TOD Capacity Study. Subsequently, an analysis of physical and market conditions was conducted to thoroughly understand station area context and determine elements that could potentially support or impede TOD.



## Desire and Readiness

Not every community wants or is ready for TOD. Desire and readiness are two key elements that drive capacity for implementing TOD. Stakeholders from three CT**fastrak** municipalities (New Britain, West Hartford, and Hartford) participated in individual workshops to help gauge their desire and readiness for TOD around each of their stations. Participating stakeholders included elected officials and local leaders from a wide range of community and municipal organizations including city planning agencies, economic development departments, Neighborhood Revitalization Zones (NRZ's), the Capitol Regional Council of Governments (CRCOG), local community organizations, business organizations, and anchor institutions such as universities and key employers. The goal of these workshops was to collaborate with stakeholders to identify gaps and critical missing actions necessary to progress TOD from planning to implementation in a station area.

Prior to the workshops, each participant was issued a questionnaire designed to solicit feedback on the degree of desire and readiness for TOD in each station area. During the workshops, participants mapped the locations of TOD opportunities and constraints and identified actions that could potentially stimulate investment. Discussions were framed by four criteria that are essential components of TOD: physical suitability, plans in place, local leadership, and developer interest. Each station area was evaluated using these criteria to determine its current capacity for TOD.

## Public Engagement

In addition to the desire and readiness workshops, a corridor-wide public open house was held at Elmwood Community Center. The open house was advertised through various media, including local newspapers, radio, social media, and flyers placed on CT**fastrak** buses with the goal of encouraging attendance from stakeholders and local residents. During the open house, attendees were provided information on what defines TOD and how it benefits communities. Throughout the room, interactive displays for each station area were set up for attendees to identify development preferences,



CT**fastrak** Open House

key issues, and opportunities. In this manner, the open house served as an opportunity to solicit community input and share TOD positioning amongst the different municipalities.

## Implementation Strategies

To activate TOD along CT*fastrak*, carefully constructed strategies that are tailored to each community's unique issues and opportunities are necessary. Strategies to advance TOD were developed based on site reconnaissance, a review of prior plans and studies, and input received from municipal leaders and the broader community. Each TOD implementation strategy is comprised of three primary recommendation types:

- ▶ **Type 1: TOD proposition.** This includes specific recommendations for development, funding and financing, branding, partnership opportunities or market-based redevelopment strategies.
- ▶ **Type 2: Public realm improvements to support TOD.** These include Complete Streets enhancements and aesthetic improvements to publicly owned streets, pathways, parks and open spaces that are essential to attracting and sustaining a transit-oriented community and increasing transit ridership.
- ▶ **Type 3: Planning and public policy measures to promote TOD.** These include local or regional policy initiatives, vision plans, land use planning, and zoning or other regulatory modifications that promote, incentivize, or encourage development.

The following examples offer a representation of the range of recommendation types used to inform an overall implementation strategy for each station area.

### Downtown New Britain Station, City of New Britain

**Type 1 Recommendation:** Expand the ongoing downtown branding program to build on momentum created by recent capital projects, CT*fastrak*, and local developer interest in Downtown New Britain.

### East Main Street Station, City of New Britain

**Type 1 Recommendation:** Broaden the types of residential housing product available within the station area, and explore redeveloping the City of New Britain Public Works Department site into multi-family housing.

### East Street Station, City of New Britain

**Type 2 Recommendation:** Introduce Complete Streets improvements on East Street to support future CCSU student-oriented growth near the CT*fastrak* station.

### Cedar Street Station, Town of Newington

**Type 3 Recommendation:** Make strategic modifications to current zoning districts mapped within the station area, or rezone.

### Newington Junction Station, Town of Newington

**Type 2 Recommendation:** Extend the CT*fastrak* multi-use path north along Willard to New Park Avenue

### Elmwood Station, Town of West Hartford

**Type 3 Recommendation:** Remove the Traditional Neighborhood Design (TND) overlay zoning district and develop a hybrid form-based TOD base zoning district that covers the station area.

### Flatbush Avenue Station, Town of West Hartford

**Type 2 Recommendation:** Develop a Complete Street along Newfield Avenue in partnership with the City of Hartford.

### Kane Street Station, City of Hartford

**Type 1 Recommendation:** Focus on identifying priority sites (such as publicly-owned parcels near the station) and positioning those sites to be development-ready over a longer time horizon.

### Parkville Station, City of Hartford

**Type 1 Recommendation:** Develop a site acquisition and assemblage strategy to position soft sites for redevelopment.

Sigourney Street Station, City of Hartford

**Type 2 and 3 Recommendations:** Extend recent Farmington Avenue streetscape improvements east toward Downtown Hartford, and prioritize previously identified improvement needs along Farmington Avenue.

The recent investment in **CTfastrak** provides an exciting opportunity for targeted TOD and regional economic growth. As described in more detail within this report, the process that informed the implementation strategies in this study ensures that they are supportive of community goals and sensitive to local context. These strategies represent only some of the necessary actions that can unlock the development potential of the corridor. As markets change and anchor institutions evolve, the individual recommendations may become more or less catalytic for development. Nevertheless, these implementation strategies provide a foundation for guiding next steps for targeted investment, policy, and partnerships to overcome challenges and turn TOD capacity into reality. **CTfastrak** offers a paradigm for how local governments in Connecticut can take advantage of opportunities as they arise to transform their communities.



CTfastrak Cedar Street Station

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# Introduction

CT**fastrak** is the Northeast’s newest Bus Rapid Transit (BRT) system, operating at 11 stations between Union Station in Hartford and Downtown New Britain Station in New Britain. Opened in March 2015, it provides central Connecticut more efficient means of transport between Hartford and New Britain. CT**fastrak** runs on a dedicated guideway, which makes it one of the highest rated BRT systems in the US. Unlike traditional bus service, which mixes with general purpose traffic, CT**fastrak** and BRT in general operates as efficiently as light rail.

This new transit investment provides tremendous opportunity to reinvest in New Britain, Newington, West Hartford, and Hartford. These opportunities are driven by the CT**fastrak** corridor’s impressive average weekday ridership of nearly 20,000 (as of October 2016), and by a growing preference among Baby Boomers and Millennials in Connecticut for higher-density, walkable, and mixed-use communities. Other factors, such as the implementation of the Hartford Line Commuter Rail system, will drive additional demand for compact development. This type of development is commonly known as transit-oriented development (TOD), and has been shown to provide estimable economic development benefits and quality of life improvements to communities.

This study assesses the degree of “capacity” for TOD within the corridor. In other words, it identifies the degree to which the keys to successful TOD implementation are in place and identifies a TOD implementation strategy tailored to the corridor’s unique issues and opportunities. The criteria examined include physical suitability, regulatory environment, political willingness, developer interest, community support, interjurisdictional coordination, and local level TOD planning effort. Following an evaluation of these success factors, this report will outline an implementation action plan tailored to each community’s needs, desire for TOD, and current capacity to carry out TOD.

The following chapters provide an overview of the study area, a summary of current plans and projects, an analysis of existing conditions along the corridor and an evaluation of each municipality’s “desire and readiness” for TOD according to community leaders and stakeholders. Following this analysis, TOD opportunities are identified in the last chapter that inform the development of the TOD implementation plan.



CT**fastrak** Bus

## Defining Transit-Oriented Development (TOD)

Transit-oriented development (TOD) is relatively high density, mixed-use development located within a short walk (within a five-to-ten minute walk) of transit stations. More specifically, it is pedestrian-oriented and compact development that contains a mix of residential, office, retail and other commercial uses. In the U.S., light rail, streetcar, and commuter rail has historically driven TOD in communities. More recently, Bus Rapid Transit (BRT) has been shown to increase private investment around transit stations. Whether it is new construction, redevelopment, or small-scale infill development, a fundamental characteristic of TOD is that its physical form responds to – and is interrelated to – transit.

TOD has increased in popularity over the last 20 years, and is one method by which communities can reduce automobile reliance, increase mobility options, and improve public health by promoting walking and transit use. The growth of suburban traffic congestion and a renewed interest in rail and BRT investments has led to these development trends. These trends substantiated a new market for compact, pedestrian-oriented, and mixed-use development around new rail and BRT stations.<sup>1</sup>

Mass transit is increasingly being recognized and promoted as a sustainable development mechanism to reduce congestion, moderate climate change, reduce government infrastructure costs, and increase mobility of low income urban populations. By 2012, 21 states in the U.S. had at least one state- or municipal-level policy supporting TOD through zoning and regulation.<sup>2</sup> At the federal level, three key policy and funding measures were recently passed to support TOD investment in cities:

- In 2009, the U.S. Department of Housing and Urban Development, the U.S. Environmental Protection Agency (EPA), and the U.S. Department of Transportation (US DOT) formed the Partnership for Sustainable Communities, which provides technical assistance

and grants to address affordable housing and transportation needs in communities.

- The shift in Federal Transit Administration (FTA) funding requirements to include assessment of mobility improvements, economic development and environmental benefits in considerations of all FTA grants.
- Continued authorization of the bill, Moving Ahead for Progress in the 21st Century (MAP-21) which funds TOD pilot projects grants for states and localities, including funding of complex multi-modal and multi-jurisdictional projects through the Transportation Investments Generating Economic Recovery (TIGER) grants. The recently passed Fixing America's Surface Transportation (FAST) Act reauthorizes several discretionary grant programs and creates several new ones, including a new Bus and Bus Facility program.

The success of TOD is dependent on the degree to which its land use composition, streetscape design, and urban form allow for strong connections between the community and the local transit asset. Other key success factors include political support, the presence of supporting anchor institutions, locally adopted plans and policies, and developer interest and capability.

## TOD and Its Role in Driving Economic Development

In addition to the quality of life improvements that TOD provides for communities, it is a key driver of economic development at the local and regional level. According to a recent study, transit can leverage greater than \$1 of TOD investment per \$1 of transit money spent.<sup>3</sup> Dollar for dollar, public investment in transit infrastructure provides an impressive monetary return for communities. Many communities view TOD as a

1 Transit Oriented Development: Moving from Rhetoric to Reality. Dena Belzer and Gerald Autler, Strategic Economics. A Discussion Paper prepared for The Brookings Institution Center on Urban and Metropolitan Policy and the Great American Station Foundation, June 2002.

2 Transit Oriented Development in the States, by Douglas Shinkle. National Conference of State Legislatures, the Forum for America's Ideas. December 2012.

3 More Development for Your Transit Dollar: An Analysis of 211 North American Transit Corridors. Walter Hook, Stephanie Lotshaw, and Annie Weinstock. ITDP, November 2013.

catalyst for economic development, which provides substantial benefits for communities including revitalization of neighborhoods and increase in the local tax base. Communities also leverage TOD to help implement Smart Growth initiatives and address community health objectives by improving walkability.

## TOD Principles

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It is not enough for a development to be near transit; TOD must be shaped by transit and for the communities in which they are built. TOD is more than mixed-use development or a multi-building development project. Each TOD may look different and have a different primary function, but successful TOD shares a set of planning and design principles. These principles shape the land use, circulation, urban form and overall performance. Core principles of TOD include:

- ▶ Medium to high density development that is denser than the community average
- ▶ A mix of uses
- ▶ Compact, high quality, and well-designed pedestrian oriented environment
- ▶ An active defined center
- ▶ Innovative parking strategies
- ▶ Public leadership

## TOD in Connecticut

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The Connecticut Department of Transportation (CTDOT) has recently invested in its rail and bus transit systems, and is in various stages of planning, design, and construction on its major transit corridors - including station improvements, expansion of rail and bus service, new stations, and infrastructure improvements on the Hartford Line, the New Haven Line, local bus routes, and the recently completed CT**fastrak** Bus Rapid Transit system. CTDOT will continue to invest with Let'sGoCT! - The state's 30-year vision for transportation. An important goal of these public investments is to reduce automobile dependency and mitigate growing traffic congestion

on the state's key highway corridors. This sets a foundation for TOD in Connecticut's major cities and towns, recognizing that a strong economic future is dependent upon multimodal connections and access to transit.

Aligned with these transit investments are state, regional, and local-level policies that set the stage for development around transit stations. At the state level, the Connecticut General Assembly took an important step in securing the ability to receive TOD funding, by recognizing and defining TOD as "the development of residential, commercial, and employment centers within one-half mile or walking distance of public transportation facilities, including rail and bus rapid transit services, that meet transit supportive standards for land uses, built environment densities and walkable environments, in order to facilitate and encourage the use of those services."

Connecticut's transit infrastructure investment comes at a time during which various planning agencies are crafting progressive and proactive development policies. In addition to CTDOT, there are a number of planning agencies, committees, and working groups in support of TOD in the state, including the Connecticut Capitol Region Council of Governments (CRCOG), the State of Connecticut TOD Executive Committee, the TOD Interagency Workgroup, and the TOD Policy Subcommittee. These groups are helping to craft TOD policy, guide TOD initiatives, and provide technical TOD support to municipalities.

CT**fastrak** is an exciting opportunity for targeted TOD and regional economic growth. Continued partnerships among state, regional and local stakeholders is critical to the establishment of TOD at the CT**fastrak** stations, and interjurisdictional coordination will be particularly important to achieve local community redevelopment objectives.

## Bus Rapid Transit (BRT) and TOD

BRT is most commonly defined as a high-capacity bus system that provides a fast, flexible, reliable, and low cost transportation service. Fundamental characteristics of BRT systems include the use of dedicated corridors, prominent station architecture, loading and unloading of vehicles at a single grade (thus increasing the speed of boarding and alighting), pre-pay systems, transfer between routes without incurring cost, route integration with other modes of transportation, prioritizing of traffic signals for BRT right-of-way, providing real-time information to passengers, and universal access for disabled, elderly and young persons.<sup>4</sup> The number of cities with some form of a BRT system has grown from one in 1974 to 180 in 2015, with over 4,668 miles of BRT corridors serving over 30 million people worldwide.<sup>5</sup> Rapid growth of BRT in the U.S. reflects a growing commitment by municipalities to provide high-capacity mass transportation options to residents.

The type of transit serving a TOD is less important than the quality of service it provides. So long as it provides convenient connections to housing, employment centers, shopping, central business districts, and institutions, BRT can drive TOD and economic development at the local and regional level as successfully as rail. Successful U.S. examples of BRT-based TOD can be found in cities such as Cleveland, Boston, and Pittsburgh. These TODs are successful for a multitude of reasons, including quality of BRT service, presence of anchor institutions, and connections to major employment centers. BRT systems in the U.S. that have not realized TOD potential have a common set of factors, such as distance of the BRT mainline to surrounding activity centers, stations located near urban disinvestment, presence of wide roadway medians without ample crossing opportunities, and a political unwillingness to adopt zoning that permits higher density development and other supportive policy measures.<sup>6</sup> The presence of these factors are indicative of a fundamental disconnect between viewing the role of stations as solely a means of transport, versus an opportunity for place-making and redevelopment.

4 EMBARQ Brazil, BRT - Bus Rapid Transit. <http://embarqbrasil.org/BRT>

5 Global BRT Data, Key Indicators per region. <http://brtdata.org>.

6 BRT TOD; Leveraging Transit Oriented Development with Bus Rapid Transit Investments, Cervero et al. World Congress on Transportation Research Rio de Janeiro Brazil, 2013, page 1.

There is limited discourse on how specifically BRT influences opportunity for private development. Some cities have made efforts to measure economic development along BRT corridors. Along Cleveland's HealthLine BRT on Euclid Avenue, an estimated six billion dollars has been invested within a quarter-mile of the line since the introduction of the system. Overall ridership is up 46 percent over the old No. 6 bus line along Euclid Avenue. It is widely assumed that BRT played a large role in these new investments. It is important to note that construction of the HealthLine in Cleveland was encouraged by city planning mandates for increased density, reduced parking at-grade and prohibition of undesirable uses and visual elements around stations.

CT **fastrak** provides a unique opportunity for central Connecticut to create a model for bus-based TOD in the U.S. Similar to other suburban and urban communities in the US, CT can leverage TOD opportunities to continue to improve upon the BRT system.



# Chapter 1: Study Area Overview

The study area includes the 9.4-mile CT**fastrak** guideway and its ten CT**fastrak** stations. Each CT**fastrak** station area (the area within a half-mile radius of the station) is evaluated. The station areas, which comprise approximately 515-acres of land area, represent the transit “catchment” around each station, and are shown on Figure 1 (Page 7). This is the zone within which commuters are most likely to walk to the station, and thus the area that would benefit most from pedestrian infrastructure, vehicular circulation improvements, and relatively high-density development.

## CT**fastrak** Corridor

CT**fastrak** operates along an exclusive bus rapid transit (BRT) guideway in central Connecticut, linking New Britain and Hartford, and serves a variety of urban and suburban neighborhoods. The CT**fastrak** guideway was built along a former freight rail line, and generally runs parallel to the existing Amtrak passenger railroad along limited access highways such as I-84 and Route 9.

Due to a legacy of extensive freight rail operations along the corridor, there is a concentration of large factories, industrial warehouses, and wholesale trade establishments along the corridor supported by an auto-oriented street network. With the new CT**fastrak** BRT service and upgraded passenger rail service planned by New Haven-Hartford-Springfield Rail Program, the corridor is expected to see changes in land use, building form, and street pattern, which will consequently lead to the new economic opportunities and quality of life improvements.

The CT**fastrak** BRT system is augmented by regional express buses that share the CT**fastrak** guideway and cover a large geographic area, including Bristol, Southington, Cheshire, and Waterbury. There are also CT**fastrak** routes along the guideway that extend to Central Connecticut State University, Westfarms Mall, the University of Connecticut Heath Center,

and Manchester Community College. By August 2016, total CT**fastrak** corridor passenger trips reached over four million.

## CTfastrak Stations

The study analyzes ten stations, which (from south to north) are Downtown New Britain, East Main Street, East Street, Cedar Street, Newington Junction, Elmwood, Flatbush Avenue, Kane Street, Parkville, and Sigourney Street. The stations are spaced between a half-mile and 1.5 miles apart, serving a diversity of neighborhoods ranging from downtown and mixed-use inner-ring communities to low-density suburban areas. While the area around each station has its own unique characteristics, there are several typical conditions of note related to land use composition, street patterns, and building forms.

Downtown New Britain and Sigourney Street Stations in New Britain and Hartford are located in an urban context with mixed land use patterns nearby, and a greater number of transportation resources available. They are also located next to major highways, which create substantial land access and pedestrian circulation challenges.

East Main Street Station is located immediately outside downtown New Britain, and is surrounded by residential development within some commercial and industrial establishments. The area has tight knit streets and a variety of residential housing stock, including two and three family homes, and small-scale service retail.

Newington Junction, Flatbush Avenue, and Parkville stations are each located near strips of large-scale industrial and commercial establishments, and interface with stable single-family residential neighborhoods. In the case of the Parkville station area, many industrial buildings are in the process of transitioning into commercial and residential uses.

The Cedar Street, Elmwood, and Kane Street station areas lack residential land use directly adjacent to the station. They are surrounded by big-box retail and light industrial establishments. In the case of Cedar Street and Kane Street, large open space, wetlands, and other undeveloped areas surround the stations.

The East Street station area stands out among others because of several mid-density residential developments recently constructed within walking distance to East Street Station.

The limited access, grade-separated CTfastrak guideway combined with the adjoining active railroad creates a physical barrier limiting lateral access for motorists, pedestrians, and bicyclists. Station areas without cross-guideway streets such as those at the Kane Street and Cedar Street stations, offer a “single-sided” condition creating a cut-off and under-served zone for many living within a 10-minute walk of the station. Sigourney Street and Downtown New Britain stations are located adjacent to highway infield and ramps, expanding the physical gap between the station and the opposite side of the guideway.

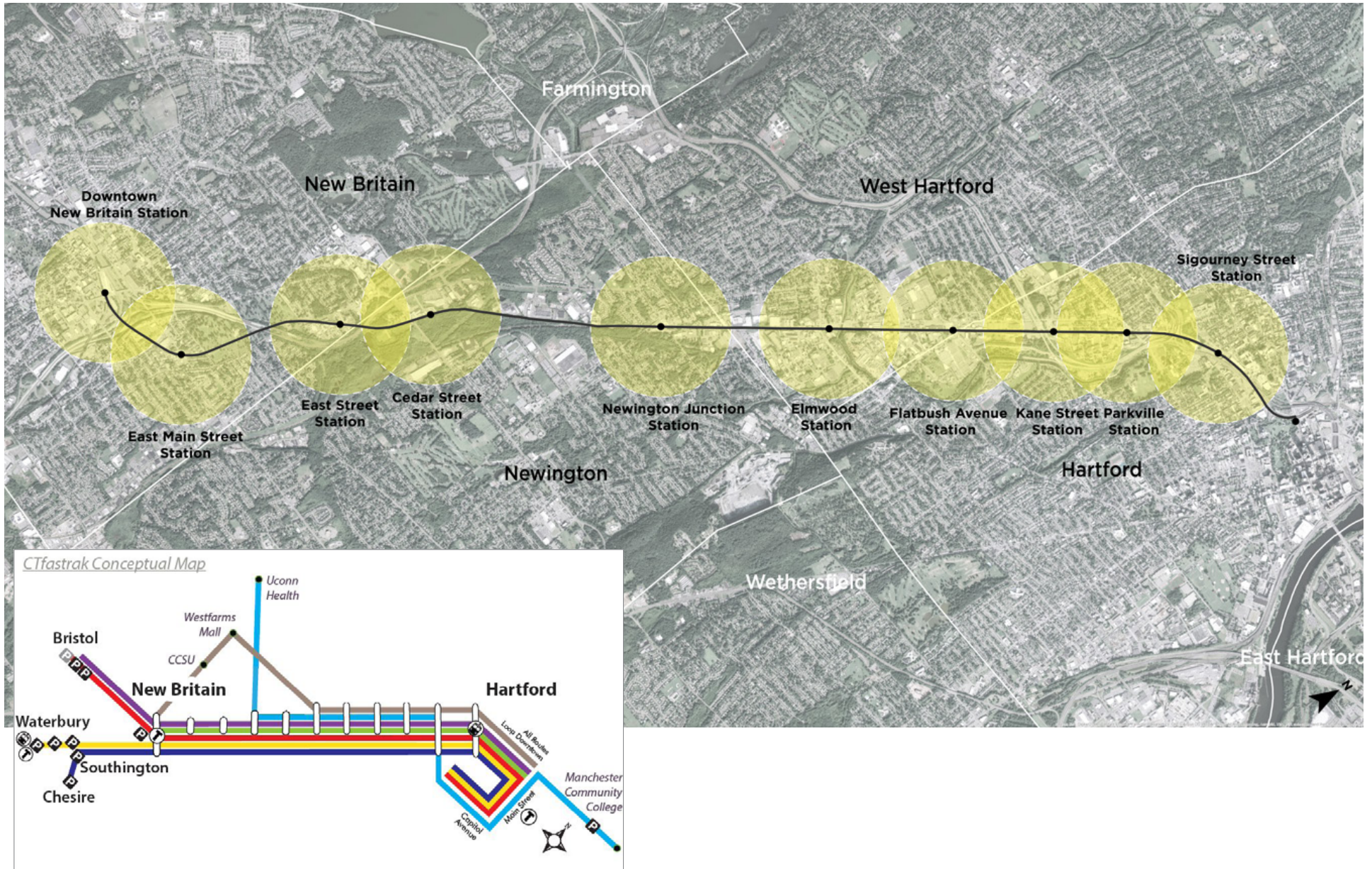


Figure 1: CTfastrak Corridor Map

## Market Overview

The CT**fastrak** Corridor connects the two Connecticut cities with the greatest populations in Hartford County: Hartford and New Britain. In between these two cities are the suburban towns of West Hartford and Newington. Combined, these four municipalities form the densest corridor in Hartford County, surrounded by smaller suburban towns, rural expanses, and small pockets of industry clusters (from media in Bristol to aerospace manufacturing in East Hartford).

Hartford County is the second most populous county in the state with nearly 900,000 residents, similar in size to both Fairfield County (917,000) and New Haven County (862,000). The CT**fastrak** Corridor study area, defined as the area within 0.5 miles of the guideway, has over 41,600 residents, or about 5 percent of the county. From 2000-2015 the Corridor experienced about 2 percent growth, a rate less than half as fast as Hartford County overall. Baseline population growth projections through 2020 are largely flat along the Corridor, with modest growth projected for Hartford County (see Figure 2). Note that these “baseline” growth forecasts do not factor in the recent transportation benefits or any potential land-use changes associated with CT**fastrak**.

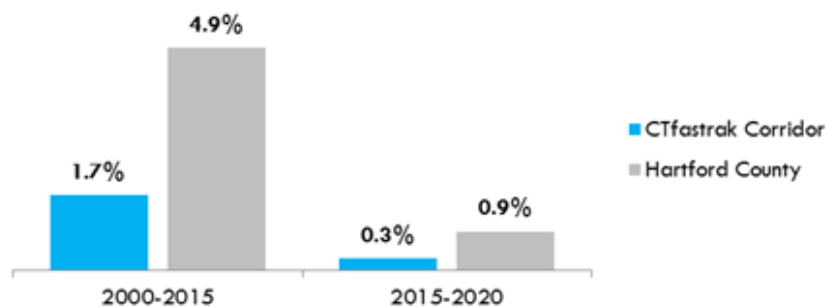


Figure 2: Population growth for study area and Hartford County, 2000 - 2020

Source: U.S. Census Bureau, Esri. (2015)

The CT**fastrak** Corridor runs along a historic freight rail line that presents both challenges and opportunities. The station areas along the Corridor have historically higher rates of unemployment, higher rates of residential vacancy and lower rates of homeownership (see Table 1 and Table 2). These areas also house many former industrial buildings, including buildings with historic value that can be retrofitted into spaces for creative and cultural uses.

Table 1: Income, unemployment, and education, 2015

	Median Household Income	Unemployment Rate	% High School Graduates or Higher
CT <b>fastrak</b> Corridor	\$29,700	14%	75%
Hartford County	\$62,600	8%	89%
Connecticut State	\$67,500	8%	90%

Source: U.S. Census Bureau, Esri

Table 2: Housing units occupied by renters and vacant units, 2015

	% Renters	% Vacant
CT <b>fastrak</b> Corridor	67%	14%
Hartford County	32%	7%
Connecticut State	30%	8%

Source: U.S. Census Bureau, Esri

As industry has left the corridor, these areas have undergone varying rates of change, resulting in highly variable socioeconomic conditions. Income disparities are more pronounced in Connecticut than in any state in the United States, which is also reflected within Hartford County. Within just a few miles, the median income changes from under \$15,000 in downtown Hartford to over \$180,000 in sections of West Hartford (see Figure 3).

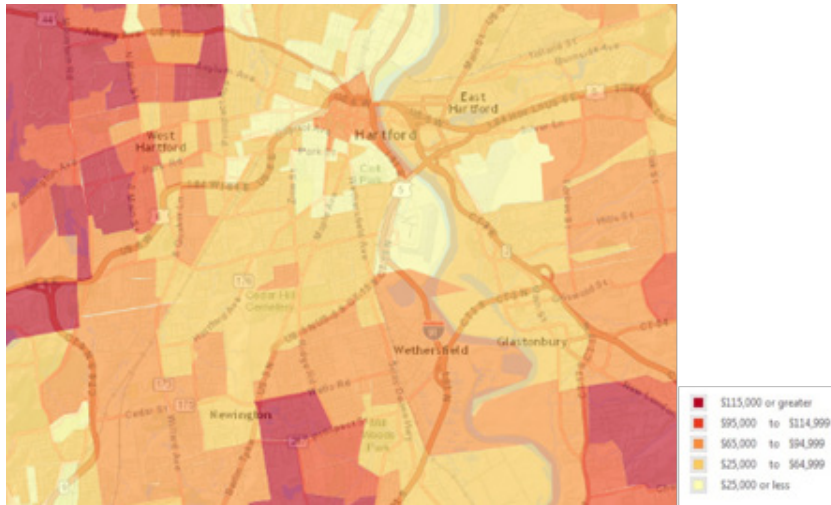


Figure 3: Median income by census blocks in greater Hartford, 2015

Source: U.S. Census Bureau, Esri

While baseline growth is projected to be small along the Corridor, a faster rate of growth in households earning over \$75,000 a year could create demand for new housing product<sup>7</sup>. The Corridor is projected to add approximately 700 new households within these income brackets by 2020. Hartford County as a whole is expected to add over 21,000 higher income households during this same time period, representing potential additional demand that could be captured by the CT**fastrak** Corridor. Higher income households may be able to support new types of owner-occupied housing product than what typically exists along the Corridor.

Jobs have been locating within the CT**fastrak** Corridor at a faster rate than in Hartford County on the whole between 2002 and 2013 (see Figure 4). Commercial growth along the Corridor has been concentrated in educational services and health care (or “Eds and Meds” sector), bringing

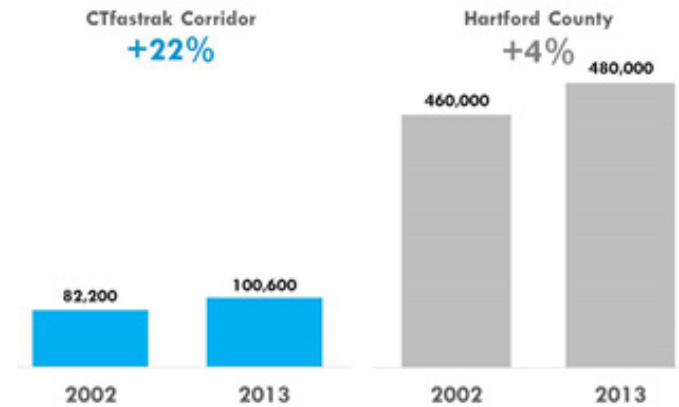


Figure 4: Employment growth, 2002-2013

Source: U.S. Census On The Map

almost 15,000 workers from TOD-supportive industries closer to transit (see Figure 5).

The recent job growth in the corridor has also been accompanied by an increase in higher wage jobs, which is correlated with accelerated growth in “Eds and Meds” employment in the Corridor. There has been an increase of 25,000 jobs paying over \$40,000 annually in the Corridor. This concentration of growth is correlated with increased earnings due to a number of factors, such as an increase of students and patients who come into the area for services and education, an increase of skills of local residents, and university research that spurs economic development. In particular, the concentration of growth in health care in the Corridor may have the most direct effect, as this industry pays higher than average wages at all levels of skill and educational attainment<sup>8</sup>.

<sup>7</sup> \$75,000 is the approximate threshold for households that can afford new for-sale units or new rental units with rates that would make construction feasible, as cited in *Making It Happen: Opportunities and Strategies for Transit-Oriented Development in the Knowledge Corridor, Connecticut Region Council of Governments, 2013*.

<sup>8</sup> Bartik, Timothy and George Erickcek, “The Local Economic Impact of “Eds & Meds”: How Policies to Expand Universities and Hospitals Affect Metropolitan Economies,” Brookings Institute, 2008.

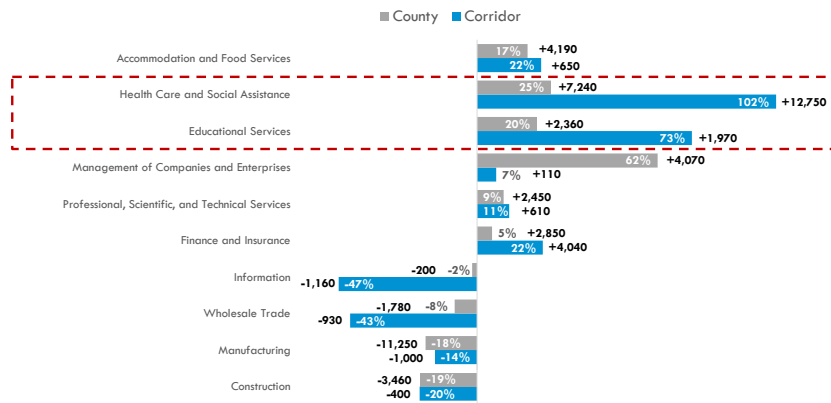


Figure 5: Employment growth, 2002-2013: Job growth by NAICS code, 2002-2013

Source: U.S. Census On The Map

The CT**fastrak** Corridor is home to a number of important institutions that serve as anchors of the local economy. The size of these organizations, the nature of their work, and the investments they've made in this region signal an opportunity for expansion in the station areas. Table 3 shows the anchor institutions within one mile of the stations studied in this report. Of note is Aetna, the largest employer in the CT**fastrak** Corridor. In addition, Central Connecticut State University in New Britain is the largest school in the Connecticut State University system and has plans to potentially expand close to CT**fastrak** Cedar Street Station in Newington.

Table 3: Employment: 2002-2013: Anchor institutions within one mile of Station Areas

Anchor Institution	Category	City/Town	Stations	Distance (mi)	Employees
Aetna	Private	Hartford	Sigourney Street	0.4	6,100
Hartford Financial Services Group	Private	Hartford	Sigourney Street	0.7	4,100
The Hospital of Central Connecticut	Medical	New Britain	Downtown New Britain	0.7	2,467
St. Francis Hospital	Medical	Hartford	Sigourney Street	1.0	2,200
Trinity College	Higher Education	Hartford	Kane Street	1.0	2,062
Central Connecticut State University	Higher Education	New Britain	East Street, Cedar Street	0.5	1,000
Stanley Black and Decker	Private	New Britain	Downtown New Britain	0.8	200
New Britain Museum of American Art	Cultural	New Britain	Downtown New Britain	0.7	24

Source: Hoover's Inc; Hartford Courant (2015)

TOD in these station areas will need to leverage private and public investment to foster placemaking and set the stage for new jobs and housing. As market conditions vary along the Corridor, the following section will provide snapshots of conditions and opportunities for each of the four municipalities that contain the ten station areas reviewed in this analysis. Whereas Census data is available at the tract level for analysis, limited available market data for the station area geographies necessitated the use of data within a one-mile radius of the station locations. The diagram in Figure 6 demonstrates the different geographies utilized for data aggregation in this study.



Figure 6: Diagram of Market Study Boundaries

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# Chapter 2: Prior Plans & Projects

This chapter provides an inventory and summary of previous and ongoing planning efforts and capital projects relating to or in support of TOD along the CT**fastrak** corridor. The purpose of this inventory is to document the well-established issues and opportunities identified by these prior plans, studies, and projects. This inventory, presented in chronological order, provides an evaluation of how CT**fastrak**'s operation can affect community vitality, activity, and development.

## Prior Plans & Studies

### 2004 CROCOG Reports

In 2004, CROCOG produced the New Britain-Hartford Busway Station Area Planning Project which outlined a plan for each of the stations along the CT**fastrak** corridor. The primary goal of the Station Area Planning Project was to explore the areas around the proposed station sites and form a direct link between the transportation network and surrounding land uses by creating enhancements to the pedestrian environment. As a result, the station areas would capitalize on the benefits of the CT**fastrak** investment.

The report highlights the preferred development options/solutions which include site specific plans and the benefits of each alternative. The plan concludes in identifying a short, medium and long term implementation strategy and listing the appropriate next steps that should be taken.

This planning project was an early indication that there is strong support for TOD in the region, from regional to local level. The plan acknowledges that additional density can and should be located in downtown areas to help to reduce auto demand, increase economic development, and lead to healthier and more active lifestyles. Although this report is over ten years old, it is worth evaluating some of the highlighted opportunities that may still exist around each of the stations.

### The iQuilt: Capitol District Vision Plan and Hartford's Pathways of Innovation

The iQuilt Plan was created in 2007 as a strategic urban design plan in Downtown Hartford that identifies opportunities to link cultural and key institutions/destinations with a vibrant and innovative pedestrian network. This plan highlights key sites, all of which would contribute to a new vision for Hartford. Although the various sites may differ in size and context, they all share similar goals and ideas. As noted in the iQuilt plan, all of the sites look to focus on the following:

- ▶ Create a compact downtown that is easily navigable.
- ▶ Improve Hartford's streetscape and pedestrian environment while simultaneously increasing economic activity.
- ▶ Integrate the pedestrian network with car, bus, rail, and bicycle modes.
- ▶ Link the downtown to natural assets such as Bushnell Park and the Connecticut River waterfront.

There is a direct link between the CT**fastrak** system and the iQuilt Plan. Similarly to CT**fastrak** connecting various residential, recreational and commercial opportunities in the region, the iQuilt Plan looks to use this same concept on a more local scale in downtown Hartford.

### Parkville Strategic Plan

In 2008, the Parkville Revitalization Association completed the Parkville Strategic Plan, which focused on the Parkville neighborhood of Hartford and outlined its strengths, challenges, vision for the future, land use plan, and priority projects. The Plan highlights the importance of the CT**fastrak** corridor to connecting the community to the region, and the potential for the CT**fastrak** Parkville Station to catalyze TOD.

## Capital Region Transportation Plan

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In 2011, CROCOG produced the Capitol Region Transportation Plan. This plan is a guide for investing in transportation projects to meet travel demands through 2040. Outlined below are a few of the major policy directions identified within this report, which also highlight the region's greatest needs:

### Sustainable Transportation System

- ▶ CROCOG strongly supports and encourages TOD along transit lines and believes that the region, state, and affected municipalities need to undertake a series of actions to encourage TOD. As previously mentioned, with CT**fastrak** in operation, CROCOG will assist in the implementation of TOD plans and take the necessary steps in order to secure development opportunities near stations.

### Continued Emphasis on Environmental Justice

- ▶ CROCOG advocates for future development and transportation projects to address the needs of all residents, including minority, low income, and transit-dependent residents.

### Continued Emphasis on Pedestrian & Bicycle Travel

- ▶ CROCOG emphasizes public transit and pedestrian/bicyclists need to be part of an integrated system which includes bus shelters, park and ride lots, bike racks on and off vehicles, etc.

## Partnership for Strong Communities TOD Toolkit for CT

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In 2012, with funding from the One Region Funders Group, the Connecticut Fund for the Environment, Partnership for Strong Communities, Regional Plan Association, and Tri-State Transportation Campaign developed the Transit-Oriented Development Toolkit for CT, which provides descriptions of TOD concepts, techniques and resources specifically for Connecticut's communities. The Toolkit focuses on several core concepts to creating sustainable TOD in Connecticut:

- ▶ Community and placemaking;
- ▶ Mixed-income housing;
- ▶ Complete streets;
- ▶ Parking;
- ▶ Green infrastructure; and
- ▶ Energy.

## Complete Streets Master Plan for Downtown New Britain

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In 2013, the City of New Britain published a Complete Streets Master Plan which was intended to serve as a guide for creating a more pedestrian-friendly, attractive and livable environment throughout the downtown area. This master plan is largely shaped by CT**fastrak** and the multi-use trail project. Both of these projects will provide residents and commuters in the region travel time savings, and access to additional recreational, residential and commercial opportunities. Although New Britain already has many of the characteristics that provide the foundation for a livable environment, this Master Plan was intended to highlight and leverage its assets and find opportunities to make the downtown more walkable and transit friendly. The City of New Britain developed several guidelines to achieve the vision for its downtown development. Outlined below are a several key guidelines from the plan:

- ▶ Utilize a Complete Streets design approach to balance the needs of cars, people, bicyclists, and transit riders. Provide a safe and attractive environment throughout the downtown by improving the overall pedestrian experience.
- ▶ Establish a more livable environment supportive of transit-oriented development, economic growth, and improving the quality of life in New Britain.
- ▶ Reconnect the downtown and neighborhoods by carrying Complete Streets improvements across the State Route 72 overpasses. This will help reestablish Main Street as the focal street in the city, and reconnect the downtown with the Broad Street and New Brite Plaza area.
- ▶ Build on the City's strong connection with the arts and establish a streetscape art program that includes both permanent and rotating art and sculptures to enhance the streetscape image and provide a destination for visitors.
- ▶ Focus on improvements in the Main Street corridor, which serves as an economic driver for New Britain. This corridor is significant to the City because it provides a link between downtown, neighborhoods, CT**fastrak**, and the northern and southern gateways into downtown.

## Downtown North / Downtown West: A Plan for the City of Hartford

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In 2013, the City of Hartford published a plan for Downtown North and Downtown West neighborhoods. This plan creates a framework based on implementable projects and builds a vision for long-term development. The plan analyzes transportation networks, key assets, environmental conditions, zoning, land use, housing stock, and site specific areas for each downtown neighborhood.

The plan puts great emphasis on accessibility and the street network because of the geographic location of the city and how the city has changed over time. The concepts and strategies put forth in this plan will provide a better understanding of the critical issues that downtown Hartford is facing.

## Making it Happen: Opportunities and Strategies for Transit-Oriented Development in the Knowledge Corridor

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The “Knowledge Corridor,” also referred to as the Hartford-Springfield Metropolitan Area, has recently experienced growth in many employment sectors including health, education, and transportation. In 2013, this report was produced by CRCOG as a way to document the major developments and projects already underway or anticipated to start in the near future. This report also identifies TOD opportunities and strategies along the Knowledge Corridor. One of the key findings of the report is that CT**fastrak** will be a strong driver of development throughout the region, and will attract businesses, jobs, and people to the area. As the population in the region continues to experience an influx of Millennials and Baby Boomers, demand for more walkable, urban life-styles in compact, transit-oriented communities will rise.

## Sustainable Land Use Code Project: Model Regulations for Mixed-use TOD Districts

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This project was conducted in 2014 by CRCOG to provide a model zoning code for TOD districts that municipalities can use as a starting point to begin modifying their zoning regulations around transit assets. The model code provisions are intended to encourage transit-supportive development appropriate around transit stations, and make specific mention of the opportunities around the CT**fastrak** station areas.

The model code includes guidelines related to parking, building form, uses, intensity, and dimensional standards that can be utilized to foster compact, higher density, and walkable development opportunities within CT**fastrak** station areas.

## Zone Hartford Project

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Initiated in 2014, Zone Hartford was a project to update and revise the City of Hartford’s existing Zoning Regulations to preserve and enhance the long-term economic health of Hartford by focusing on encouraging pedestrian-friendly development, creating a better framework to support healthy and vibrant neighborhoods, and making it easier to develop in accordance with the city’s vision. This was the first comprehensive rewrite since the ordinance was adopted in the late 1960s.

The new zoning code, which was adopted in January 2016, addresses deficiencies in code administration, outdated land use permissions, and organizational structure. In addition, and critical to TOD along the CT**fastrak** corridor, Hartford integrated a form-based element into the new regulations. The new zoning code and map was drafted by city staff with input from city agencies and the community.

## CRCOG Pedestrian and Bicycle Plan Addendum

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In 2015, CRCOG prepared an Addendum to its 2008 Pedestrian and Bicycle Plan report that documents where the region is today and reports on some of the key changes in pedestrian and bicycle planning and implementation. The following is a summary of the CRCOG Pedestrian and Bicycle Plan Addendum:

- ▶ A new 4.5 mile multi-use path extends from Newington Junction Station to Downtown New Britain Station, and is also part of the regional trail network.
- ▶ TOD and Complete Streets improvements will be implemented over the next several years, and will become part of new zoning policies that promote biking and walking. This will encourage development and provide solutions to last mile/first mile connections in the vicinity of transit stations.
- ▶ A prior study conducted by CRCOG and the Greater Hartford Transit District found that a bike share program has the potential to work and would be most viable in areas such as the City of Hartford and select areas in West Hartford and East Hartford.

## CTfastrak Flatbush Avenue Station Area Transit Oriented Development Primer and Concept Memo for Hartford and West Hartford, CT

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In 2015, CRCOG undertook this study to assess the opportunities and potential site capacity for TOD around the Flatbush Avenue Station, one of the 10 CTfastrak stations and a future Hartford Line station. This study also highlighted the importance of interjurisdictional coordination, as the station area straddles the municipal boundary between the Town of West Hartford and the City of Hartford.

The primer defines characteristics of TOD and offers development concepts for infrastructure improvements to the street grid and pedestrian and bicycle paths. The document further illustrates potential building uses and footprints suitable for the station area, which could be implemented over a 20-30 year horizon. The document concludes with proposed zoning modifications to the station area which are consistent with each municipality's existing zoning regulations, including the following:

- ▶ Allow a mix of multi-family residential, office and retail use.
- ▶ Prohibit auto-oriented uses and outdoor storage, or allow them by Special Permit only.
- ▶ Reduce parking requirements to one space per residential unit and three spaces per 1,000 square feet of office or retail use.

## Farmington Avenue Comprehensive Community Plan

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In 2015, the Farmington Avenue Plan was developed by the Hartford Business Improvement District (HBID) and the Hartford Preservation Alliance (HPA) to guide the revitalization of the historic six-block Farmington Avenue corridor from Sigourney Street to Woodland Street in downtown Hartford. This plan identifies current obstacles to economic development along the corridor, and develops an improvement strategy. High density development of this commercial corridor located within the CTfastrak Sigourney Street station area, will be instrumental in creating TOD success.

The principal purpose of the plan is “to identify key assets, opportunities, challenges and issues to set the stage for the community to come together to clarify their vision and define a Comprehensive Community Plan that can actually happen.” This plan includes strategies to leverage CTfastrak Sigourney Street station.

Recommendations in the plan and potential strategies to improve the corridor include:

- ▶ Develop a corridor-wide vision and action plan
- ▶ Identify a community development organization to steward the vision and action plan
- ▶ Enhance the streetscape by introducing a comprehensive streetscape improvement plan (Complete Streets and aesthetic improvements)
- ▶ Rezone the corridor using form-based regulatory elements
- ▶ Enhance on-street foot presence
- ▶ Build redevelopment capacity
- ▶ Brand and promote the corridor
- ▶ Introduce redevelopment incentives

## Transit-Oriented Development Progress Reports

In 2015, CRCOG prepared a progress report for each of the CT**fastrak** and Hartford Line commuter rail stations. The progress reports are an indication of the activities that have been completed, and the anticipated next steps. CRCOG intends to update these reports quarterly. The criteria analyzed at each station location include:

- Comprehensive Plans
- Zoning
- Transportation
- Complete Streets
- Infrastructure
- Brownfields
- Land Assembly
- Economic Analysis
- Other Development

## West Hartford Complete Streets Policy

In July 2015, the Town Council of West Hartford adopted a Complete Streets Policy. The policy mandates that the town will “plan, design, construct, operate and maintain appropriate facilities for pedestrians, bicyclists, transit riders, motorists, children, the elderly and people of all abilities in all new construction, reconstruction, and repaving improvements”.

The plan lays out specific steps to facilitate the implementation of Complete Streets through cooperation and collaboration between the West Hartford Planning and Engineering Divisions, and with state and regional agencies and other local stakeholders.

The plan goes on to state that the Town of West Hartford and its Bicycle Advisory Committee will develop a Bicycle Facility Plan and present it for adoption by April 2016.

## I-84 Hartford Project

Beginning with the I-84 Needs and Deficiencies Study in 2013, and ending with its reconstruction in or around 2027, the purpose of the I-84 Hartford Project is to address the highway’s structural deficiencies, improve traffic operations and safety, and improve mobility, all while maintaining access for the City of Hartford and adjacent communities. At the same time, the I-84 Hartford Project will strive to reduce the highway’s adverse impact and footprint on the city, while integrating it more closely into the regional multimodal and interstate transportation system, both existing and planned.

In addition, the redesign of the I-84 mainline and the interchanges between Flatbush Avenue and I-91 will consider the City of Hartford’s economic development and urban design goals, and will be consistent with the State of Connecticut’s goals of energy efficiency and responsible growth. The project includes a robust program of active public engagement which helps identify a solution that can be embraced by the project’s many stakeholders.

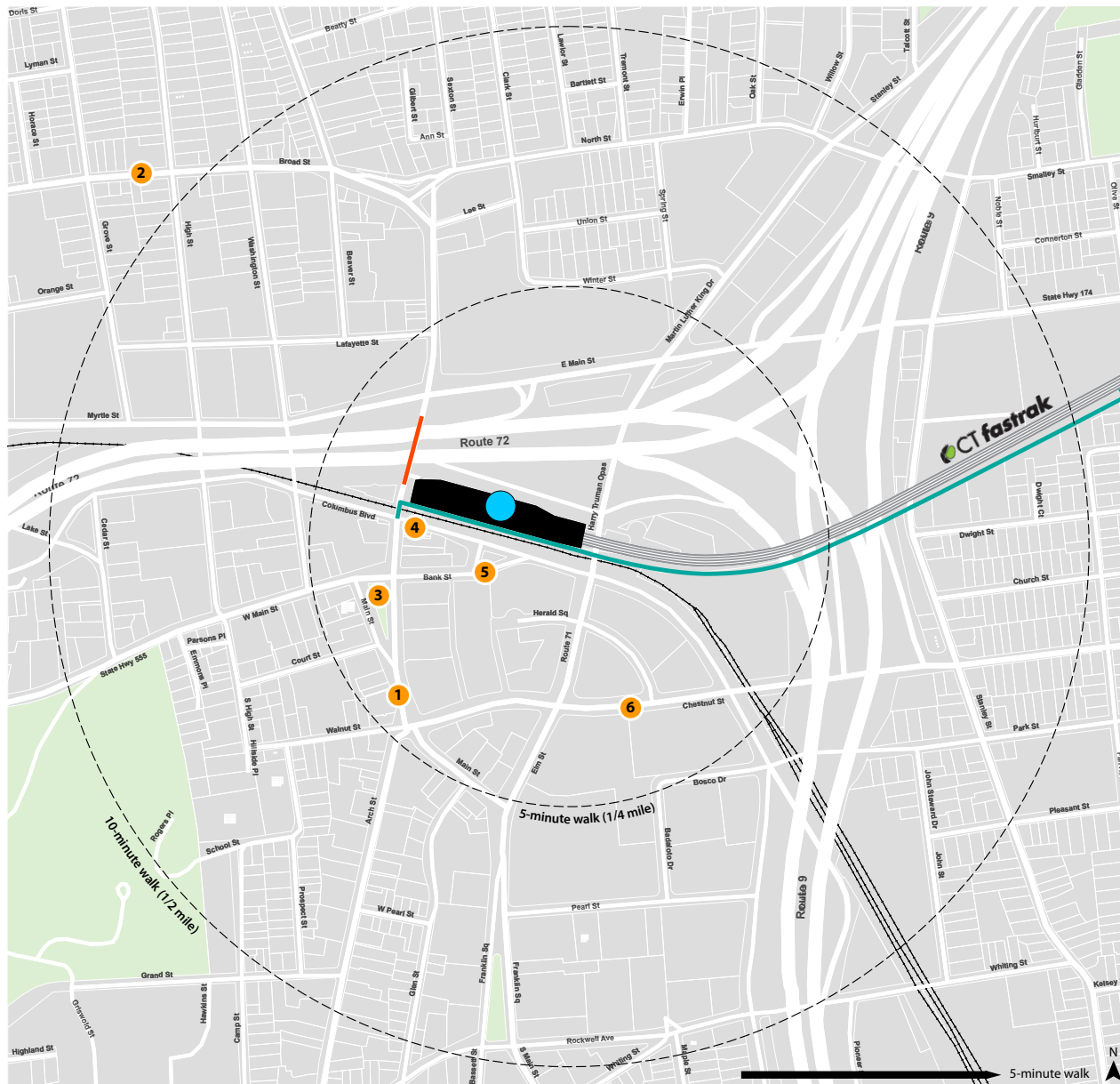
I-84 runs roughly parallel with CT**fastrak** within the City of Hartford, thus the I-84 Hartford Project will impact CT**fastrak** station areas - particularly the Sigourney Street station area. Where and how TOD takes place along CT**fastrak** will be dependent on the new alignment of I-84 mainline and the location of on and off ramps.

## Current and Planned Projects along the CT*fastrak* Corridor

Understanding existing investments is an important step in evaluating potential TOD opportunities along the CT*fastrak* corridor. In April of 2015, CRCOG produced the Transit-Oriented Development Progress Report which is intended to catalog relevant comprehensive plans, zoning changes, transportation elements, infrastructure projects, and development opportunities. This summary provided an important baseline understanding of planned improvements around the CT*fastrak* station areas.

Proposed and ongoing capital improvement projects that CRCOG identified along the CT*fastrak* corridor range from small-scale, such as street and sidewalk improvements to large-scale transportation and roadway improvements. These public infrastructure improvements are critical to each station area's ability to support new mixed-use development. Mapping the location of improvements relative to the CT*fastrak* stations is critical to developing an understanding of what improvements are planned and where there may be need for further public infrastructure investment.

As shown on Figure 7 through Figure 16, streetscape improvements are planned for the areas surrounding the CT*fastrak* stations and include expansion of pedestrian and bicycle infrastructure, extension and construction of new sidewalks, and the creation of a safer environment for pedestrians, bicyclists, and motorists. These maps offer a general snapshot of projects, rather than an exhaustive representation of activities.

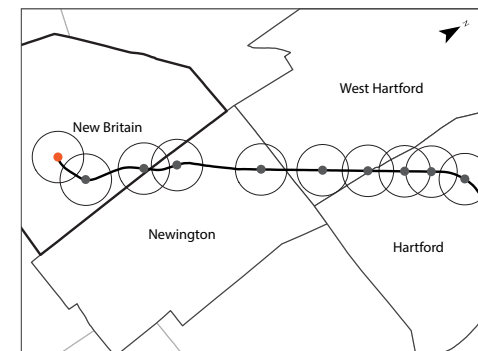


## Downtown New Britain Station (New Britain)

### Projects

- 1 Main Street Streetscape Improvements
- 2 Broad Street Streetscape Improvements
- 3 Central Park Green Space Improvements
- 4 Columbus Blvd Streetscape Improvements
- 5 Bank Street Streetscape Improvements
- 6 Chestnut Street Streetscape Improvements
- Station Development - Bike Racks
- Main Street Overpass Project
- CTfastrak Multi-use Trail
- CTfastrak Downtown New Britain Station

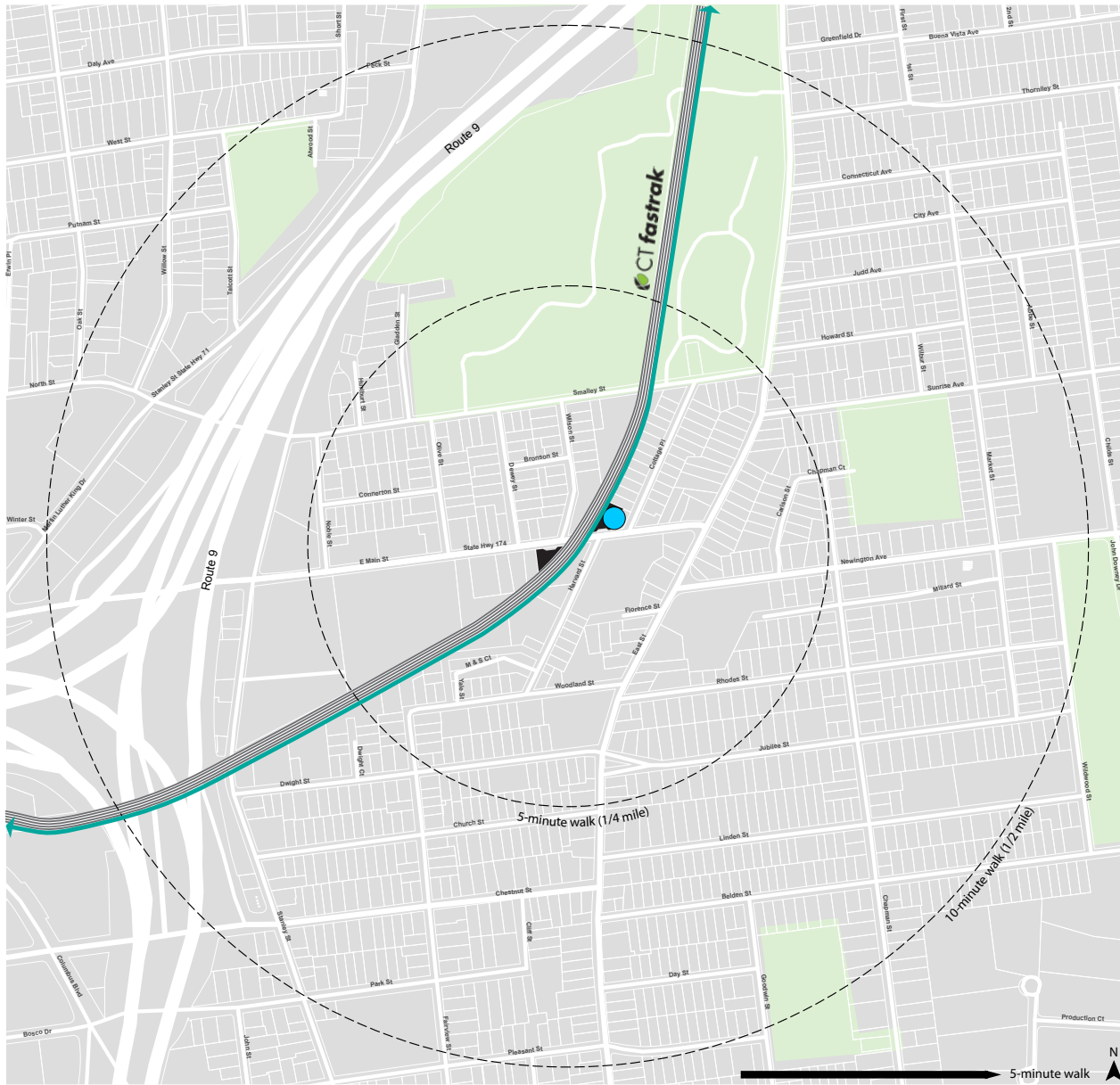
Source: 2015 TOD Progress Report, CRCOG.



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Figure 7: Current and Planned Projects for the Downtown New Britain Station Area



## East Main Street Station (New Britain)

### Projects

- Station Development - Bike Racks
- CTfastrak Multi-use Trail
- CTfastrak East Main Street Station

Source: 2015 TOD Progress Report, CRCOG.

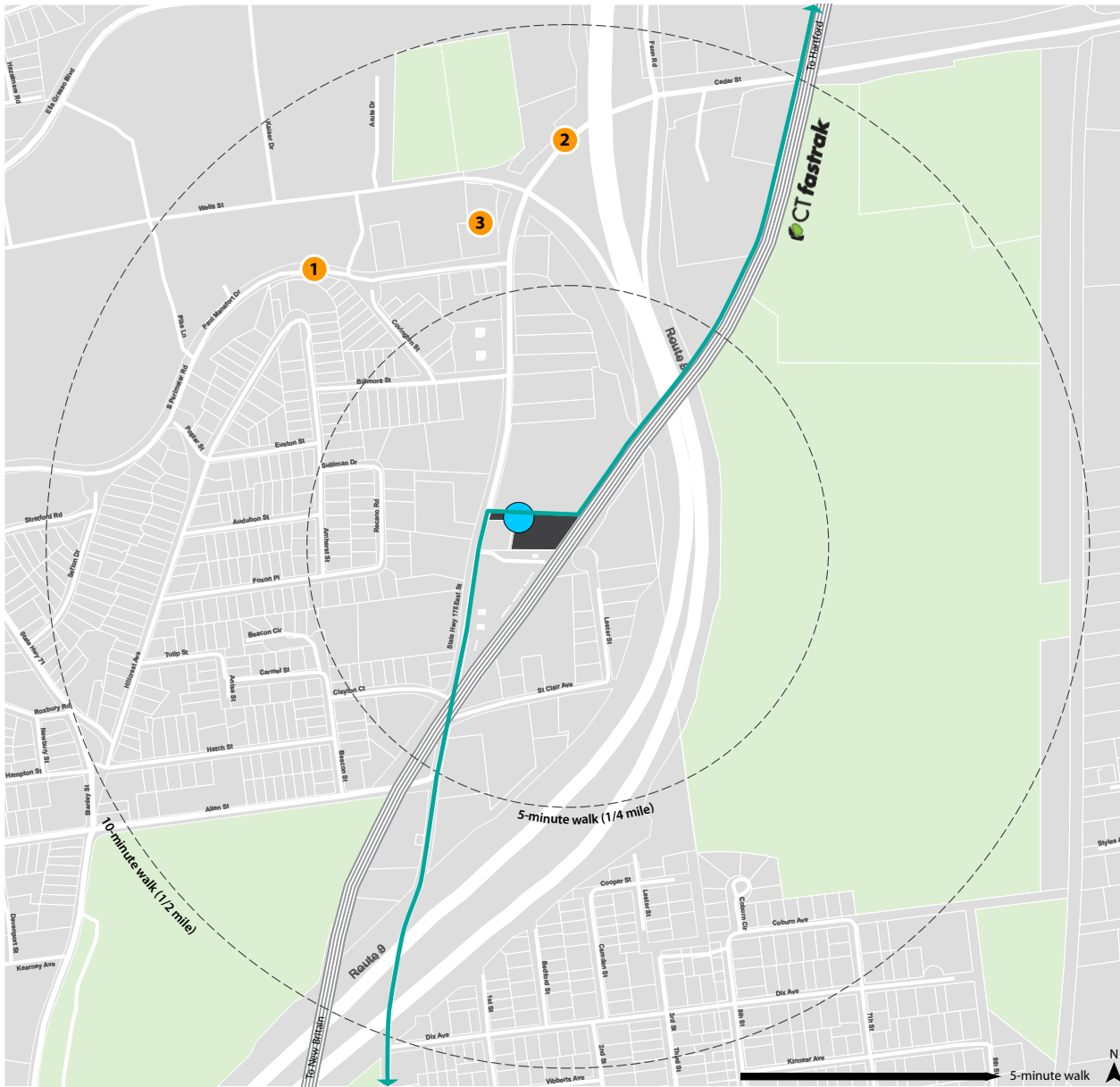


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Figure 8: Current and Planned Projects for the East Main Street Station Area



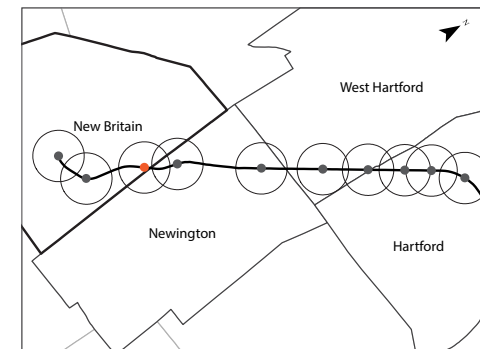


## East Street Station (New Britain)

### Projects

- 1 Bike Lane on Paul Manafort Drive
- 2 East Street Streetscape Improvements
- 3 Commercial Development Site
- Station Development - Bike Racks
- CTfastrak Multi-use Trail
- CTfastrak East Street Station

Source: 2015 TOD Progress Report, CRCOG.



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Figure 9: Current and Planned Projects for the East Street Station Area



## Cedar Street Station (Newington)

### Projects

- 1 Fenn Road Streetscape Improvements
- 2 East Street Streetscape Improvements
- 3 Former National Welding Site - Potential Transit Oriented Development Site
- Station Development - Bike Racks
- CTfastrak Multi-use Trail
- CTfastrak Cedar Street Station

Source: 2015 TOD Progress Report, CRCOG.



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Figure 10: Current and Planned Projects for the Cedar Street Station Area

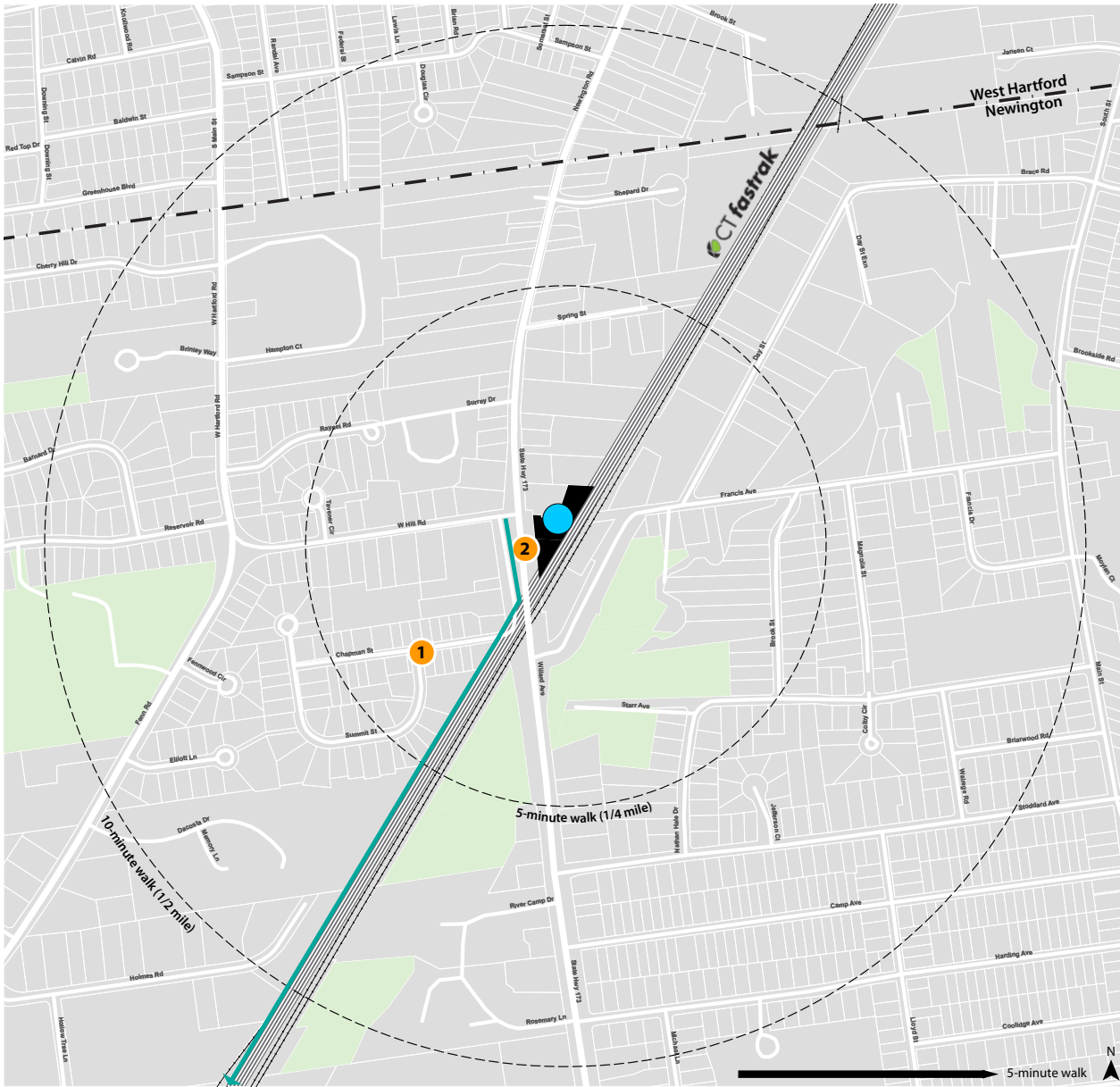


Figure 11: Current and Planned Projects for the Newington Junction Station Area

## Newington Junction Station (Newington)

### Projects

- 1 Chapman Street and Summit Street Culvert & Drainage Improvements
- 2 Willard Avenue Streetscape Improvements
- Station Development - Bike Racks
- CTfastrak Multi-use Trail
- CTfastrak Newington Junction Station

Source: 2015 TOD Progress Report, CRCOG.



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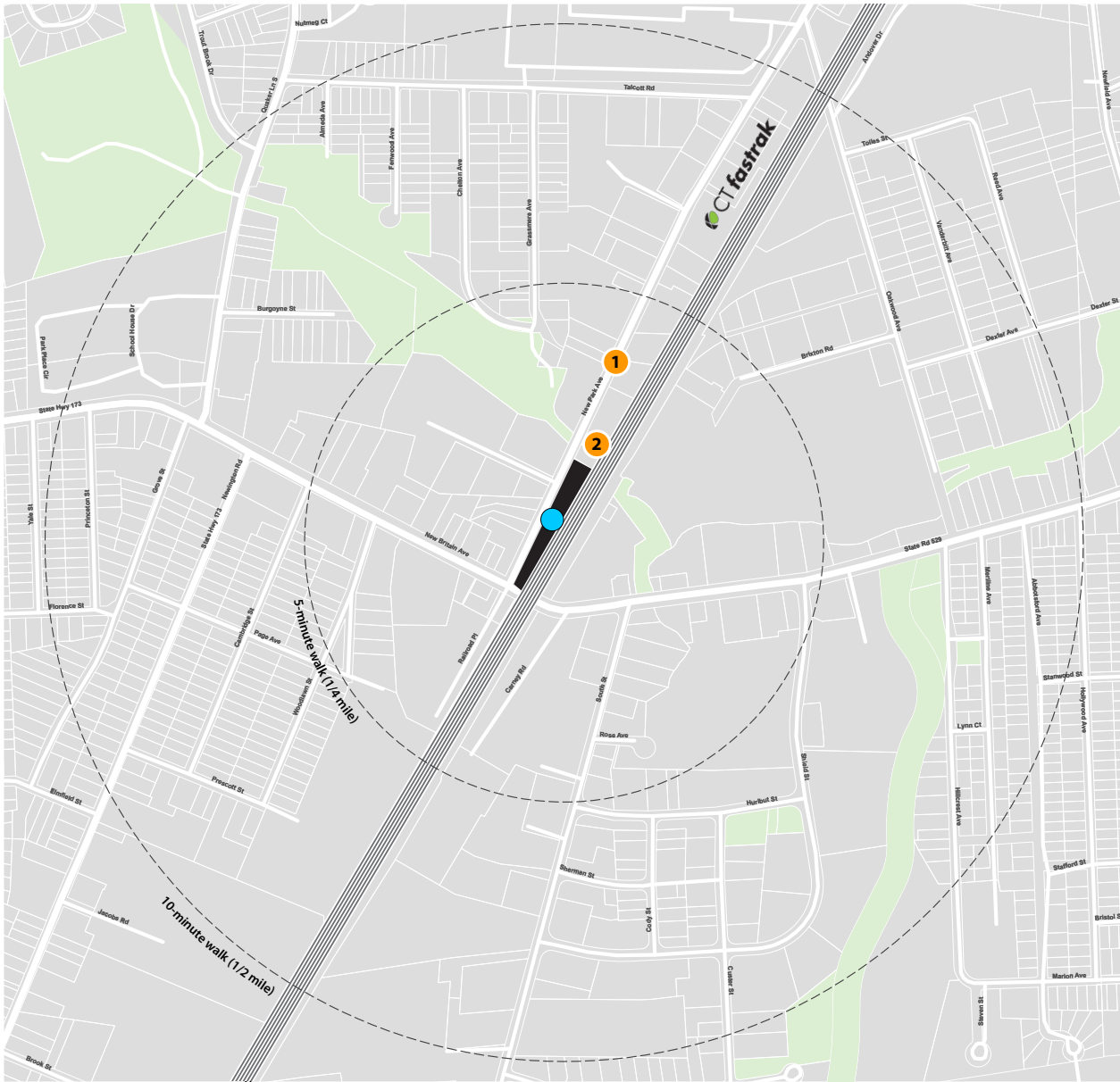


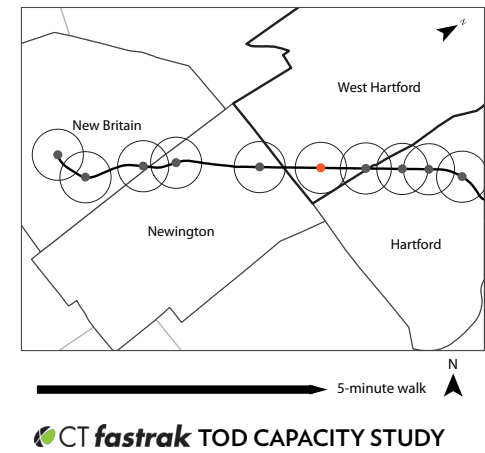
Figure 12: Current and Planned Projects for the Elmwood Station Area

## Elmwood Station (West Hartford)

### Projects

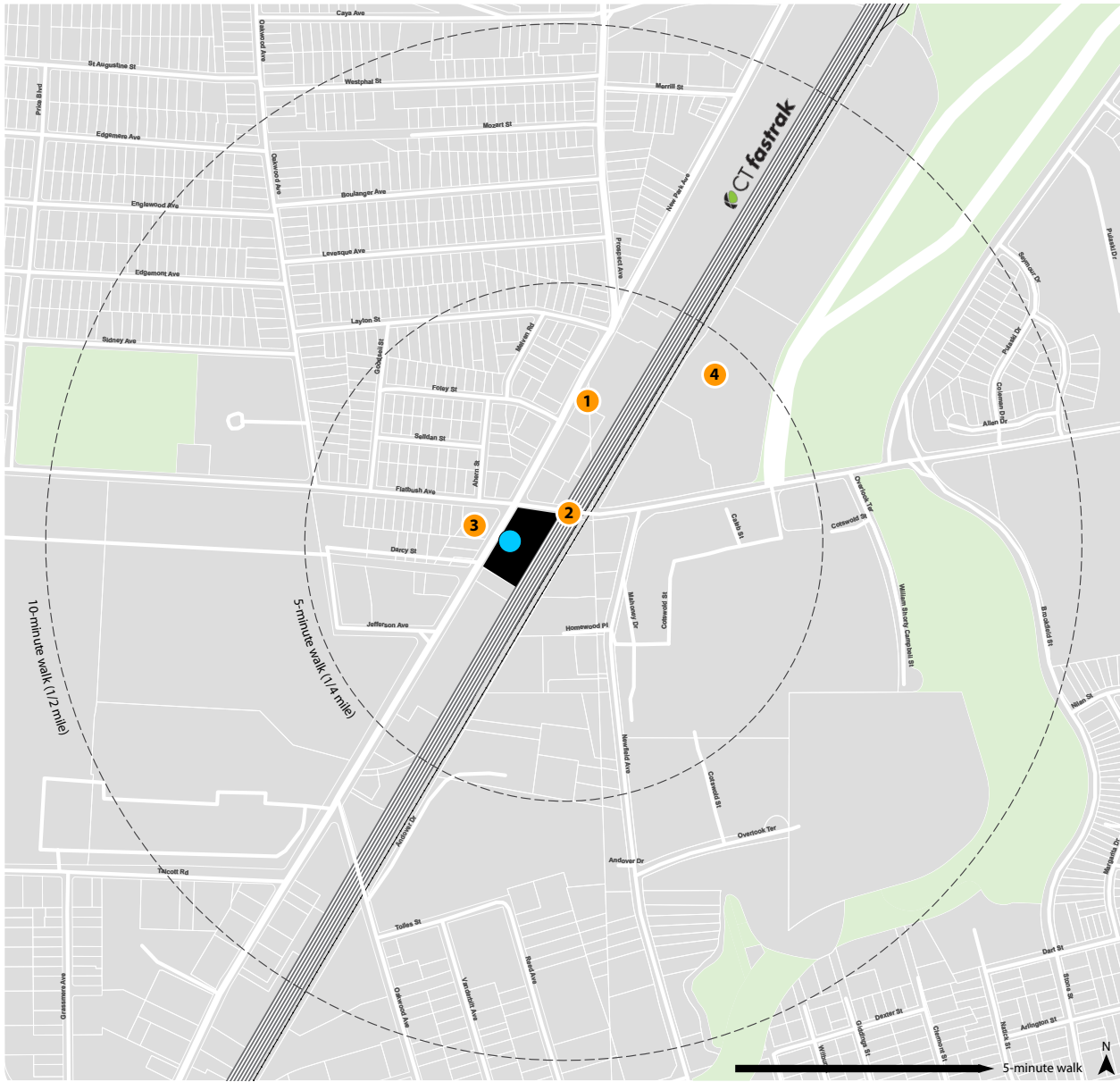
- 1 New Park Avenue Streetscape Transit Access Complete Streets Improvements
- 2 616 New Park Avenue 54 Unit Mixed-Use Transit Oriented Development Site
- 3 Station Development - Bike Racks
- 4 CTfastrak Elmwood Station

Source: 2015 TOD Progress Report, CRCOG.



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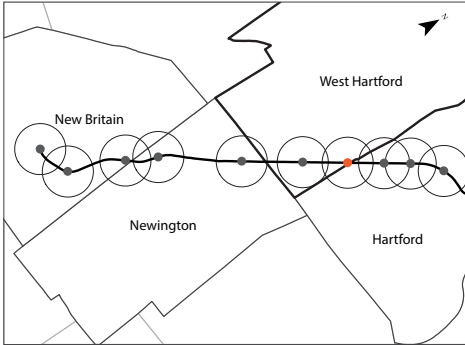


# Flatbus Avenue Station (West Hartford)

## Projects

- 1 New Park Avenue Transit Access Complete Streets Improvements
- 2 Flatbus Avenue Bridge
- 3 Cumberland Farms Convenience Store/Gas Station
- 4 Major Development Site
- Station Development - Bike Racks
- CTfastrak Flatbus Avenue Station

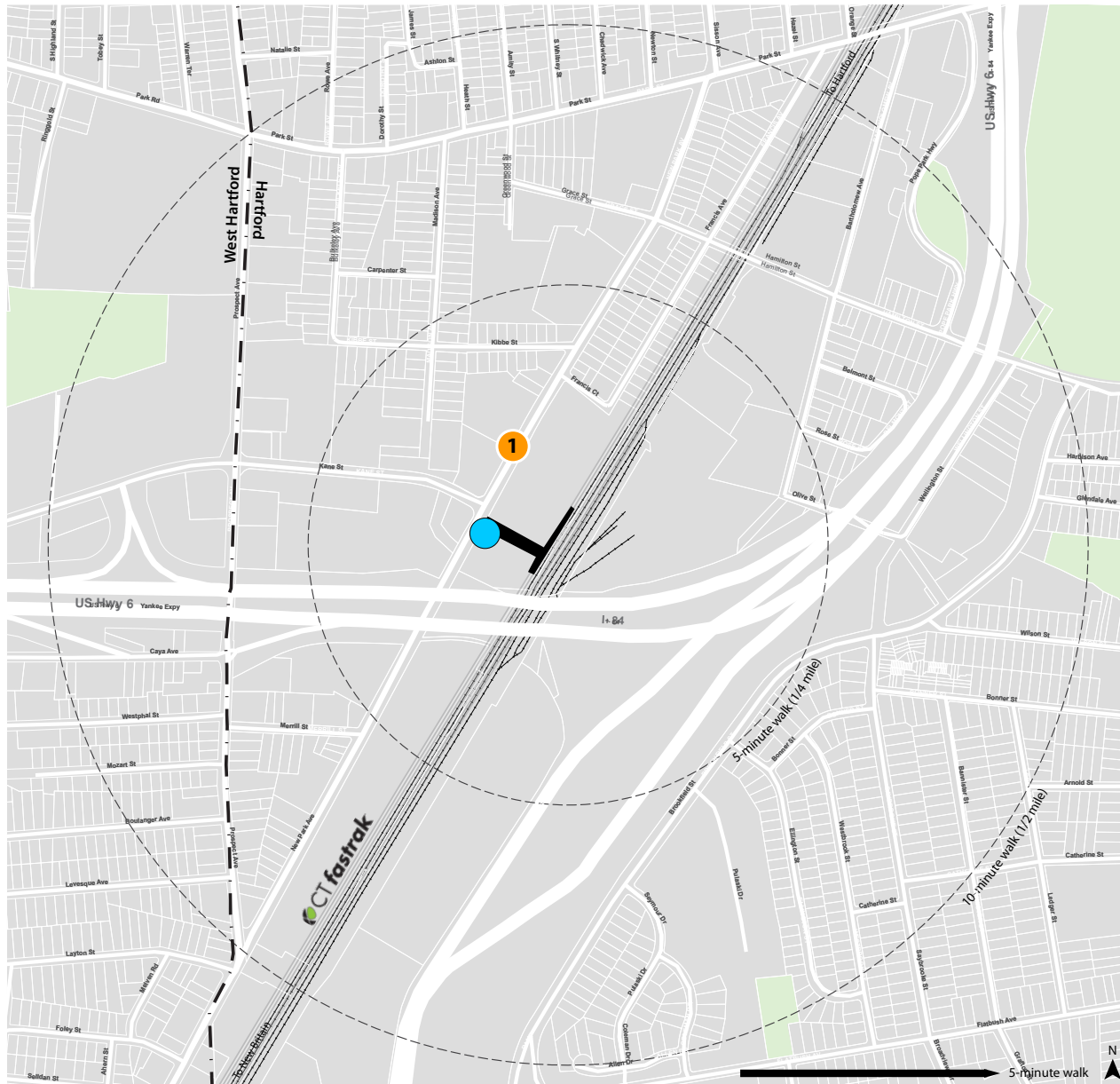
Source: 2015 TOD Progress Report, CRCOG.



## CTfastrak TOD CAPACITY STUDY

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Figure 13: Current and Planned Projects for the Flatbus Avenue Station Area

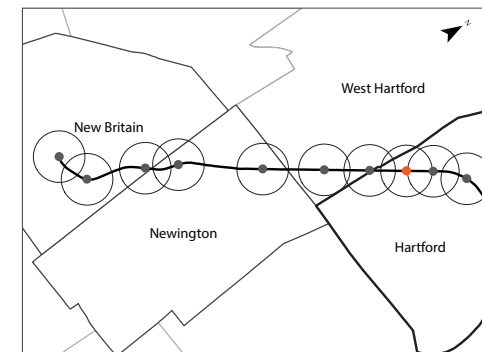


## Kane Street Station (Hartford)

### Projects

- 1 New Park Avenue Corridor Bike Lane
- Station Development - Bike Racks
- CTfastrak Kane Street Station

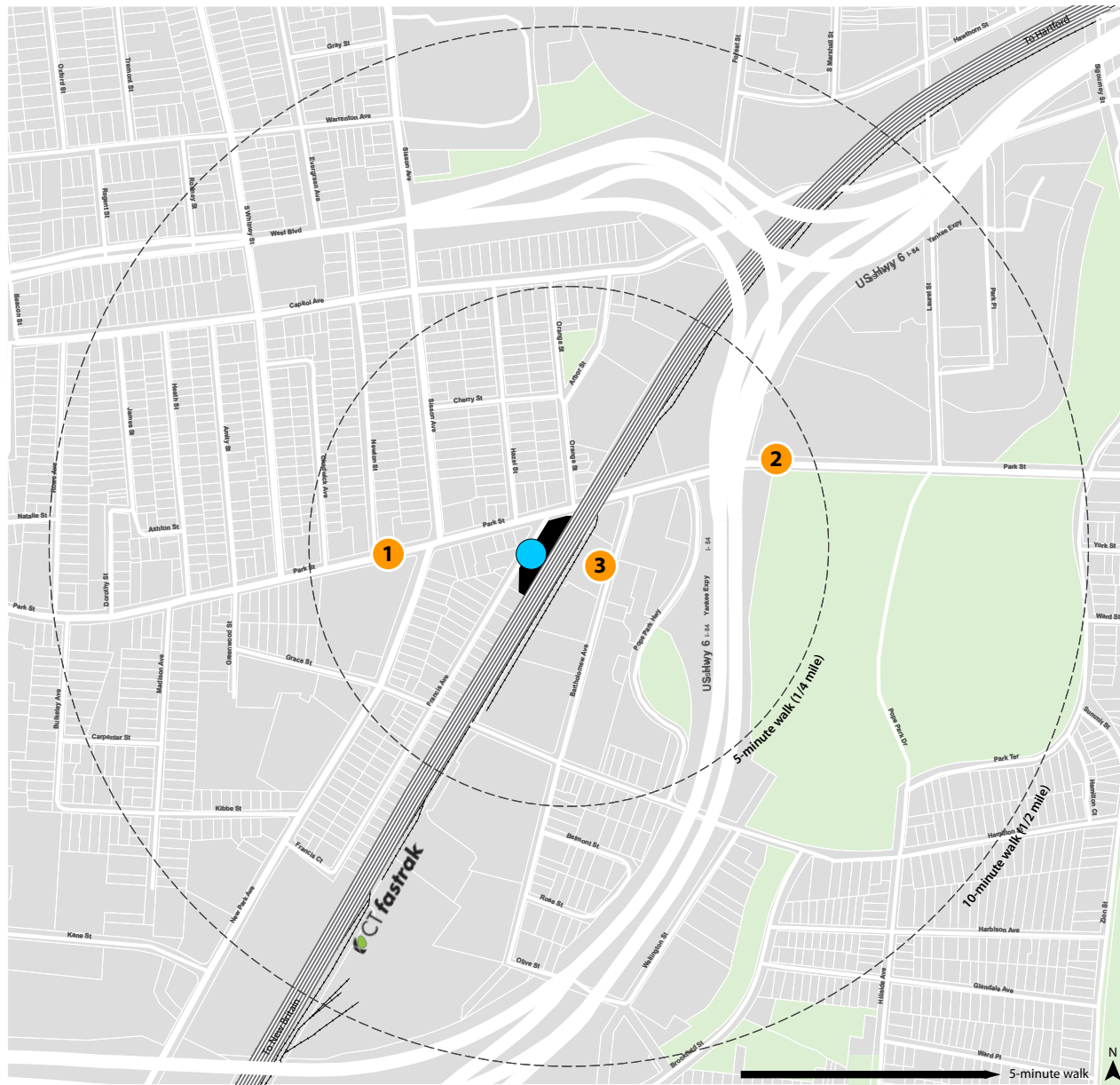
Source: 2015 TOD Progress Report, CRCOG.



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Figure 14: Current and Planned Projects for the Kane Street Station Area

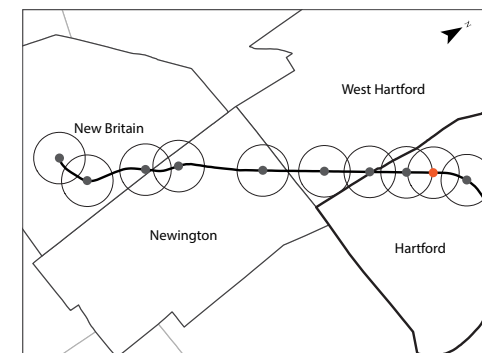


## Parkville Station (Hartford)

### Projects

- 1 Park Street Bike Lane
- 2 Streetscape Improvements near Pope Park Hwy & Laurel Street
- 3 Redevelopment Site - Hands-on-Hartford Administrative Offices
- Station Development - Bike Racks
- CTfastrak Parkville Station

Source: 2015 TOD Progress Report, CRCOG.



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Figure 15: Current and Planned Projects for the Parkville Station Area

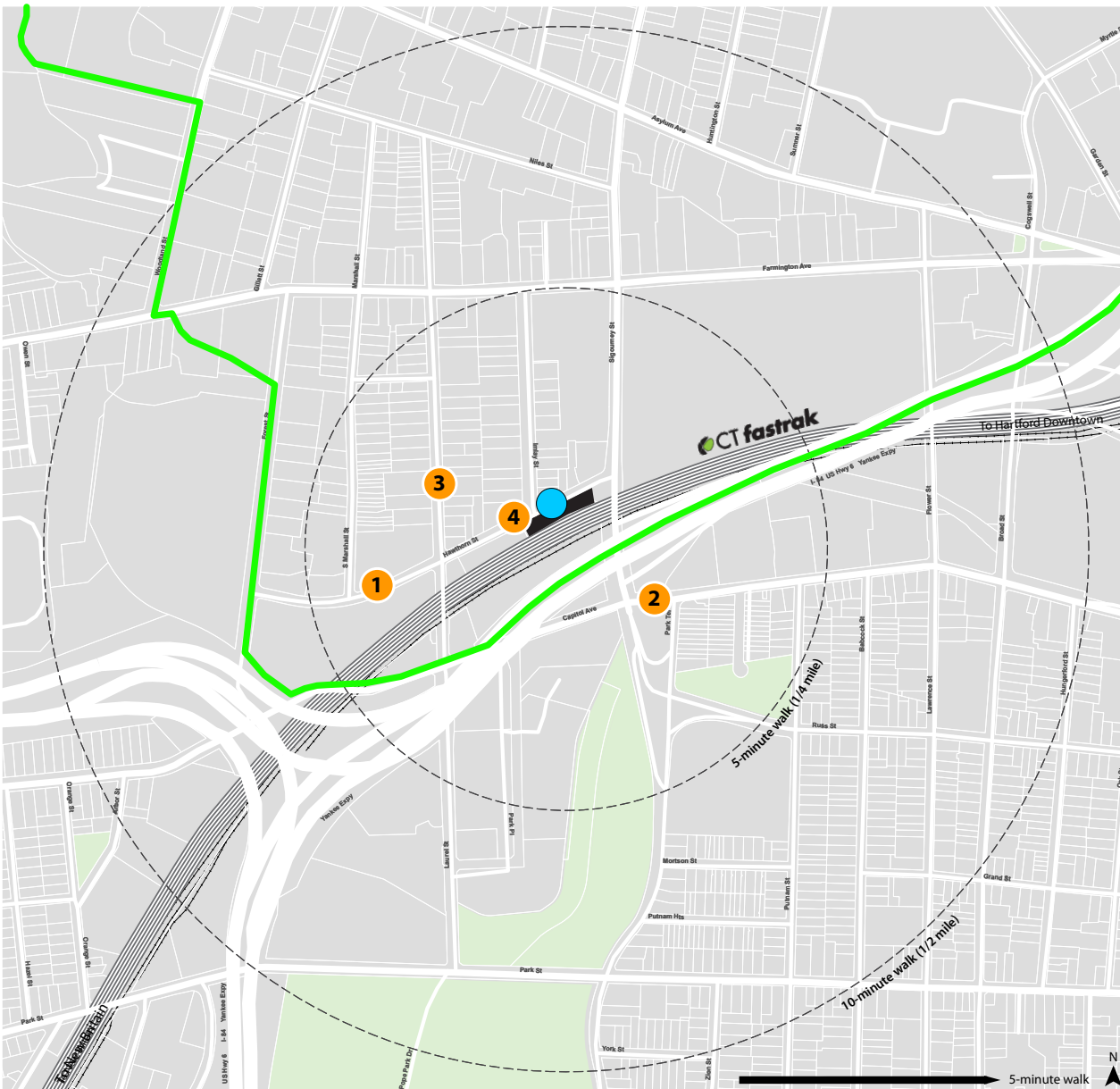


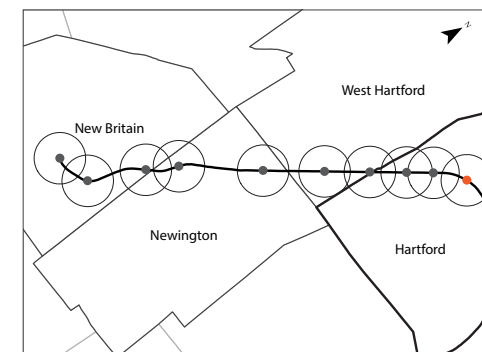
Figure 16: Current and Planned Projects for the Sigourney Street Station Area

## Sigourney Street Station (Hartford)

### Projects

- 1 Hawthorn Street Streetscape Improvements
- 2 Capitol Avenue Streetscape Improvements
- 3 Laurel Street Streetscape Improvements
- 4 Sigourney Street Connectivity Improvements Project
- Station Development - Bike Racks
- East Coast Greenway
- CTfastrak Sigourney Street Station

Source: 2015 TOD Progress Report, CRCOG.



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# Chapter 3: CTfastrak Station Area Existing Conditions Analysis

## Purpose & Methodology

The purpose of the CTfastrak Existing Conditions analysis is to collect and document existing physical, social and market conditions along the CTfastrak corridor. The analysis examines conditions within a half-mile radius of each station (hereafter referred to as “station area”).

The analysis provides a comprehensive evaluation of existing land use, zoning, parking, land ownership, community facilities, pedestrian and bicycle facilities, public transportation routes, and vehicular transportation infrastructure, and presents a preliminary corridor-wide market analysis. Following each analytical discussion, a summary matrix is provided that summarizes the key findings and organizes them according to whether or not they are supportive of TOD in the station areas. This analysis, together with the findings from the TOD Desire and Readiness Assessment provided in Chapter 4, informs the development of final recommendations and the implementation action plan.

The analysis is organized by each of the four municipalities in the study area (defined as the area within a half-mile radius of the CTfastrak guideway), examining the ten distinct station areas (defined as the area within a half-mile radius of the CTfastrak station) within each municipality. The following features are mapped and analyzed to assist in the establishment of baseline conditions at the ten CTfastrak stations.

## Scope of Existing Conditions Analysis

### Land Use & Neighborhood Character

Each station area’s land use and neighborhood character is assessed. This evaluation provides an important understanding of how each station area is currently positioned in terms of its physical structure, land use patterning, and presence of critical activity nodes and corridors.

Items examined include:

- CROCOG and State of Connecticut land use data
- Current aerial photographs
- Current oblique aerial photographs
- In-person ground surveys

### Zoning

The zoning analysis provides an overview of the land use permissions and dimensional regulations stipulated by each municipal zoning district currently mapped within a half-mile radius of each CTfastrak station. This analysis assesses whether the current regulatory environment allows for the development of land uses and building forms typically seen in TOD (such as vertical mixed-use development, multi-family housing, live-work housing, etc.), and the degree to which the zoning regulations allow for development that is walkable, sustainable, and mixed-use.

Items examined include:

- Existing zoning maps & regulations for all station areas
- Residential, business, commercial, industrial, and overlay zoning districts
- Capacity of existing zoning to carry out TOD and identification of regulatory obstacles

### Multimodal Connectivity

The multimodal connectivity analysis examines motorized and non-motorized transportation elements closely related to TOD. The analysis evaluates existing and planned public infrastructure supporting vehicular, transit, pedestrian, and bicycle connections throughout each CT**fastrak** station area.

CT**transit** is the bus service owned by CTDOT, operating numerous services in the State. These offerings include CT**fastrak** BRT service as well as local and express bus routes in Hartford, New Haven, Stamford, Waterbury, New Britain, and Meriden & Wallingford, which in turn provide connections to additional transit modes and services.

Items examined include:

- ▷ Roadway hierarchy of three types: limited access highway, collector (or distributor), and local street
- ▷ Transit facilities including all routes for CT**fastrak** circulator and local lines, express bus lines running on CT**fastrak** guideway, and CT**transit** local bus lines
- ▷ Bicycle and pedestrian facilities including existing and planned bus routes, critical overpasses and underpasses, and issues observed with existing pedestrian facilities

### Parking

The parking analysis generally examines parking availability within each CT**fastrak** station area. The analysis considers multi-story parking garages to be a better use of land area than surface level parking lots within the CT**fastrak** station area. Parcels used principally for parking and parcels that are used mostly for parking (greater than 50 percent of lot used as parking) are identified in order to assess potentially underutilized parcels. Parcels that are used fully for surface level parking are considered underutilized. CT**fastrak**-owned parking is noted as a positive condition within the station area.

Items examined include:

- ▷ Parking lots
- ▷ Parking structures
- ▷ Parking owned by CTDOT
- ▷ Parking owned by government agencies

### Community Facilities

The community facilities analysis identifies community facilities within each CT**fastrak** station area. The analysis considers various services and facilities that help to create a well-functioning and successful community and improve quality of life.

Items examined include:

- ▷ Elementary, middle and high schools, both private and publicly owned
- ▷ Places of worship
- ▷ Parks, including those with special, historic, or notable facilities
- ▷ Other community amenities

### Property Ownership

The property ownership analysis examines property ownership within each CT**fastrak** station area.

Items examined include:

- Privately owned land used for either commercial use, industrial use or mixed uses
- Publicly owned land
- Vacant land

### Market & Demographics

The market and demographic analysis provides an evaluation of each CT**fastrak** station area's economic and land development composition, including an examination of current population, income, housing stock, anchor institutions, and the area's ability to support residential, office, and retail development.

Items examined include:

- Income
- Population
- Housing
- Residential
- Office
- Retail
- Anchor Institutions

### TOD Capacity Evaluation

.....

Following the existing conditions analysis, an evaluation of each station's "TOD capacity" is presented. This evaluation of TOD capacity has influenced the development of recommendations presented in Chapter 5.

# City of New Britain CTfastrak Station Areas

## Land Use & Neighborhood Character

As depicted on Figure 17, Figure 18 and Figure 19, land use composition within each of New Britain’s three station areas differs by use type, mix, and orientation to CTfastrak.

The Downtown New Britain Station contains a mix of land uses and neighborhood activity centers within a 10-minute walk of CTfastrak, including downtown New Britain and the linear commercial concentrations along Arch Street and Broad Street north of Route 72. By contrast, the East Main Street and East Street station areas contain land uses that are highly fragmented and separated.

Industrial development is most prominent in the East Street station area, and is sited adjacent to the CTfastrak guideway. The Downtown New Britain and East Main Street station areas contain a relatively small amount of industrial development, reflecting their close proximity to the central business district of New Britain.

As is the case with other CTfastrak stations, a high percentage of existing single-family residential neighborhoods are cut off from the station by major transportation infrastructure such as Route 72 and Route 9 (particularly the Downtown New Britain and East Street station areas).

Table 4 provides key land use and neighborhood character findings.

Table 4: Key Land Use Findings: City of New Britain Stations

Station	Findings
Downtown New Britain	+ Station is in close proximity to Downtown.
	+ Dense commercial and institutional presence.
	- Route 72 and Route 9 segment the station area, cutting off the residential neighborhoods located east and north of the highways from the station area.
East Main Street	+ Some mixed-use buildings and institutional uses.
	- Small parcels limit prospects to assemble sites for mixed-use development.
East Street	+ Vacant lots present redevelopment opportunities in proximity to Central Connecticut State University.
	+ Existing multi-family housing adjacent to the station.
	- Much of the station area is undevelopable open space or existing highway/transportation use.
	- Route 72 and Route 9 segment the station area.

+ indicates an element that can potentially support TOD;  
 - indicates an element that might have a negative impact on TOD.

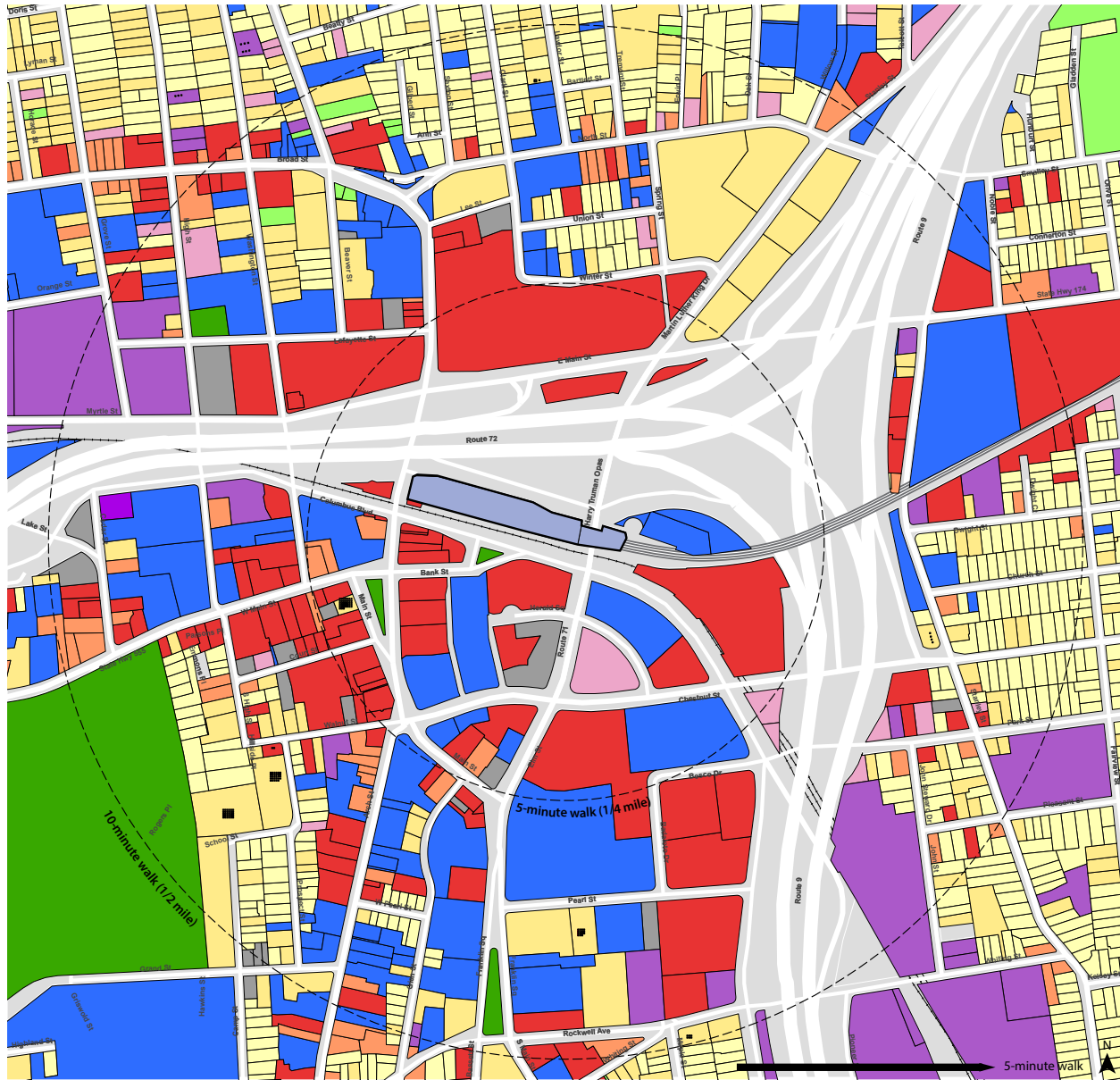
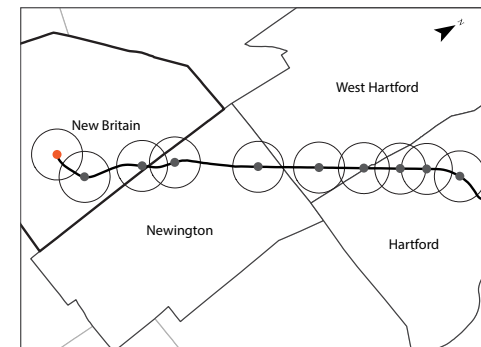


Figure 17: Land Use: Downtown New Britain Station Area

## Downtown New Britain Station (New Britain)

### Land Use

- 1-3 Family
- Multi Family
- Mixed Use
- Commercial
- Industrial
- Institutional
- Health / Medical
- Open Space
- Park / Recreation
- Vacant
- Parking Only
- Transportation
- CTfastrak Downtown New Britain Station



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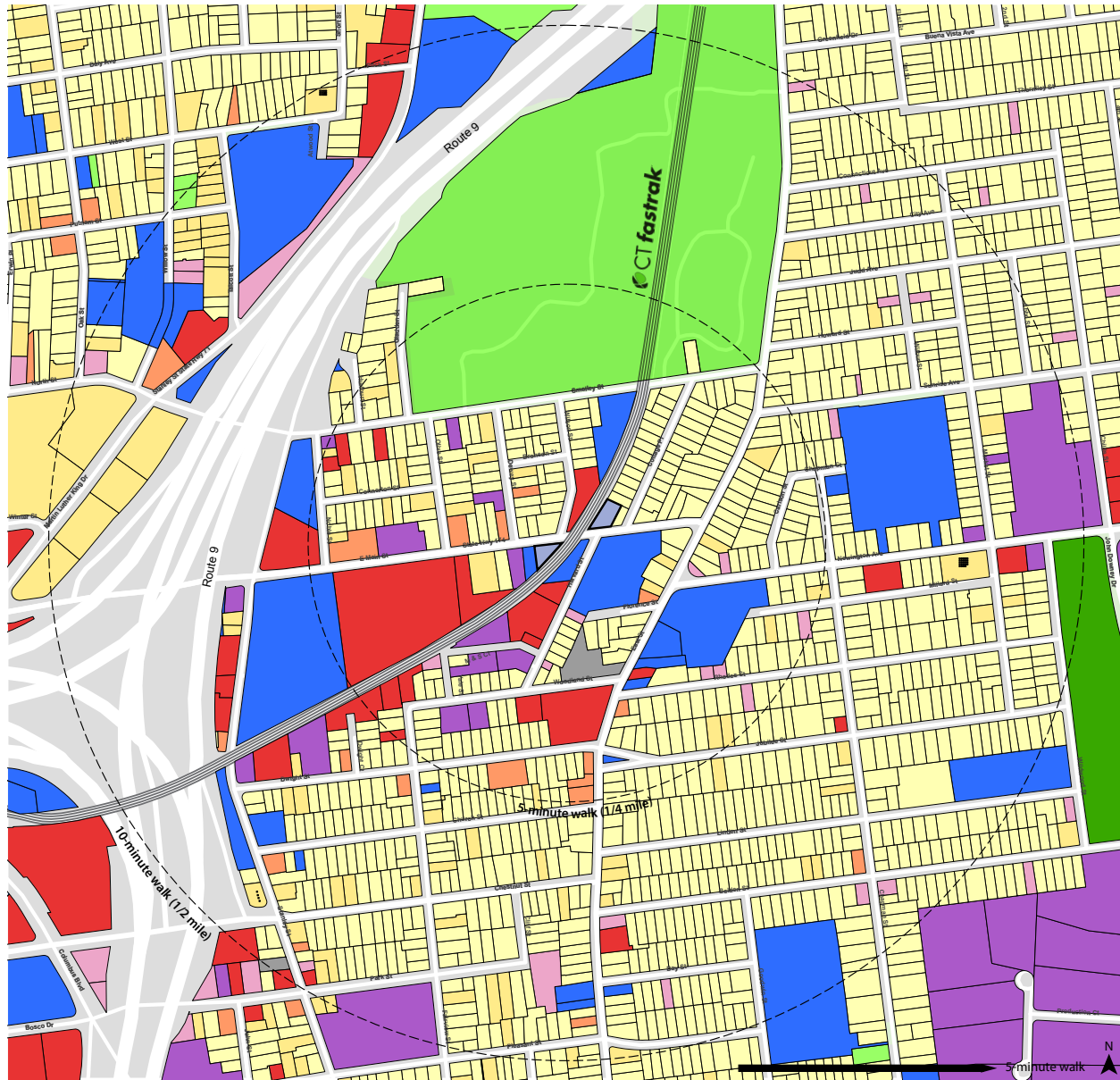
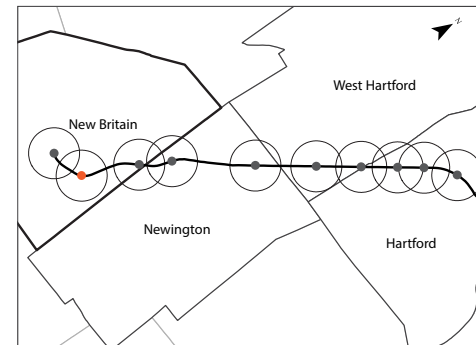


Figure 18: Land Use: East Main Street Station Area

### East Main Street Station (New Britain)

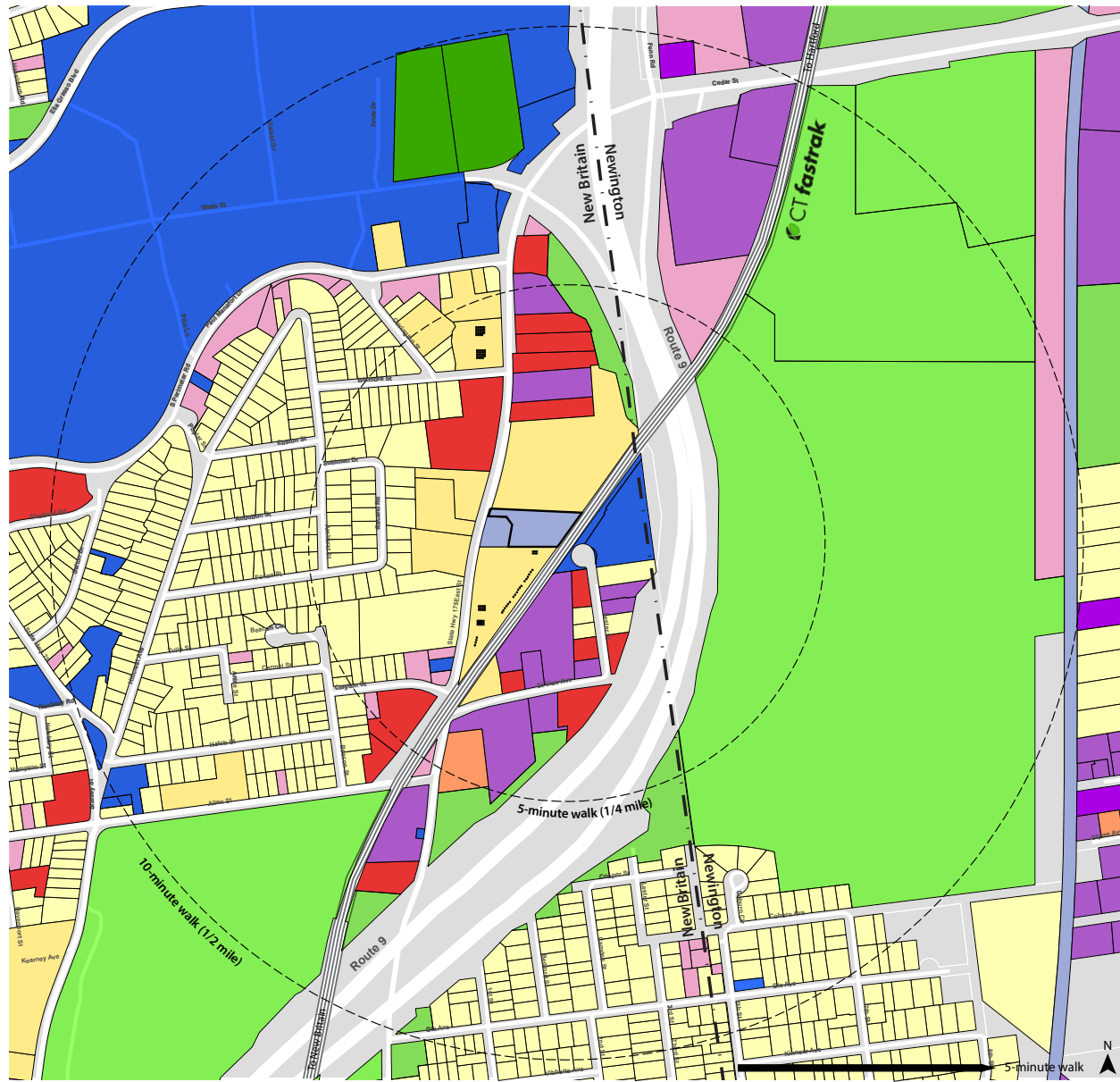
#### Land Use

- 1-3 Family
- Multi Family
- Mixed Use
- Commercial
- Industrial
- Institutional
- Health / Medical
- Open Space
- Park / Recreation
- Vacant
- Parking Only
- Transportation
- CTfastrak East Main Street Station



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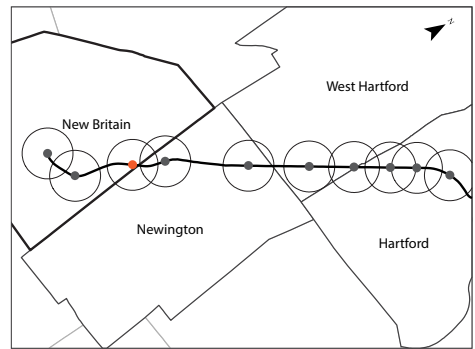
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### East Street Station (New Britain)

#### Land Use

- 1-3 Family
- Multi Family
- Mixed Use
- Commercial
- Industrial
- Institutional
- Health / Medical
- Open Space
- Park / Recreation
- Vacant
- Parking Only
- Transportation
- CTfastrak East Street Station



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Figure 19: Land Use: East Street Station Area

## Zoning

As shown on Figure 20, Figure 21, and Figure 22, there are 12 base zoning districts within the Downtown New Britain, East Main Street, and East Street station areas. Additionally, there are two overlay zoning districts, which are described below and also shown on the zoning maps. Each station area consists of an average of about eight base zoning districts.

The following is a full listing of base and overlay zoning districts within a half-mile of the three New Britain stations areas:

### Base Zoning Districts:

- ▷ S1 – Single Family (6,000 sq. ft.)
- ▷ S3 – Single Family (8,000 sq. ft.)
- ▷ T – Two Family
- ▷ A2 – Multifamily Housing
- ▷ A3 – High-Rise Apartment
- ▷ OP – Office & Public
- ▷ B1 – Neighborhood Business
- ▷ B3 – Secondary Business
- ▷ CBD – Central Business District
- ▷ I1 – Industrial Park
- ▷ I2 – General Industry
- ▷ UI – Urban Industrial

### Overlay Zoning District:

- ▷ Incentive Housing Zone (IHZ)
- ▷ Municipal Parking District

### Residential Districts

There are several residential zoning districts that permit relatively high density housing as-of-right in the New Britain station areas. The A2 and A3 zoning districts, which surround East Street Station, permit high-density multifamily housing. The CBD zoning district also permits high-density housing, and is described in more detail in the “Commercial and Business Districts” subsection.

Other residential zoning districts that make up a large portion of the station areas include the T-Two Family and the S3-Single Family districts. These districts are fairly restrictive in terms of dimensional requirements, use permissions (uses other than housing require special exception, including home occupations), and parking standards, and do not permit transit-friendly densities as-of-right.

Recognizing that **CTfastrak** would generate demand for housing around the stations in New Britain, city officials recently adopted an overlay zone to address this – particularly the need for affordable housing. This special purpose district is described in more detail under the subsection entitled “Special Purpose Districts”.

### Commercial & Business Districts

Commercial and business zoning districts make up a relatively small percentage of East Street and East Main Street station areas, and, unless amended, will play a small role in permitting and encouraging TOD around those stations.

The most permissive of the base zoning districts is the CBD zoning district, which comprises approximately 50 percent of the Downtown New Britain station area. The CBD district allows high density development (high maximum Floor Area Ratios (FAR), with option for density bonus), does not require buildings to set back from the street, and requires new construction to adhere to particular façade design standards that ensure new construction is context-sensitive. Parking ratios tend to be slightly higher than what is typically seen in higher density TODs, with 1.5 parking spaces required per residential unit, and approximately three parking spaces required per 1,000 sq. ft. of retail space.



### Industrial Districts

The industrial zoning districts are mapped along and adjacent to highway, rail, and CT**fastrak** right-of-way, and cover a large area within the Downtown New Britain and East Main Street station areas. Typically, the I-2 zoning district is mapped on a larger territory within the station areas than the I-1 zoning district.

Allowable uses in the I-2 zoning district include auto-oriented uses, and general industry and warehousing, which are typically not conducive to TOD. Furthermore, residential and office uses are prohibited in this zone, which may restrict TOD around the East Main Street Station in particular, where much of the immediate land around the station is mapped as I-2.

### Open Space Districts

The OP Zoning District is mapped within the Downtown New Britain and East Street station areas – covering approximately 10 percent of the land area. It is generally located at the edges of the station areas – an approximately 10-minute walk of the CT**fastrak** stations.

### Special Purpose Districts

New Britain recently received a grant to establish the Incentive Housing Zones (IHZ) around the stations, which is in line with the state’s goal of concentrating development around activity centers and regional transit. An Incentive Housing Development (a residential or mixed-use development) located within an approved IHZ is eligible for financial incentive payments from the state. Minimum density requirements are 20 units per acre for multifamily housing and minimum as of right density allowed by the zone must increase the density allowed by the underlying zone by at least 25 percent. The IHZs supplement the underlying base zoning districts, and address the base districts’ deficiencies in being able to permit transit-supportive uses and densities. The IHZ is mapped in the Downtown New Britain and East Main Street station areas, and applies to property within a half-mile radius of the CT**fastrak** stations.

The other overlay zoning district is the Municipal Parking District, which waives off-street parking space requirements stipulated in underlying base

zoning districts for all non-residential uses. Most of the CBD zoning district is mapped as a Municipal Parking District.

### Summary

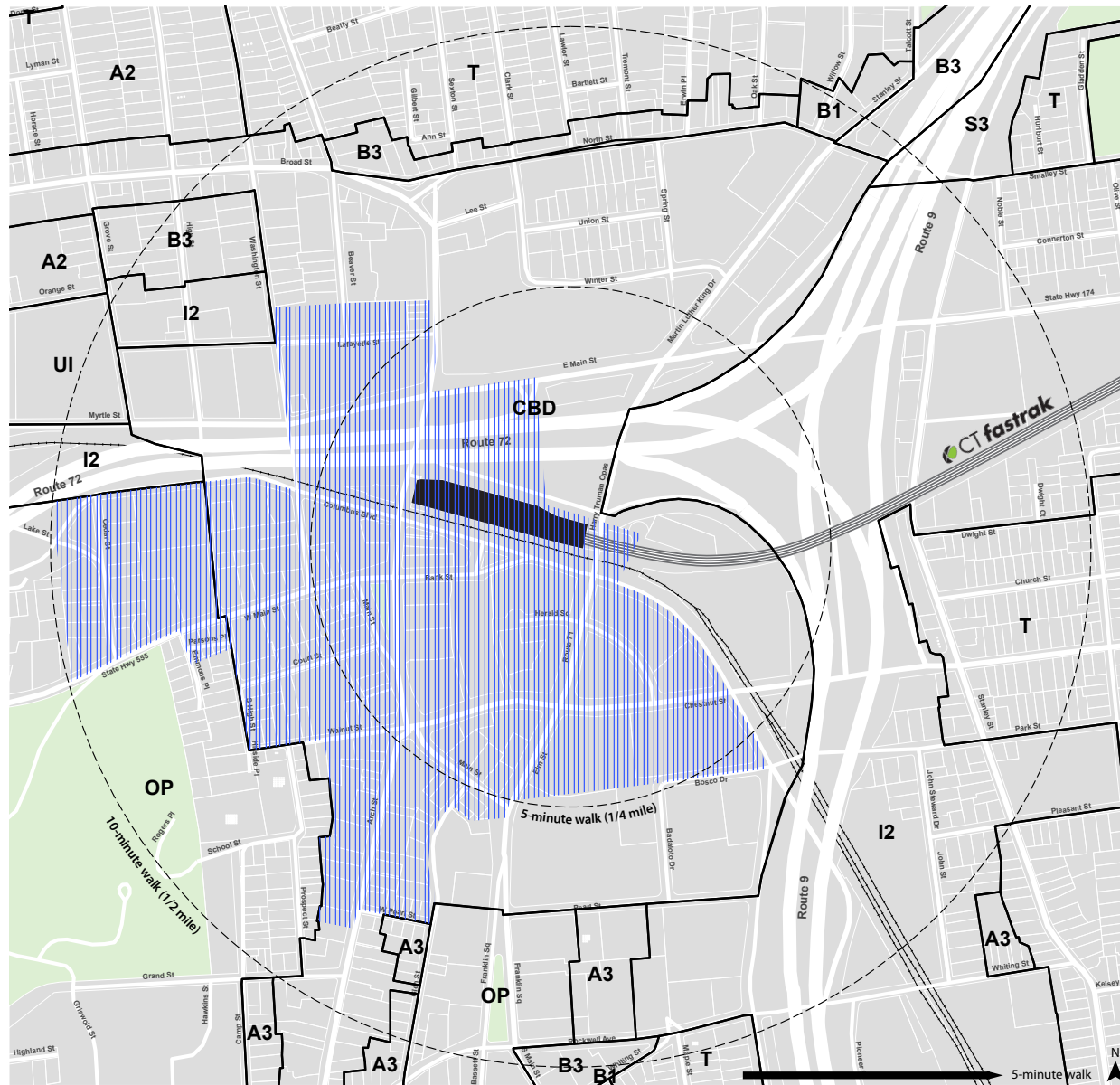
New Britain’s zoning ordinance is a use-based ordinance, with some focus on form with the recent additions of general design standards for new construction. The lack of zoning districts that permit transit-supportive development densities (e.g. higher density residential and mixed-use development) around the City’s three CT**fastrak** stations was recently addressed via the IHZ overlay zoning district.

The CBD zoning district contains dimensional and land use regulations most encouraging and permissive of TOD, and is mapped over a relatively large area around the Downtown New Britain Station. The IHZ overlay zoning district is an interim solution to base districts that are not currently structured to allow transit-friendly development. If TOD is desirable around the East Main Street and East Street stations, it may be appropriate to rewrite and/or remap base districts to better reflect New Britain’s development goals and vision for the station areas. See Table 5 for key zoning findings.

**Table 5: Key Zoning Findings: City of New Britain Stations**

<b>Station</b>	<b>Findings</b>
Downtown New Britain	+ CBD zoning district permits transit-supportive development types.
	+ There is no maximum building height in the CBD.
	+ IHZ Overlay Zoning Districts promote and encourage the development of housing.
	- High parking ratios.
East Main Street	+ IHZ Overlay Zoning District promotes and encourages the development of housing.
	- The I-2 zoning district permits uses generally incompatible with TOD, such as auto-oriented uses.
	- Small percentage of commercial and business zoning.
East Street	+ The A2 and A3 districts permit high density development.
	- Small percentage of commercial and business zoning.

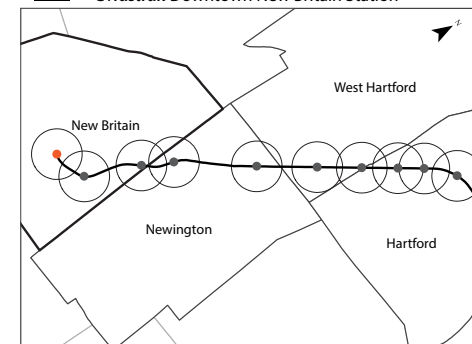
+ indicates an element that can potentially support TOD;  
 - indicates an element that might have a negative impact on TOD.



## Downtown New Britain Station (New Britain)

### Zoning

- A1 Garden Apartments
- A2 Multi Family Houses
- A3 High Rise Apartments
- B1 Neighborhood Business
- B1R Neighborhood Business Revitalization
- B2 Shopping Centers
- B3 Secondary Business
- CBD Central Business District
- I1 Industrial Parks
- I2 General Industry
- OP Office & Public
- RO Residential & Office
- S1 Single Family
- S2 Single Family
- S3 Single Family
- T Two Family
- TP Technology Park
- TPC Technology Park - Commercial
- UI Urban Industrial
- IHZ Incentive Housing Zone  
(overlay district applies to area within half-mile radius of CTfastrak Downtown New Britain Station)
- Municipal Parking Overlay District
- CTfastrak Downtown New Britain Station



**CTfastrak** TOD CAPACITY STUDY

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Figure 20: Zoning: Downtown New Britain Station Area

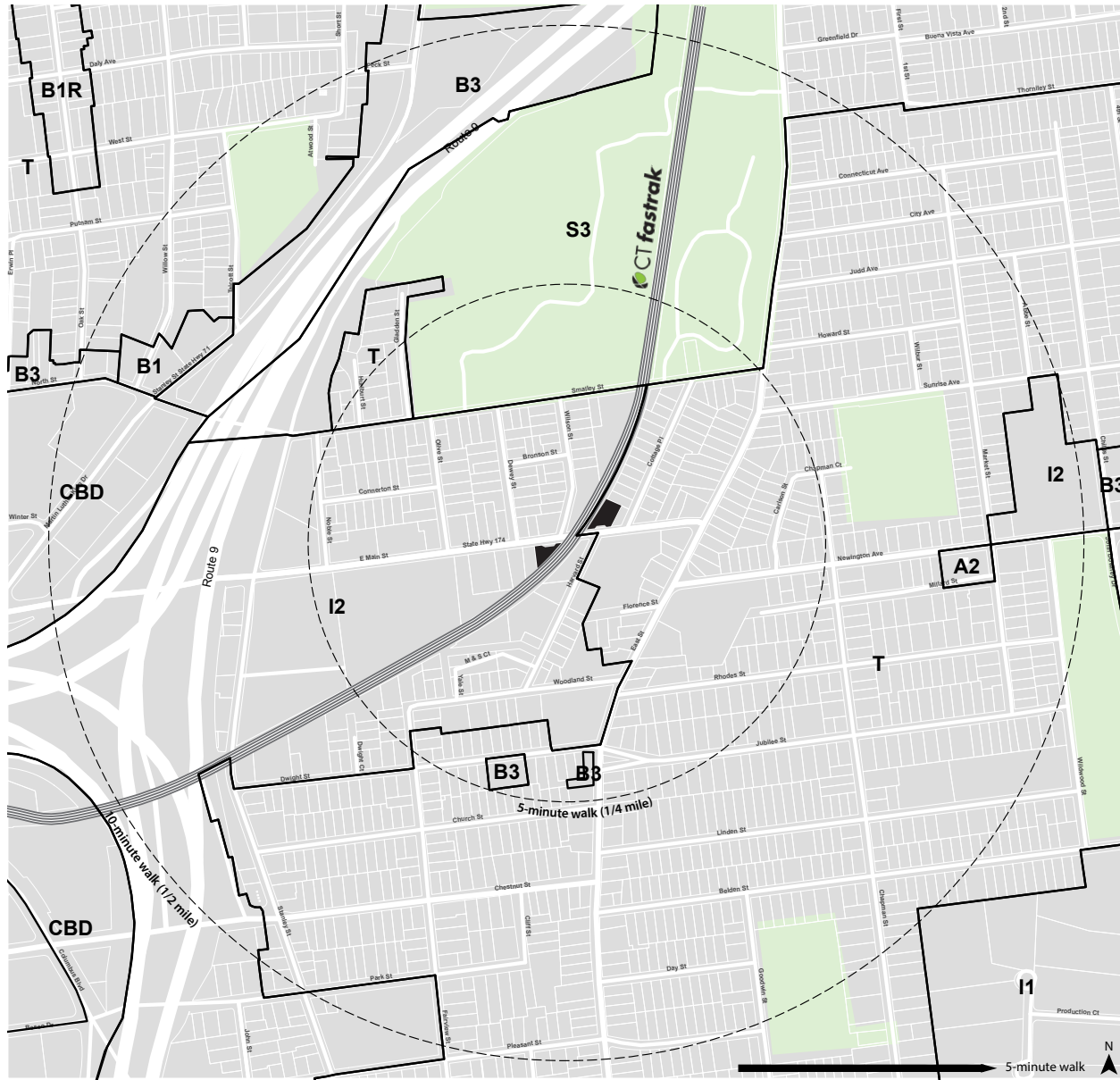


Figure 21: Zoning: East Main Street Station Area

## East Main Street Station (New Britain)

### Zoning

- A1 Garden Apartments
- A2 Multi Family Houses
- A3 High Rise Apartments
- B1 Neighborhood Business
- B1R Neighborhood Business Revitalization
- B2 Shopping Centers
- B3 Secondary Business
- CBD Central Business District
- I1 Industrial Parks
- I2 General Industry
- OP Office & Public
- RO Residential & Office
- S1 Single Family
- S2 Single Family
- S3 Single Family
- T Two Family
- TP Technology Park
- TPC Technology Park - Commercial
- UI Urban Industrial
- CTfastrak East Main Street Station

**IHZ Incentive Housing Zone**  
 (overlay district applies to area within half-mile radius of CTfastrak East Main Street Station)



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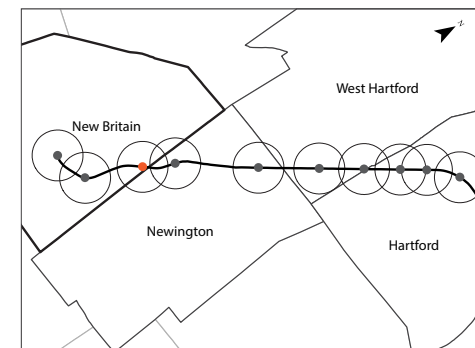
Prepared by:  



## East Street Station (New Britain)

### Zoning

- A1 Garden Apartments
- A2 Multi Family Houses
- A3 High Rise Apartments
- B1 Neighborhood Business
- B1R Neighborhood Business Revitalization
- B2 Shopping Centers
- B3 Secondary Business
- CBD Central Business District
- I1 Industrial Parks
- I2 General Industry
- OP Office & Public
- RO Residential & Office
- S1 Single Family
- S2 Single Family
- S3 Single Family
- T Two Family
- TP Technology Park
- TPC Technology Park - Commercial
- UI Urban Industrial
- CTfastrak East Street Station



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Figure 22: Zoning: East Main Street Station Area

## Multimodal Connectivity

### Roadway Mobility

Downtown New Britain Station is located immediately adjacent to Exit 9 of Route 72 and Exit 28 of Route 9, giving regional buses from Bristol or Waterbury direct access to the station from surrounding highways. Similarly, East Main Street and East Street stations are both located within one-mile of a Route 9 exit.

The collectors (or distributors) are major thoroughfares distributing traffic from the highways and connecting local streets, as shown on Figure 23, Figure 24, and Figure 25. Downtown New Britain, East Main Street, and East Street stations are all located directly on collectors (or distributors). These roads can carry a higher volume of traffic and often have adequate width for street modifications, such as adding short-term parking lanes or pick-up and drop-off areas outside of stations. On busy streets, however, curb-side pickup and drop off activities might interfere with through traffic. Downtown New Britain Station has two formal pickup and drop off areas - Truman Overpass/Route 71 and Main Street - but both locations currently lack clear signage, striping, or curb modification to separate passenger pick-up and drop-off from through traffic.

Local street connectivity is assessed by the density of connections and the directness of links. Cul-de-sac or dead-end street grids, such as in the case of East Street Station, lead to a lower level of connectivity. East Street Station is located at the border of a residential neighborhood where most local streets are designed in a pattern to avoid through traffic. Travelers between the neighborhood and the station can only use Allen Street or Baltimore Street for access. This limits travelers' choice of route, increases travel distance, and impacts walkability.

See Table 6 for key roadway mobility findings.

Table 6: Key Roadway Mobility Findings: City of New Britain Stations

Station	Findings
Downtown New Britain	+ Station is directly located on collectors (or distributors).
	- There is a lack of dedicated space for pick up and drop off or short-term parking outside the station.
East Main Street	+ Station is directly located on collectors (or distributors).
	- There is a lack of dedicated space for kiss-and-ride or short-term parking outside the station.
East Street	+ Convenient access to highways.
	- Local street pattern lacks connectivity.

+ indicates an element that can potentially support TOD;  
 - indicates an element that might have a negative impact on TOD.



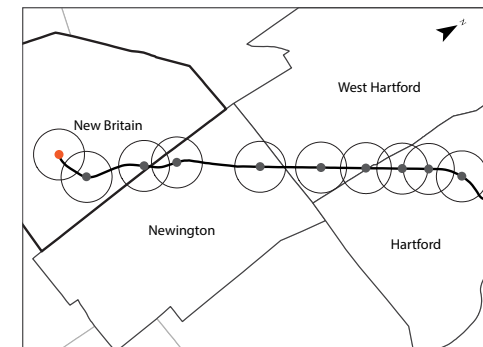
Figure 23: Roadway Network: Downtown New Britain Station Area

## Downtown New Britain Station (New Britain)

### Roadway Network

- CTfastrak Downtown New Britain Station
- Limited Access Highway
- Collector (or Distributor) \*
- Local

\* See page 42 for definition of Collector (or Distributor).



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Figure 24: Roadway Network: East Main Street Station Area

### East Main Street Station (New Britain)

#### Roadway Network

-  CTfastrak East Main Street Station
-  Limited Access Highway
-  Collector (or Distributor)\*
-  Local

\* See page 42 for definition of Collector (or Distributor).



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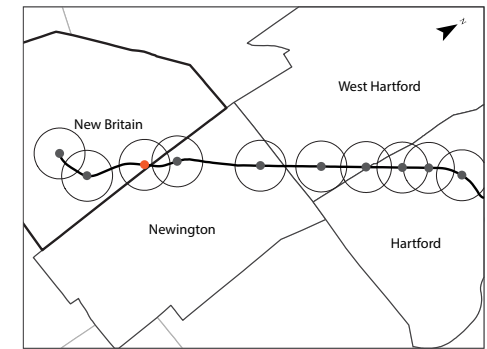


### East Street Station (New Britain)

#### Roadway Network

- CTfastrak East Street Station
- Limited Access Highway
- Collector (or Distributor) \*
- Local

\* See page 42 for definition of Collector (or Distributor).



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Figure 25: Roadway Network: East Street Station Area

### Transit Connections

The public transit system analyzed in this section consists of CT**fastrak** BRT service (or local lines), express bus lines running partially on CT**fastrak** guideway, and CT**transit** local bus lines.

Downtown New Britain Station is CT**fastrak**'s southern terminal station. It is the largest station along the corridor, with 11 bus bays and accommodation for seven CT**fastrak** lines and two CT**transit** local lines. The regional express buses that stop in this station connect downtown New Britain to other cities such as Bristol, Cheshire, Southington, and Waterbury. The transfer opportunity is further enhanced by the bus stop at Bank Street, one block south of the Downtown New Britain Station, which currently serves ten local CT**transit** lines. There are plans to move the bus stop from Bank Street to Columbus Boulevard in order to further minimize passenger transfer distance. The concentration of transit lines highlights a transit node at the triangular area bounded by Main Street, Columbus Boulevard, and Bank Street. By comparison, the area north of Route 72 is currently served by fewer stops and has a longer transfer distance between different CT**transit** bus lines as well as between CT**fastrak** and CT**transit** services, which could be a challenge for TOD in this area.

East Main Street and East Street stations are both CT**fastrak** local stops and only have access to the circulators and local lines. Passengers' transfer options are further limited by the small number of CT**transit** bus lines available in these two station areas.

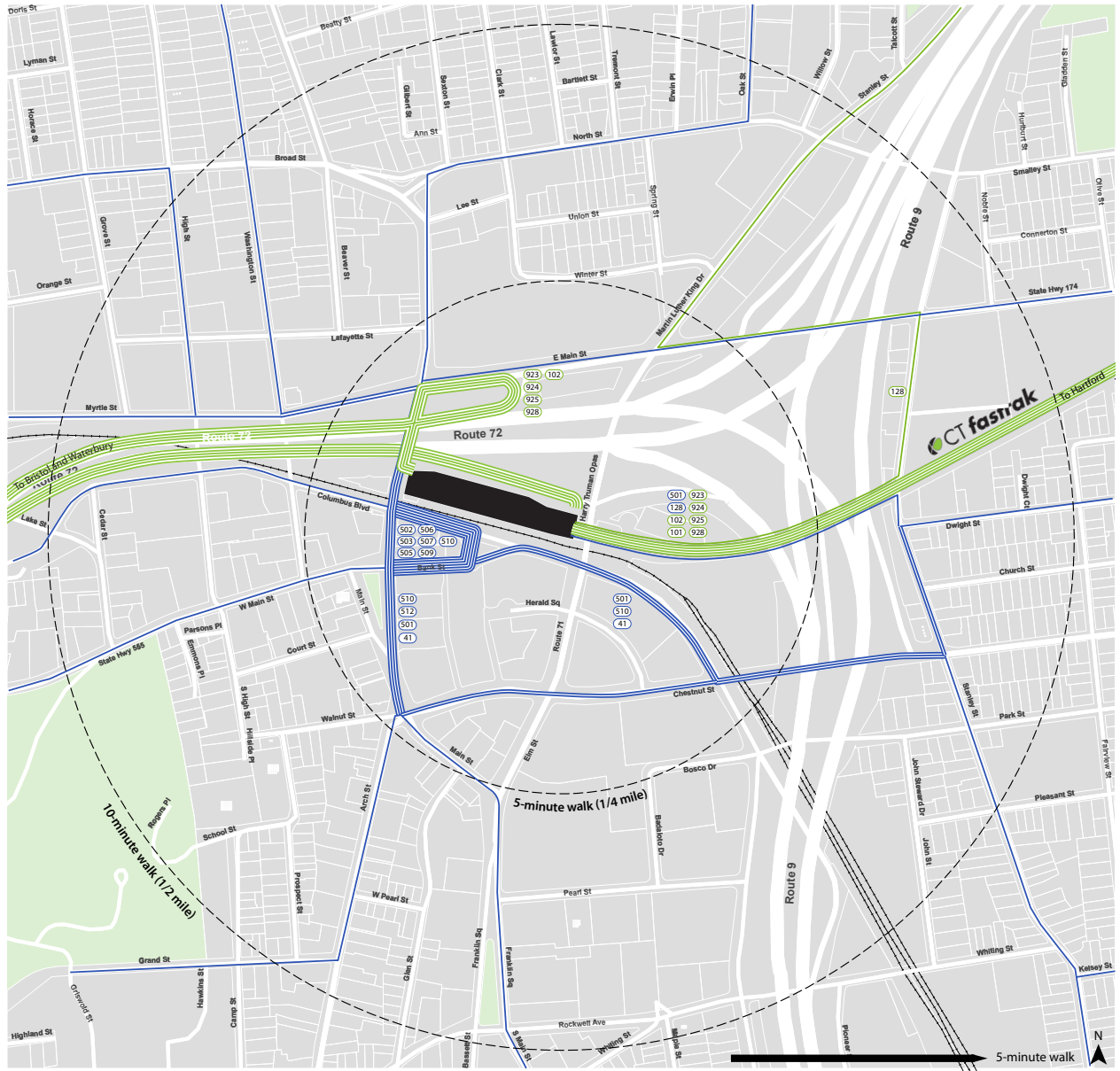
See Table 7 for key transit connectivity findings.

**Table 7: Key Transit Connectivity Findings: City of New Britain Station Areas**

<b>Station</b>	<b>Findings</b>
Downtown New Britain	+ Large and new station facility to better serve passengers.
	+ Station has access to both CT <b>fastrak</b> local and regional express services.
	+ There is a concentration of CT <b>transit</b> local lines at Bank Street bus stop.
	- There are fewer CT <b>transit</b> transfer options north of Route 72.
East Main Street	- Less transfer choices both among CT <b>fastrak</b> lines and between the BRT service and CT <b>transit</b> service.
	- No bus shelter or clear signage at CT <b>transit</b> local bus stops.
East Street	- Less transfer choices both among CT <b>fastrak</b> lines and between the BRT service and CT <b>transit</b> service.
	- No bus shelter or clear signage at CT <b>transit</b> local bus stops.

+ indicates an element that can potentially support TOD;

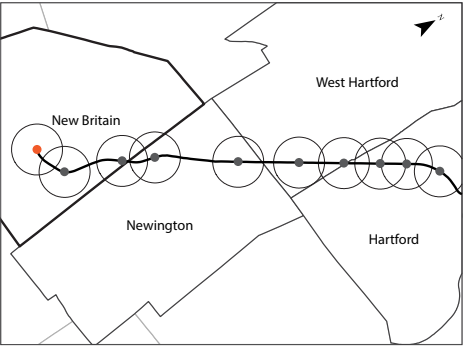
- indicates an element that might have a negative impact on TOD.



### Downtown New Britain Station (New Britain)

#### Transit Connectivity

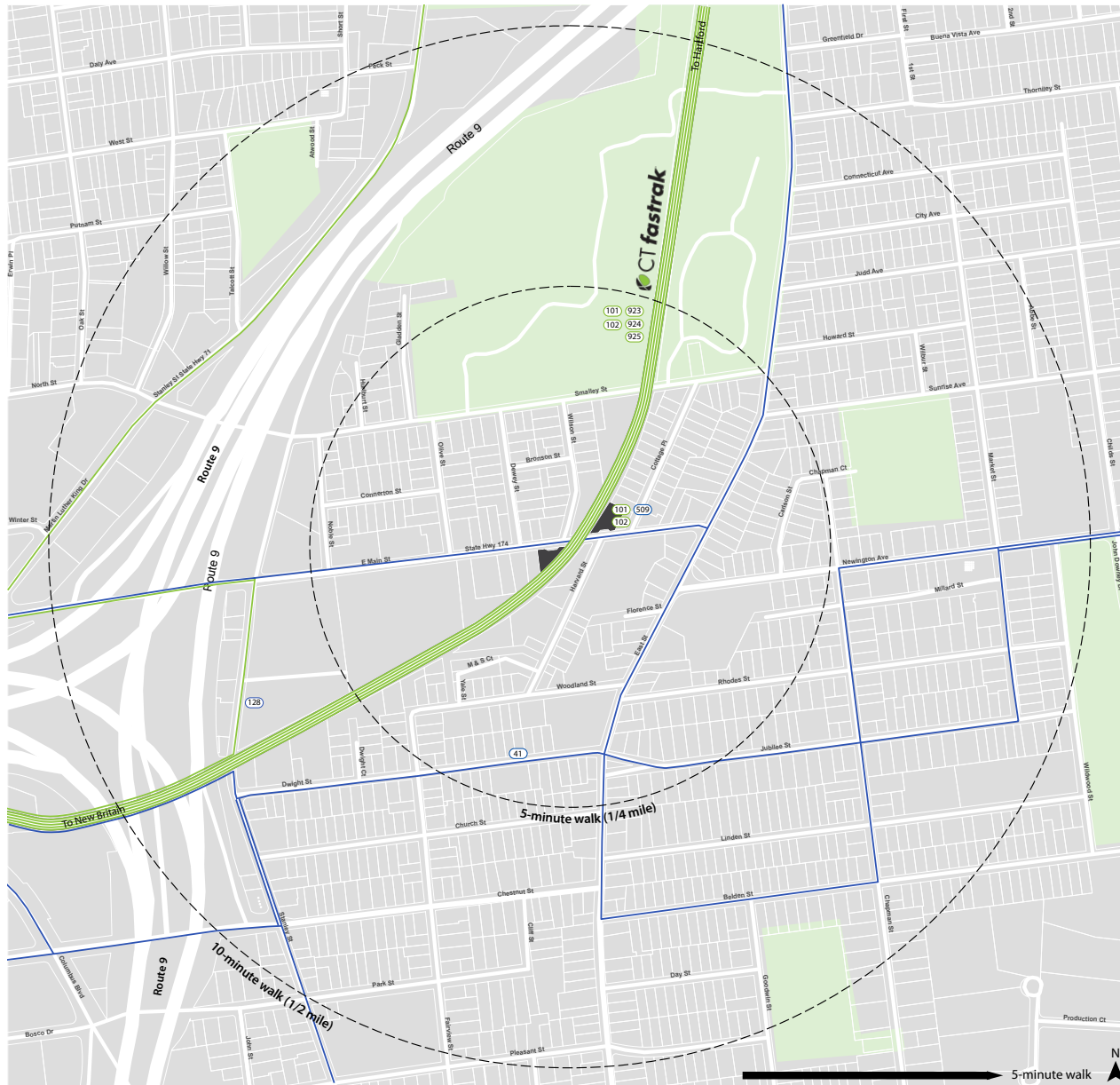
- CTfastrak Downtown New Britain Station
- CTfastrak Lines
- CTtransit Bus Lines



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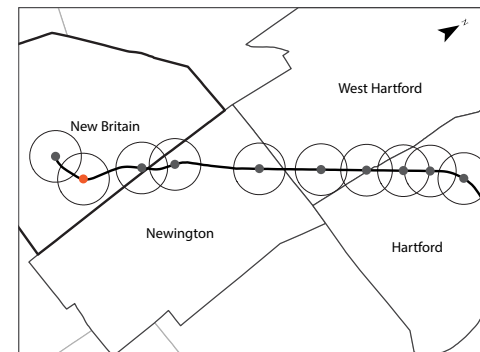
Figure 26: Transit Connectivity: Downtown New Britain Station Area



## East Main Street Station (New Britain)

### Transit Connectivity

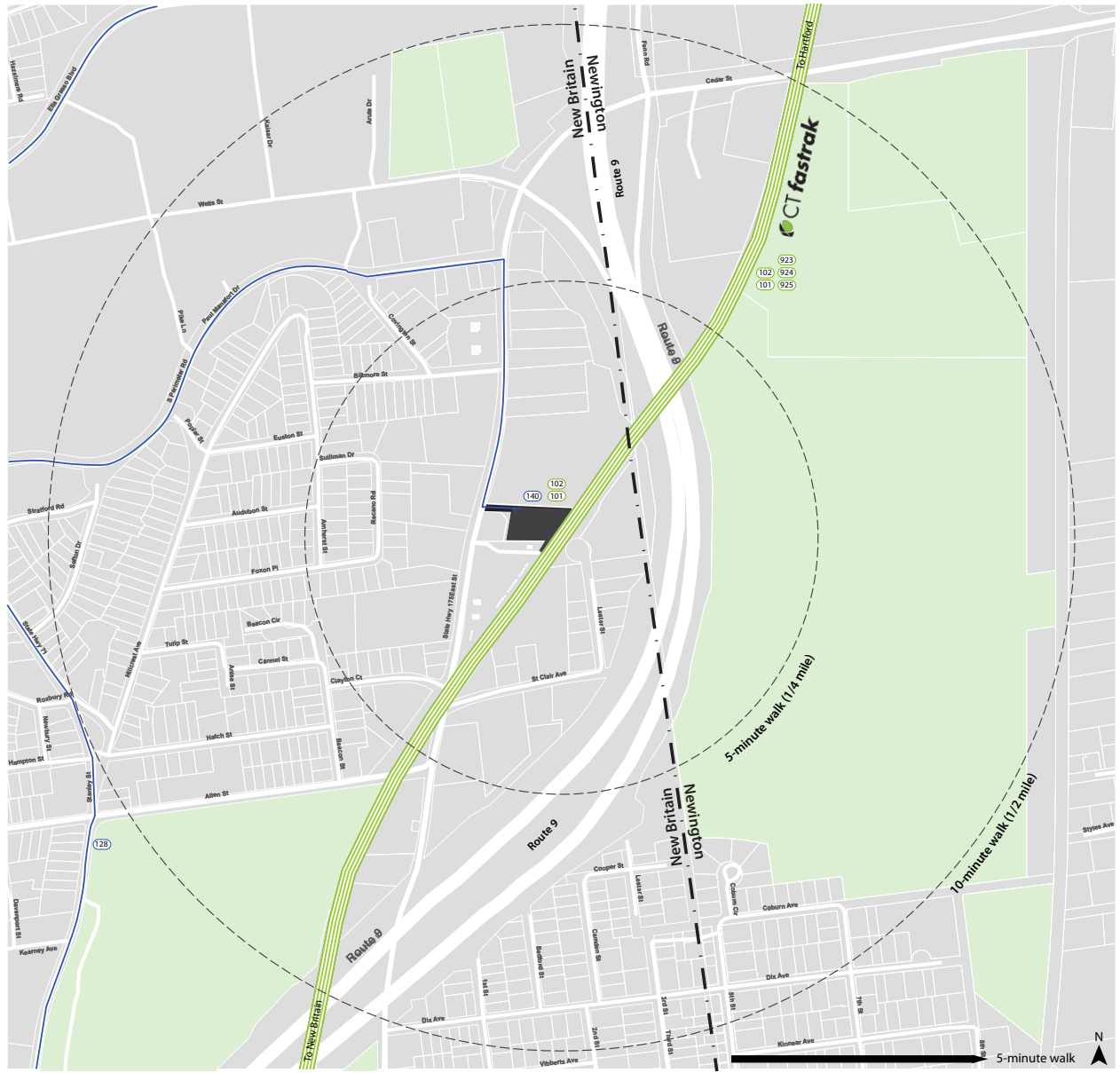
- CTfastrak East Main Street Station
- CTfastrak Lines
- CTtransit Bus Lines



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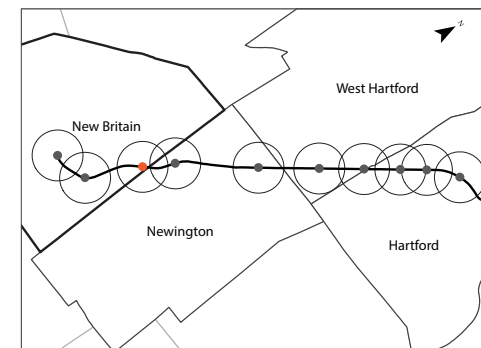
Figure 27: Transit Connectivity: East Main Street Station Area



### East Street Station (New Britain)

#### Transit Connectivity

- CTfastrak East Street Station
- CTfastrak Lines
- CTtransit Bus Lines



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Figure 28: Transit Connectivity: East Street Station Area

### Bicycle & Pedestrian Facilities

Bicycle and pedestrian facilities for the New Britain stations are shown on Figure 29, Figure 30, and Figure 31. Downtown New Britain and East Main Street station areas have better street connections compared to the East Street station area. While good street connectivity contributes to bikability and walkability, street infrastructure such as bike lanes, sidewalks, crosswalks, and pedestrian signals are also essential for creating a pedestrian-friendly environment. Although East Main Street and East Street stations are starting to see some pedestrian improvements around the stations, there is a general lack of continuous sidewalks, clearly marked crosswalks, and walk signals at major streets and intersections within the half-mile radius station areas. The City of New Britain is in the process of implementing the Complete Street Master Plan, which focuses on streetscape improvements and pedestrian facility upgrades in the downtown. The plan covers streets within a quarter-mile radius from the Downtown New Britain Station. The implementation of this plan will result in better pedestrian infrastructure within the station area.

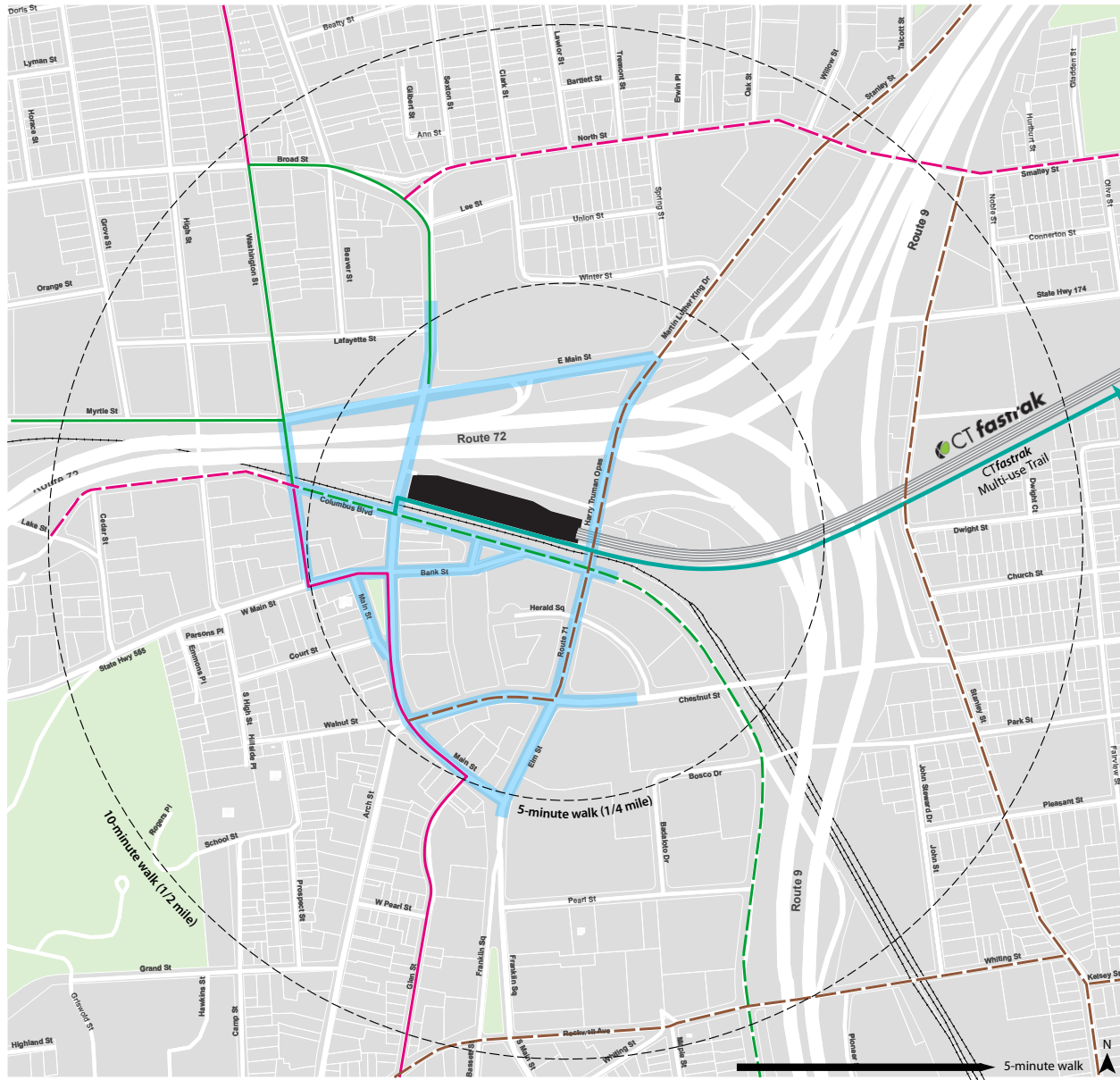
The City’s 2013 Bicycle Connectivity Plan includes recommendations to improve the bicycle network between CT**fastrak** stations and other transit hubs in New Britain. The proposed network also emphasizes connections to parks, schools, housing, employment centers, and shopping destinations. These bike routes, including Harry Truman Overpass, Stanley Street, East Main Street, and East Street, are important segments that fill the gap between the city’s existing system and the three new CT**fastrak** stations. In 2015, a 4.5-mile long CT**fastrak** multi-use trail was developed parallel to the guideway between Downtown New Britain and Newington Junction stations. It is a ten-foot wide paved path separated from the roadway. Most of the trail runs within the right-of-way of CT**fastrak**, except for a section that travels on East Street before it rejoins the CT**fastrak** guideway at East Street Station. The 2015 CRCOG TOD Progress Reports recommends incorporating bicycle and pedestrian improvements into future development around stations.

See Table 8 for key bicycle and pedestrian facility findings.

**Table 8: Key Transit Connectivity Findings: City of New Britain Station Areas**

<b>Station</b>	<b>Findings</b>
Downtown New Britain	+ Complete Street Master Plan will improve downtown streetscape.
East Main Street	- There is a lack of continuous sidewalk on E Main Street connecting across State Highway 9. - Sidewalks are in bad condition. - There is a lack of crosswalks at intersections on East Street and East Main Street.
East Street	+ The CT <b>fastrak</b> multi-use trail runs at-grade along part of East Street; this improves walkability of the nearby neighborhood and allows for connections to local system. - There is a lack of continuous sidewalk on the rest of East Street. - There is a lack of crosswalks at intersections along East Street and Allen Street.

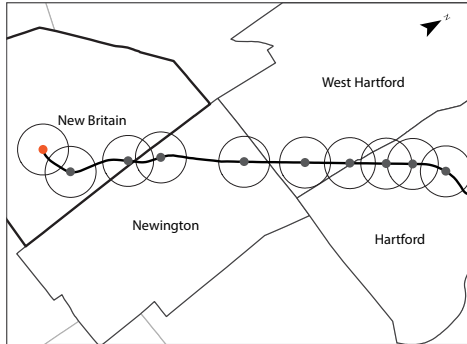
+ indicates an element that can potentially support TOD;  
- indicates an element that might have a negative impact on TOD.



## Downtown New Britain Station (New Britain)

### Bicycle & Pedestrian Facilities

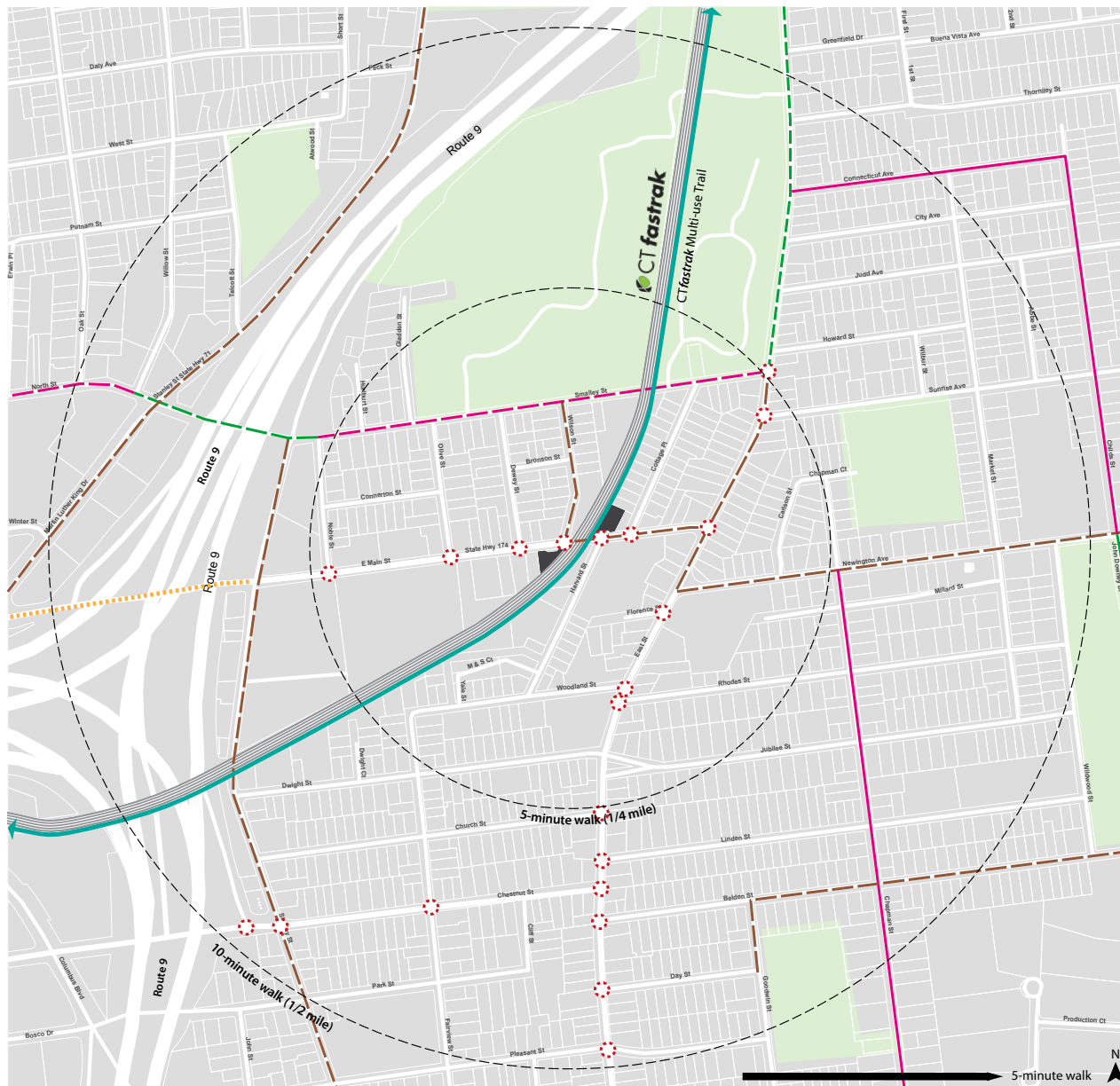
- CTfastrak Downtown New Britain Station
- CTfastrak Multi-use Trail
- Downtown Streetscape Project
- City Bike Routes-2014 (Bike New Britain)**
- Bike Lanes (Striped)
- Shared Roadway (Not Striped)
- Bike Lanes - Planned for 2015 (Striped)
- Shared Roadway - Planned for 2015 (Not Striped)
- Bike Routes Planned by Bicycle Connectivity and Traffic Calming Study 2013**
- Planned Bike Routes



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Figure 29: Bicycle and Pedestrian Facilities: Downtown New Britain Station Area



## East Main Street Station (New Britain)

### Bicycle & Pedestrian Facilities

■ CTfastrak East Main Street Station

■ CTfastrak Multi-use Trail

City Bike Routes-2014 (Bike New Britain)

■ Bike Lanes (Striped)

■ Shared Roadway (Not Striped)

■ Bike Lanes - Planned for 2015 (Striped)

■ Shared Roadway - Planned for 2015 (Not Striped)

Bike Routes Planned by Bicycle Connectivity and Traffic Calming Study 2013

■ Planned Bike Routes

Existing Pedestrian Facility Issues

● Lack of Continuous & Walkable Sidewalk on Major Streets Near the Station (One Sidewalk)

● Lack of Crosswalk & Pedestrian Signal at Intersection



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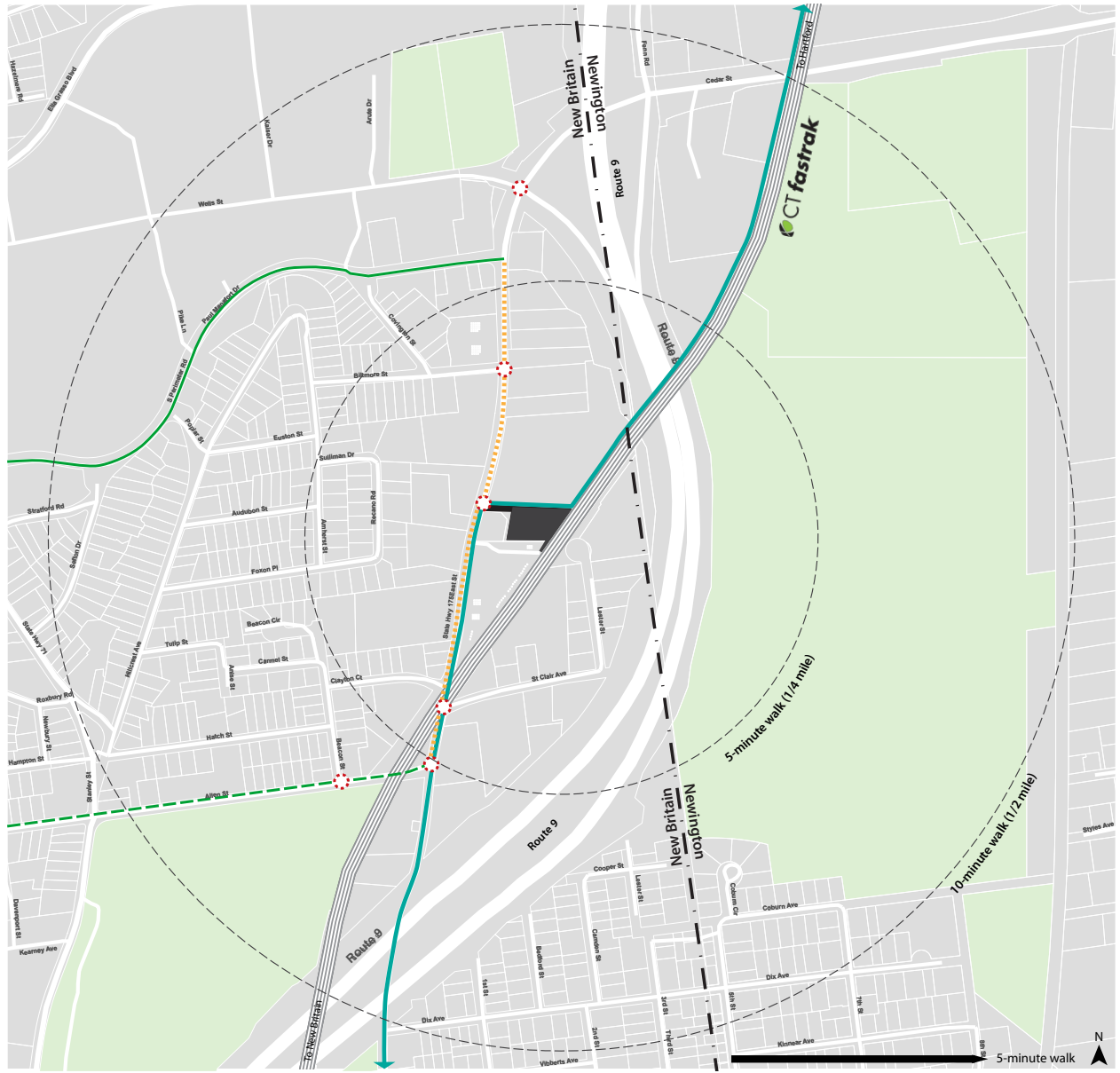
Prepared by:



PARSONS  
BRINCKERHOFF

Figure 30: Bicycle and Pedestrian Facilities: East Main Street Station Area





## East Street Station (New Britain)

### Bicycle & Pedestrian Facilities

■ CTfastrak East Street Station

— CTfastrak Multi-use Trail

City Bike Routes-2014 (Bike New Britain)

— Bike Lanes (Striped)

— Bike Lanes - Planned for 2015 (Striped)

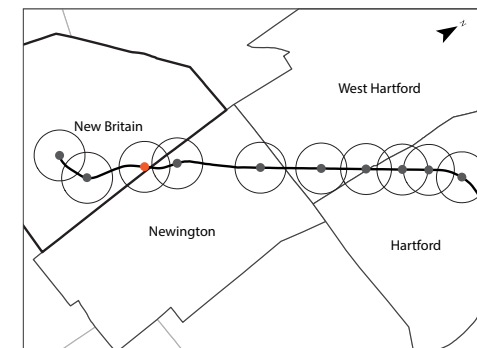
Bike Routes Planned by Bicycle Connectivity and Traffic Calming Study 2013

— Planned Bike Routes

Existing Pedestrian Facility Issues

— Lack of Continuous & Walkable Sidewalk on Major Streets Near the Station (One Sidewalk)

○ Lack of Crosswalk & Pedestrian Signal at Intersection



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Figure 31: Bicycle and Pedestrian Facilities: East Street Station Area

## Parking

Downtown New Britain has over 30 small surface level parking lots owned by a wide range of private businesses and institutions, shown on Figure 32. On-street parking is metered and publicly accessible. There are three parking structures in the Downtown New Britain station area. The station itself does not provide parking for CT**fastrak** users. However, the Szczesny municipal parking structure is adjacent to Downtown New Britain Station and offers discounted parking rates to CT**fastrak** and CT**transit** riders. The New Britain Police Department and the State of Connecticut Career Center both own multiple surface parking lots within the station area.

As shown on Figure 33, the East Main Street station area has only four surface parking lots, and three of these four lots are used for automobile storage and car sales lots. The remaining fourth surface parking lot is for church members. The East Main Street station area contains very few parking lots (public or private) when compared to the other two stations areas.

East Street Station has a larger number of parking lots (See Figure 34), although not nearly as many as found in the Downtown New Britain station area. The parking lots within the East Street station area are large in area and serve mostly commercial uses.

See Table 9 for key parking findings.

**Table 9: Key Parking Facilities Findings: City of New Britain Stations**

<b>Station</b>	<b>Findings</b>
Downtown New Britain	+ Multiple centrally located parking structures and lots - Lack of wayfinding signs directing travelers between the Szczesny garage and the station
East Main Street	- No public parking lots or parking structures
East Street	+ CT <b>fastrak</b> parking lot - Minimal public parking available

+ indicates an element that can potentially support TOD;

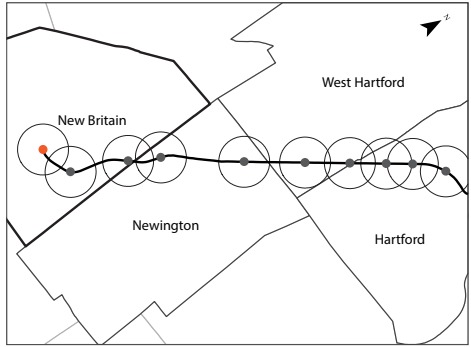
- indicates an element that might have a negative impact on TOD.



### Downtown New Britain Station (New Britain)

#### Off-Street Parking

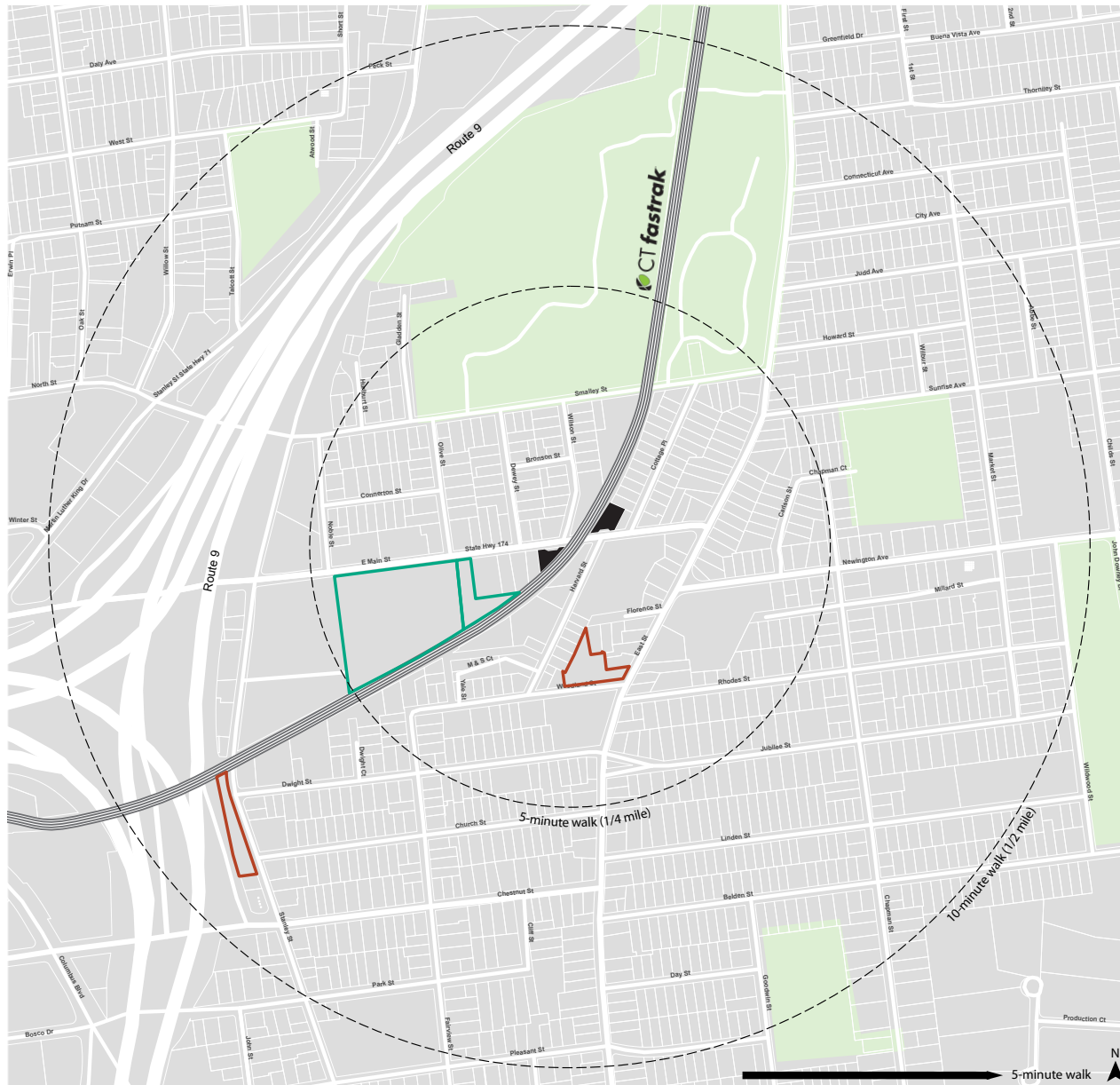
- Parcel with Parking, Full Coverage
- Parcel with Parking, Partial Coverage
- Parking Structure
- Government Owned Parking Lot
- CTfastrak Downtown New Britain Station



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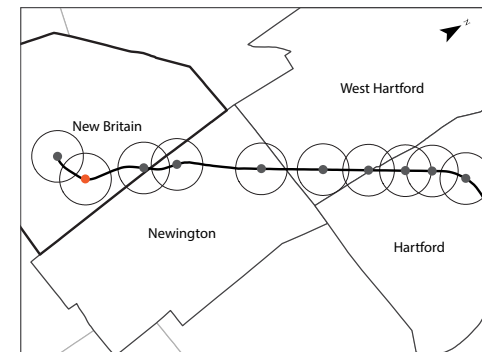
Figure 32: Parking: Downtown New Britain Station Area



## East Main Street Station (New Britain)

### Off-Street Parking

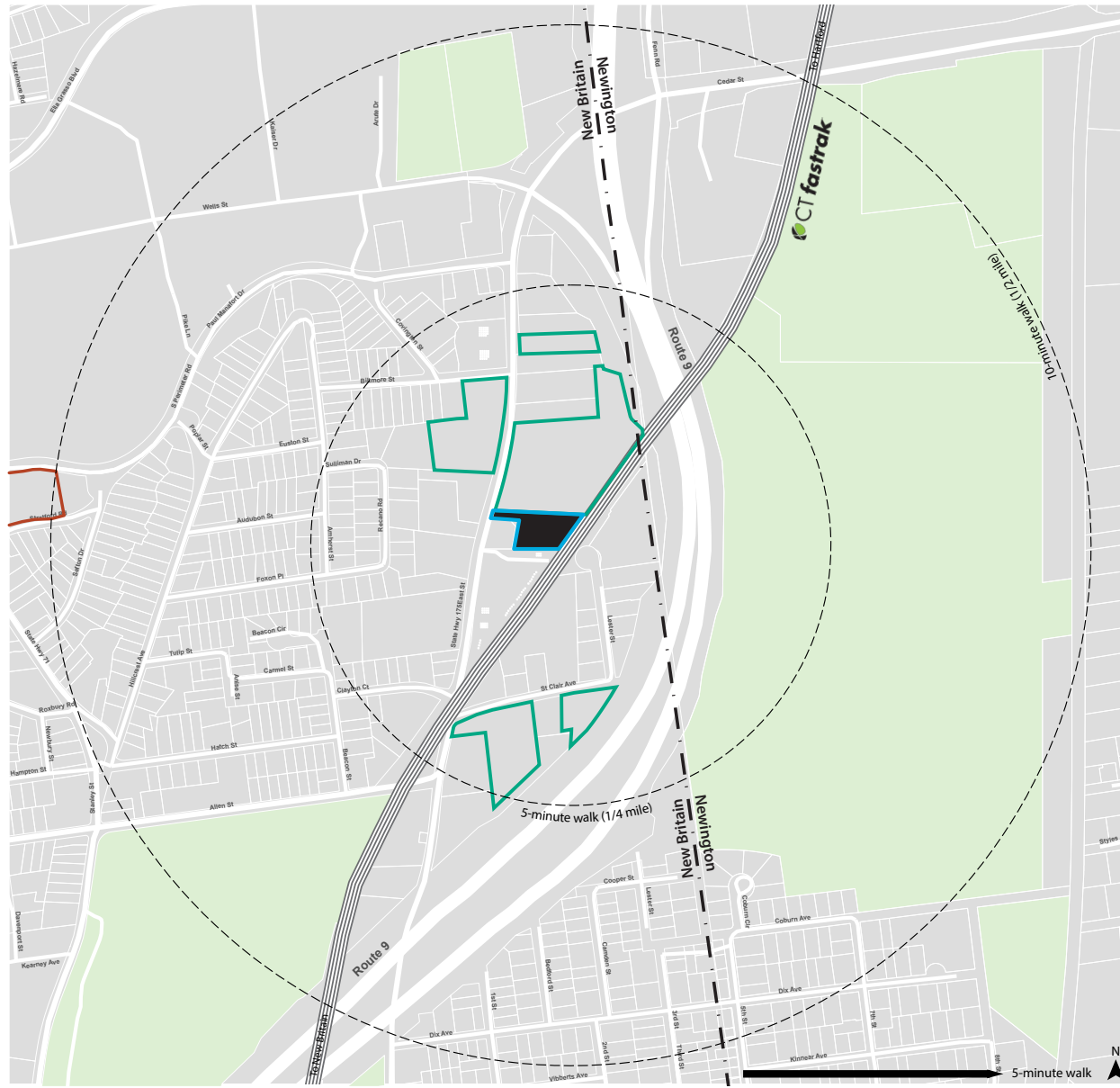
- Parcel with Parking, Full Coverage
- Parcel with Parking, Partial Coverage
- CTfastrak East Main Street Station



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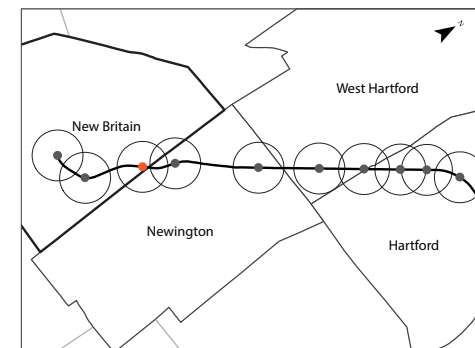
Figure 33: Parking: East Main Street Station Area



### East Street Station (New Britain)

#### Off-Street Parking

- Parcel with Parking, Full Coverage
- Parcel with Parking, Partial Coverage
- CTfastrak East Street Station
- Parcel with CTfastrak Parking



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Figure 34: Parking: East Street Station Area

## Community Facilities

There are many community facilities and services within the Downtown New Britain station area, as shown on Figure 35. As far as governmental services, there is a police department, a fire station, City Hall, Connecticut Superior Court, and veteran’s services. There are also four schools near the station. There are fifteen places of worship of varying religious denominations, four after-school and daycare facilities, and one park (Walnut Hill Park).

There are far fewer community facilities around East Main Street Station (See Figure 36) than Downtown New Britain Station. The facilities include the fire department, three schools, four places of worship, and three parks. Willow Street Park also has a large playground. The parks each contain passive and active recreational facilities.

East Street Station has very few community facilities in the station area, as shown on Figure 37. Central Connecticut State University and Charter Oak State College are two institutions of higher learning and, aside from several churches and a cemetery, represent some of the only community facilities available in the station area.

See Table 10 for key community facility findings include.

**Table 10: Key Community Facilities Findings: City of New Britain Stations**

<b>Station</b>	<b>Findings</b>
Downtown New Britain	+ Many publicly owned buildings and services
	+ Park near the station
	+ Many schools
East Main Street	+ Many schools
	+ Parks and recreational fields
	- Few community services
East Street	+ Large university
	- No recreational facilities or parks
	- Virtually no community facilities

+ indicates an element that can potentially support TOD;  
 - indicates an element that might have a negative impact on TOD.

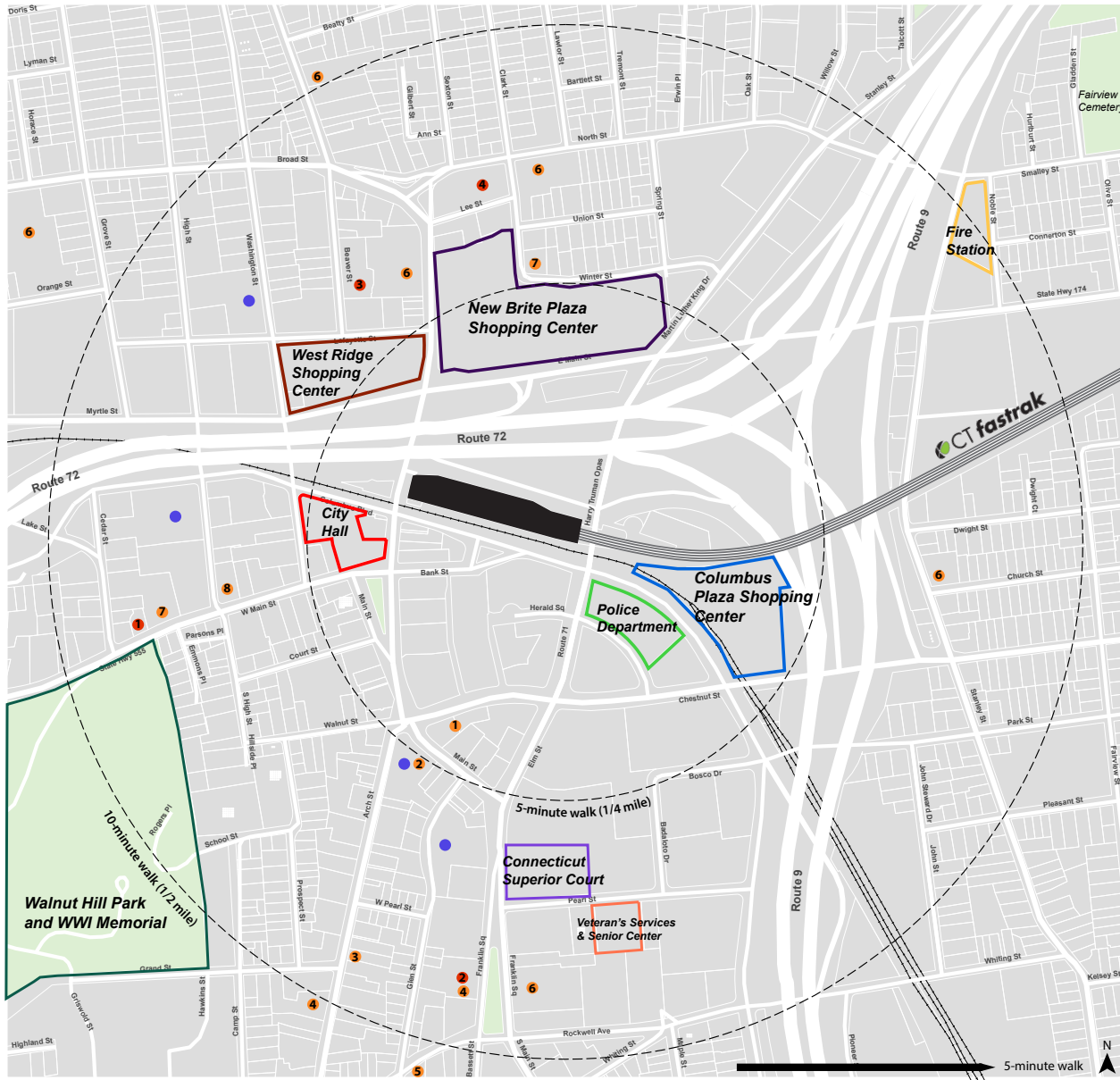
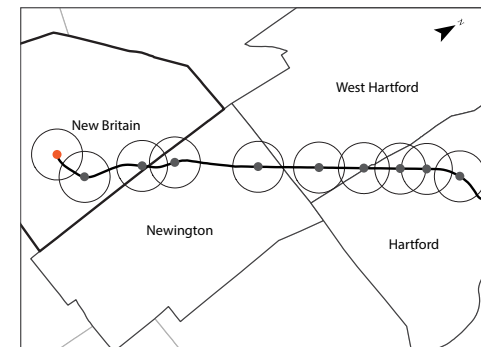


Figure 35: Community Facilities: Downtown New Britain Station Area

## Downtown New Britain Station (New Britain) Community Facilities

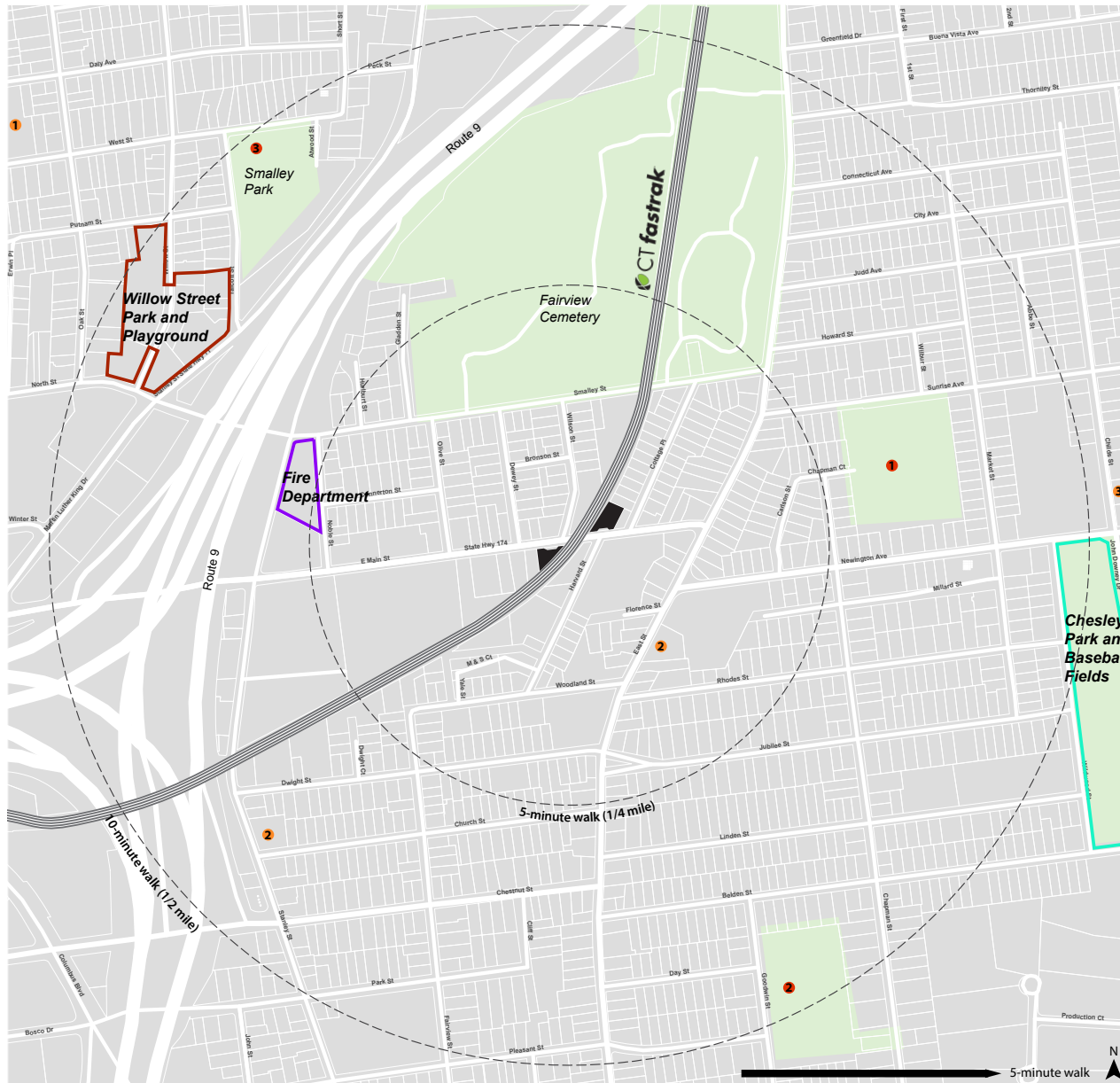
- Daycare/After-school Facility
- Place of Worship
  - 1 Methodist
  - 4 Lutheran
  - 7 Episcopal
  - 2 Baptist
  - 5 Apostolic
  - 8 Other Christian
  - 3 Non-denominational
  - 6 Catholic
- School
  - 1 Mountain Laurel Sudbury School
  - 2 Saint Mathews Luthern School
  - 3 Saint Mary's School
  - 4 Elihu Burnett School

■ CTfastrak Downtown New Britain Station



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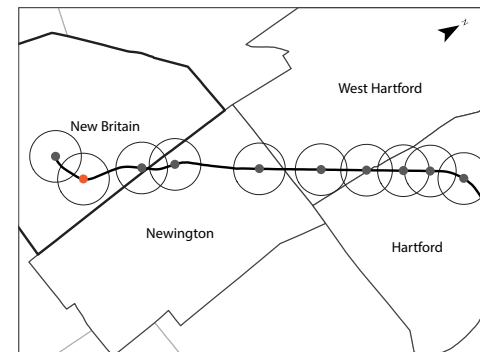


## East Main Street Station (New Britain)

### Community Facilities

- **Place of Worship**
  - 1 Baptist
  - 2 Catholic
  - 3 Other Christian
- **School**
  - 1 Chamberlain Elementary School
  - 2 Roosevelt Middle School
  - 3 Smalley Academy

■ CTfastrak East Main Street Station

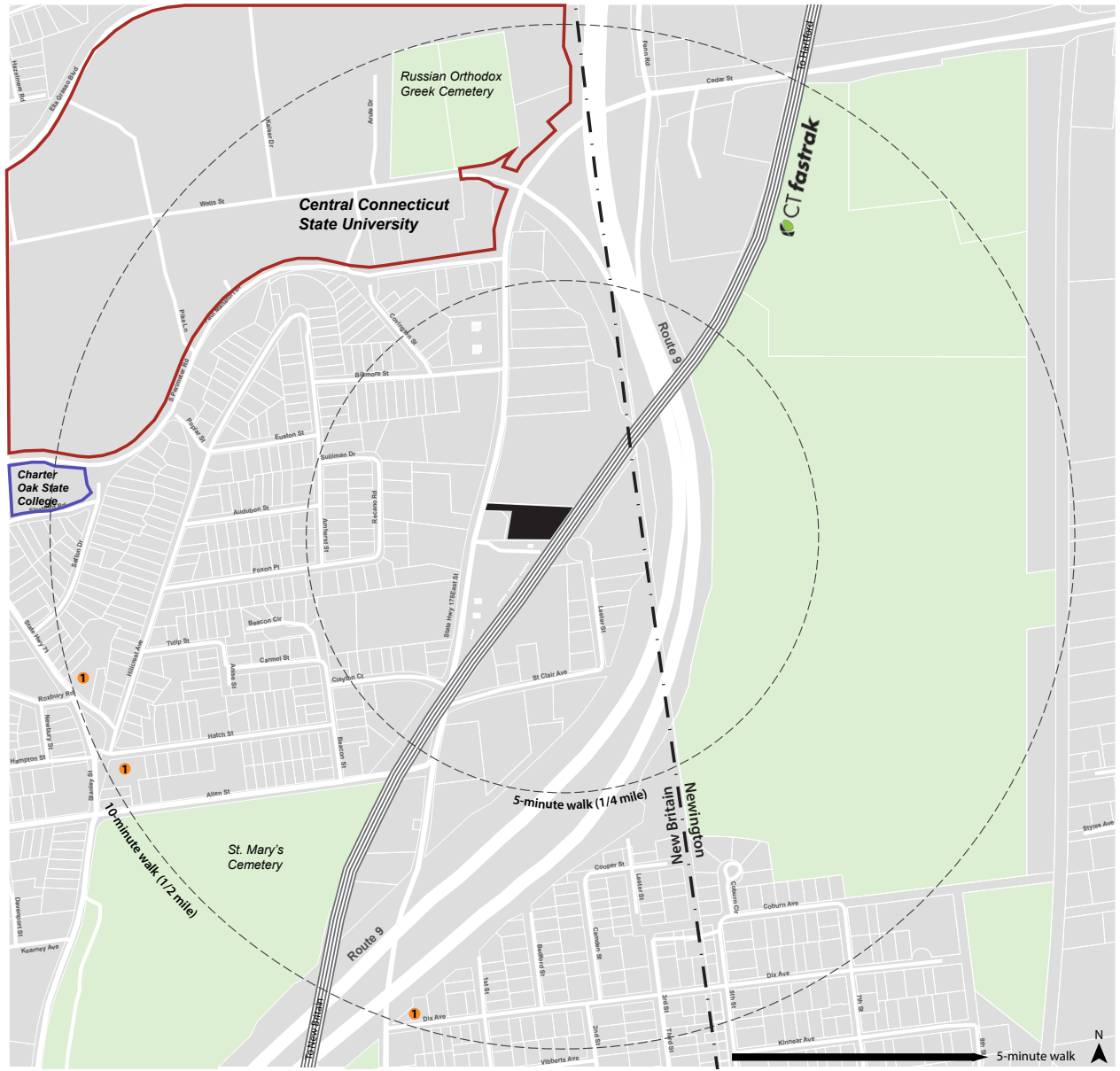


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Figure 36: Community Facilities: East Main Street Station Area

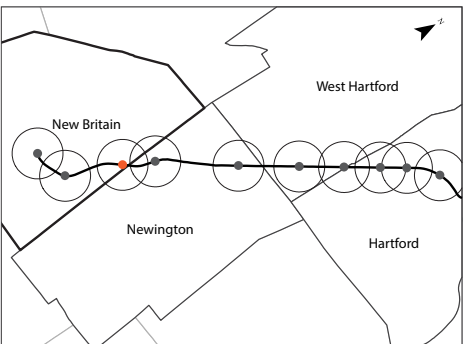




### East Street Station (New Britain)

#### Community Facilities

- Place of Worship  
1 Christian
- CTfastrak East Street Station



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Figure 37: Community Facilities: East Street Station Area

## Property Ownership

### Publicly Owned Property

There are over 50 properties owned by the City of New Britain in the Downtown New Britain station area, as shown on Figure 38. Most of these properties are small and serve important social functions, including the Post Office, Department of Public Works, and the Public Library.

East Main Street and East Street stations in New Britain have similar patterns of government-owned property ownership (See Figure 39 and Figure 40). There is a mixture of privately owned non-residential property, municipally owned property, and state-owned property in the East Street station area.

### Privately Owned Property

In Downtown New Britain one third of all properties are privately owned and developed as commercial, industrial or mixed-uses. These properties are both large and small in size and are distributed throughout the 1/2 mile station area. In the East Main Street station area, private commercial, industrial and mixed-use properties are relatively large in size compared to nearby residential properties. There are numerous large vacant properties along Route 9 and smaller vacant properties scattered throughout the neighborhood east of the CT**fastrak** corridor. There are ten vacant properties within East Street station area and more than 20 privately owned properties, some of which are adjacent to government-owned property.

See Table 11 for key property ownership findings.

Table 11: Key Property Ownership Findings: City of New Britain Stations

<b>Station</b>	<b>Findings</b>
Downtown New Britain	+ Private, mixed-use, industrial and commercial land is located near the CT <b>fastrak</b> station
East Main Street	+ Depending on status, publicly owned land may provide development opportunity
East Street	+ Depending on status, publicly owned land may provide development opportunity - Much of the publicly owned land is flanked by highway infrastructure





+ indicates an element that can potentially support TOD;

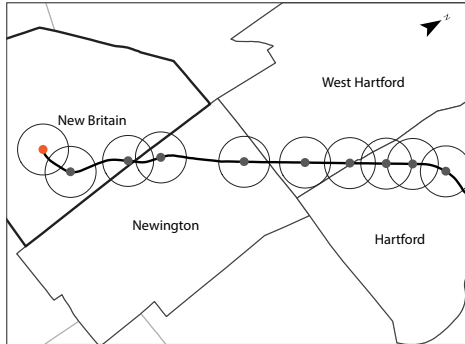
- indicates an element that might have a negative impact on TOD.



## Downtown New Britain Station (New Britain)

### Property Ownership

-  Publicly Owned Parcels
-  CTfastrak Downtown New Britain Station
-  Privately Owned Parcels
-  Vacant







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Prepared by:  

Figure 38: Property Ownership: Downtown New Britain Station Area

# East Main Street Station (New Britain)

## Property Ownership

-  Publicly Owned Parcels
-  Privately Owned Parcels
-  CTfastrak East Main Street Station
-  Vacant

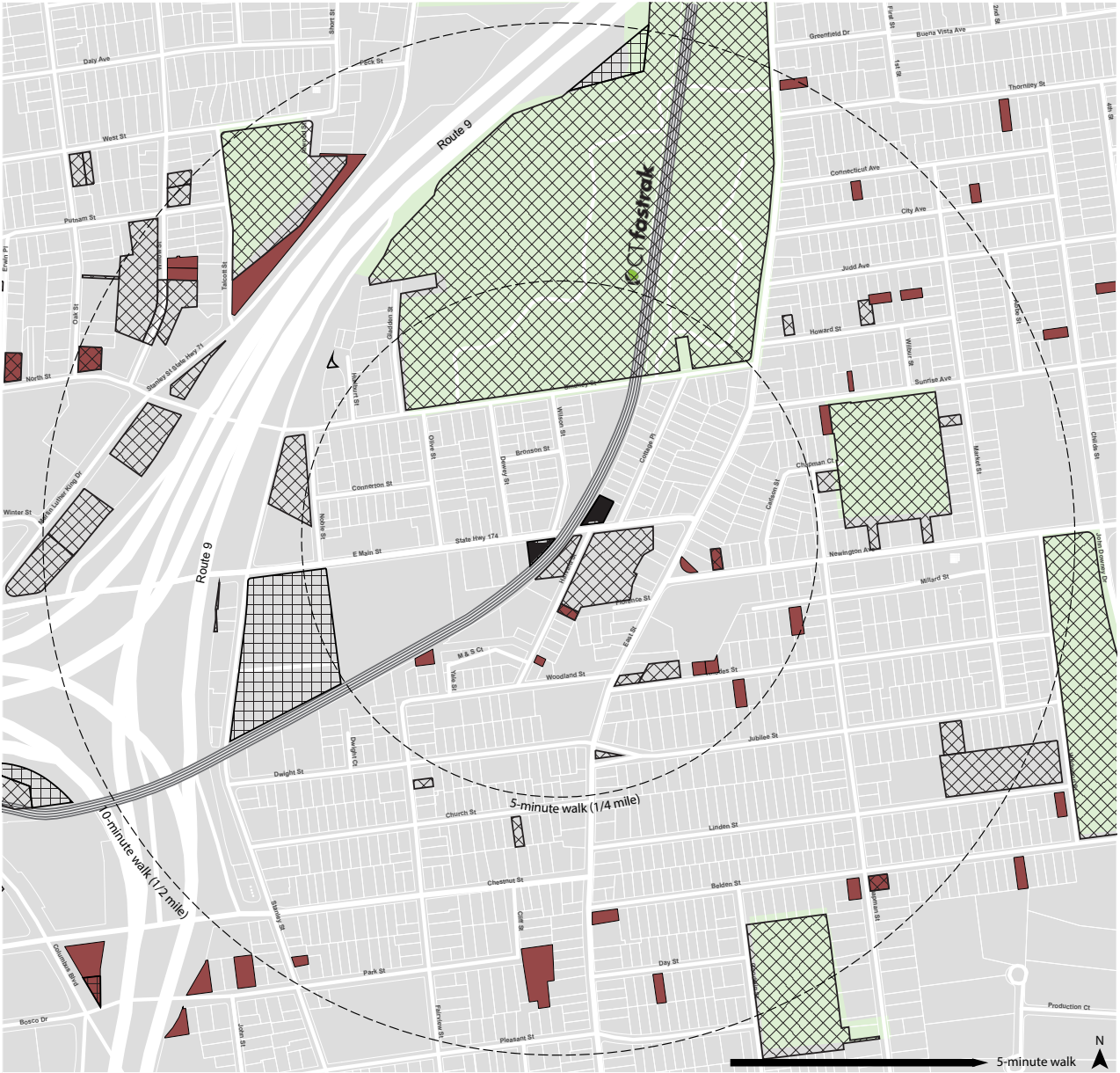


Figure 39: Property Ownership: East Main Street Station Area







CTfastrak TOD CAPACITY STUDY

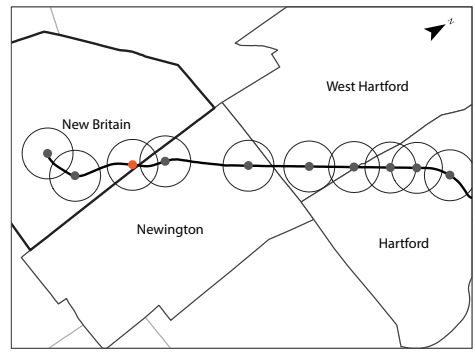
Prepared by:  



### East Street Station (New Britain)

#### Property Ownership

-  Publicly Owned Parcels
-  CTfastrak East Street Station
-  Privately Owned Parcels
-  Vacant



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Figure 40: Property Ownership: East Street Station Area

## Market & Demographics

New Britain is a relatively dense city with a population of 73,400. Twenty-three percent of the City’s residents currently live within the three CT**fastrak** station areas. New Britain exhibits the greatest population density in the County outside of the CT**fastrak** Corridor. Within the city, population density increases north of Downtown New Britain, near Central Connecticut State University (CCSU) where students share apartments near campus. The area south of the Downtown New Britain Station, in the historic mid-rise core of the city, lacks a concentrated residential population.

Although the physical character varies across each of the three stations in New Britain—from student housing and vacant commercial sites near East Street, to light industrial and car shops mixed in alongside single-family homes near East Main Street, to the historic downtown core and strip mall near Downtown New Britain—market conditions are fairly uniform for housing, office, and retail uses.

New Britain has experienced varied population growth across the station areas, with the area in between Downtown New Britain and East Main

Street exhibiting relatively higher growth between 2 percent and 5.5 percent from 2010 to 2015 (see Figure 41) and the other areas exhibiting little or no growth. Over 60 percent of New Britain’s residents are younger than the County average of 40, and about 30 percent of the population living in the station areas are between the ages of 15 and 24, reflective of the proximity to the University.

Most station area residents are white (59 percent), African-American (15 percent), or “other” (26 percent), and about half of the total population identify as Hispanic, which is in line with the demographics of the Corridor generally (with the exception of the predominantly white population in Newington). The area further east beyond the East Street Station has median household incomes consistent with the County median of \$62,500, but closer to campus and near the station areas surrounding East Main Street and Downtown New Britain median household incomes are below \$35,000, among the lowest in the Corridor (see Figure 42).

Unemployment rates are higher in New Britain’s station areas than in both the County and the Corridor and are more pronounced around East Main Street and Downtown New Britain, with rates greater than 15 percent. Despite the presence of CCSU, New Britain’s educational attainment rate



Figure 41: Population growth rate, 2010-2015

Source: U.S. Census Bureau, Esri



Figure 42: Median household income, 2015

Source: U.S. Census Bureau, Esri

for adults in its station areas is low: only 73 percent of those over the age of 25 are high school graduates or higher, compared to 88 percent for Hartford County.

#### Residential

Housing stock in the New Britain station areas consists primarily of older multi-unit rental housing, with half of the structures constructed prior to 1920. Of 7,200 households analyzed, 65 percent of these residents are renters and 63 percent live in structures with 2-9 units (see Figure 43). Vacancy rates in these station areas are greater than the County or Corridor as a whole, and frequently exceed 15 percent in downtown census blocks. Among for-sale residential units, the asking price of \$40 per square foot is 34% lower than the Corridor as a whole. This low average is the result of the variable condition of New Britain's old housing stock. At \$1.18 per square foot, average asking monthly rents are generally consistent with average asking rents along the Corridor as a whole, but are 12 percent lower than Hartford County.<sup>1</sup>

Together, these numbers suggest a relatively weak market today for new multifamily residential product; however, the substantial student population and University presence, as well as dense urban form reflect a broad population base that could support future TOD in New Britain. The redevelopment of the long-vacant Berkowitz Building at Main Street and North Street in Downtown New Britain into 52 units of market rate housing (11 units targeted to students) and ground floor retail will reflect one of the first TOD catalyzed by CT **fastrak** once complete. This was made possible only through actions of the City, which purchased the site and sold it to an interested developer below market value in 2015 with an agreement that the building be rehabilitated within two years.

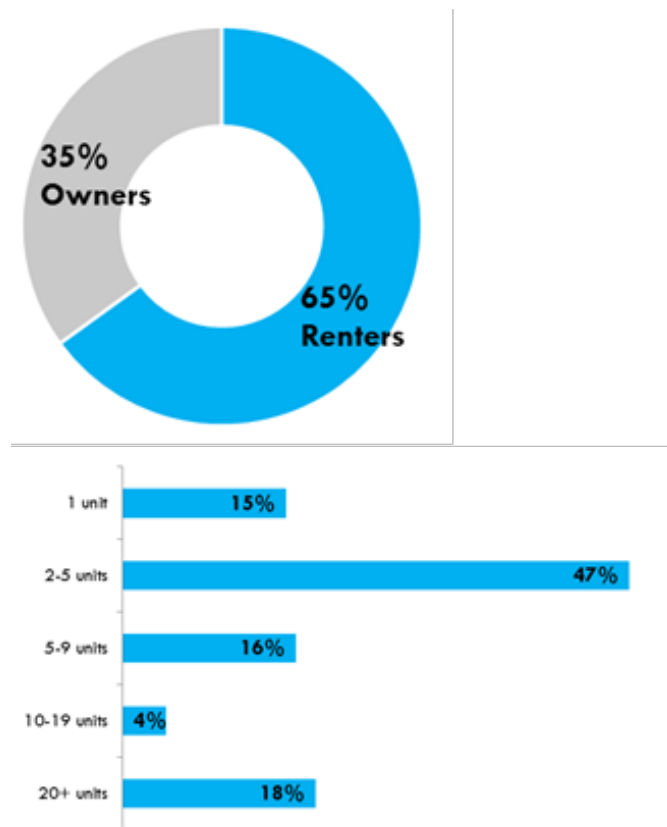


Figure 43: Downtown New Britain Station Area Housing By Tenure and Units in Structure, 2015

Source: U.S. Census Bureau, Esri

<sup>1</sup>CoStar, 2015.

## Retail

The New Britain station area retail market has seen very little new construction, but is strong enough to support improvements to existing buildings, such as the 2008 redevelopment of the New Brite Plaza Shopping Center across the street from the Downtown New Britain CT **fastrak** station. Retail rents average around \$9.60 per square foot per year, compared to an average of \$11.80 per square foot for the County; vacancy rates are the highest of all station areas along the Corridor, ranging between three and seven percent. New Britain's diverse retail mix serves many needs, from ground-floor specialty retail catering to the Polish population to auto-oriented retail within the New Brite Plaza Shopping Center.

## Office

Outside of Downtown, New Britain's office market is very limited, with no office space constructed within a station area since 1995. Annual office rents average around \$14 per square foot, consistent with commercial rents along the Corridor as a whole. New Britain office space is older and characterized by relatively obsolete Class B/C space that is over 90 years old on average, with many historic buildings Downtown constructed in the late 1800s and early 1900s. As the public sector is one of the largest employers in the City, government offices, particularly those of State government, occupy much of the space in Downtown New Britain.<sup>2</sup>

## Anchors

There are two key anchors located near the New Britain station areas – CCSU and the Hospital of Central Connecticut. CCSU is the primary anchor institution in New Britain and the largest school within the Connecticut State University system. CCSU almost exclusively attracts students from within the state and over a third of students are commuters. Half the University's 12,000 students either reside in dorms or rent a room off campus. The school is the third largest employer in the City, behind the Hospital of Central Connecticut and the City of New Britain. An expansion of the campus into Newington near CT **fastrak** has been long discussed, but is currently on hold due to a lack of funding to conduct an environmental

impact study. CCSU students have been early and eager adopters of CT **fastrak**, with the service adding buses during peak student usage time.

The Hospital of Central Connecticut is the largest employer in the city with 2,900 employees, constituting nine percent of all jobs. The hospital has 410 beds and 400 doctors across two campuses, following the merger with Bradley Memorial Hospital in Southington in 2006.

Stanley Works, now known as Stanley Black and Decker following a merger in 2010, is an institution deeply rooted in New Britain dating back to 1843. Stanley Black and Decker remains the largest private employer in New Britain with just under 1,000 employees, but the corporate campus is not close to the Downtown or CT **fastrak** guideway.

Table 12: Key Market Findings: City of New Britain Stations

<b>Station</b>	<b>Findings</b>
Downtown New Britain	+ Significant downtown redevelopment projects underway in various states - Limited residential population in downtown
East Main Street	- High turnover area - Lower-quality building stock
East Street	+ Presence of major institutional anchor (CCSU) + Evidence of existing market interest in student housing - Lack of community support for student-related development - Student-serving retail currently lacking development

+ indicates an element that can potentially support TOD;

- indicates an element that might have a negative impact on TOD.

<sup>2</sup> CoStar, 2015.



## Town of Newington CTfastrak Station Areas

### Land Use & Neighborhood Character

As depicted on Figure 44 and Figure 45, land use composition in the Cedar Street and Newington Junction station areas is fragmented, with most land developed with auto-oriented commercial uses, active industrial uses, and low-density single-family housing.

Newington Junction contains more residential uses, albeit lower in density, than Cedar Street. It also features smaller lot sizes, and suburban typologies including cul-de-sac, curvilinear streets, and auto-oriented use patterns. By contrast, the Cedar Street station area contains large parcels of industrial and commercial use, with very little housing. In addition, almost half of the Cedar Street station area is composed of undevelopable wetlands.

Most of the housing around Newington Junction station was built post-World War II, and is comprised of mid-century split level and single level ranches. Commercial uses are predominately auto-oriented multi-tenant retail buildings and serve the local community.

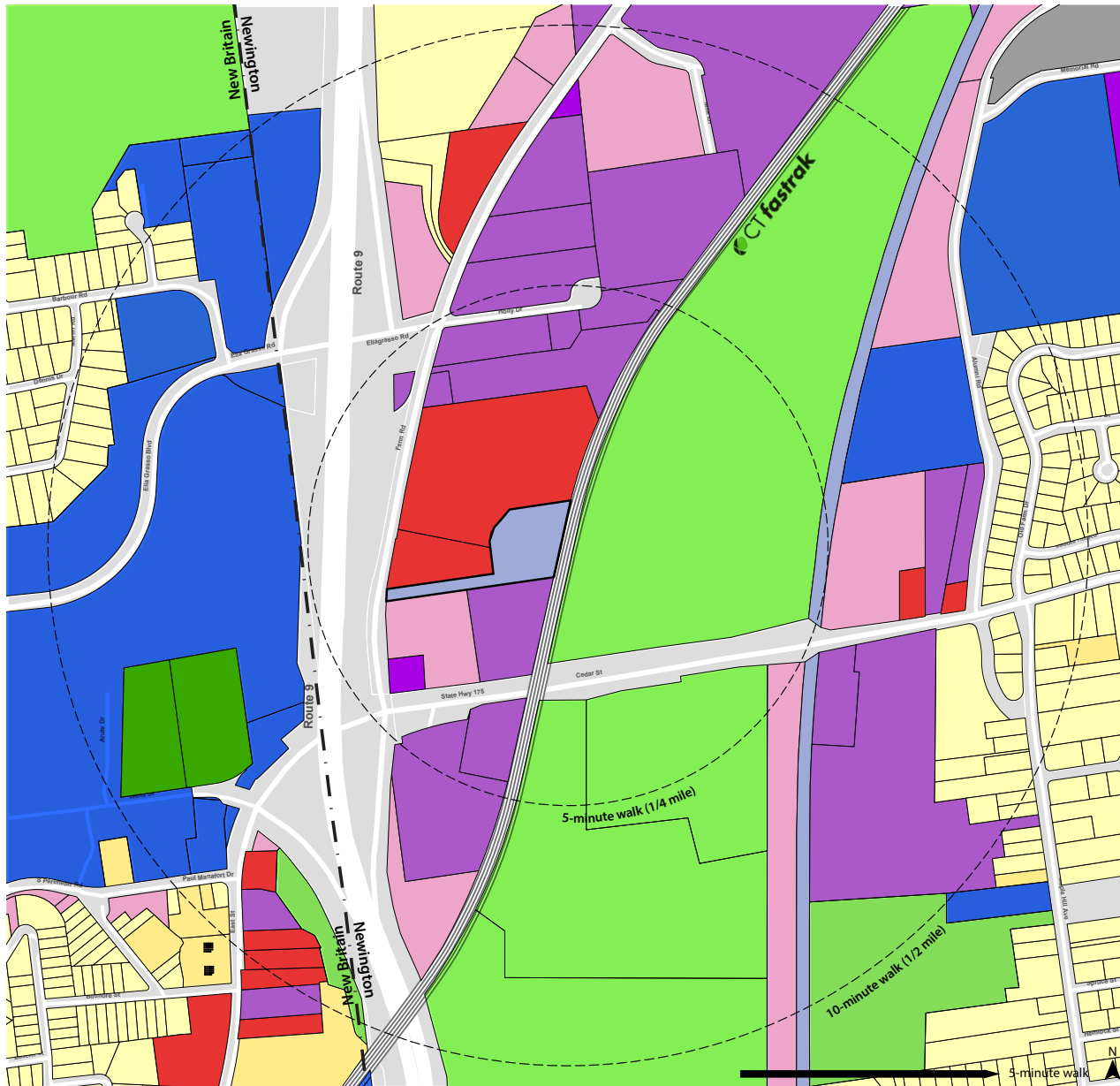
See Table 13 for key land use and neighborhood findings.

Table 13: Key Land Use Findings: Town of Newington Stations

<b>Station</b>	<b>Findings</b>
Cedar Street	+ Vacant lots within the station area present redevelopment opportunities in proximity to the Central Connecticut State University and park spaces
	- Undevelopable wetlands comprise nearly half of the station area
Newington Junction	+ Existing multi-family condominium and elderly housing within the study area.
	- Auto-oriented industry with large lots comprises the northern portions of the station area.
	- Undevelopable parcels adjacent to the station.

+ indicates an element that can potentially support TOD;

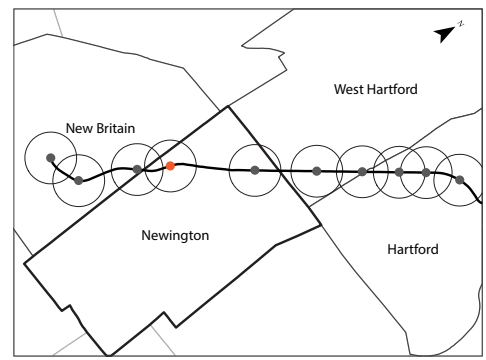
- indicates an element that might have a negative impact on TOD.



### Cedar Street Station (Newington)

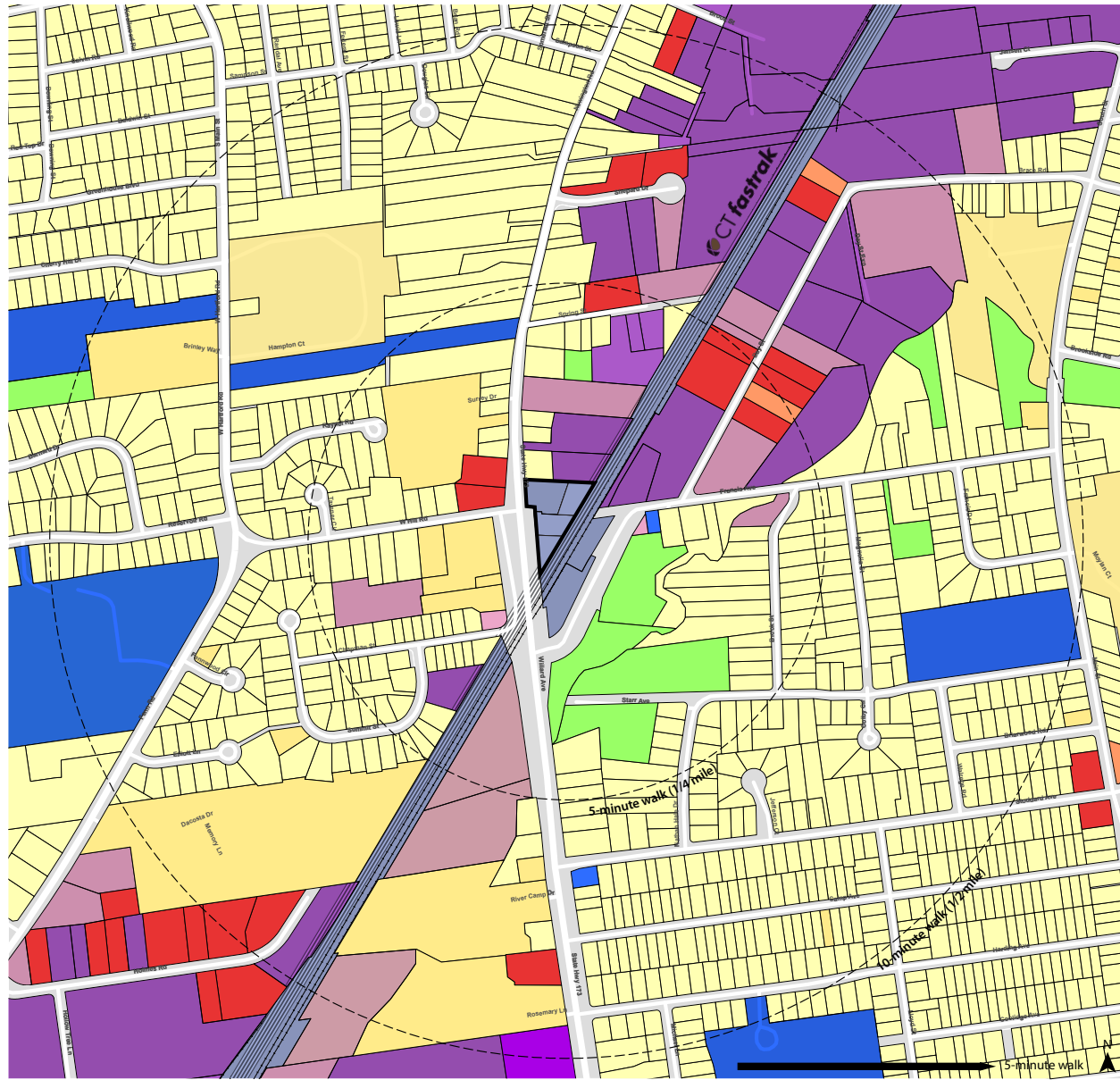
#### Land Use

- 1-3 Family
- Multi Family
- Mixed Use
- Commercial
- Industrial
- Institutional
- Health / Medical
- Open Space
- Park / Recreation
- Vacant
- Parking Only
- Transportation
- CTfastrak Cedar Street Station



CTfastrak TOD CAPACITY STUDY

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### Newington Junction Station (Newington)

#### Land Use

- 1-3 Family
- Multi Family
- Mixed Use
- Commercial
- Industrial
- Institutional
- Health / Medical
- Open Space
- Park / Recreation
- Vacant
- Parking Only
- Transportation
- CTfastrak Newington Junction Station



CTfastrak TOD CAPACITY STUDY

Prepared by: **PARSONS BRINCKERHOFF**

Figure 45: Land Use: Newington Junction Station Area

## Zoning

In total, there are seven base zoning districts currently mapped by the Town of Newington within a half-mile radius of the Cedar Street and Newington Junction CT **fastrak** stations, as shown on Figure 46 and Figure 47.

The following are the base zoning districts within a half-mile radius of the two Newington CT **fastrak** stations:

### Base Zoning Districts:

- R-20 - Residential
- R-12 - Residential
- R-7 - Residential
- R-P - Residential, Planned
- B - Business
- PD - Planned Development
- I - Industrial

### Residential Districts

A significant amount of property is zoned as Residential (R-20, R-12, or R-7) within each of Newington's two station areas. Around Newington Junction, most of the land is zoned as Residential or R-P (Planned Residential), and the zones that permit residential densities that approach those favorable for TOD (R-20) are located at least a half-mile from the each station. Generally, the land use and dimensional regulations found within the residential districts are highly restrictive (e.g. multifamily housing cannot contain more than 12 units) and do not permit transit-supportive residential development densities nearby the two stations. Moreover, the Town of Newington has instituted a one-year moratorium on high-density housing for the area within a half-mile radius of each station.

### Commercial & Business Districts

The B - Business, I - Industrial, and the PD - Planned Development are the only zoning districts within the two station areas that permit commercial uses as-of-right (including retail, office and hotels). There are several B - Business and I - Industrial zoning districts mapped within the Newington Junction station area, however, due in part to the districts' locations along railroad and the CT **fastrak** guideway, pedestrian and vehicular access is restricted.

The Cedar Street station area contains more land area zoned for commercial uses than Newington Junction, and contains parcels that have greater access to surrounding public street rights-of-way. In addition, a PD - Planned Development zoning district is mapped immediately north of Cedar Street Station (currently the Fenn Road strip retail center), which may provide future TOD opportunity if redeveloped and organized with a mix of uses, as it currently permits vertical mixed-use development (housing over retail or office).

### Industrial Districts

The I - Industrial zoning district is the only zoning district that permits industrial uses within the two station areas. The Cedar Street station area is zoned predominately for industrial uses, particularly the area within a quarter-mile of the station. Although commercial development is permitted in the I-Industrial districts, a significant percentage of the land area is either developed and active, or encumbered by wetlands and Piper Brook.

### Special Purpose Districts

There are no Special Purpose Districts within Newington's two CT **fastrak** station areas.

Summary

The Town of Newington’s zoning ordinance emphasizes maintaining and preserving the town’s land use patterns, particularly its stock of low density detached single-family housing and lot patterns, industrial development, and multi-tenant commercial developments (retail and office). Although mixed-use development (housing over retail) and higher density multifamily housing is not explicitly prohibited in the ordinance, the highly restrictive language in the ordinance makes it difficult to achieve without a use or dimensional variance. With the exception of the PD – Planned Development zoning district adjacent to Cedar Street Station, which permits mixed-use development (housing over retail or office), the current land use permissions and dimensional requirements under Newington’s current zoning ordinance effectively prohibit TOD within its two station areas.

See Table 14 for key zoning findings.

Table 14: Key Zoning Findings: Town of Newington Station Areas

<b>Station</b>	<b>Findings</b>
Cedar Street	+ PD zoning district north of station permits mixed-use development.
	- Large amount of active I zoning districts.
	- The town has instituted moratorium on high density housing within half-mile radius of each station.
Newington Junction	+ B and I zoning districts permit commercial uses.
	- Current residential zoning (R-20, R-12, or R-7) does not support high density development.

+ indicates an element that can potentially support TOD;  
 - indicates an element that might have a negative impact on TOD.

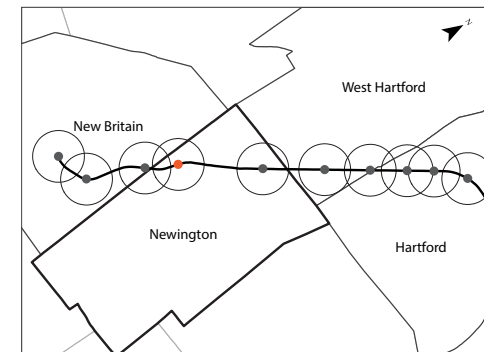


## Cedar Street Station (Newington)

### Zoning

- B Business
- B-BT Business Berlin Turnpike
- B-TC Business Town Center
- CD Commercial Development
- I Industrial
- PD Planned Development
- PL Public Land
- R-12 Residential
- R-20 Residential
- R-7 Residential
- RD Residential Designed
- RP Residential Planned

CTfastrak Cedar Street Station



**CTfastrak** TOD CAPACITY STUDY

Prepared by: **PARSONS BRINCKERHOFF**

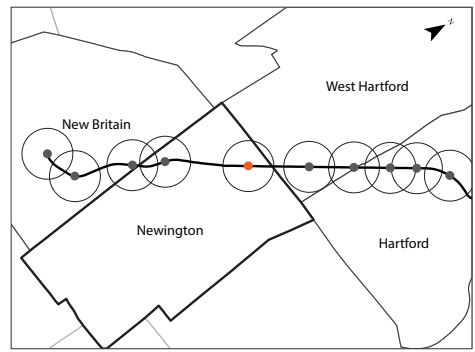
Figure 46: Zoning: Cedar Street Station Area



## Newington Junction Station (Newington)

### Zoning

- B Business
  - B-BT Business Berlin Turnpike
  - B-TC Business Town Center
  - CD Commercial Development
  - I Industrial
  - PD Planned Development
  - PL Public Land
  - R-12 Residential
  - R-20 Residential
  - R-7 Residential
  - RD Residential Designed
  - RP Residential Planned
- CTfastrak Newington Junction Station



CTfastrak TOD CAPACITY STUDY

Prepared by: PARSONS BRINCKERHOFF

Figure 47: Zoning: Newington Junction Station Area

## Multimodal Connectivity

### Roadway Mobility

The roadway networks in the Cedar Street and Newington Junction station areas follow very distinct patterns, as shown on Figure 48 and Figure 49. Cedar Street Station is located between the CT**fastrak** guideway and Piper Brook wetland area and Route 9, which poses a physical barrier and limits the number of east-west oriented streets. Due to a lack of local streets, Fenn Road, Ella Grasso Road, and Cedar Street provide the only connections between Cedar Street Station and the surrounding neighborhood. Streets in the Newington Junction station area are organized on a cul-de-sac system that is typically seen in suburban residential settings. There is a similar lack of local streets providing east-west connectivity between West Hartford Road and Willard Avenue.

Fenn Road and Willard Avenue are the two major collector roads fronting the two stations. Major improvements have recently been applied to these roads in response to the construction of new CT**fastrak** stations. Fenn Road was widened to five lanes in 2013 on the segment near Cedar Street Station to accommodate additional traffic generated by the station. In addition, Myra Cohen Way connecting Fenn Road and the station is planned to be deeded to the town to promote future commercial development. As a part of the improvement around Newington Junction Station, bus pull-offs were constructed in both directions of Willard Avenue south of the station.

The Cedar Street station area offers convenient vehicular connection to Route 9. The highway access allows for the CT**fastrak** 121 line to leave the BRT guideway at this station and continue on Route 9 towards the UConn Health Center.

See Table 15 for key roadway mobility findings.

Table 15: Key Roadway Mobility Findings: Town of Newington Station Areas

<b>Station</b>	<b>Findings</b>
Cedar Street	+ Convenient access to the highway.
	- Lack of east-west street connection and evenly spaced street grid within the station area.
	- The local streets are mostly dead-ended.
Newington Junction	+ There are roadway improvements on major connector streets in front of the CT <b>fastrak</b> station.
	- The street grids are organized primarily on a suburban cul-de-sac pattern.

+ indicates an element that can potentially support TOD;

- indicates an element that might have a negative impact on TOD.



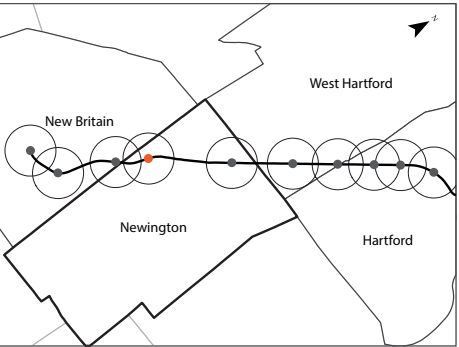


### Cedar Street Station (Newington)

#### Roadway Network

- CTfastrak Cedar Street Station
- Limited Access Highway
- Collector (or Distributor) \*
- Local

\* See page 42 for definition of Collector (or Distributor).






#### CTfastrak TOD CAPACITY STUDY

Prepared by:

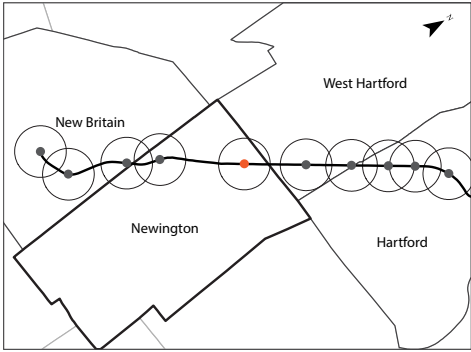
Figure 48: Roadway Network: Cedar Street Station Area

# Newington Junction Station (Newington)

## Roadway Network

-  CTfastrak Newington Junction Station
-  Collector (or Distributor)\*
-  Local

\* See page 42 for definition of Collector (or Distributor).



**CTfastrak** TOD CAPACITY STUDY

Prepared by:  **PARSONS BRINCKERHOFF**



Figure 49: Roadway Network: Newington Junction Station Area

### Transit Connections

Cedar Street and Newington Junction are both local **CTfastrak** stations served by the lines that go between New Britain and Hartford as well as limited service lines to UConn Health Center and Manchester Community College, as shown on Figure 50 and Figure 51.

Other than the **CTfastrak** BRT service, local **CTtransit** bus lines are the only form of transit to serve local needs. **CTtransit** buses run between Downtown Newington and CCSU on Cedar Street within the Cedar Street station area, providing vital connections between the isolated station and its surrounding neighborhoods. There are only a few **CTtransit** lines serving Newington Junction station area.

The proposed Newington rail station on the Hartford Line is planned to be located east of Willard Avenue, across the guideway from the **CTfastrak** Newington Junction Station. The new station design incorporates a pedestrian overpass between the two stations and will allow for convenient transfer between the BRT service and passenger rail service, and create an additional pedestrian connection between the neighborhoods that are separated by the guideway and railroad.

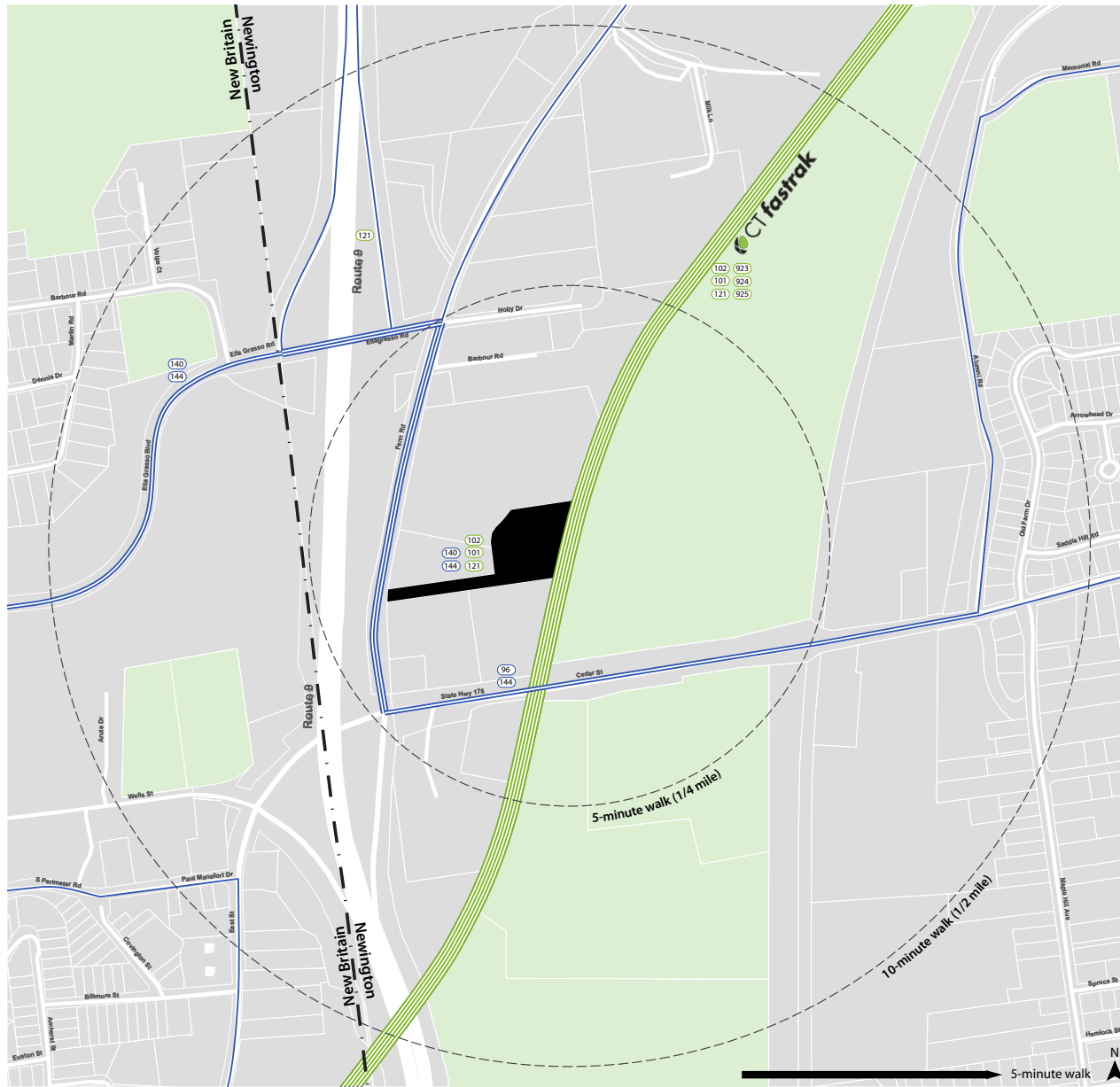
See Table 16 for key transit connectivity findings.

**Table 16: Key Transit Connectivity Findings: Town of Newington Station Areas**

<b>Station</b>	<b>Findings</b>
All Stations	- Less transfer choices both among <b>CTfastrak</b> lines and between the BRT service and <b>CTtransit</b> service
Cedar Street	+ New local bus pick-up/drop-off area adjacent to the station + <b>CTtransit</b> bus lines connect the station to downtown Newington and CCSU
Newington Junction	+ Future Hartford Line Newington Station will be located near the <b>CTfastrak</b> station to provide passenger transfers - Neighborhoods on the east side of Willard Avenue lack <b>CTtransit</b> bus connections

+ indicates an element that can potentially support TOD;

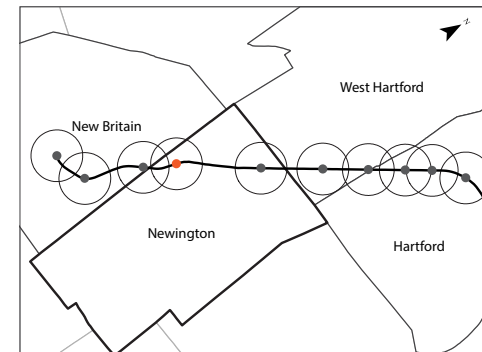
- indicates an element that might have a negative impact on TOD.



## Cedar Street Station (Newington)

### Transit Connectivity

- CTfastrak Cedar Street Station
- CTfastrak Lines
- CTtransit Bus Lines



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Figure 50: Transit Connectivity: Cedar Street Station Area

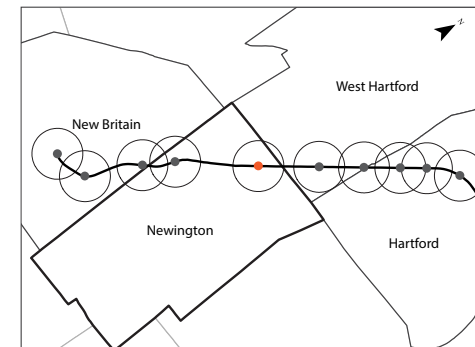


Figure 51: Transit Connectivity: Newington Junction Station Area

## Newington Junction Station (Newington)

### Transit Connectivity

- CTfastrak Newington Junction Station
- Proposed Hartford Line Newington Station
- CTfastrak Lines
- CTtransit Bus Lines



**CTfastrak** TOD CAPACITY STUDY

Prepared by: **PARSONS BRINCKERHOFF**

### Bicycle & Pedestrian Facilities

As noted under the roadway mobility subsection, there is a lack of interconnected local streets in both the Cedar Street and Newington Junction station areas, limiting pedestrians' choice of route and impacting the degree of walkability (see Figure 48 and Figure 49). In addition to the degree of roadway connectivity, both station areas lack bicycle and pedestrian amenities such as bike lanes, continuous sidewalks, clearly marked crosswalks, and walk signals on major streets and intersections. In the Cedar Street station area, where the station is relatively isolated from surrounding neighborhoods, the absence of bicycle and pedestrian infrastructure on the only major roadways (Fenn Road, Cedar-East Street and Ella Grasso Boulevard) prevents people from easily accessing the station using alternate modes of travel.

Land use and building types along the streets also impact the experience of bicyclists and pedestrians. The primary land use along Fenn Road is industrial and large-scale commercial development. The buildings have large set-backs from the lot lines and there is a lack of continuous street frontage. The highway infield on the other side of Fenn Road limits pedestrian activities and creates a “dead zone”.

The CT **fastrak** BRT system and planned Hartford Line bring attention to multimodal infrastructure and create opportunities for public and private improvements near the stations. Future developments around the stations are recommended to incorporate bicycle and pedestrian improvements into site plans.<sup>3</sup> A new sidewalk was created between Cedar Street Station and CCSU campus with lighting improvements at the East Street/Cedar Street underpass. CCSU also extended their campus sidewalk along East Street to connect to Fenn Road for better access to the station and the shopping plaza to its north. In addition, the Metro Hartford Bike Share Program identifies Cedar Street Station as a potential location for installing a bike share facility.

The CT **fastrak** multi-use trail currently terminates at Newington Junction Station because the right-of-way width narrows after this point. There is

no existing local bicycle route or multi-use trail system near Newington Junction Station to carry cyclists or pedestrians leaving the multi-use trail to their destinations in the area. However, CROCOG and CTDOT are exploring options to extend the trail from Newington Junction Station to Hartford along alternative routes which could improve the system's connectivity.

See Table 17 for key bicycle and pedestrian facility findings.

**Table 17: Key Bicycle and Pedestrian Facilities Findings: Town of Newington Stations**

<b>Station</b>	<b>Findings</b>
Cedar Street	+ Fenn Road was widened near the station to achieve better vehicular mobility and integrate pedestrian-friendly features.
	- Underpass at Route 9 on Ella Grasso Road lacks pedestrian lighting and safety barriers.
	- There are pedestrian push-buttons at intersections but there is a lack of walk signals.
Newington Junction	+ Future Hartford Line Newington rail station design incorporated pedestrian overpass connecting to the CT <b>fastrak</b> station.
	- CT <b>fastrak</b> multi-use trail currently terminates at the station and is not connected to any existing local bicycle/pedestrian system.

+ indicates an element that can potentially support TOD;

- indicates an element that might have a negative impact on TOD.

<sup>3</sup> Transit-Oriented Development Progress Reports, 2015

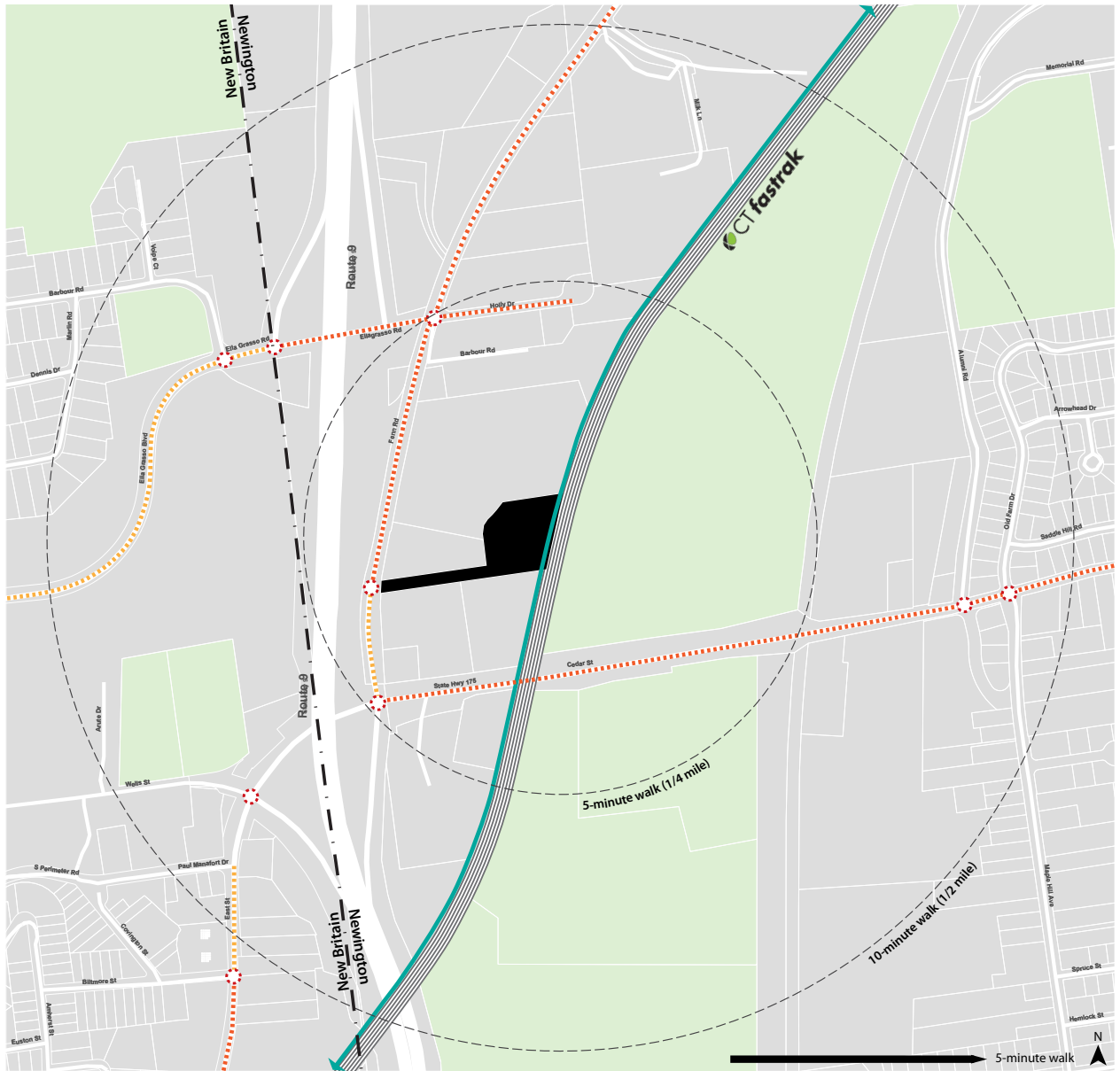


Figure 52: Bicycle and Pedestrian Facilities: Cedar Street Station Area

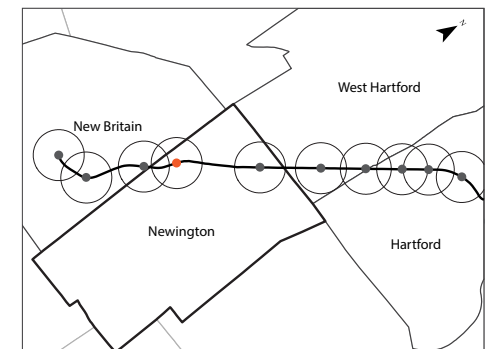
## Cedar Street Station (Newington)

### Bicycle & Pedestrian Facilities

- CTfastrak Cedar Street Station
- CTfastrak Multi-use Trail

### Existing Pedestrian Facility Issues

- Lack of Continuous & Walkable Sidewalk on Major Streets Near the Station (No Sidewalk)
- Lack of Continuous & Walkable Sidewalk on Major Streets Near the Station (One Sidewalk)
- Lack of Crosswalk & Pedestrian Signal at Intersection



**CTfastrak** TOD CAPACITY STUDY

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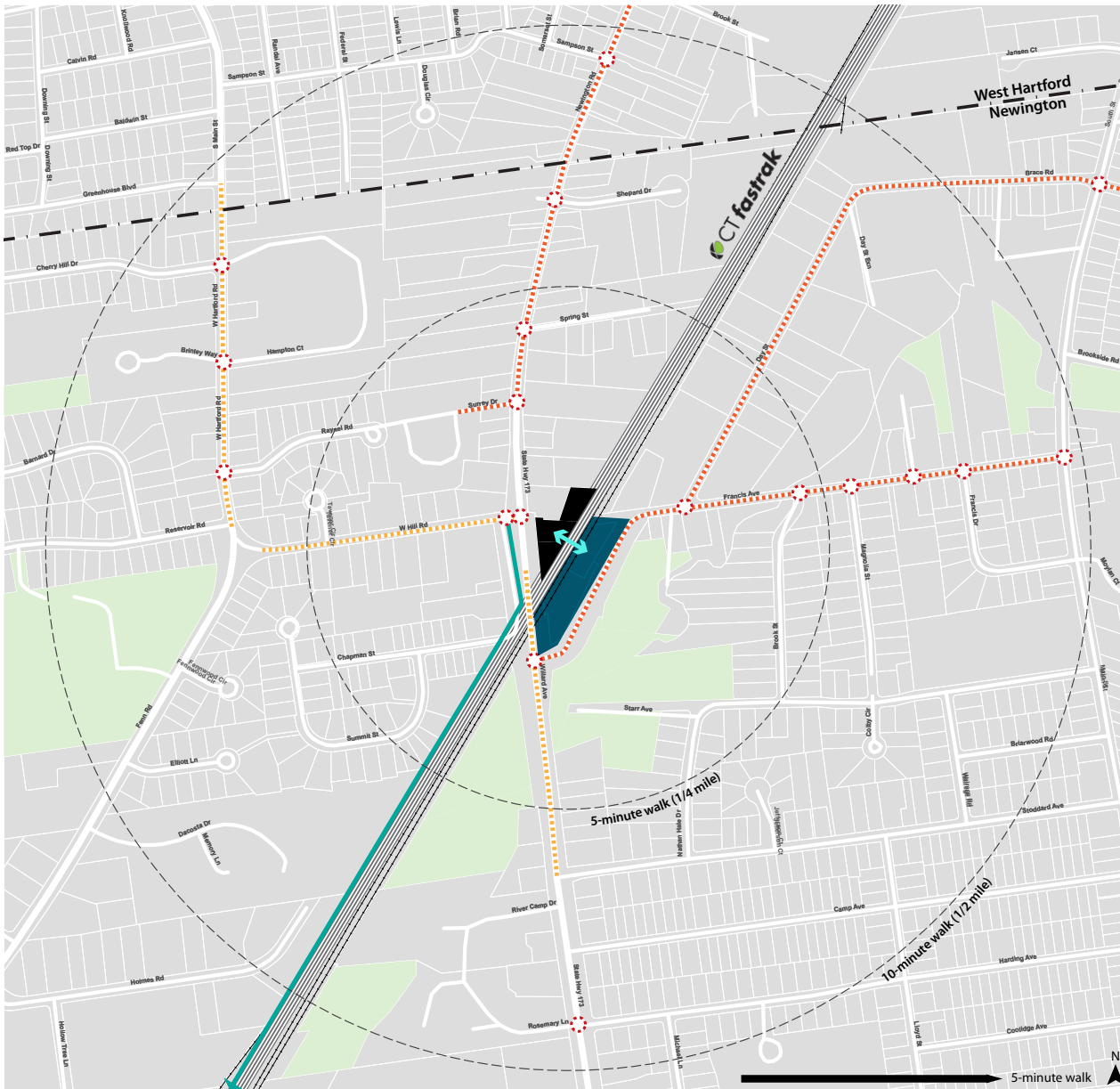








Figure 53: Bicycle and Pedestrian Facilities: Newington Junction Station Area

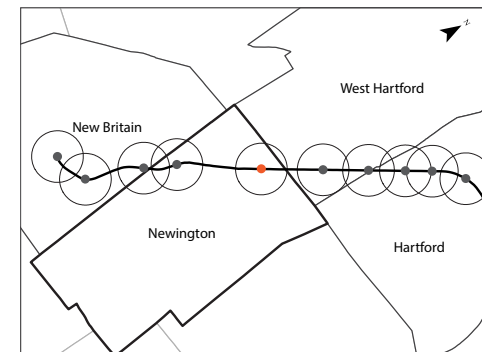
## Newington Junction Station (Newington)

### Bicycle & Pedestrian Facilities

-  CTfastrak Newington Junction Station
-  Proposed Hartford Line Newington Station
-  Future Connection Provided by the Proposed Rail Station Pedestrian Overpass
-  CTfastrak Multi-use Trail

### Existing Pedestrian Facility Issues

-  Lack of Continuous & Walkable Sidewalk on Major Streets Near the Station (No Sidewalk)
-  Lack of Continuous & Walkable Sidewalk on Major Streets Near the Station (One Sidewalk)
-  Lack of Crosswalk & Pedestrian Signal at Intersection



CTfastrak TOD CAPACITY STUDY

Prepared by:  



## Parking

At Cedar Street Station, there are very few public parking lots and no parking structures, as shown on Figure 54. Three surface parking lots are located either adjacent to the CT **fastrak** station or on the same block. These lots are owned by private retailers and CCSU. There is a large CT **fastrak** parking lot at Cedar Street with 45 spaces, which is free of charge, as is the case with all CT **fastrak** parking lots.

Newington Junction Station has a CT **fastrak** parking lot with 27 spaces. There are four other surface parking lots in the Newington Junction station area and are all privately owned.

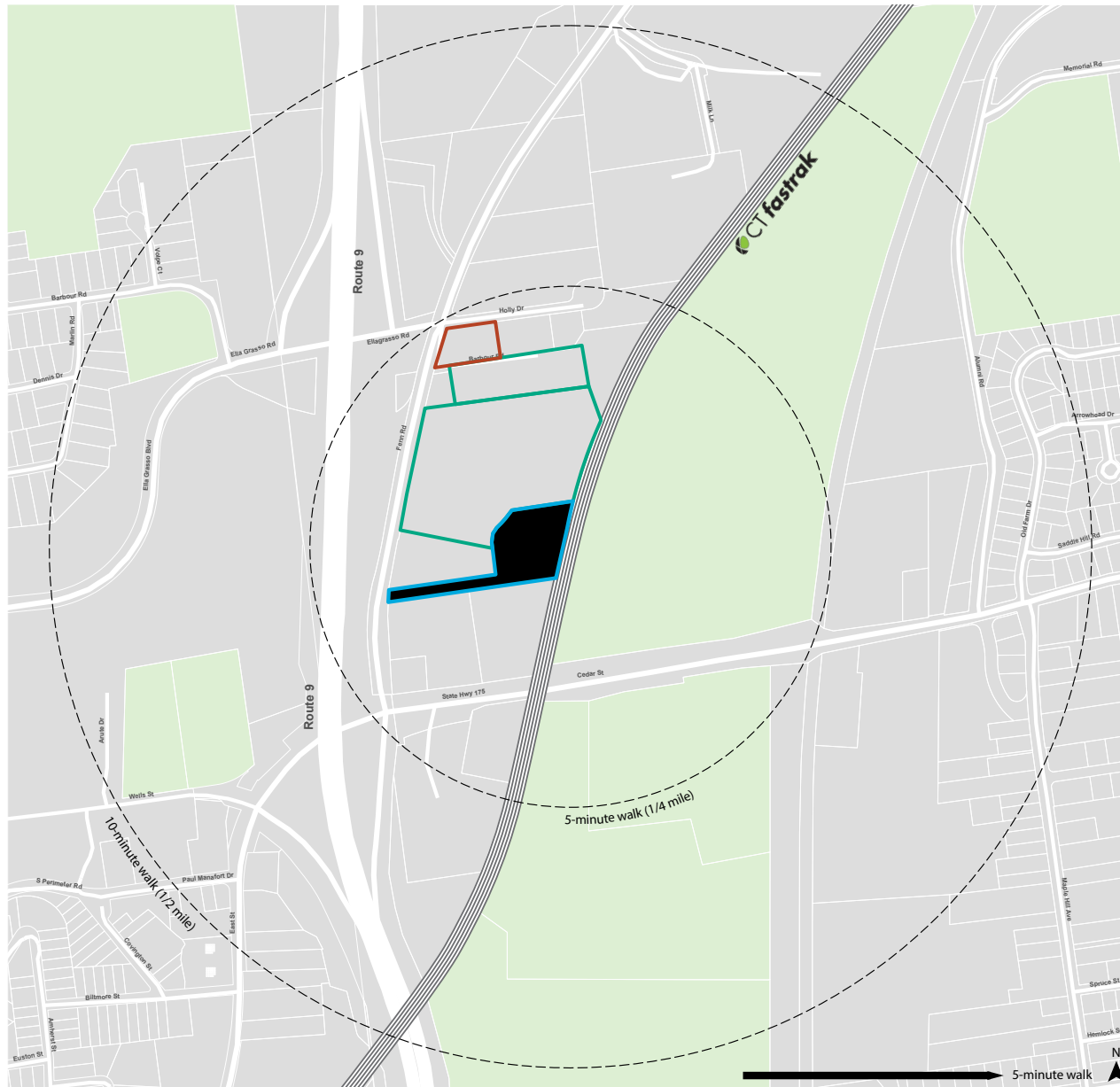
See Table 18 for key parking findings.

Table 18: Key Parking Findings: Town of Newington Station Areas

<b>Station</b>	<b>Findings</b>
Cedar Street	+ CT <b>fastrak</b> parking lot
	- No structured parking available
	- No public surface parking lots
Newington Junction	+ CT <b>fastrak</b> parking lot
	- No structured parking available
	- No public surface parking lots

+ indicates an element that can potentially support TOD;

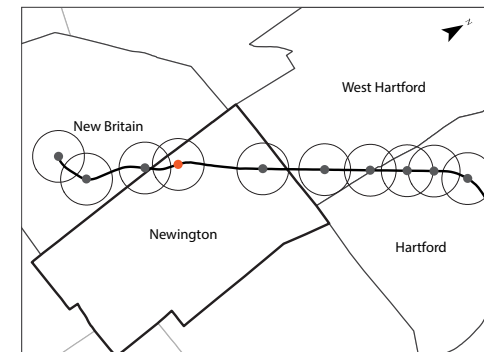
- indicates an element that might have a negative impact on TOD.



## Cedar Street Station (Newington)

### Off-Street Parking

- Parcel with Parking, Full Coverage
- Parcel with Parking, Partial Coverage
- CTfastrak Cedar Street Station
- Parcel with CTfastrak Parking



CTfastrak TOD CAPACITY STUDY

Prepared by: **PARSONS BRINCKERHOFF**

Figure 54: Parking: Cedar Street Station Area

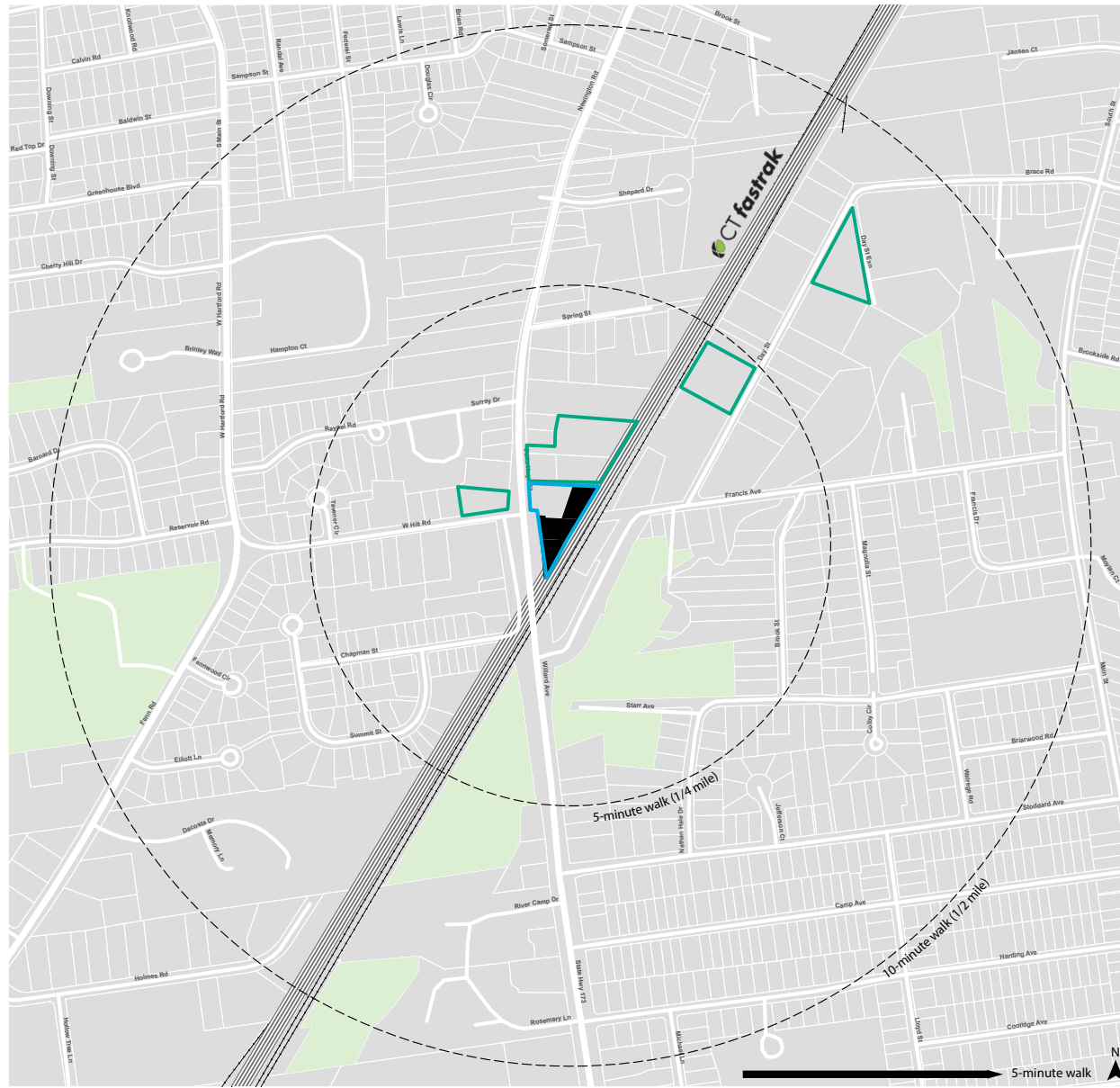
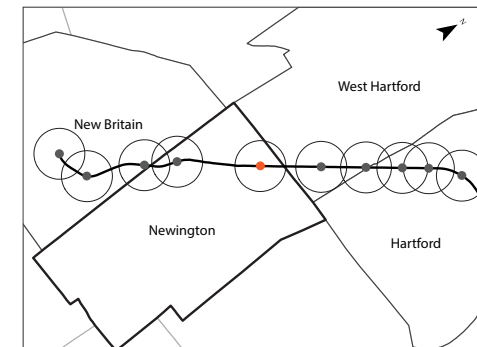


Figure 55: Parking: Newington Junction Station Area

## Newington Junction Station (Newington)

### Off-Street Parking

- Parcel with Parking, Full Coverage
- Parcel with Parking, Partial Coverage
- CTfastrak Newington Junction Station
- Parcel with CTfastrak Parking



CTfastrak TOD CAPACITY STUDY

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## Community Facilities

Cedar Street Station is located on a major arterial that has a large shopping center, Fenn Road Plaza Shopping Center, located just to the north of the station (See Figure 56). A portion of CCSU is located to the west of the station with accompanying recreational fields. Also nearby CCSU is a small National Iwo Jima Memorial. Cedar Street station area also has large open spaces, including two cemeteries and a golfing facility. The Newington Arena is located northeast of the station, which is an outdoor stadium with a baseball field.

Aside from a fire station, there are few community facilities located in the Newington Junction station area (See Figure 57). There are two schools just about 1/2 mile from the station and one small community park just to the south of the station.

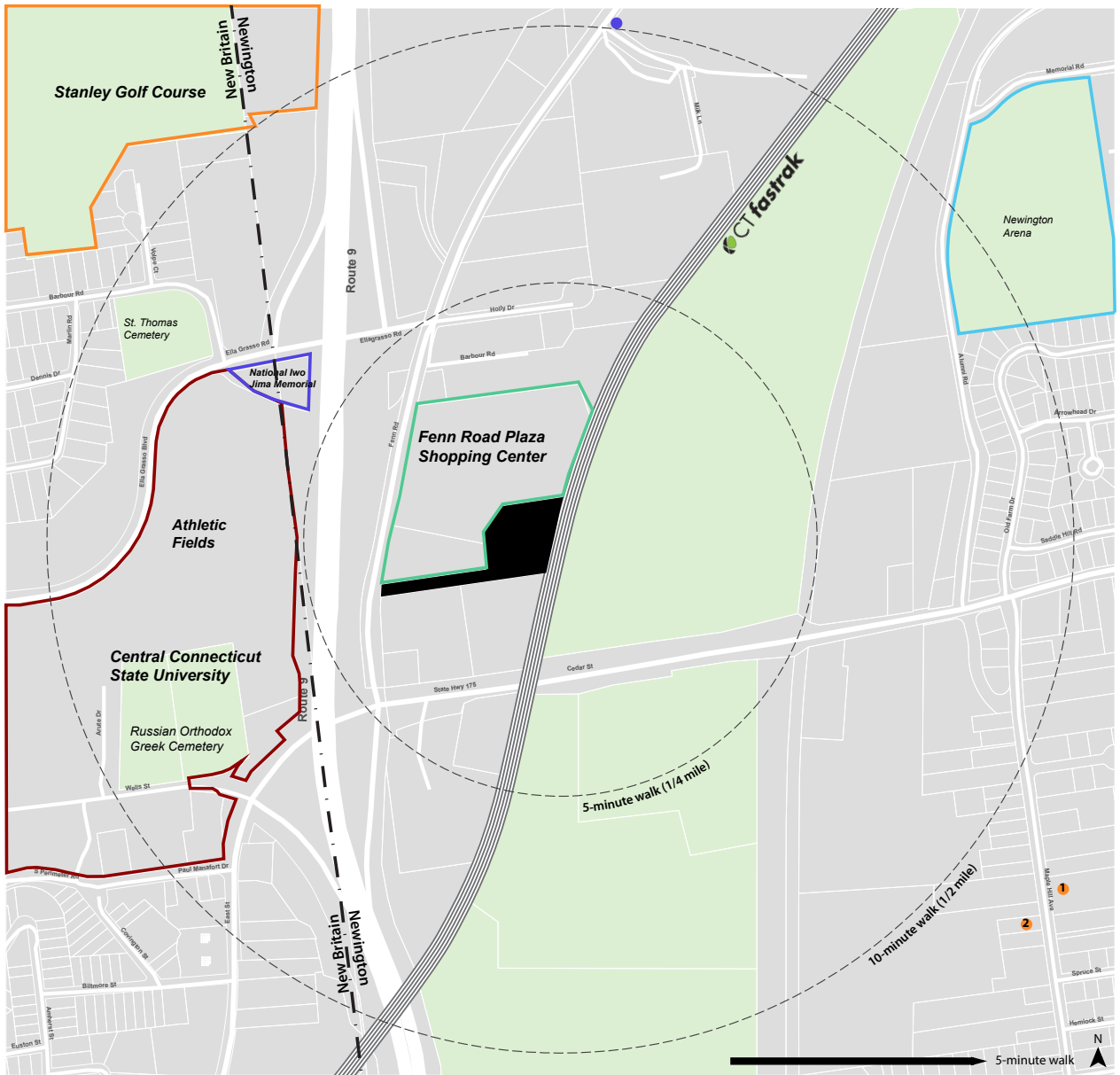
See Table 19 for key community facility findings.

**Table 19: Key Community Facilities Findings: Town of Newington Station Areas**

<b>Station</b>	<b>Findings</b>
All Stations	- Lack of outdoor and recreational space - Small number of community and religious institutions
Cedar Street	+ Newington Arena facility - No elementary, middle or high schools - Large shopping center with expansive parking lot
Newington Junction	+ Two schools and a small community park - Very few community services

*+ indicates an element that can potentially support TOD;*

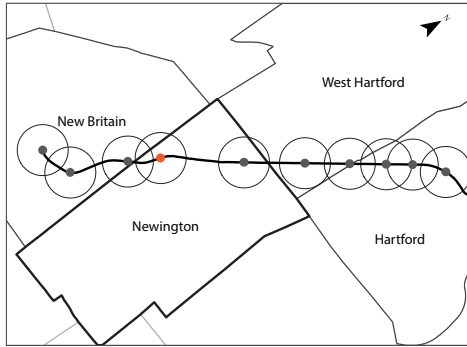
*- indicates an element that might have a negative impact on TOD.*



## Cedar Street Station (Newington)

### Community Facilities

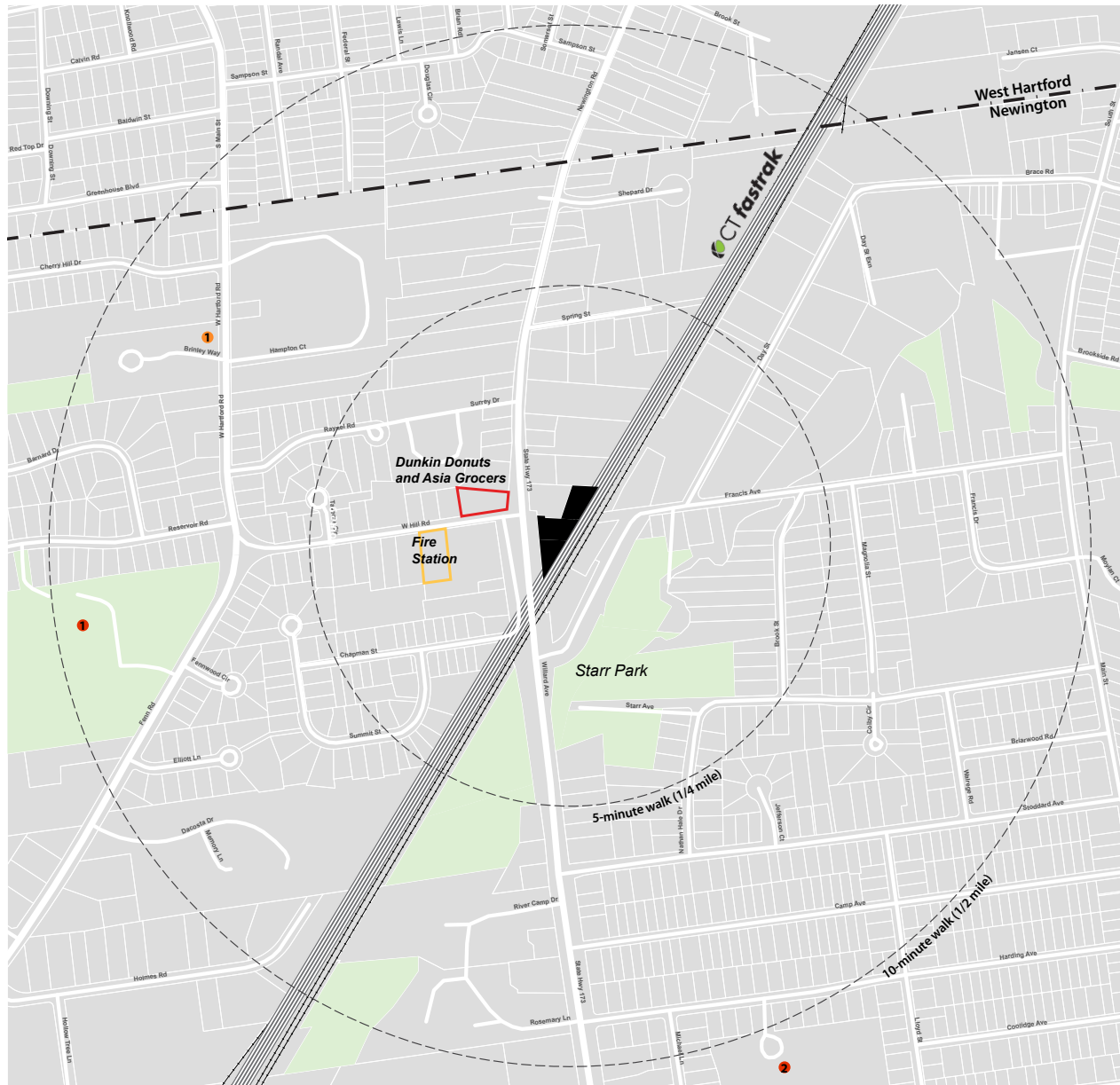
- Daycare/After-school facility
- Place of Worship
  - 1 Episcopal
  - 2 Other Christian
- CTfastrak Cedar Street Station



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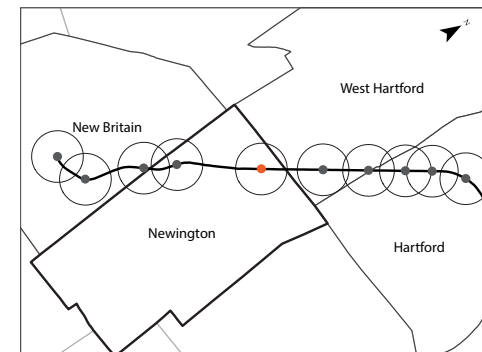
Figure 56: Community Facilities: Cedar Street Station Area



## Newington Junction Station (Newington)

### Community Facilities

- School
  - 1 Anna Reynolds Elementary School
  - 2 Martin Kellogg Middle School
- Place of Worship
  - 1 Jewish



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Figure 57: Community Facilities: Newington Junction Station Area

## Property Ownership

### Publicly Owned Property

The Cedar Street station area contains over ten large government owned properties (See Figure 58). Most of these properties are owned by the State of Connecticut. The remaining state-owned land is owned by the State University System of Connecticut and CCSU.

The Newington Junction station area has three state-owned properties and one of these is the CT**fastrak** station parcel, as shown on Figure 59. There are no municipally owned properties within the Newington Junction station area.

### Privately Owned property

There is a considerable amount of privately owned commercial, industrial and mixed-use land immediately north of the CT**fastrak** Cedar Street Station.

Over 50 percent of the land area in the Newington Junction station area is made up of private property (single family and some multi-family residences). Of the remaining properties, five are government-owned, six are vacant and 16 are privately owned commercial, industrial or mixed-use properties. There is a significant number of vacant properties, which tend to be mixed with privately owned commercial, industrial and mixed-use properties.

See Table 20 for key property ownership findings.

Table 20: Key Property Ownership Findings: Town of Newington Station Areas

<b>Station</b>	<b>Findings</b>
Cedar Street	+ Both private and publicly owned parcels are large in area, creating greater possibility for re-development. - Highway and CT <b>fastrak</b> corridor create east-west physical and visual barriers.
Newington Junction	+ Depending on status, publicly owned land may provide development opportunity.





+ indicates an element that can potentially support TOD;

- indicates an element that might have a negative impact on TOD.



## Cedar Street Station (Newington)

### Property Ownership

-  Publicly Owned Parcels
-  CTfastrak Cedar Street Station
-  Privately Owned Parcels
-  Vacant



CTfastrak TOD CAPACITY STUDY

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

Figure 58: Property Ownership: Cedar Street Station Area

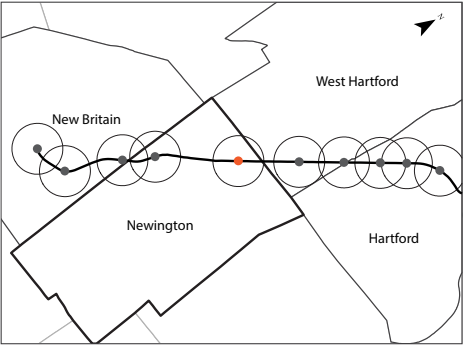




### Newington Junction Station (Newington)

#### Property Ownership

-  Publicly Owned Parcels
-  CTfastrak Newington Junction Station
-  Privately Owned Parcels
-  Vacant



CTfastrak TOD CAPACITY STUDY

Prepared by:  PARSONS BRINCKERHOFF

Figure 59: Property Ownership: Newington Junction Station Area

## Market and Demographics

Suburban in character, only about 10 percent of Newington's 31,000 residents are within a half mile of either of the station areas. Both of these station areas include portions of neighboring towns, most notably at Cedar Street, where about a quarter of the station area is within the City of New Britain. These two stations are approximately two miles away from each other, the furthest distance for any two consecutive stations on the guideway. This distance can be felt in the physical characteristics of the station areas - wide expanses of available land and a small strip mall define the gateway to CCSU at Cedar Street Station, while Newington Junction Station is dominated by detached single-family homes. However, these station areas share common market conditions with one another, tend to be wealthier, and command higher residential rents compared to other areas along the Corridor. These station areas have also had very little new development over the last ten years.

Newington shares demographics that are more in-line with Hartford County than the rest of the Corridor. Residents in these station areas are mostly white (78 percent) and also have the lowest rate of Hispanic ethnicity in the Corridor (12 percent). With a median household income of \$63,200, incomes in Newington station areas are the highest along the Corridor, as shown on Figure 60. There is also a much lower rate of unemployment (3 percent) than the Corridor as a whole (14 percent) and even the County (8 percent). Education attainment in these station areas is also high, as 91 percent of Newington's station area residents graduated high-school, compared with 89 percent for the County and 75 percent for the Corridor overall. Due to the proximity of CCSU to the Cedar Street station area, the census block with the lowest median age of 20 is shared between this station area and East Street in New Britain, shown on Figure 61.

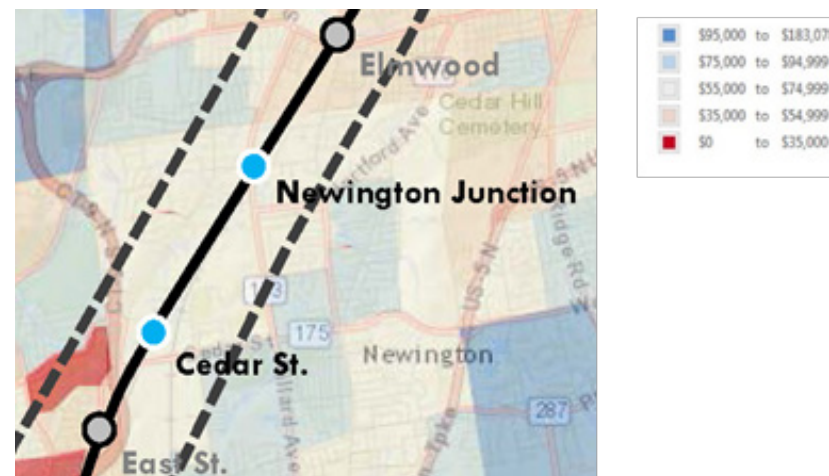


Figure 61: Median Household Income, 2015

Source: U.S. Source: Census Bureau, Esri

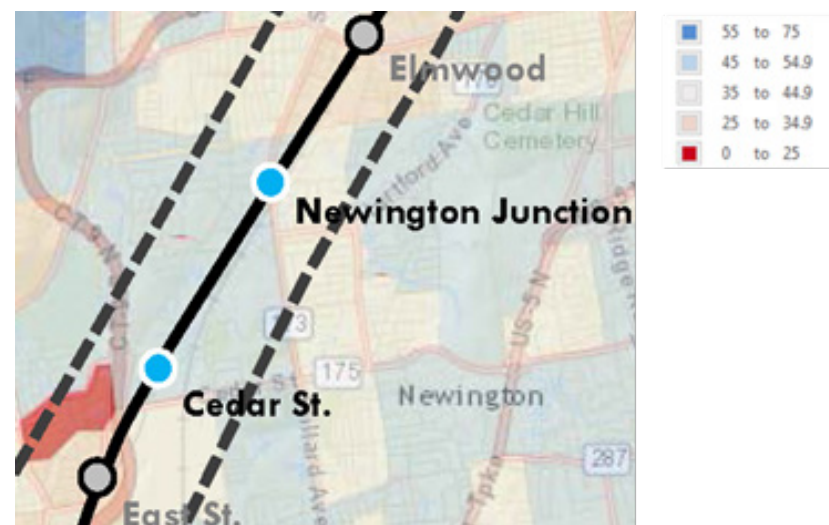


Figure 60: Median Age, 2015

Source: U.S. Census Bureau, Esri

### Residential

The vast majority of Newington's housing stock is detached single-family that is owner-occupied (see Figure 62). More than half of these units were built before 1950 and only 45 units (4 percent) have been constructed in the last 15 years. At around 3 percent, vacancy rates are more similar to rates in the Corridor's suburban areas in West Hartford than those in the urban areas along the Corridor in New Britain (11 percent) and Hartford (14 percent). Newington's station areas are the only place in the Corridor that match the average monthly rents for multifamily housing in the County, at \$1.34 per square foot. Median home values in Newington were approximately \$200,000 in 2015, which were greater than the station areas in New Britain and Hartford, about the same as station areas in West Hartford, and slightly lower than Hartford County (\$235,000). As there was a lack of available housing sales within a one-mile radius of the Newington's station areas during October 2015, multifamily for sale value per square foot was not available for the Town of Newington.<sup>4</sup>

Overall, the higher housing prices in Newington reflect a wealthier, more stable population than in other areas along the corridor. However, the lack of market activity, limited existing multifamily housing, and strong aversion to population growth in the town may present a significant challenge to TOD, particularly multifamily development. The debate around residential uses as a part of transit-oriented development has been contentious in Newington, with the Town voting to implement a one-year moratorium on any higher-density development in station areas in the summer of 2015. The zoning commission is expected to use this time to consider the kinds of development that would be appropriate around these station areas.

Although residents that live in Newington's two station areas generally have a higher household income than those at other station areas along CTfastrak, there is a range of benefits unrelated to income that TOD has been shown to provide communities, such as increases in property values, quality of life improvements, and a more balanced mix of housing types for a range of family types and sizes.

<sup>4</sup> CoStar, 2015.

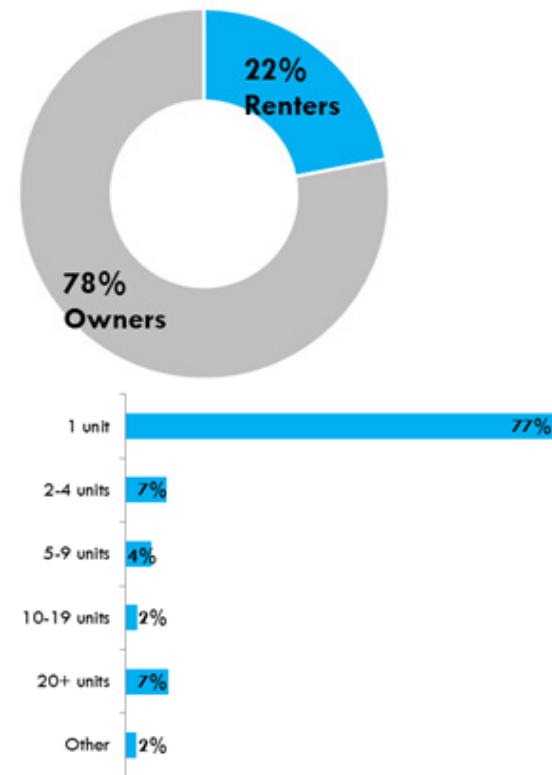


Figure 62: Town of Newington Station Areas Housing By Tenure and Units in Structure, 2015

Source: U.S. Census Bureau, Esri

## Retail

The Town of Newington's station areas present opportunities for retail that serves local residents and CT**fastrak** riders. Limited station area retail exists, and currently caters to drivers with drive-through facilities and large parking lots. A number of these retail uses are very close to the transit areas (less than a 0.25 mile, or five-minute walk) and include Dunkin' Donuts, a fast-food burger restaurant, and large Stop N' Shop grocery store. Local market data is unavailable for these station areas, but it is likely that rents are consistent with the Corridor and County at around \$12-\$15 per square foot.<sup>5</sup> The relatively high incomes of nearby residents, combined with a lack of retail options in the neighborhood could present an opportunity for convenience-oriented retail options that cater to the everyday needs of the community.

## Office

The Town of Newington's station areas include a few small clusters of single-story office structures, particularly along Willard Avenue south of the Newington Junction Station. Many of these buildings house medical offices, IT services, and insurance providers. These office uses tend to be Class B or C space that is over 50 years old, although these spaces tend to be newer than the historic commercial buildings found in Hartford and New Britain. Office rent data was similarly unavailable for these station areas.

## Anchors

Although located in New Britain, CCSU has proposed expanding into the Town of Newington within the Cedar Street station area as a part of the University's "East Campus." CCSU owns over 100 acres adjacent to additional large lots of land for sale in Newington and has planned multiple development programs with options that include student housing and a new 6,000-10,000 person basketball arena. Currently these plans are stalled and are awaiting \$1.8 million in bond funding to advance an environmental impact statement and design infrastructure for the site.

<sup>5</sup> CoStar, 2015.

Table 21: Key Market Findings: Town of Newington Station Areas

<b>Station</b>	<b>Findings</b>
Cedar Street	+ Existing plans for major university-led development at East Campus
	+ Ample available land
Newington Junction	+ Relatively high incomes and rates of educational attainment
	- Most suburban station along the corridor with lack of community support for new development

+ indicates an element that can potentially support TOD;

- indicates an element that might have a negative impact on TOD.

## Town of West Hartford CTfastrak Stations Areas

### Land Use & Neighborhood Character

As depicted on Figure 63 and Figure 64, land use composition and development character differ in several respects between Flatbush Avenue Station and Elmwood Station. The Elmwood station area contains an integrated land use pattern, with a walkable east-west commercial spine along New Britain Avenue. The Flatbush station area contains a fragmented land use pattern, with large pockets of single-family residential development, “Big Box” retail / strip malls, and clusters of industrial uses along the rail right-of-way.

An interesting land use characteristic shared by both station areas is the presence of large multi-tenant commercial development in the southeast quadrant of the station area (New Britain Avenue and Flatbush Avenue, respectively).

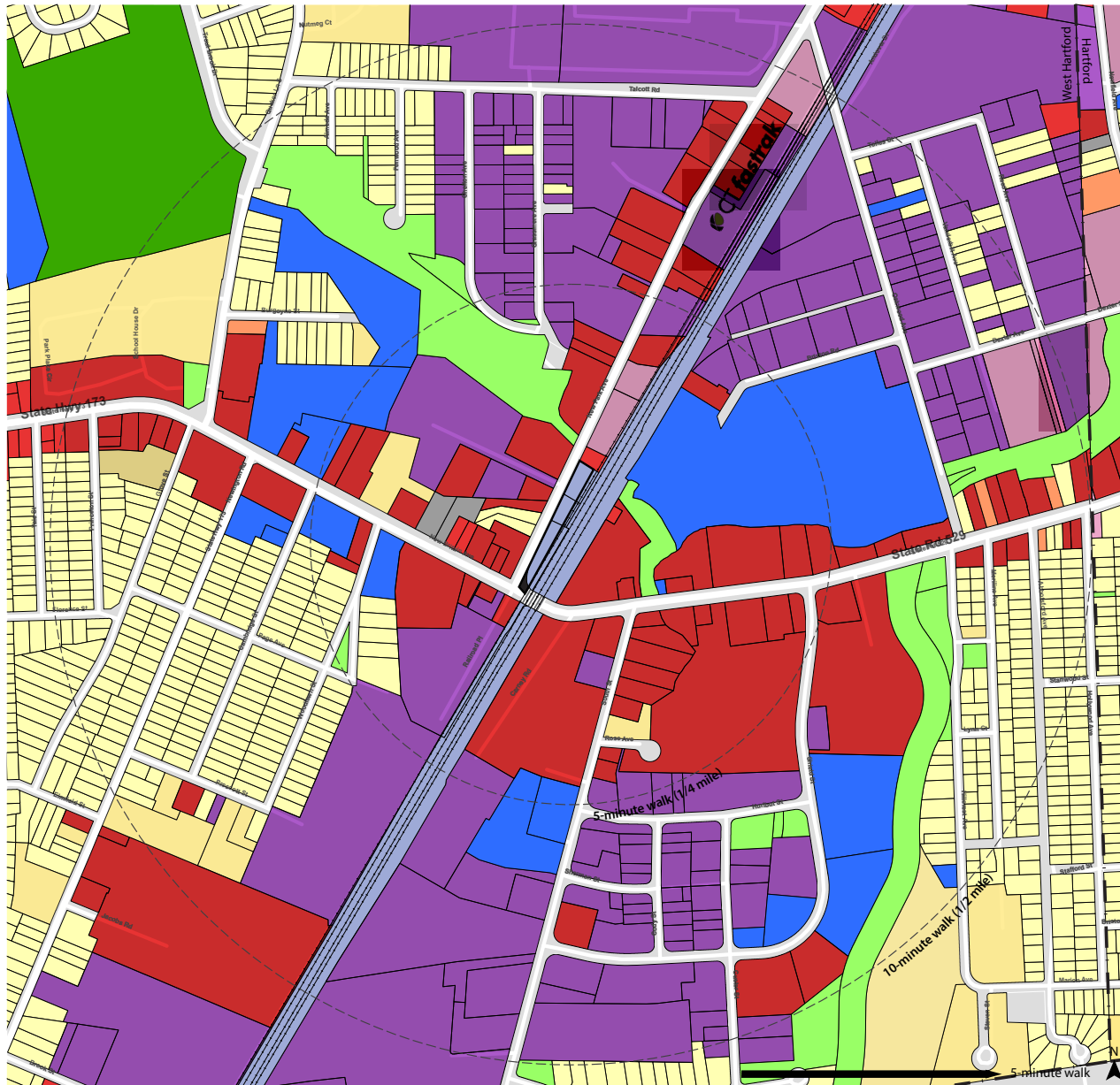
See Table 22 for key land use and neighborhood character findings.

**Table 22: Key Land Use Findings: Town of West Hartford Stations**

<b>Station</b>	<b>Findings</b>
Elmwood	+ Vacant land north of the station site offers redevelopment potential.
	- Many of the low-density commercial uses have large surface parking lots, with varying street setbacks.
	- Numerous auto-related uses in the station area.
Flatbush Avenue	+ Vacant and underutilized land on Flatbush Avenue and parallel to the guideway present development opportunity.
	- “Big Box” stores with large surface parking lots break up the study area southwest and southeast of the station.

+ indicates an element that can potentially support TOD;

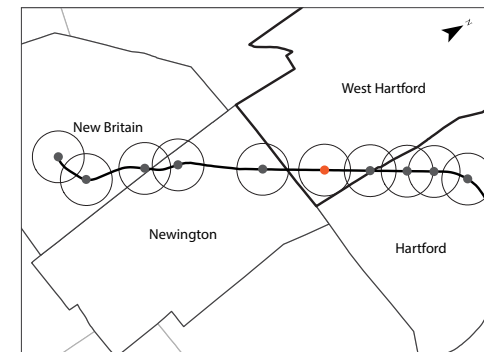
- indicates an element that might have a negative impact on TOD.



## Elmwood Station (West Hartford)

### Land Use

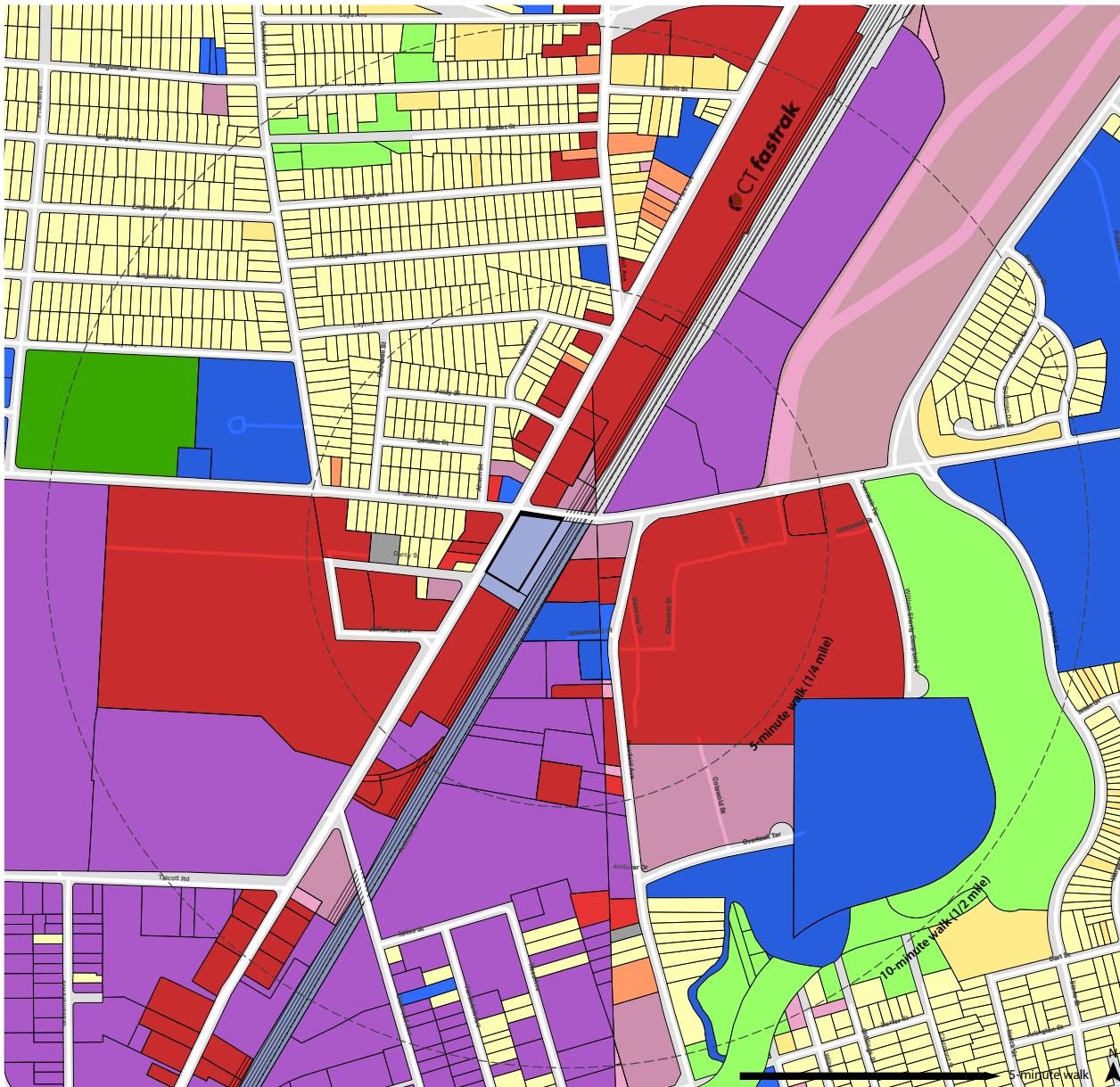
- 1-3 Family
- Multi Family
- Mixed Use
- Commercial
- Industrial
- Institutional
- Health / Medical
- Open Space
- Park / Recreation
- Vacant
- Parking Only
- Transportation
- CTfastrak Elmwood Station



CTfastrak TOD CAPACITY STUDY

Prepared by: PARSONS BRINCKERHOFF

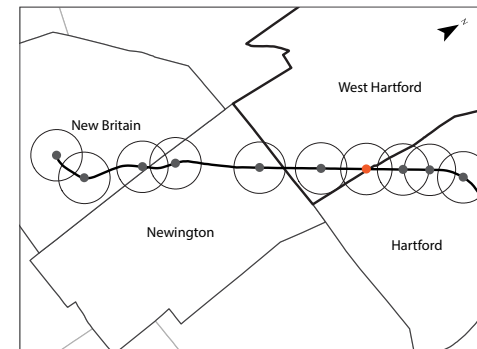
Figure 63: Land Use: Elmwood Station Area



### Flatbush Avenue Station (West Hartford)

#### Land Use

- 1-3 Family
- Multi Family
- Mixed Use
- Commercial
- Industrial
- Institutional
- Health / Medical
- Open Space
- Park / Recreation
- Vacant
- Parking Only
- Transportation
- CTfastrak Flatbush Avenue Station



CTfastrak TOD CAPACITY STUDY

Prepared by: **PARSONS BRINCKERHOFF**

Figure 64: Land Use: Flatbush Avenue Station Area

## Zoning

In total, there are 14 base zoning districts and two overlay zoning districts currently mapped by the Town of West Hartford within a half-mile radius of the Elmwood and Flatbush Avenue CT**fastrak** stations, as shown on Figure 65 and Figure 66.

The following are the base and overlay zoning districts within a half-mile radius of the two West Hartford CT**fastrak** stations:

### Base Zoning Districts:

- R-6 One-family Residential
- RP Residence Parking
- RO Residence Office
- RM-1 Multi-family Residential
- RM-2 Multi-family Residential
- RM-3 Multi-family Residential
- RM-3R Multi-family Residential
- BN Neighborhood Business
- BG General Business
- BC Central Business District
- IE Exclusive Industrial
- IG General Industrial
- IR Restricted Industrial
- IP Industrial Park

### Overlay Zoning Districts:

- TND Traditional Neighborhood Design District
- SDD Special Development District (“floating” zone)

### Residential Districts

Of all of the CT**fastrak** station areas analyzed, Elmwood and Flatbush Avenue have the highest number of multifamily zoning districts. Permissible multi-family housing within the RM zoning districts allow relatively high densities (1,000 sq. ft. of lot area per dwelling unit) when compared to other station areas in Hartford, Newington, and New Britain. The Flatbush Avenue station area contains more multifamily districts than Elmwood, and, as opposed to those in the Elmwood station area, they are within close proximity to the CT**fastrak** station, just west of New Park Avenue. The Flatbush Avenue station area, bisected by the West Hartford and Hartford municipal border, notably contains residential zoning districts for West Hartford near the station, while Hartford’s residential zoning districts are sited farther away from the station. This mismatch may impede the creation of a cohesive TOD district around Flatbush Avenue – which may become increasingly important once the Flatbush rail station is built on the Hartford Line – and represents another cross-jurisdictional challenge.

### Commercial & Business Districts

Commercial and business zoning districts around Elmwood Station and Flatbush Station are mapped along New Britain Avenue and New Park Avenue, respectively, and include the BN Neighborhood Business, BG General Business, and the BC Central Business District. All of these zoning districts permit residential uses, with the BG and BC explicitly allowing mixed-use development (housing above commercial uses) to maintain the Town’s traditional development and land use patterns and to encourage future compact, pedestrian-oriented, and vibrant development in these districts. However, current off-street parking requirements for office, retail, and multi-family housing (1 space per 350 sq. ft., 1 space per 150 sq. ft., and 1.5 spaces per unit, respectively) may provide an obstacle to TOD around Elmwood Station and Flatbush Station. These parking requirements are relaxed (or waived, in some cases) if located in the TND Traditional Neighborhood Design Overlay District, as described below in Special Purpose Districts.



### Industrial Districts

The IG General Industrial and IR Restricted Industrial zoning districts are mapped on a considerable amount of land within the two station areas, particularly around Elmwood Station. Unlike many other suburban communities, multifamily residential development is permitted as-of-right in the industrial districts (so long as it is part of a mixed-use development project) – namely, the IG and the IR. Areas zoned as IG directly northwest of Elmwood and south of Trout Brook are located in the TND Traditional Neighborhood Design Overlay District, which permits compact, pedestrian-oriented development. Although much of the IG and IR is in industrial use, a significant percentage is retail development, particularly around Flatbush Avenue Station.

### Special Purpose Districts

There are two special purpose districts in the Elmwood and Flatbush Avenue station areas: the SDD Special Development District and the TND Traditional Neighborhood District.

The SDD (technically a floating zone) is intended to encourage variety and flexibility in land use and development, and functions more or less as a traditional Planned Unit Development (PUD) district.

The TND is mapped on the IG and the BG along New Britain Avenue and New Park Avenue, west of Elmwood Station, and is intended to encourage the development of fully integrated, mixed-use, pedestrian-oriented neighborhoods. The TND contains extensive design and building form controls on new construction in the district, and functions to maintain the traditional design character found on the main commercial and mixed-use spines of New Park Avenue and New Britain Avenue. In addition, off-street parking requirements for new construction are relaxed or waived if the development is located within the district.

### Summary

West Hartford's zoning ordinance is a use-based ordinance, with considerable focus on building form with the recent additions of general design standards for the TND Traditional Neighborhood Design Overlay District. The designation of the TND overlay district immediately west of Elmwood Station indicates the desire of West Hartford to transition the traditionally industrial district to one that is more oriented to transit.

There are some fairly restrictive regulations that provide obstacles to TOD in some of the business zoning districts – most notable, the off-street parking requirements. Off-street parking requirements are mostly tied to use, rather than the zoning district. In other words, the number of required parking spaces per unit or commercial space (gross square feet) is per the use, and does not consider the location of the district relative to transit. Multi-family housing and office development parking ratios are higher than is typically seen in TOD, and, given the smaller size of some of the parcels in and around the Elmwood and Flatbush Avenue CT **fastrak** stations, may restrict or effectively prohibit compact and relatively dense TOD. See Table 23 for key zoning findings.

**Table 23: Key Zoning Findings: Town of West Hartford Station Areas**

<b>Station</b>	<b>Findings</b>
Elmwood	+ RM zoning permits multi-family and fairly high density development.
	+ BN, BC, BG and IG zoning districts all permit residential uses, BG and BC specifically permit mixed-use development.
	- IG and IR zoning districts make up a large percentage of station area and contain active industrial uses.
Flatbush Avenue	+ RM zoning permits multi-family and fairly high density development.
	+ BN, BC, BG, and IG zoning districts all permit residential uses, BG and BC specifically permit mixed-use development.
	- IG and IR zoning districts exist, but are largely developed as single-use retail.

+ indicates an element that can potentially support TOD;  
 - indicates an element that might have a negative impact on TOD.

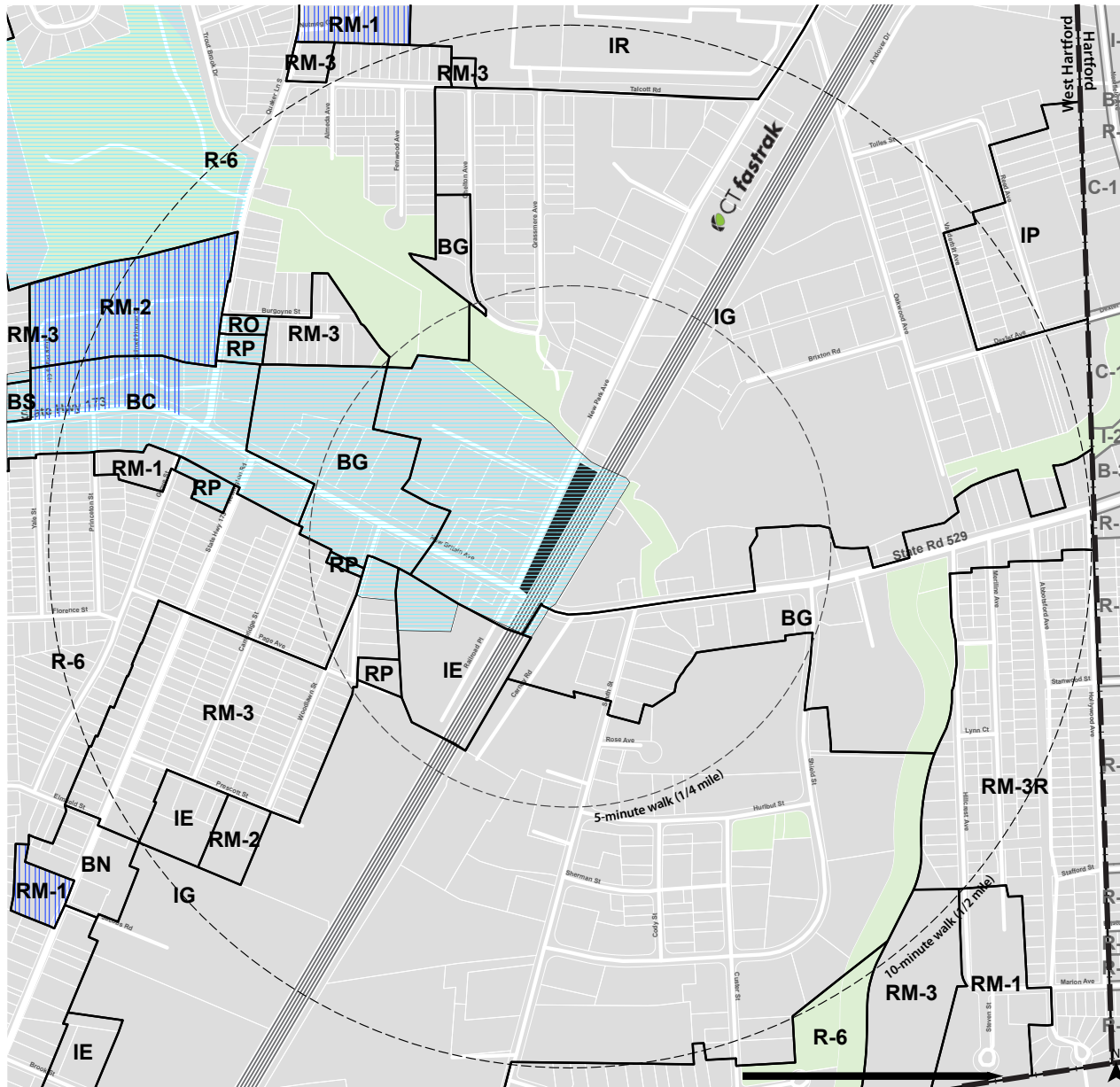
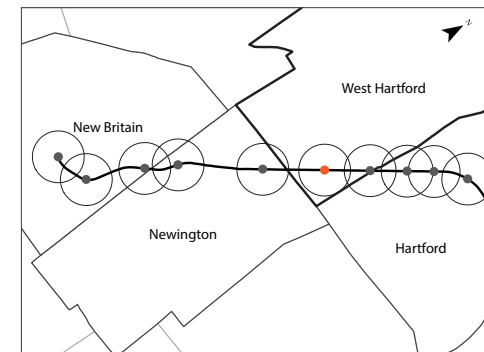


Figure 65: Zoning: Elmwood Station Area

## Elmwood Station (West Hartford)

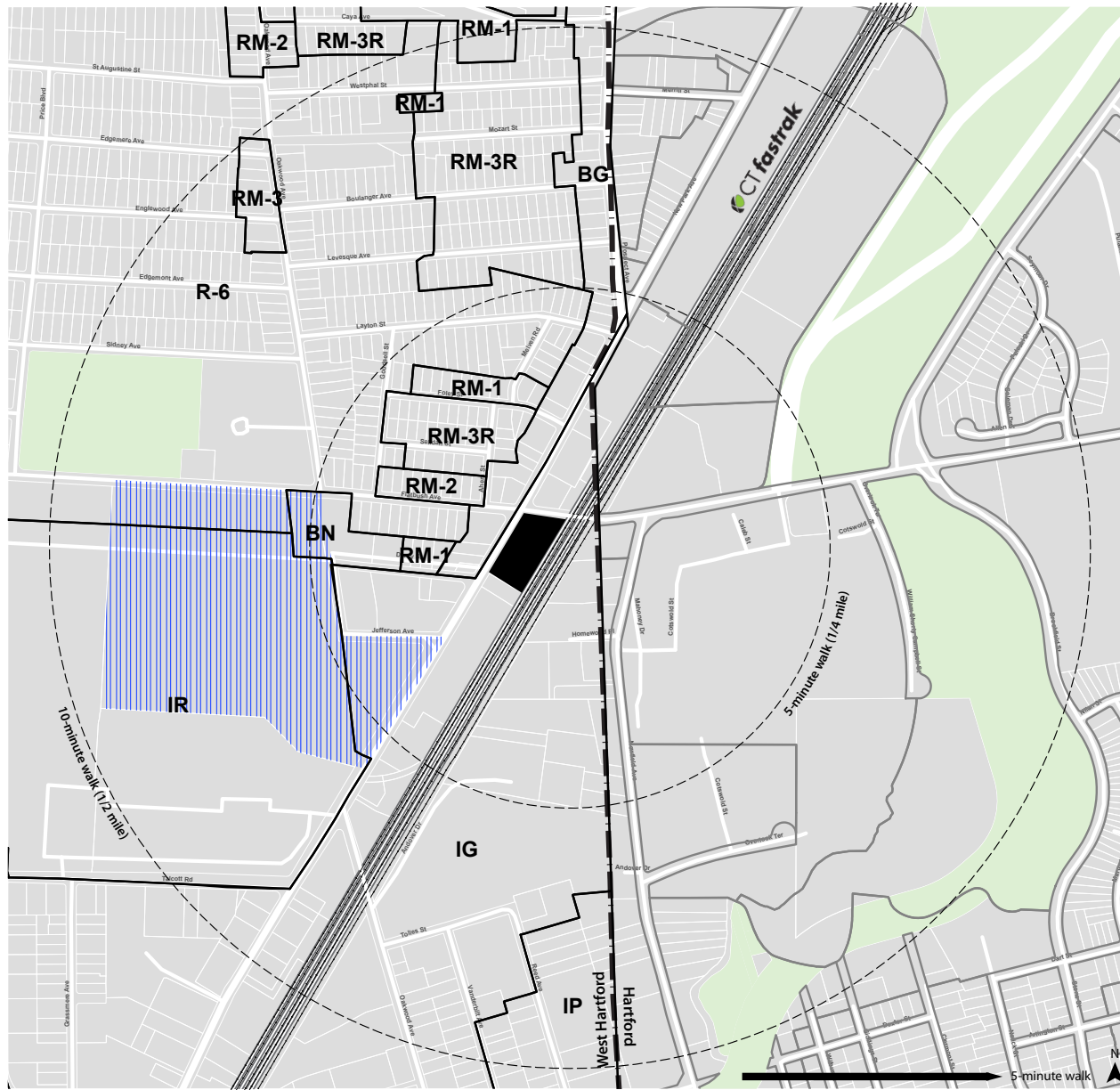
### Zoning

- R-6 Residence District
- RM-3 MultiFamily Residence District
- RM-3R MultiFamily Residence District
- RM-2 MultiFamily Residence District
- RM-1 MultiFamily Residence District
- RO Residence-Office District
- RP Residence-Parking District
- BN Neighborhood Business District
- BS Shopping Center District
- BC Central Business District
- BG General Business District
- IP Industrial Park District
- IE Exclusive Industrial District
- IR Restricted Industrial District
- IG General Industrial District
- Traditional Neighborhood Design District Overlay
- Special Development District Overlay
- CTfastrak Elmwood Station



CTfastrak TOD CAPACITY STUDY

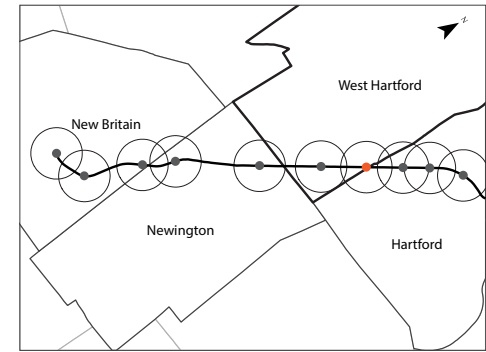
Prepared by: **PARSONS BRINCKERHOFF**



## Flatbush Avenue Station (West Hartford)

### Zoning

- R-6 Residence District
- RM-3 MultiFamily Residence District
- RM-3R MultiFamily Residence District
- RM-2 MultiFamily Residence District
- RM-1 MultiFamily Residence District
- RO Residence-Office District
- RP Residence-Parking District
- BN Neighborhood Business District
- BS Shopping Center District
- BC Central Business District
- BG General Business District
- IP Industrial Park District
- IE Exclusive Industrial District
- IR Restricted Industrial District
- IG General Industrial District
- ||||| Special Development District Overlay
- CTfastrak Flatbush Avenue Station



CTfastrak TOD CAPACITY STUDY

Prepared by:  

Figure 66: Zoning: Flatbush Avenue Station Area

## Multimodal Connectivity

### Roadway Mobility

Local streets within the Elmwood and Flatbush station areas are mainly organized around New Park Avenue and New Britain Avenue, both of which are four-lane collectors channeling traffic between different communities as well as major commercial and industrial activities, as shown on Figure 67 and Figure 68. New Park Avenue connects the two CT**fastrak** stations and has undergone intersection and streetscape improvements near the stations.

In addition to New Park and New Britain Avenues, Flatbush Avenue plays an important role in east-west connectivity around Flatbush Avenue Station. It is currently a two-lane local street that only widens to five lanes between New Park Avenue and Brookfield Street. The Flatbush Avenue Bridge project, which was completed in 2013, replaced the Amtrak railroad at-grade crossing with a bridge that enables vehicles and pedestrians to travel through without disruption to the BRT service and trains. Flatbush Avenue also connects the station and the ramps of interstate highway, I-84, allowing for access to regional highways from Flatbush Avenue Station.

The level of connectivity among local streets varies within the Elmwood and Flatbush Avenue station areas. Streets south of New Britain Avenue in the Elmwood station area are better connected and there are fewer dead-ends, whereas the area north has a lower level of connectivity due to the physical barrier created by South Branch Park River. Streets in residential neighborhoods within the Flatbush Avenue station area are generally organized on a grid system with even spaces between streets. However, there is a notable absence of streets at two locations south of Flatbush Avenue, currently two big-box shopping center areas.

See Table 24 for key roadway mobility findings.

Table 24: Key Roadway Mobility Findings: Town of West Hartford Station Areas

<b>Station</b>	<b>Findings</b>
Elmwood	+ Street and intersection improvements on New Park Avenue near the station area.
	- Lack of connectivity from the station to neighborhoods north of the South Branch Park River.
Flatbush Avenue	+ Street and intersection improvements on New Park Avenue near the station area.
	+ Flatbush Avenue Bridge project improved capacity and safety along Flatbush Avenue while crossing the CT <b>fastrak</b> guideway and railroad.
	+ Station has convenient access to the highway.

+ indicates an element that can potentially support TOD;

- indicates an element that might have a negative impact on TOD.



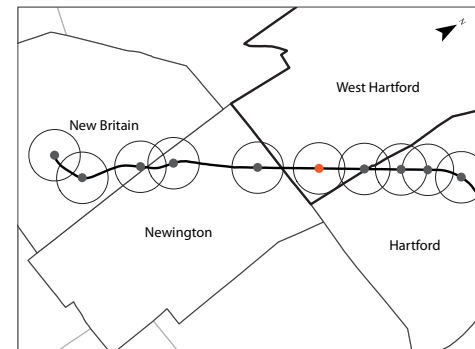
Figure 67: Roadway Network: Elmwood Station Area

## Elmwood Station (West Hartford)

### Roadway Network

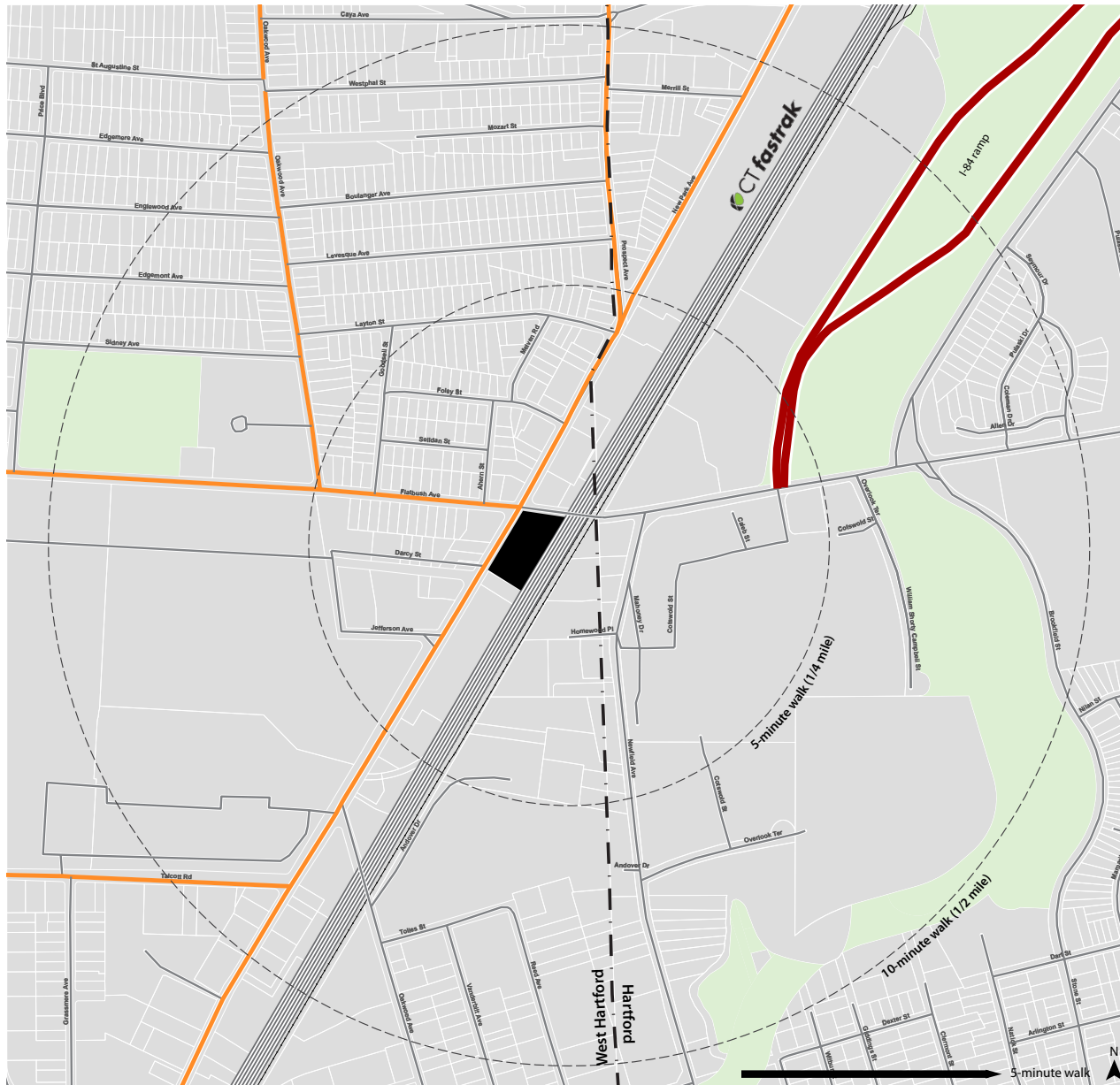
- CTfastrak Elmwood Station
- Collector (or Distributor)\*
- Local

\* See page 42 for definition of Collector (or Distributor).



**CTfastrak** TOD CAPACITY STUDY

Prepared by: **PARSONS BRINCKERHOFF**

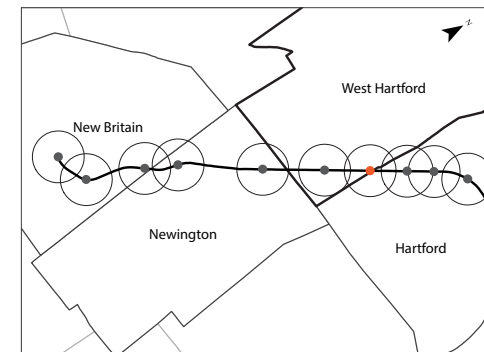


## Flatbush Avenue Station (West Hartford)

### Roadway Network

- Limited Access Highway
- Collector (or Distributor) \*
- Local
- CTfastrak Flatbush Avenue Station

\* See page 42 for definition of Collector (or Distributor).



CTfastrak TOD CAPACITY STUDY

Prepared by:  **PARSONS BRINCKERHOFF**

Figure 68: Roadway Mobility: Flatbush Avenue Station Area

### Transit Connections

Elmwood and Flatbush Avenue stations have access to CT**fastrak** local buses and several limited service bus lines that run to the UConn Health Campus, Westfarms Mall, and CCSU (See Figure 69 and Figure 70). These limited service bus lines share part of CT**fastrak**'s dedicated guideway before they use highways or main collectors (or distributors) to reach their destinations.

Other than the CT**fastrak** BRT buses, local CT**transit** bus lines are currently the only form of transit serving local needs. CT**transit** bus stations and lines concentrate at two big-box shopping centers near Flatbush Avenue Station, BJ's Wholesale Club and the Charter Oak Marketplace. Both locations are within a 5-minute walk of the station which provides opportunities for transfer.

The proposed West Hartford rail station on the Hartford Line is planned to be located south of Flatbush Avenue across the guideway from the CT**fastrak** Flatbush Avenue Station. The adjacency to the new train station will allow for convenient transfer between the BRT service and passenger rail service.

See Table 25 for key transit connectivity findings.

Table 25: Key Transit Connectivity Findings: Town of West Hartford Station Areas

<b>Station</b>	<b>Findings</b>
Elmwood	- Fewer transfer choices between CT <b>fastrak</b> service and local transit service.
Flatbush Avenue	+ Future Hartford Line rail station will be located near the CT <b>fastrak</b> station to provide passenger transfers.  + A concentration of CT <b>transit</b> local lines at BJ's Wholesale Club and the Charter Oak Marketplace parking lot provides opportunity for transfers.

+ indicates an element that can potentially support TOD;

- indicates an element that might have a negative impact on TOD.

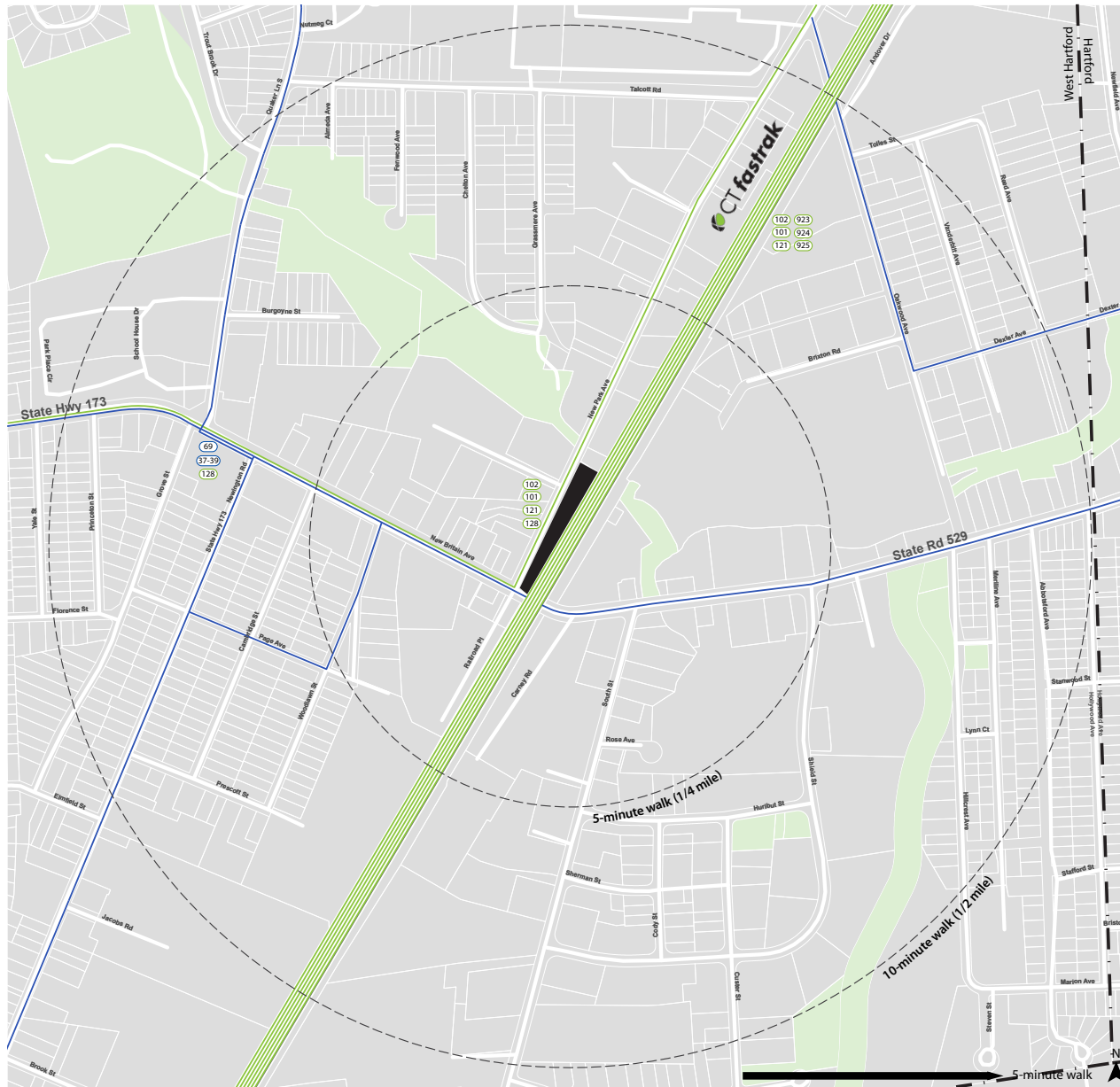
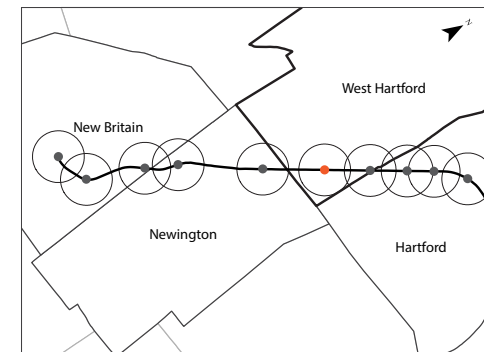


Figure 69: Transit Connectivity: Elmwood Station Area

## Elmwood Station (West Hartford)

### Transit Connectivity

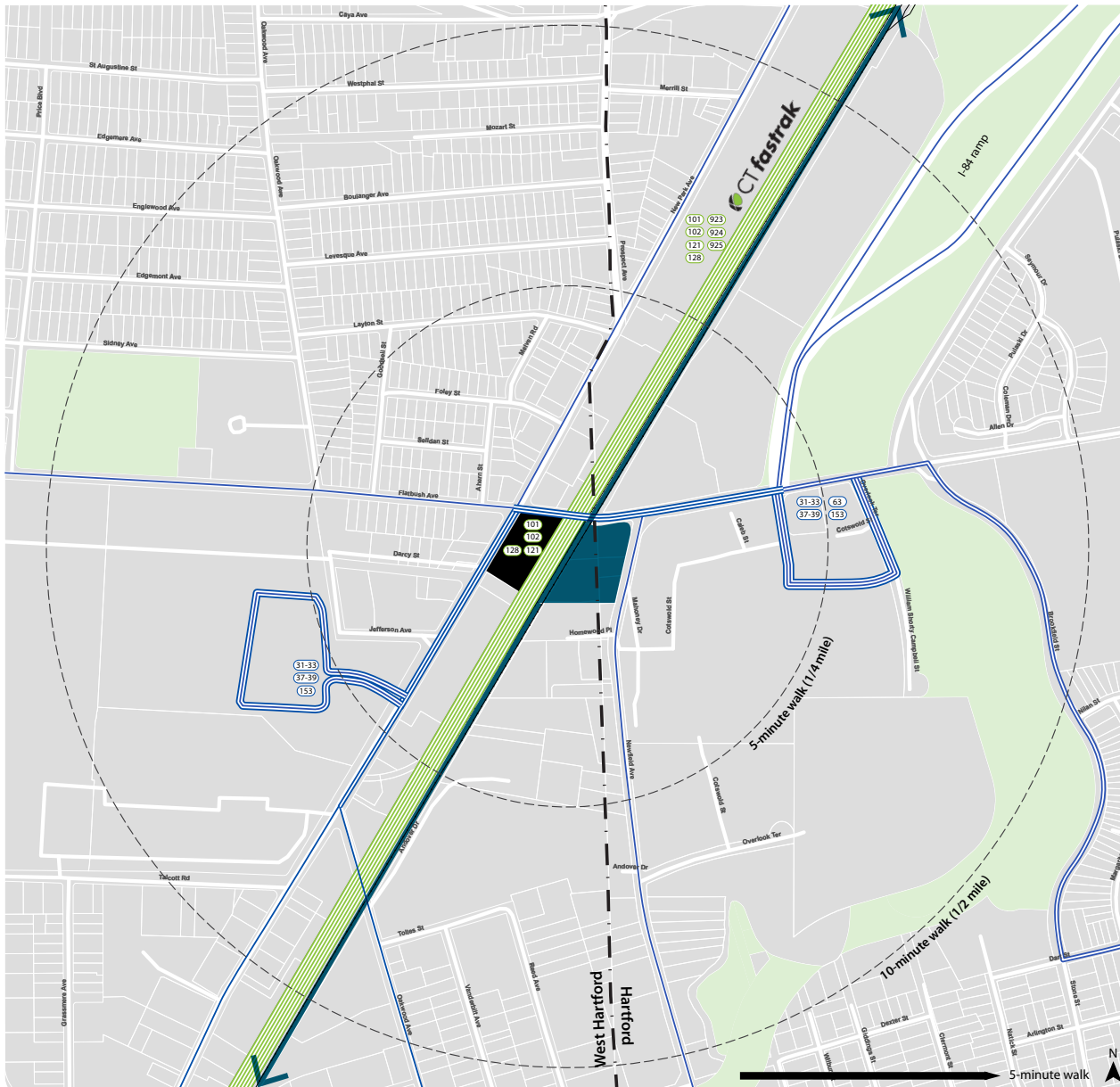
- CTfastrak Elmwood Station
- CTfastrak Lines
- CTtransit Bus Lines



CTfastrak TOD CAPACITY STUDY

Prepared by:  **PARSONS BRINCKERHOFF**

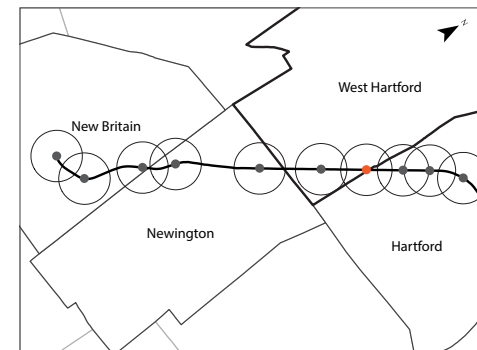




## Flatbus Avenue Station (West Hartford)

### Transit Connectivity

- CTfastrak Lines
- CTtransit Bus Lines
- CTfastrak Flatbus Avenue Station
- Proposed Hartford Line Rail Station



CTfastrak TOD CAPACITY STUDY

Prepared by:

Figure 70: Transit Connectivity: Flatbus Avenue Station Area

### Bicycle & Pedestrian Facilities

The CT**fastrak** BRT system and the planned Hartford Line program create opportunities for capital improvements that promote connectivity and accessibility for bicyclists and pedestrians in the Elmwood and Flatbush Avenue station areas, as shown on Figure 71 and Figure 72.

Elmwood has suitable pedestrian amenities throughout the station area, with only a few instances of disconnected sidewalks and missing crosswalks. The CRCOG Active Transportation Audit gave New Park Avenue and New Britain Avenue in the Elmwood station area a pedestrian score of 74 (out of 100). New Britain Avenue has a higher level of pedestrian safety and comfort due to the streetscape improvements. Newly paved sidewalks, pedestrian refuges, textured mid-block crosswalks, and rectangular rapid flash beacon lights were installed along New Britain Avenue between Elmwood Station and Mayflower Street. In addition, the pedestrian trails along Trout Brook serve as great pedestrian amenities in the area.

The streetscape improvements near Flatbush Avenue Station mostly concentrate in the area within a one-block radius of the station. These improvements include the Flatbush Avenue Bridge project and the realignment of intersections on both ends of the bridge at New Park Avenue and Newfield Avenue. On other parts of the streets, however, sidewalk width and crosswalk condition remain inconsistent. As previously mentioned, sections of New Park Avenue and Flatbush Avenue are potential passenger transfer routes between the CT**fastrak** Flatbush Avenue Station and CT**transit** local bus stops at the shopping centers. Therefore, special attention should be given to pedestrian amenities and way-finding features along these two sections. There is a lack of sidewalk consistency along New Park Avenue between BJ's Wholesale Club shopping center and the CT**fastrak** station. Pedestrian amenities along Flatbush Avenue are in good condition because of the Flatbush Avenue bridge project. However, there is no sidewalk on the north side of Flatbush Avenue. In addition, there is no signage or way-finding features indicating the location of the CT**fastrak** station for potential transfer passengers.

There is a lack of existing bicycle infrastructure in the station areas. The Town has recently published a Bicycle Facilities Plan and a Bicycle Network Map to create an interconnected bicycle route system within its municipal boundaries. The potential routes identified in this plan will provide both Elmwood Station and Flatbush Avenue Station convenient bicycle access and create links to the town's existing multiuse path, the Trout Brook Trail. The City of Hartford has a municipal bike program that has striped on-street bike lanes along New Park Avenue from outside the north edge of the station area to the Hartford/West Hartford municipal boundary at Prospect Avenue. The program also identifies the rest of New Park Avenue and part of Flatbush Avenue as Unmarked Bike Lane Connectors and Suggested Thoroughfares which implicates a potential for integrating traffic calming and bicycle amenities.

See Table 26 for key bicycle and pedestrian facility findings.

**Table 26: Key Bicycle and Pedestrian Facilities Findings: Town of West Hartford Stations**

<b>Station</b>	<b>Findings</b>
Elmwood	+ Streetscape improvement project on New Britain Avenue enhanced pedestrian safety and comfort.
	+ Pedestrian trails along Trout Brook enhance pedestrian connectivity.
	- Lack of formal bike facilities on major streets.
Flatbush Avenue	+ Future Hartford Line West Hartford Station design incorporates pedestrian overpass connecting to the CT <b>fastrak</b> station.
	+ Hartford Municipal Bike Lane along New Park Avenue extends to the West Hartford-Hartford boundary.
	- Lack of way-finding and signage to direct passenger transfers between the CT <b>fastrak</b> station and the CT <b>transit</b> bus stops.

- + indicates an element that can potentially support TOD;
- indicates an element that might have a negative impact on TOD.

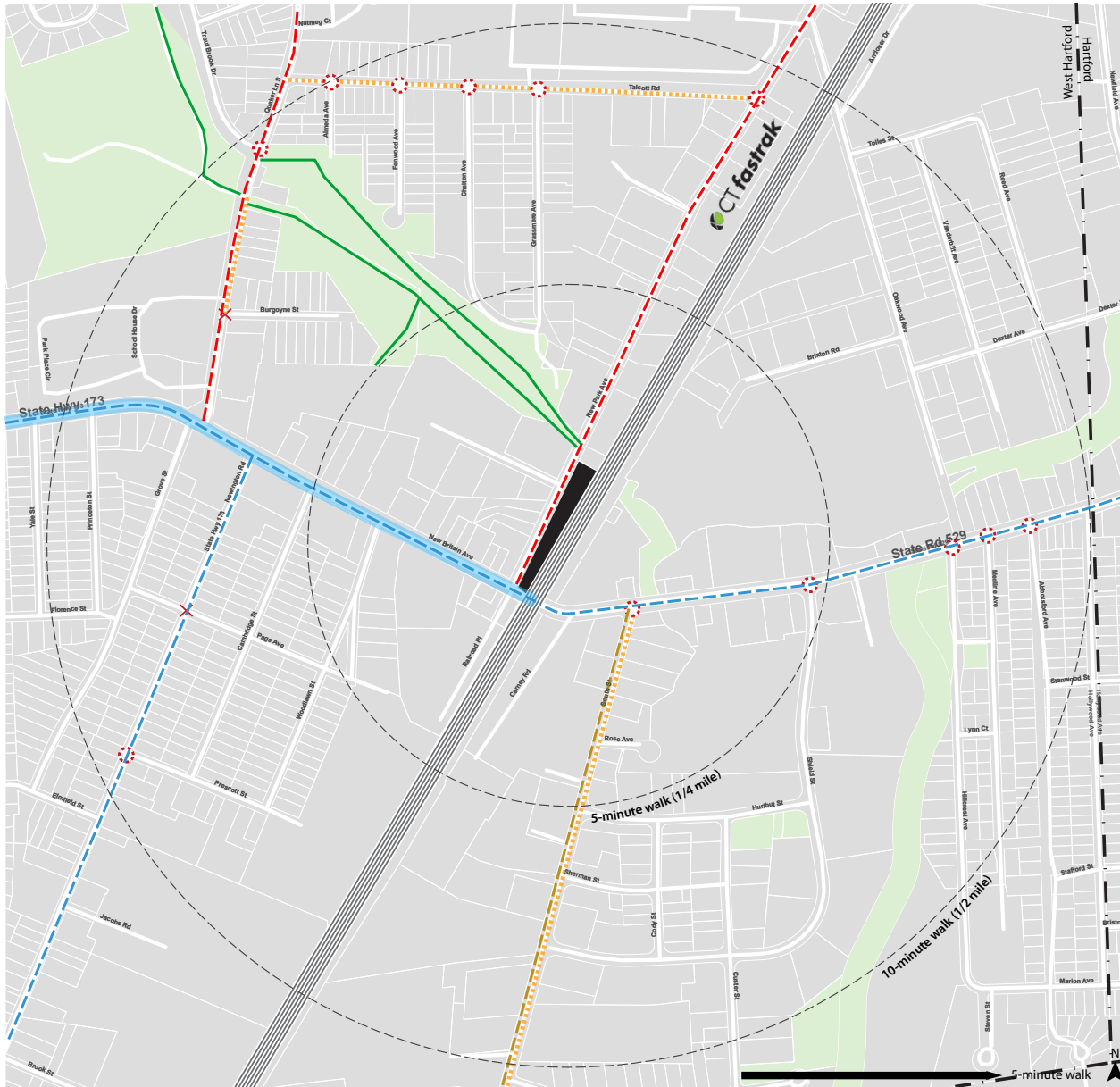









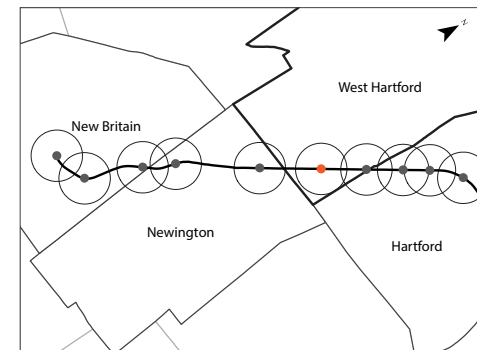


Figure 71: Bicycle and Pedestrian Facilities: Elmwood Station Area

## Elmwood Station (West Hartford)

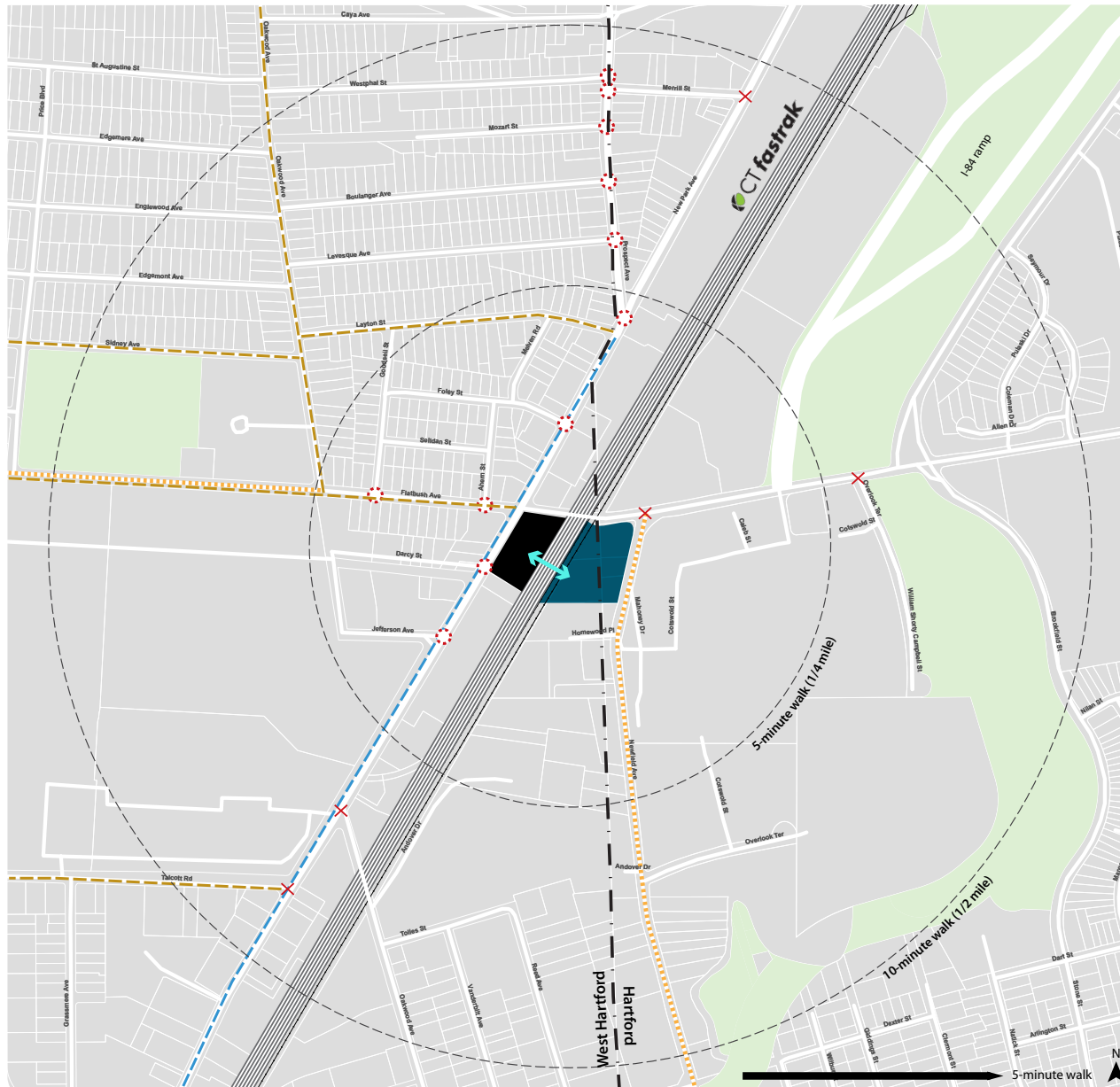
### Bicycle & Pedestrian Facilities

-  CTfastrak Elmwood Station
- Town of West Hartford Bicycle Facilities Plan**
-  Potential Separated Town Roadway (Bike Lane, Buffered Bike Lane, Protected Bike Lane, Cycle Track)
-  Potential Separated State Roadway (Bike Lane, Buffered Bike Lane, Protected Bike Lane, Cycle Track)
-  Potential Shared Route (Sharrows, Signed, Bicycle Boulevards)
-  Existing Off Street Route (Multiuse Trails/Paths)
- Existing Pedestrian Facility Issues**
-  Lack of Continuous & Walkable Sidewalk on Major Streets Near the Station (One Sidewalk)
-  Lack of Crosswalk & Pedestrian Signal at Intersection
-  Inadequate Pedestrian Crossing Signalization at Existing Crosswalk
-  Streetscape Enhancement Project



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## Flatbush Avenue Station (West Hartford)

### Bicycle & Pedestrian Facilities

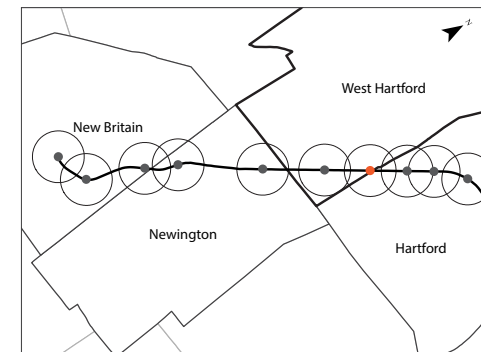
- CTfastrak Flatbush Avenue Station
- Proposed Hartford Line Rail Station
- Future Connection Provided by the Proposed Rail Station Pedestrian Overpass

### Town of West Hartford Bicycle Facilities Plan

- Potential Separated State Roadway (Bike Lane, Buffered Bike Lane, Protected Bike Lane, Cycle Track)
- Potential Shared Route (Sharrows, Signed, Bicycle Boulevards)
- Existing Off Street Route (Multiuse Trails/Paths)

### Existing Pedestrian Facility Issues

- Lack of Continuous & Walkable Sidewalk on Major Streets Near the Station (One Sidewalk)
- Lack of Crosswalk & Pedestrian Signal at Intersection
- Inadequate Pedestrian Crossing Signalization at Existing Crosswalk



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Figure 72: Bicycle and Pedestrian Facilities: Flatbush Avenue Station Area

## Parking

Elmwood Station has over 30 surface parking lots and no parking structures within the station area, as shown on Figure 73. There is one parking lot south of Elmwood Station that appears to be vacant and there are seven additional unused lots. Elmwood Station has a parking lot with 27 spaces for CT**fastrak** passenger use.

Within the Flatbush Avenue station area (see Figure 74), there are fewer surface parking lots than Elmwood, but each of the parking lots is larger than many of those found in Elmwood. There are no structured parking facilities in Flatbush Avenue station area, and the CT**fastrak** station has a parking lot with 31 spaces for CT**fastrak** passenger use. In the Flatbush Avenue station area, there is a large strip of land between the CT**fastrak** guideway and New Park Avenue which is used as surface parking for many service industry and retail firms.

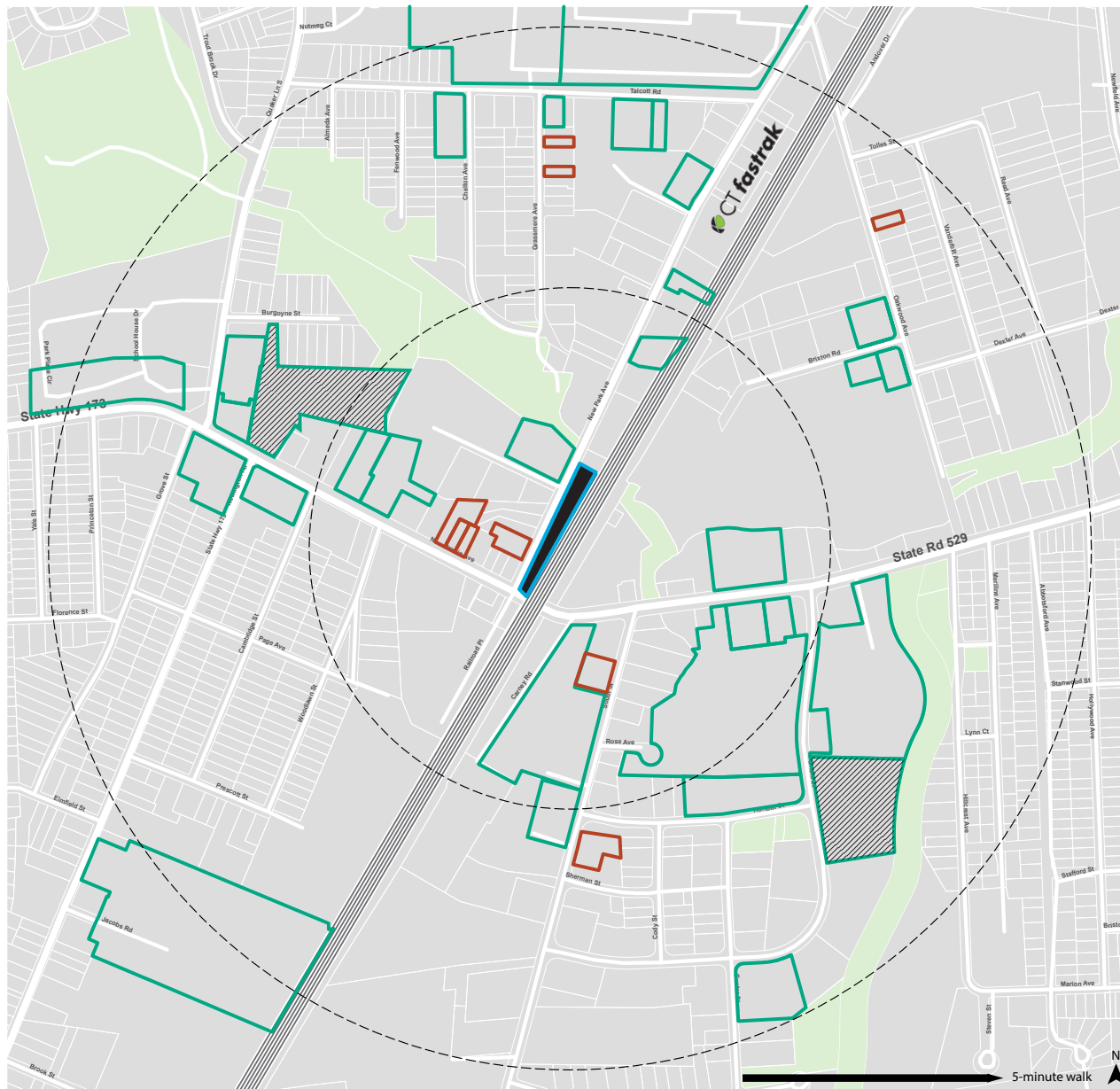
See Table 27 for key parking findings.

Table 27: Key Parking Findings: Town of West Hartford Station Areas

<b>Station</b>	<b>Findings</b>
Elmwood	+ CT <b>fastrak</b> dedicated parking lot
Flatbush Avenue	+ Underutilized parking adjacent to CTfastrak corridor that could be turned over to TOD-supportive development + CT <b>fastrak</b> dedicated parking lot - Large surface parking lot areas

+ indicates an element that can potentially support TOD;

- indicates an element that might have a negative impact on TOD.



## Elmwood Station (West Hartford)

### Off-Street Parking

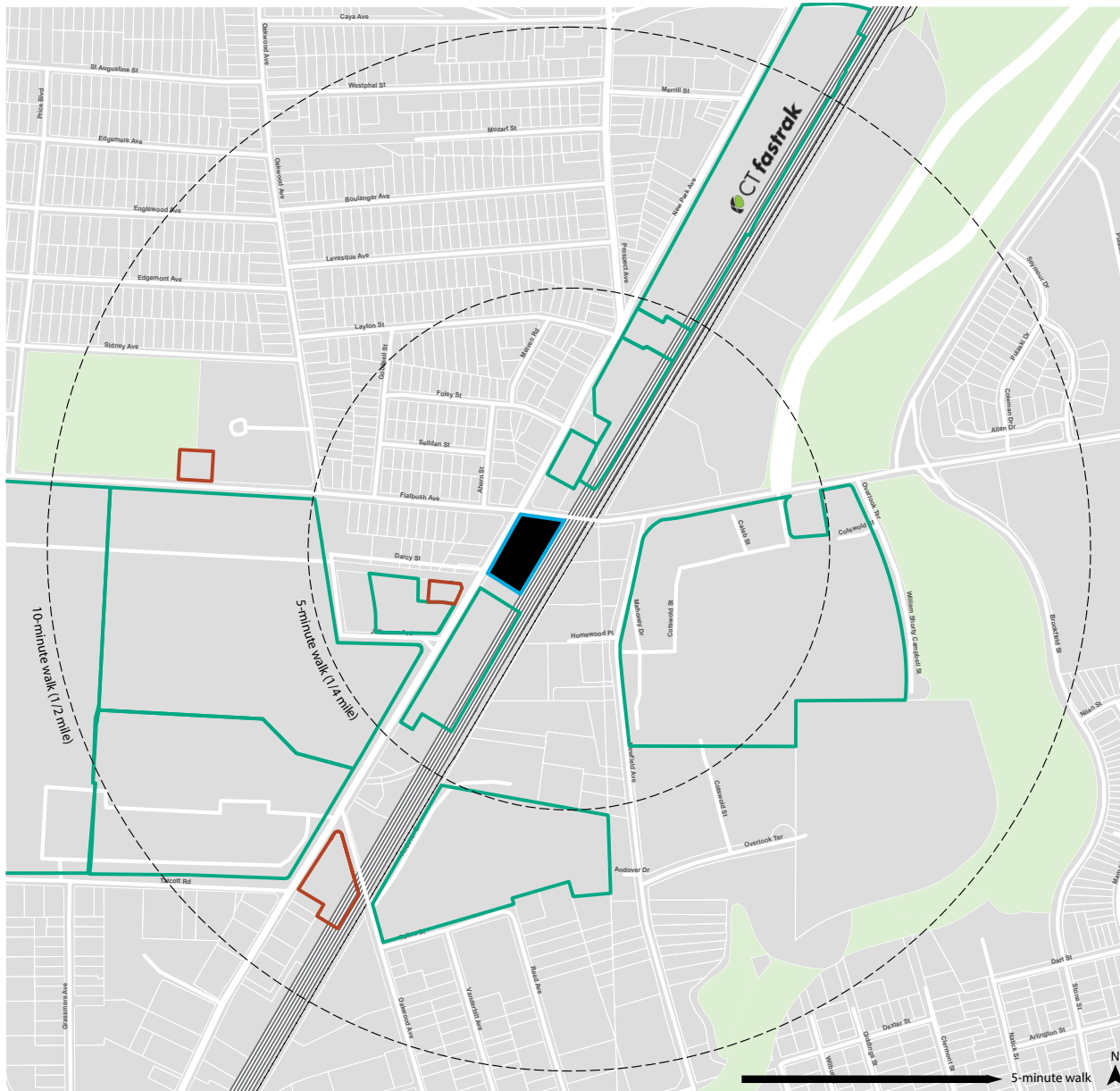
- Parcel with Parking, Full Coverage
- Parcel with Parking, Partial Coverage
- CTfastrak Elmwood Station
- Parcel with CTfastrak Parking
- Government Owned Parking Lot



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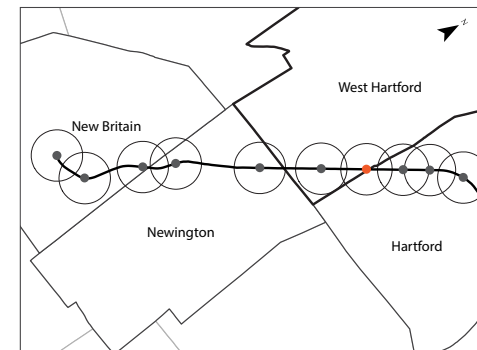
Figure 73: Parking: Elmwood Station Area



## Flatbush Avenue Station (West Hartford)

### Off-Street Parking

- Parcel with Parking, Full Coverage
- Parcel with Parking, Partial Coverage
- CTfastrak Flatbush Avenue Station
- Parcel with CTfastrak Parking



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Figure 74: Parking: Flatbush Avenue Station Area

## Community Facilities

There are various community facilities near Elmwood Station, as shown on Figure 75. Elmwood Community Center, located near the station, hosts various community events and services. There is a large park, Beachland Park, to the northwest of the station that contains pools, ball fields and a playground. There are two schools and two churches located just south of the Elmwood Community Center. The Trout Brook Trail connecting New Park Avenue to open spaces along Trout Brook is an important local recreational asset.

Flatbush Avenue Station has two large shopping centers serving the community and region, as shown on Figure 76. There is one large park, associated with Charter Oak Elementary School, which has various recreational fields. There is another large park next to the Breakthrough Magnet School, a daycare center, and three public schools. A large career technical training program, Hartford Job Corps Academy, is also located a short walk of Flatbush Avenue Station.

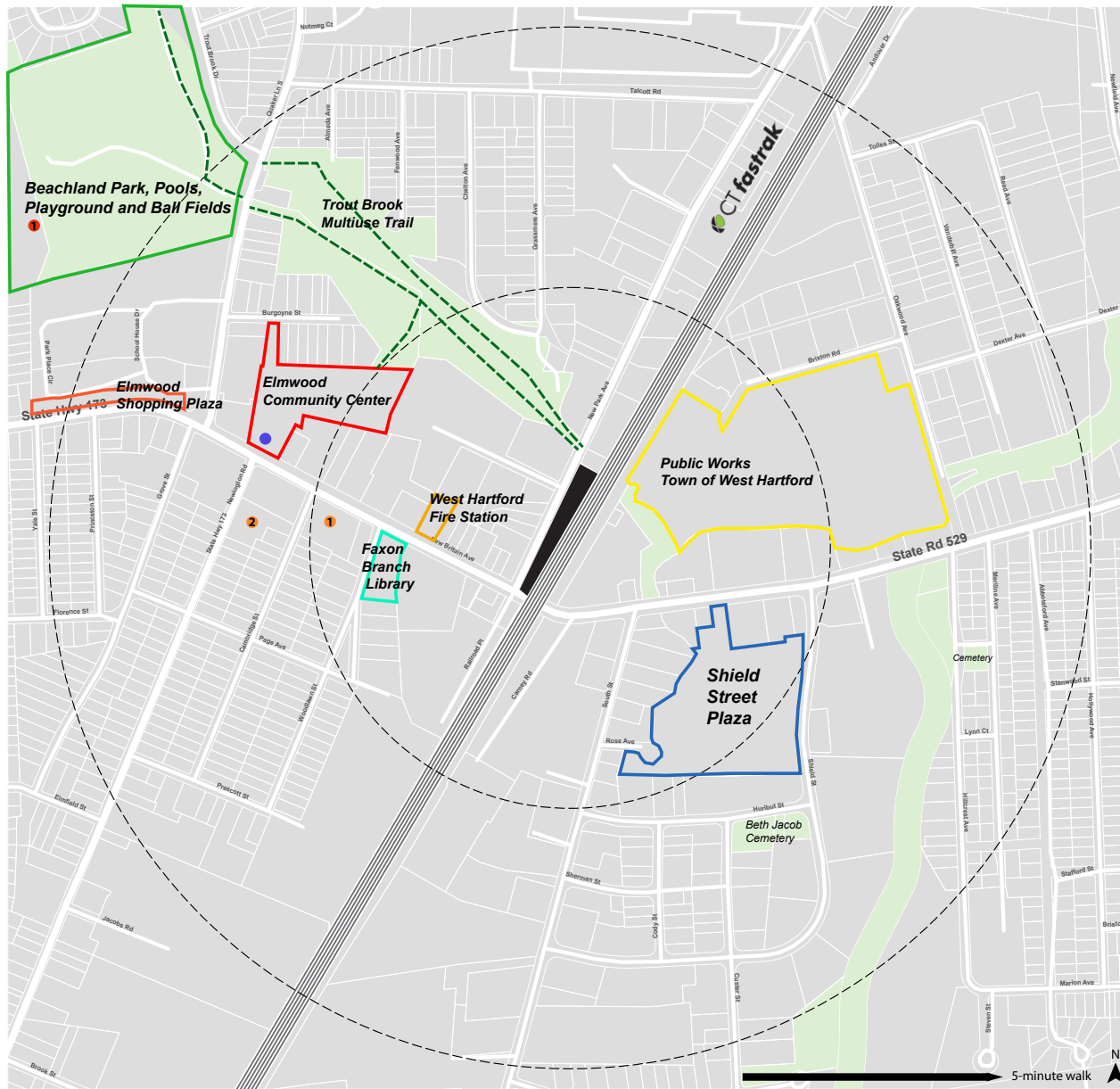
See Table 28 for key community facility findings.

**Table 28: Key Community Facilities Findings: Town of West Hartford Station Areas**

<b>Station</b>	<b>Findings</b>
Elmwood	+ Nearby schools and recreational fields
	+ Elmwood Community Center
	+ Trout Brook Trail
Flatbush Avenue	+ Technical schools and job training
	+ Many parks and recreational fields

+ indicates an element that can potentially support TOD;  
 - indicates an element that might have a negative impact on TOD.



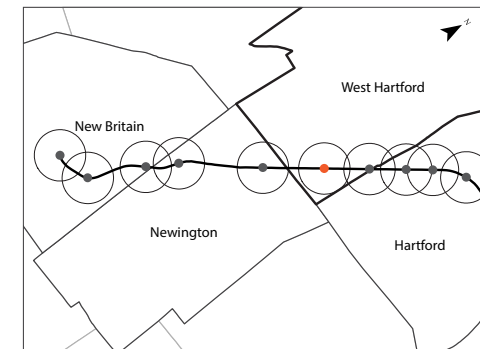


## Elmwood Station (West Hartford)

### Community Facilities

- Daycare/After-school facility
- Place of Worship
  - 1 Catholic
  - 2 Other Christian
- School
  - 1 Saint Brigid School

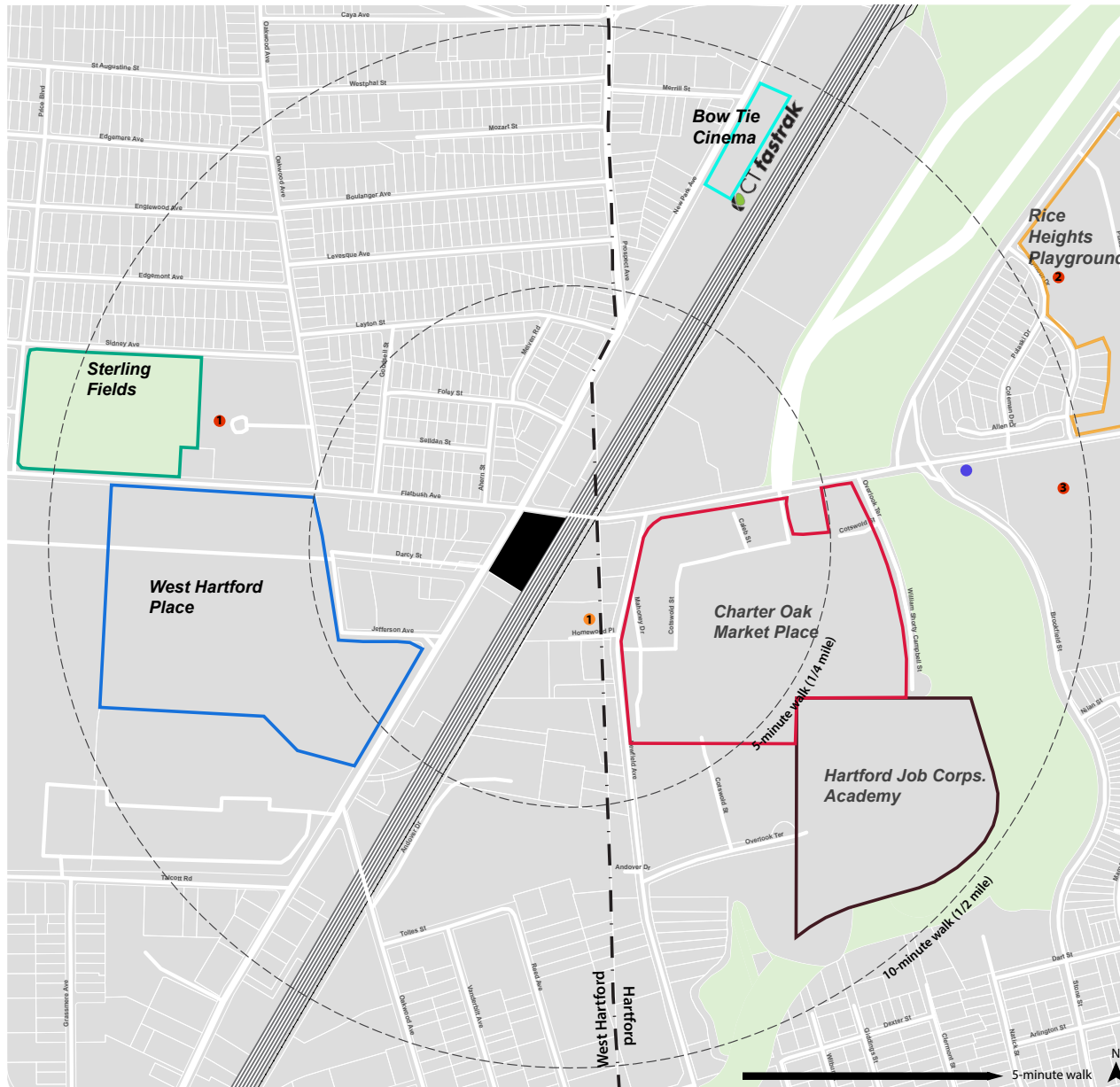
■ CTfastrak Elmwood Station



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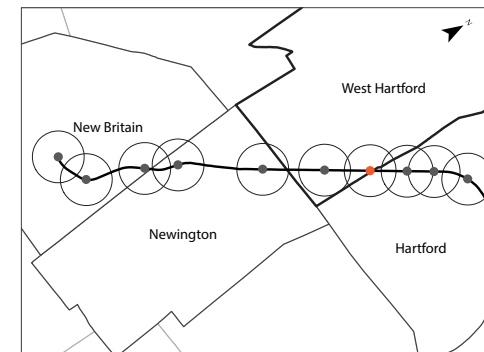
Figure 75: Community Facilities: Elmwood Station Area



## Flatbush Avenue Station (West Hartford)

### Community Facilities

- Daycare/After-school facility
- Place of Worship
  - 1 Other Christian
- School
  - 1 Charter Oak Elementary School
  - 2 Breakthrough Magnet School
  - 3 Al Prince Technical High School
- CTfastrak Flatbush Avenue Station



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Figure 76: Community Facilities: Flatbush Avenue Station Area

## Property Ownership

### Publicly Owned Property

There are four publicly owned properties in the Elmwood station area, including the CT**fastrak** Station and 13 publicly owned properties in the Flatbush Avenue station area, shown on Figure 77 and Figure 78.

### Privately Owned Property

Over 60 percent of the Elmwood station area is privately owned and in either commercial, industrial or mixed-use. Privately owned commercial and industrial land in Elmwood is mixed in size; half of the parcels are very large and half are quite small.

Fifty percent of the Flatbush Avenue station area is in private ownership, and developed as either commercial, industrial or mixed-use. Eight of these parcels are very large in size and used for big box retail, driving schools, self-storage and other service related industries, sometimes with multiple tenants in one large building. The remaining privately owned properties are small in scale and used for small businesses and shops including mechanic garages and supermarkets. There are 18 vacant properties in the Flatbush Avenue station area and two of these vacant properties are owned by the Town of West Hartford.

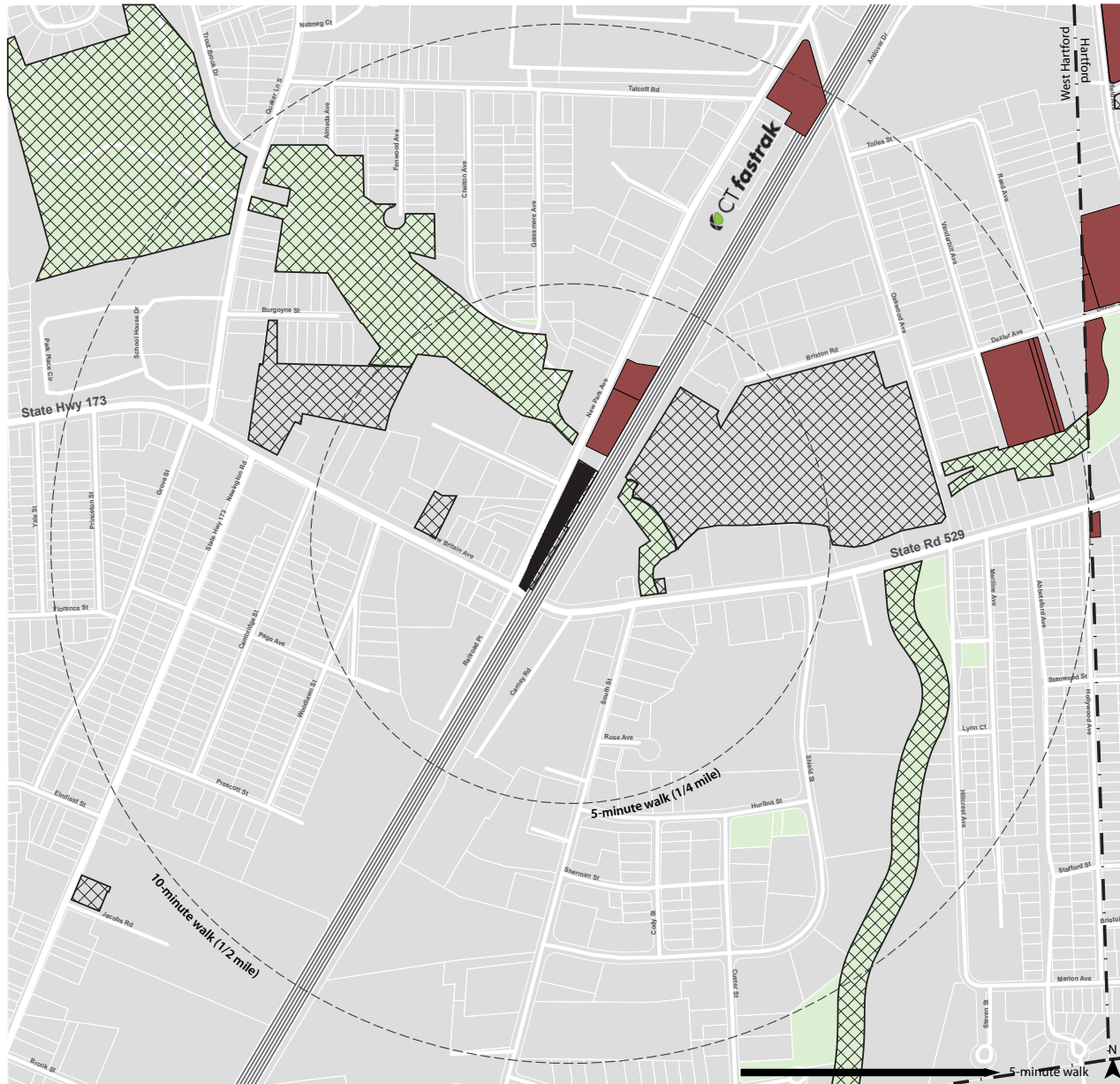
See Table 29 for key property ownership findings.

Table 29: Key Property Ownership Findings: Town of West Hartford Station Areas

<b>Station</b>	<b>Findings</b>
Elmwood	- Multiple ownership may complicate future land assembly
Flatbush Avenue	+ Some vacant land





+ indicates an element that can potentially support TOD;

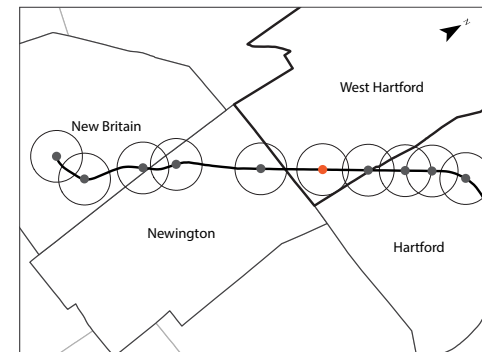
- indicates an element that might have a negative impact on TOD.



## Elmwood Station (West Hartford)

### Property Ownership

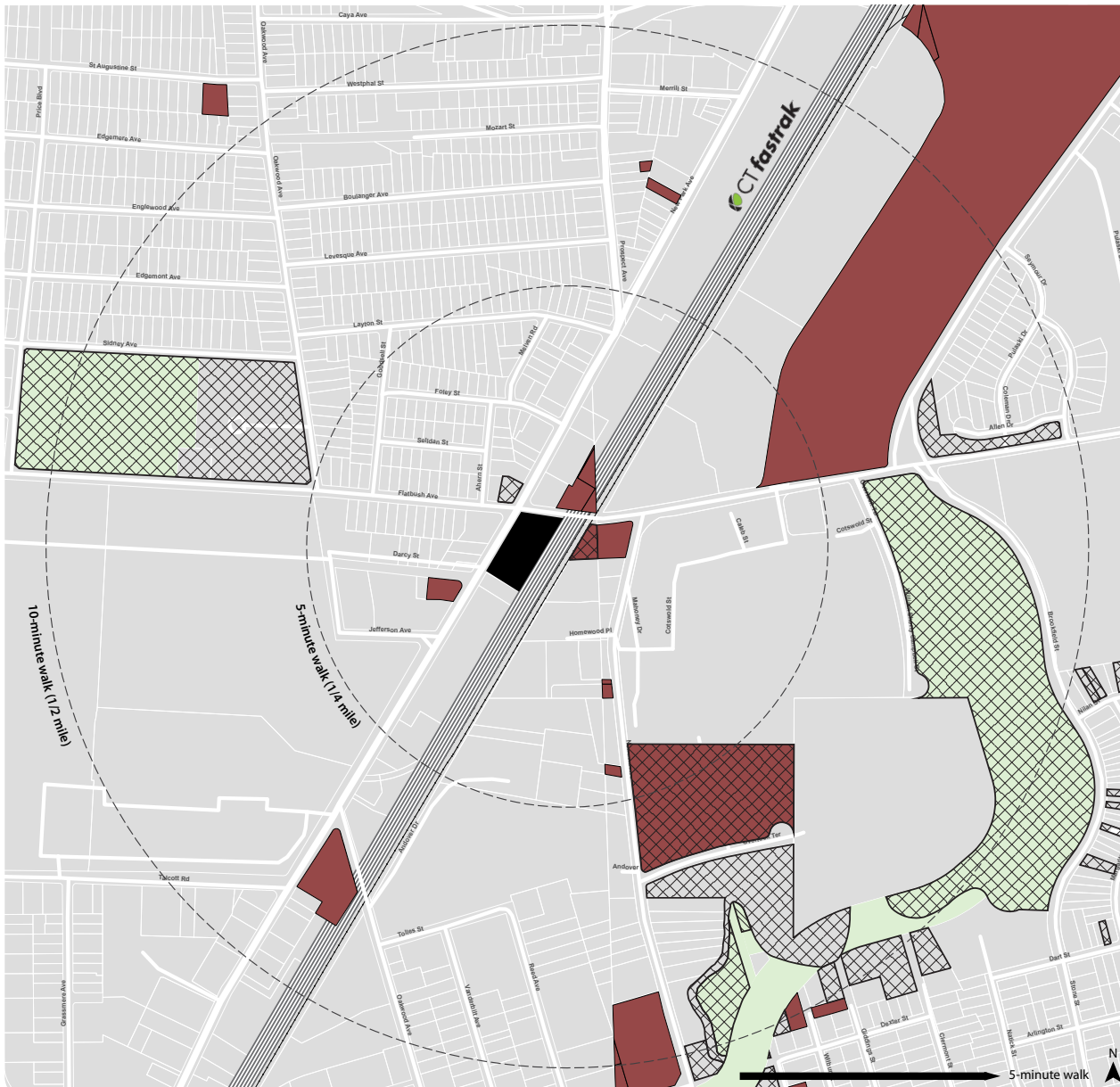
-  Publicly Owned Parcels
-  CTfastrak Elmwood Station
-  Privately Owned Parcels
-  Vacant



CTfastrak TOD CAPACITY STUDY





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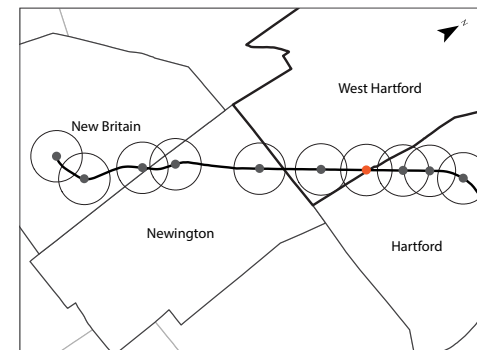
Figure 77: Property Ownership: Elmwood Station Area



## Flatbush Avenue Station (West Hartford)

### Property Ownership

-  Publicly Owned Parcels
-  CTfastrak Flatbush Avenue Station
-  Privately Owned Parcels
-  Vacant



**CTfastrak** TOD CAPACITY STUDY

Prepared by:  **PARSONS BRINCKERHOFF**

Figure 78: Property Ownership: Flatbush Avenue Station Area

## Market & Demographics

Demographic trends in West Hartford's two CT **fastrak** station areas reflect Hartford County and the CT **fastrak** Corridor as a whole, whereas the surrounding Town of West Hartford is less diverse with higher incomes and a significantly older population than its station areas. Both station areas lie along the southern end of the Town's border with Hartford, where industrial, warehousing, and big-box commercial uses contrast with West Hartford's prevailing land use pattern of tree-lined cul-de-sac streets and single-family homes. Accordingly, fewer than 5,000 people live in these station areas, representing a 7 percent share of West Hartford's population of 64,100.

In contrast with the station areas, the Town of West Hartford has among the highest incomes in Hartford County. Annual median household incomes are nearly \$80,000, approximately 60 percent higher than its station areas and 20 percent higher than the Corridor and County. Labor force statistics reflect a similar trend, as West Hartford's unemployment rate of 6 percent is less than half that of both station areas. Both station areas consist of a young population at prime earning ages. The median age of residents living near the station areas is 36, six years younger than West Hartford but five years older than the Corridor as a whole.

### Residential

West Hartford's station areas have limited residential uses. Aging single-family homes comprise most of the station areas' 1,800 housing units. Over 90 percent of homes in the station areas were built prior to 1990, of which about 75 percent are single-family homes (See Figure 79). Average rent per square foot is \$1.15, 12 percent lower than the Corridor average of \$1.29. At \$93 per square foot, for-sale prices are the highest for multifamily units. The median home value is \$196,300, 10 percent higher than the Corridor as a whole. Residential vacancy rates in the station areas are 1 to 2 percent higher than West Hartford, but still significantly lower than the full CT **fastrak** Corridor. Only about half of residents own their homes in the West Hartford station areas, as shown in Figure 80.<sup>6</sup>

6 CoStar, 2015.

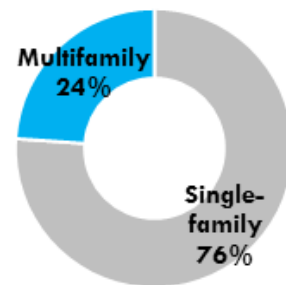


Figure 79: Total residential units by structure size, Town of West Hartford, 2015

Source: U.S. Census Bureau, Esri

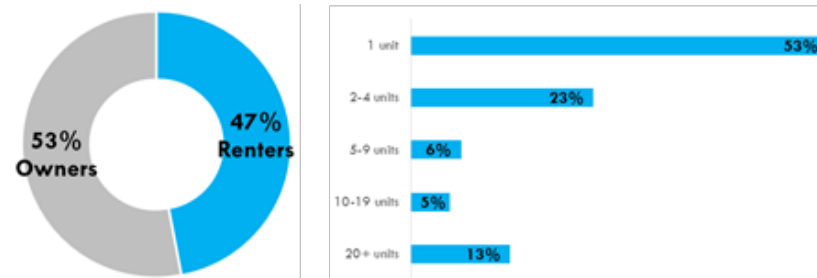


Figure 80: West Hartford Station Areas Housing By Tenure and Units in Structure, 2015

Source: U.S. Census Bureau, Esri

## Retail

The Town of West Hartford's station areas largely support strong general retail and shopping center uses. Average asking sale prices and rents per square foot are among the highest in the CT**fastrak** Corridor. Rentable building area in retail stores average between 9,000 and 10,000 square feet, and nearly 20 retail developments top 20,000 square feet. The prevailing retail in West Hartford's station areas is auto-oriented with extensive surrounding surface parking lots. In contrast, West Hartford's more pedestrian-friendly Blue Back Square development features a mixed-use, mid-rise district along a continuous street wall. New Britain Avenue and New Park Avenue near Elmwood Station support a significant amount of specialized retail activity serving the home goods and improvement market. Home improvement anchors such as The Home Depot near Flatbush Avenue Station complement smaller storefronts serving the same market near Elmwood Station. This retail activity is accompanied by nine big-box shopping centers that add over 900,000 square feet of rentable retail space and nearly 5,000 parking spaces in West Hartford's station areas.

Shopping centers such as the Charter Oak Marketplace and West Hartford Place closest to Flatbush Avenue Station are anchored by Walmart, Marshalls, and BJ's Wholesale Club. Over half of the area's shopping centers are fully leased, and three others are over 90 percent leased. The development of 15 new retail stores in the West Hartford station areas since 2000 reflects a strong retail market – construction has continued at a consistent pace since the 1940s. With approximately 200 general retail stores in the two station areas, recent transactions involving buildings that support retail uses have commanded a per square foot sale price of \$60 to \$250 and rents of between \$10 and \$24 per square foot.<sup>7</sup>

7 CoStar, 2015.

8 CoStar, 2015.

## Office

West Hartford station areas support relatively few office uses. Approximately 70 commercial buildings in the station areas command an average rent of between \$14 and \$17 per square foot, consistent with the commercial uses along the Corridor as a whole. Construction peaked in the 1920s and 60s, but construction activity has remained slow since the 1970s, as shown in Figure 81. Eleven office buildings over 20,000 square feet exist in the station area, and market activity is weak with few recent or expected transactions. West Hartford's office market is anchored in the Town's center, characterized by new, low-rise developments adjacent to residential and retail uses.<sup>8</sup>

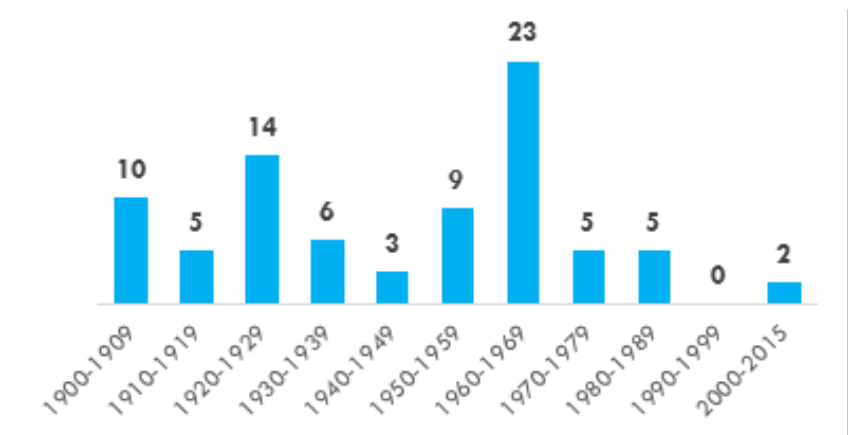


Figure 81: Commercial Construction IN West Hartford Station Areas, 1900-2015

Source: U.S. Census Bureau, Esri

### Anchors

West Hartford's station areas are located far from the town's major educational institutions: the University of Hartford and University of Saint Joseph. The University of Hartford enrolls over 7,000 students and is the largest employer in West Hartford after the town itself. Its 350-acre suburban campus is spread across two cities on the northeastern border of West Hartford and Hartford, nearly five miles away from the West Hartford station areas and three miles from the closest CT**fastrak** station, Sigourney Street. Similarly, the University of St. Joseph with over 2,200 students is nearly four miles away from West Hartford's station areas. However, major employers, including Colt, Triumph, and Abbott Ball Company, are all located within West Hartford's CT**fastrak** station areas.

Table 30: Key Market Findings: Town of West Hartford Station Areas

<b>Station</b>	<b>Findings</b>
Elmwood	+ Functional business district
	+ Mixed-use development in pipeline
Flatbush Avenue	+ Strong retail market
	+ Relatively higher incomes
	+ Planned West Hartford Station serving the Hartford Line
	- Limited residential presence around station
	- Challenge to integrate big-box retail

+ indicates an element that can potentially support TOD;

- indicates an element that might have a negative impact on TOD.



## City of Hartford CTfastrak Station Areas

### Land Use and Neighborhood Character

The three Hartford CTfastrak station areas each contain differing land use and neighborhood character defined by existing building stock, architectural patterns, building setback and building siting patterns, orientation of commercial centers, and residential development density. One commonality is that I-84 bisects each station area, which results in a substantial physical disconnect between the CTfastrak stations and surrounding residential and mixed-use neighborhoods.

As shown on Figure 82, Figure 83, and Figure 84, existing residential, commercial, and mixed-use development tend to be closer and more integrated with the CTfastrak station by the surrounding street network in the Sigourney Street and Parkville station areas than at the Kane Street Station.

The Sigourney Street station area exhibits building and parcelization patterns similar to other parts of the Asylum Hill Neighborhood north of the station area. It has a relatively “fine-grain” rectilinear block structure, with north-south streets aligned perpendicular to Hawthorn Street – providing a high degree of physical connectivity to the CTfastrak station.

Many buildings in the station areas were designed with a vernacular architectural style and common set of façade materials, including brick and wood clapboard. However, there are also many single-family homes and industrial structures in the Sigourney Street and Parkville station areas that were designed with period architectural styles, including the Victorian and Italianate styles. These design details create a neighborhood character unique to this section of the CTfastrak corridor.

Commercial, mixed-use, and institutional activity centers exist within each station area to varying degrees of density. Sigourney Street station area contains an institutional concentration at its northeastern quadrant with supporting commercial uses along Farmington Avenue. Parkville contains a dense collection of historical and reused industrial buildings

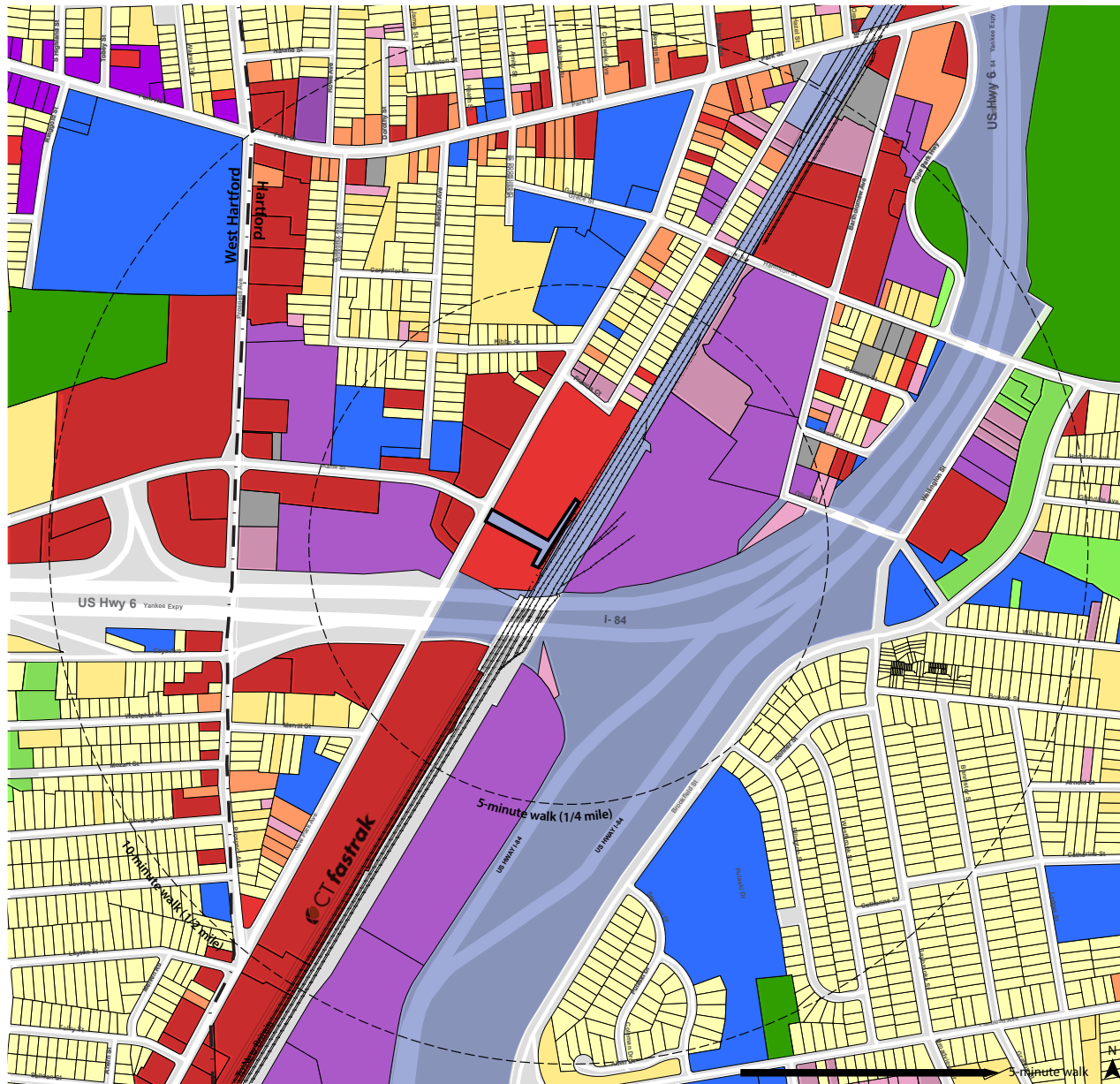
along Bartholomew Avenue supported by the retail on Park Street. Lastly, Kane Street station area contains more auto-oriented commercial uses principally along New Park Avenue.

**Table 31: Key land use and neighborhood character findings include:**

<b>Station</b>	<b>Findings</b>
Kane Street	- I-84 provides significant visual and physical barrier and site access challenges.
	- Auto-oriented uses and suburban block structure.
Parkville	+ Vacant parcels and underutilized surface lots of commercial buildings on Bartholomew Ave could be redeveloped into higher density uses.
	+ High-rise Park Place Towers in walking distance to the station.
	- Highways cut off the northeast quadrant of the half-mile station area radius.
Sigourney Street	+ Density of commercial and residential spaces in the study area.
	+ Vacant parcels available within station area for potential development along Hawthorn Street.
	- Many surface lots in proximity to station.
	- Physical separation from station to Capitol Ave commercial and residential (TOD-like) corridor.

+ indicates an element that can potentially support TOD;

- indicates an element that might have a negative impact on TOD.



### Kane Street Station (Hartford)

#### Land Use

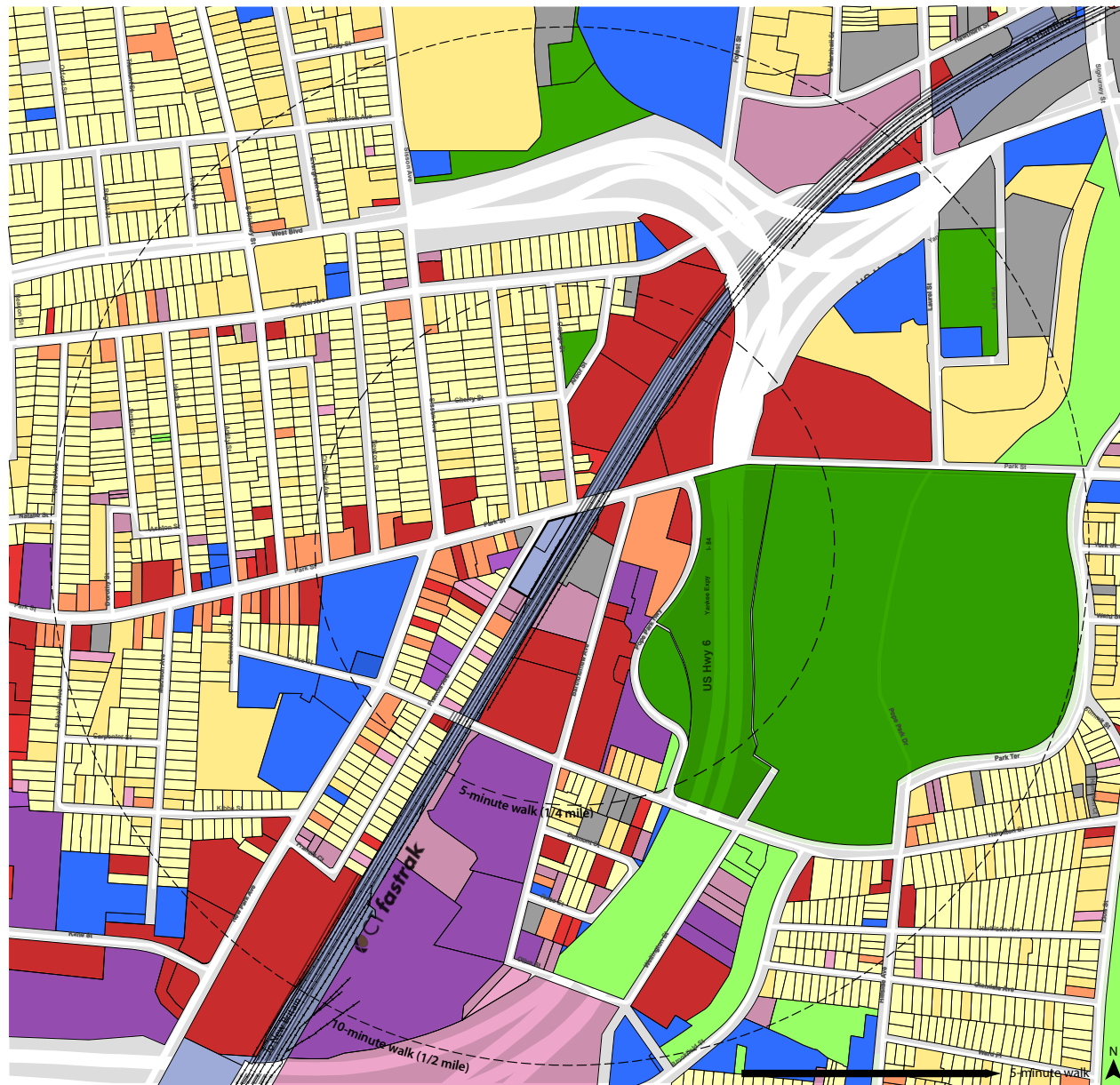
- 1-3 Family
- Multi Family
- Mixed Use
- Commercial
- Industrial
- Institutional
- Health / Medical
- Open Space
- Park / Recreation
- Vacant
- Parking Only
- Transportation
- CTfastrak Kane Street Station



CTfastrak TOD CAPACITY STUDY

Prepared by: **PARSONS BRINCKERHOFF**

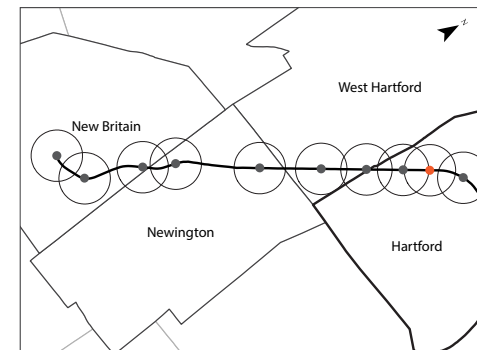
Figure 82: Land Use: Kane Street Station Area



### Parkville Station (Hartford)

#### Land Use

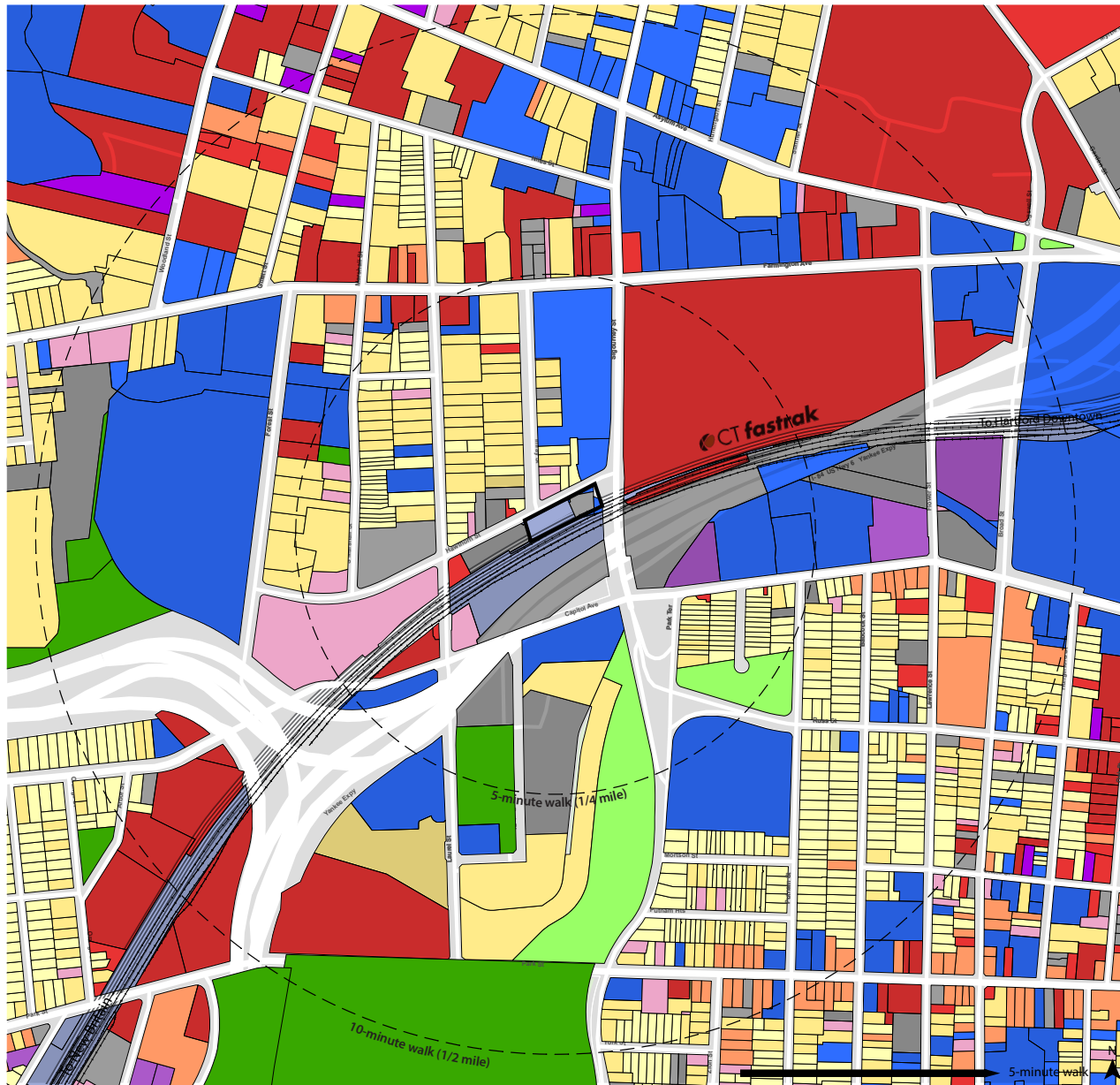
- 1-3 Family
- Multi Family
- Mixed Use
- Commercial
- Industrial
- Institutional
- Health / Medical
- Open Space
- Park / Recreation
- Vacant
- Parking Only
- Transportation
- CTfastrak Parkville Station



CTfastrak TOD CAPACITY STUDY

Prepared by:

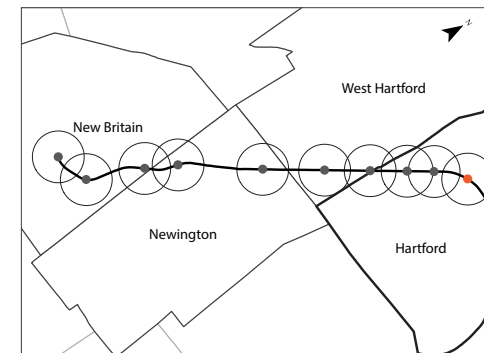
Figure 83: Land Use: Parkville Station Area



## Sigourney Street Station (Hartford)

### Land Use

- 1-3 Family
- Multi Family
- Mixed Use
- Commercial
- Industrial
- Institutional
- Health / Medical
- Open Space
- Park / Recreation
- Vacant
- Parking Only
- Transportation
- CTfastrak Sigourney Street Station



CTfastrak TOD CAPACITY STUDY

Prepared by: **PARSONS BRINCKERHOFF**

Figure 84: Land Use: Sigourney Street Station Area

## Zoning

Collectively, there are 19 base zoning districts and two overlay zoning districts currently mapped by the City of Hartford within a half-mile radius of the Sigourney Street, Parkville, and Kane Street CT**fastrak** stations, as shown on Figure 85, Figure 86, and Figure 87.

The following is a full list of base and overlay zoning districts within a half-mile radius of the three Hartford CT**fastrak** stations:

### Base Zoning Districts:

- CX-1: Commercial-Industrial Mix (Low-intensity industrial uses, including residential)
- CX-2: Commercial-Industrial Mix (More intensive uses, no residential)
- ID-2: Industrial District
- MS-1: Main Street District (Low-Scale)
- MS-2: Main Street District (Medium-Scale)
- MS-3: Main Street District (Medium-Scale with auto uses)
- MX-1: Multi-Use Mix (Small-intensive)
- MX-2: Multi-Use Mix (Large-intensive)
- N-2-1: Neighborhood District (House Type B; one unit)
- N-2-2: Neighborhood District (House Type B; two units)
- N-2-3: Neighborhood District (House Type B; three units)
- N-3-1: Neighborhood District (House Type B, C; one unit)
- N-3-2: Neighborhood District (House Type B, C; two units)
- N-4-1: Neighborhood District (House Type C - Low Scale)
- N-5-1: Neighborhood District (House Type B - Multiple Units)
- NX-1: Neighborhood Mix (Low-Scale)
- NX-2: Neighborhood Mix (Medium-Scale)
- NX-3: Neighborhood Mix (Large-Scale)
- OS: Open Space District

### Overlay Zoning Districts:

- TOD Overlay District
- Campus Overlay District

The City of Hartford adopted a comprehensive rewrite of its municipal zoning regulations in January 2016, which addresses prior deficiencies in code administration, outdated land use permissions, and organizational structure. This is the first rewrite since the ordinance was adopted in the late 1960s. In addition, and critical to TOD along the CT**fastrak** corridor, Hartford integrated a form-based element into the new regulations. Form-based codes place more emphasis on building form, rather than land use. The code makes the approval process more predictable, flexible, and streamlined. Almost all of the prior regulations, including both the zoning text and map, have been replaced, with the exception of the TOD Overlay District that was also recently adopted by the City. The TOD Overlay Districts will play an important role in encouraging and establishing transit-friendly development around Hartford's CT**fastrak** stations, and are described in more detail below under "Special Districts."

The new regulations are a "hybrid code." In other words, they combine traditional Euclidean zoning elements, such as the control of land use, combined with regulations that control building form and its relationship to the street. The new zoning regulations are intended to better reflect existing conditions, and, in most cases, are not a departure from current land use permissions and dimensional requirements for existing buildings and new construction. Rather, the regulations have been recalibrated to ensure that new development is in keeping with the established neighborhood character of its context.

### Residential Districts

There are a number of zoning districts within the station areas that allow high density residential development, the majority of which are located on the north side of the CT **fastrak** guideway and I-84 mainline. The highest concentration of high-density residential zones are in the Neighborhood Mix districts (NX-1 – NX-3) and are mapped adjacent to the north-south streets that lead into Sigourney Street Station – including Laurel Street, South Marshall Street, Imlay Street, and Forest Street. Residential development is also permitted as part of the Neighborhood (N) districts, including N-2-1, N-2-2, N-2-3, N-3-1, N-3-2, N-4-1, and N-5-1 in the station areas. These permit a variety of housing types, with maximum permitted dwelling units of 1, 2, or 3, per the final number in the zoning district title. Residential uses are permitted in the Main Street districts (MS-1 – MS-3), which also permit commercial uses in vertical mixed-use development on many parcels in the station area. Finally, the Commercial-Industrial Mix district (CX-1), which is predominant within the Parkville and Kane Street station areas, allows for residential use in an innovative mix with office and low intensity industrial uses. There are a number of vacant or unutilized sites within this district in the Hartford stations areas.

### Commercial & Business Districts

There are numerous zoning districts which permit commercial and business uses. They include the Main Street districts (MS-1 – MS-3), located along Park Street in each of the station areas, and are characterized by historic main street storefront buildings with a mix of retail, service, residential, and office uses.

Multi-use mix districts (MX-1 and MX-2) are located in each of the station areas, allowing for low- and large-intensive buildings. MX-2 is paired with the Campus Overlay in the Sigourney Street station area to accommodate larger scale users with multiple buildings.

The new zoning regulations include Commercial-Industrial Mix districts (CX-1 and CX-2). The area bounded by the CT **fastrak** guideway and I-84 in the Parkville and Kane Street station areas (some of which overlaps) is zoned CX-1 for the most part. This permits office, residential, and low intensity industrial uses, and is accompanied by the TOD Overlay. This

area is highly suited to TOD. There is also a CX-1 district located between Sigourney Street and Laurel Street, between Hawthorn Street and Capitol Ave at the site of the Sigourney Street CT **fastrak** Station, similarly suitable for TOD development with the TOD Overlay.

### Industrial Districts

There is one industrial district mapped within the three station areas (ID-2), which is located between I-84 West ramps and the CT **fastrak** right of way south of the Kane Street Station. The site is accessible from the properties along 500-540 Flatbush Avenue in West Hartford. Permitted uses include waste processing facilities, motor vehicle wrecking yards, and similar uses.

### Open Space Districts

The OS: Open Space district in Hartford is intended to preserve parks and recreational areas as well as cemeteries. Public highways and large cemeteries are also included in this district. The OS district is highly restrictive with regard to the types of land uses permitted, and explicitly prohibits all residential, commercial, and industrial development. Although TOD will not occur on property zoned as OS, it is worth noting that portions of each of the three station areas are zoned as OS, particularly a large section of the Parkville Station (at Pope Park), and that the parks and open space generally support and typically complement TOD.

### Special Purpose Districts

Special purpose districts are generally those that are created for a specific purpose or development goal, and provide an additional layer of regulation to the underlying base zoning district. There are currently two overlay zoning districts mapped within the three station areas: the TOD Overlay District and the Campus Overlay District. As previously noted in the Commercial & Business Districts section, the TOD Overlay District encourages higher density development around a fixed transit node and is located in proximity to each of the station areas. The TOD Overlay District is a strong tool that the City recently adopted, and is overlaid on the base zoning districts for a large portion of the Parkville station area and in the immediate vicinity of the Sigourney Street Station.

The second overlay district within the station areas is the Campus Overlay District, which is present in the Sigourney Street station area only. The overlay applies to the block bounded by Sigourney Street, Farmington Ave, Flower Street, and the CT **fastrak** guideway, which is currently owned by the Aetna Life Insurance Company. There is also a Campus Overlay district in the northeast edge of the study area at The Hartford site on Asylum Avenue.

### Summary

The City of Hartford completed its comprehensive rewrite of the zoning regulations and map. The City has incorporated some TOD planning and land use principles into its regulations to ensure and encourage transit-friendly development, particularly via the Multi-Use Mix and Commercial-Industrial Mix districts. The new ordinance strengthens land use, parking and development standards that foster TOD around fixed transit nodes throughout the City – particularly at the Sigourney Street, Parkville and Kane Street CT **fastrak** stations.

See Table 32 for key zoning findings.

**Table 32: Key Zoning Findings: City of Hartford Station Areas**

<b>Station</b>	<b>Findings</b>
Kane Street	+ Ample opportunity for TOD development adjacent to the station in the CX-1 zone, but station access will be critical.
	+ The MS-3 zone encourages TOD, orients buildings to the sidewalks. It is the predominant zoning district in the immediate vicinity of the station.
Parkville	+ Ample opportunity for TOD adjacent to the station in the CX-1 zone, but station access will be critical
	+ Main Street zoning designations along Park Street encourage TOD development.
	- A considerable portion of the station area is zoned OS and therefore undevelopable
Sigourney Street	+ The north end of the study area is located in the Multi-Use Mix districts, encouraging of TOD.
	- There is limited new opportunity for development within the small CX-1 zoned parcel.

+ indicates an element that can potentially support TOD;

- indicates an element that might have a negative impact on TOD.





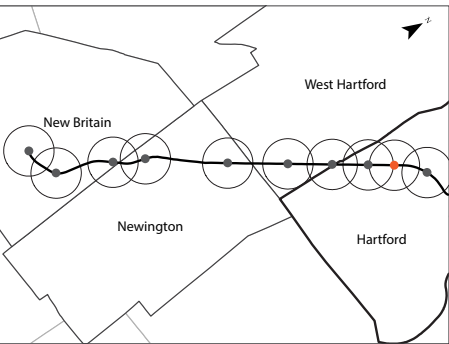


### Parkville Station (Hartford)

#### Zoning

- CX-1 Commercial-Industrial Mix (Innovative Mix)
- CX-2 Commercial-Industrial Mix (Flexible Mix)
- MS-1 Main Street District (Low-Scale)
- MS-2 Main Street District (Med-Scale)
- MS-3 Main Street District (Large-Scale)
- MX-1 Multi-Use Mix (Low-Intensive)
- MX-2 Multi-Use Mix (Large-Intensive)
- N-2-1 Neighborhood District (House Type B)
- N-2-2 Neighborhood District (House Type B - 2 DU)
- N-3-1 Neighborhood District (House Type B, C)
- NX-1 Neighborhood Mix (Low-Scale)
- NX-2 Neighborhood Mix (Med-Scale)
- NX-3 Neighborhood Mix (Large-Scale)
- OS Open Space District

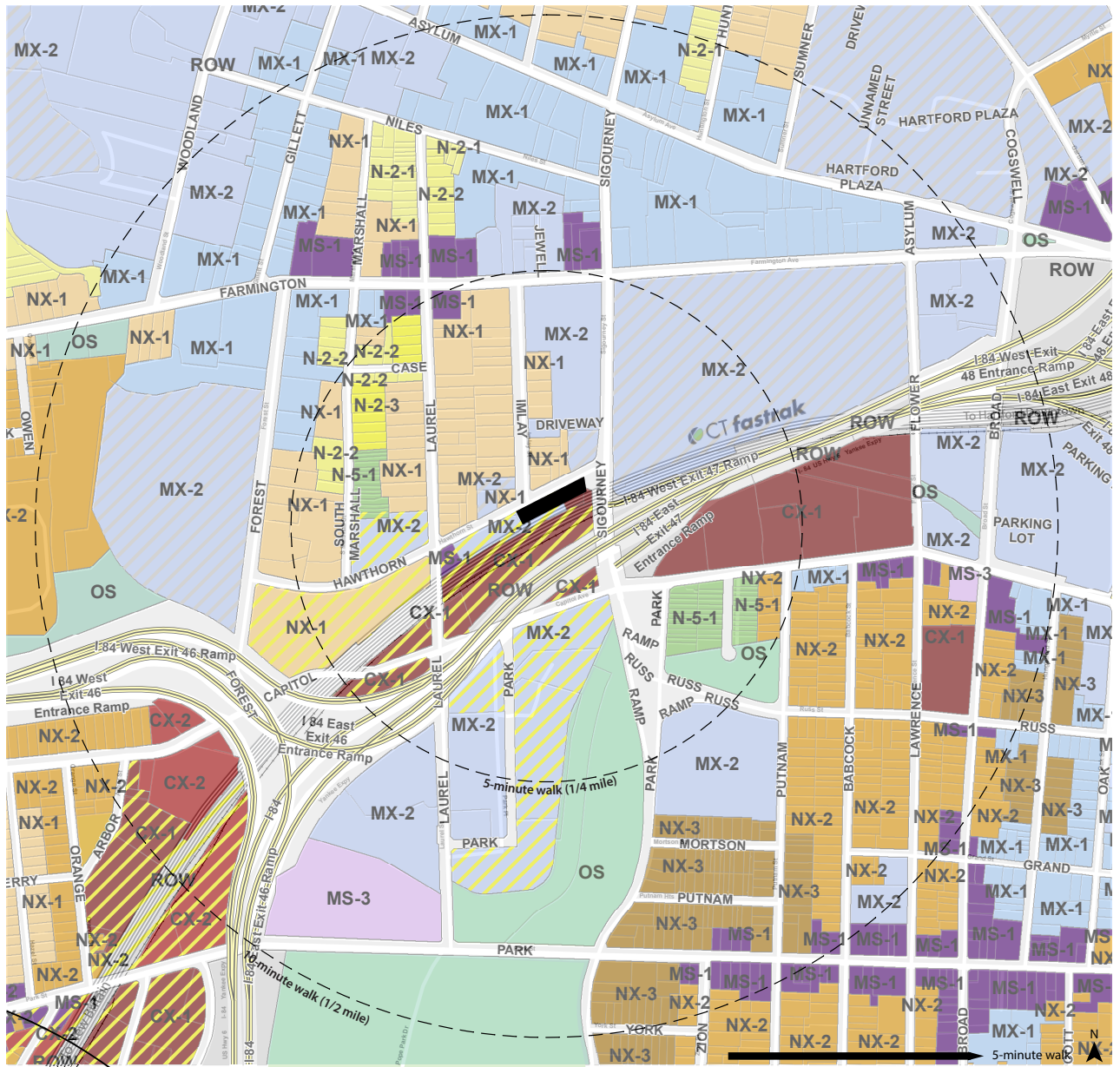
- TOD Overlay District
- CTfastrak Parkville Station



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Figure 86: Zoning: Parkville Station Area

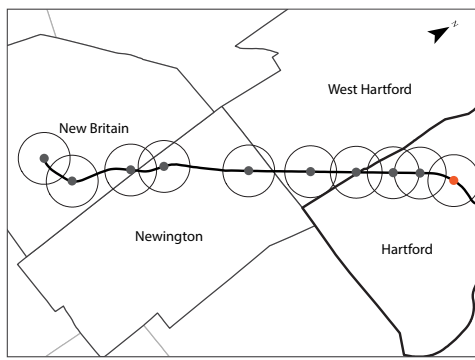


### Sigourney Street Station (Hartford)

#### Zoning

- CX-1 Commercial-Industrial Mix (Innovative Mix)
- CX-2 Commercial-Industrial Mix (Flexible Mix)
- MS-1 Main Street District (Low-Scale)
- MS-3 Main Street District (Large-Scale)
- MX-1 Multi-Use Mix (Low-Intensive)
- MX-2 Multi-Use Mix (Large-Intensive)
- N-5-1 Neighborhood District (House Type B - Multiple Units)
- NX-1 Neighborhood Mix (Low-Scale)
- NX-2 Neighborhood Mix (Med-Scale)
- NX-3 Neighborhood Mix (Large-Scale)
- OS Open Space District

- TOD Overlay District
- Campus Overlay District
- CTfastrak Sigourney Street Station



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Figure 87: Zoning: Sigourney Street Station Area

## Multimodal Connectivity

### Roadway Mobility

The CT**fastrak** guideway follows the alignment of I-84 as it approaches the City of Hartford. The Kane Street, Parkville, and Sigourney Street stations have convenient access to the highway that connects major cities in central Connecticut, as shown on Figure 88, Figure 89, and Figure 90.

New Park Avenue, which connects Elmwood and Flatbush stations in West Hartford, continues to be a major collector in the Kane Street and Parkville station areas. Other important collectors (or distributors) in the station areas include Park Street (Parkville station area), Capitol Avenue (Parkville and Sigourney Street station areas), Sigourney Street (Sigourney Street station area), and Farmington Avenue (Sigourney Street station area). There have been roadway improvements on Park Street and Capitol Avenue that provided additional traffic calming and pedestrian amenities, which are further discussed in the Bicycle and Pedestrian Facilities section of this report.

Local streets in the Parkville and Sigourney Street station areas are generally organized on a rectangular grid system typically seen in urban residential areas. By comparison, the street network in the Kane Street station area, between Park Street and I-84, is more irregular. The streets in this area are spaced unevenly and several of them are dead-ended. Some parcels between I-84 and the CT**fastrak** guideway/Amtrak railroad, which have mostly inactive industrial uses, are landlocked and have no formal street access. However, a Municipal Brownfield Assessment Grant was awarded for environmental assessment of a proposed roadway connection between Bartholomew Avenue and Flatbush Avenue.<sup>9</sup> This effort can potentially break down physical barriers created by the surrounding transportation infrastructure and create safe and convenient access to this land.

See Table 33 for key roadway mobility findings.

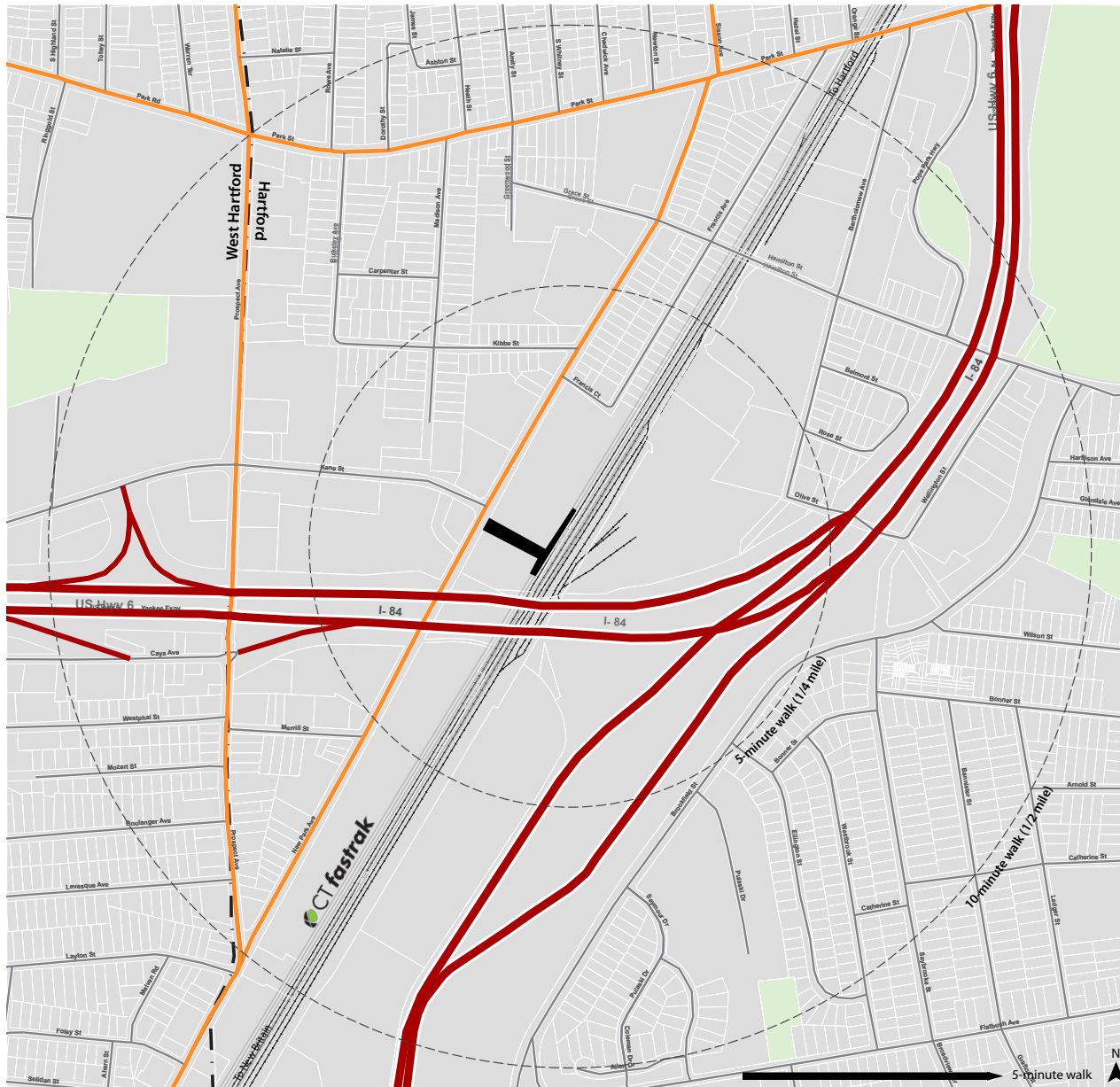
**Table 33: Key Roadway Mobility Findings: City of Hartford Station Areas**

<b>Station</b>	<b>Findings</b>
Kane Street	- Local street network lacks connectivity; area between the CT <b>fastrak</b> guideway and I-84 is landlocked and lack of formal street connection.
Parkville	+ There are street and intersection improvements on Park Street.
Sigourney Street	+ There are street and intersection improvements on Capitol Avenue and Hawthorn Street.

*+ indicates an element that can potentially support TOD;*





*- indicates an element that might have a negative impact on TOD.*

<sup>9</sup> Transit-Oriented Development Progress Reports, 2015.

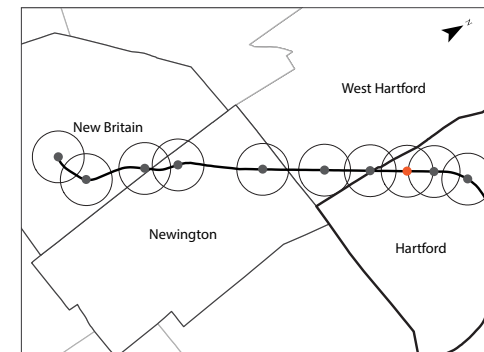


## Kane Street Station (Hartford)

### Roadway Network

-  CTfastrak Kane Street Station
-  Limited Access Highway
-  Collector (or Distributor)\*
-  Local

\* See page 42 for definition of Collector (or Distributor).



 **CTfastrak** TOD CAPACITY STUDY

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Figure 88: Roadway Network: Kane Street Station Area

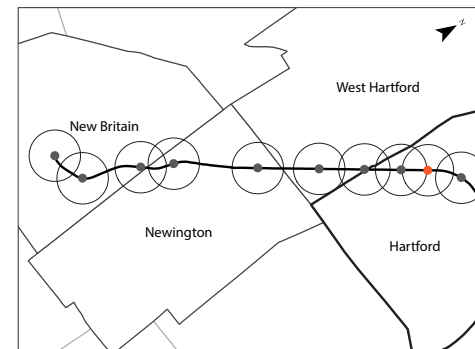


## Parkville Station (Hartford)

### Roadway Network

- CTfastrak Parkville Station
- Limited Access Highway
- Collector (or Distributor) \*
- Local

\* See page 42 for definition of Collector (or Distributor).



**CTfastrak** TOD CAPACITY STUDY

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Figure 89: Roadway Network: Parkville Station Area

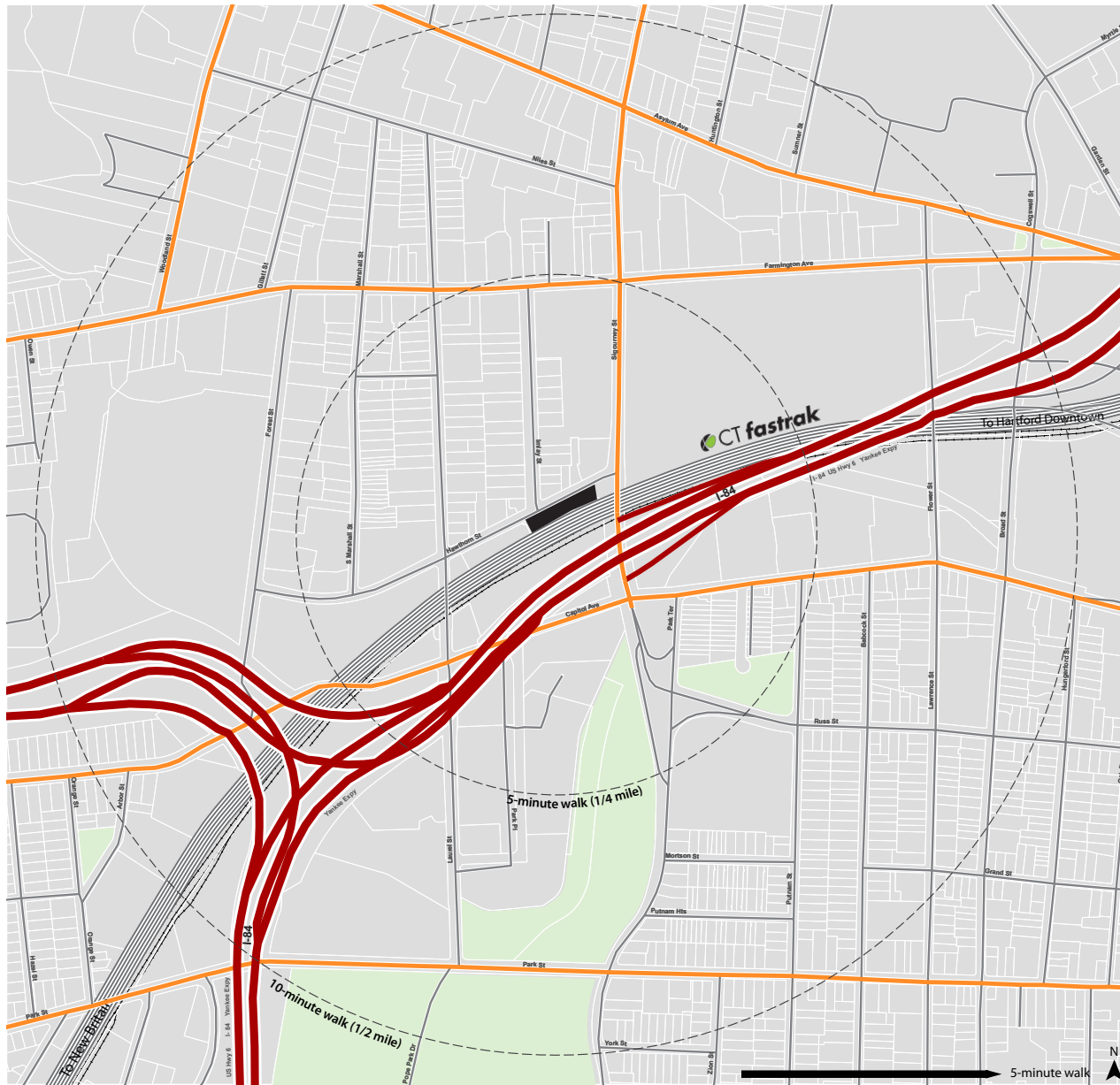


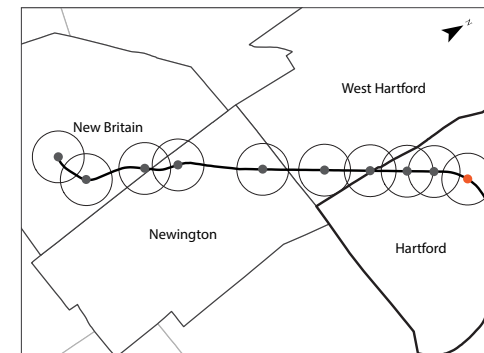
Figure 90: Roadway Network: Sigourney Street Station Area

## Sigourney Street Station (Hartford)

### Roadway Network

- CTfastrak Sigourney Street Station
- Limited Access Highway
- Collector (or Distributor)\*
- Local

\* See page 42 for definition of Collector (or Distributor).



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### Transit Connections

While the Kane Street and Parkville stations serve CT**fastrak** routes, Sigourney Street Station is one of the few stations that has access to all the lines, including express routes, running along the CT**fastrak** guideway. Sigourney Street Station is also where five out of the seven CT**fastrak** lines leave the guideway, merge onto local streets, and loop around Downtown Hartford.

The Kane Street and Parkville stations both have access to a limited number of CT**fastrak** and CT**transit** bus lines which constrain passengers' choice of transfer, as shown on Figure 91 and Figure 92.

There are concentrations of CT**transit** bus lines at Asylum Avenue, Farmington Avenue, and Capitol Avenue within the Sigourney Street station area (See Figure 93). Passengers arriving at Sigourney Street Station are able to access local bus stops at these locations within a ten-minute walk.

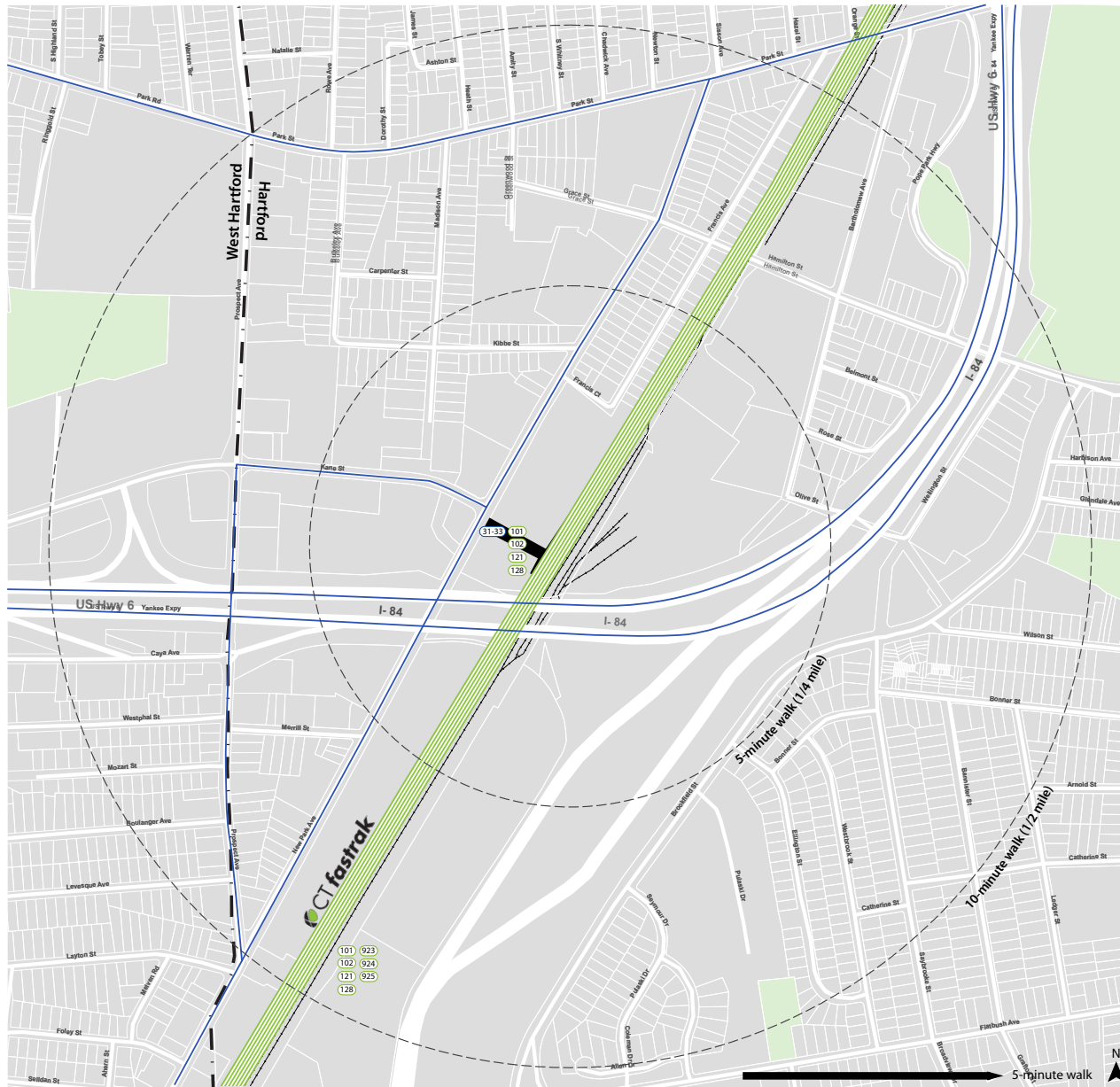
See Table 34 for key transit connectivity findings.

**Table 34: Key Transit Connectivity Findings: City of Hartford Station Areas**

<b>Station</b>	<b>Findings</b>
Kane Street	- Limited number of transfer choices between CT <b>fastrak</b> service and local transit service.
Parkville	- Limited number of transfer choices between CT <b>fastrak</b> service and local transit service.
Sigourney Street	+ Has access to both CT <b>fastrak</b> local and regional express services. + A concentration of CT <b>transit</b> local lines on Asylum Avenue, Sigourney Street, and Capitol Avenue.

+ indicates an element that can potentially support TOD;

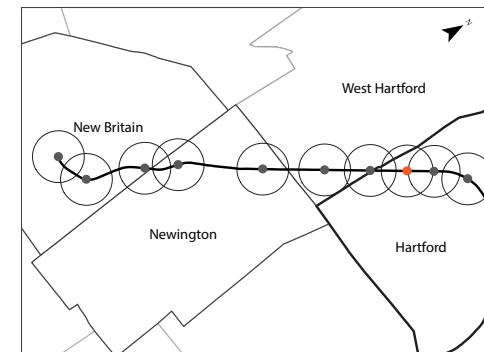
- indicates an element that might have a negative impact on TOD.



## Kane Street Station (Hartford)

### Transit Connectivity

- CTfastrak Kane Street Station
- CTfastrak Lines
- CTtransit Bus Lines

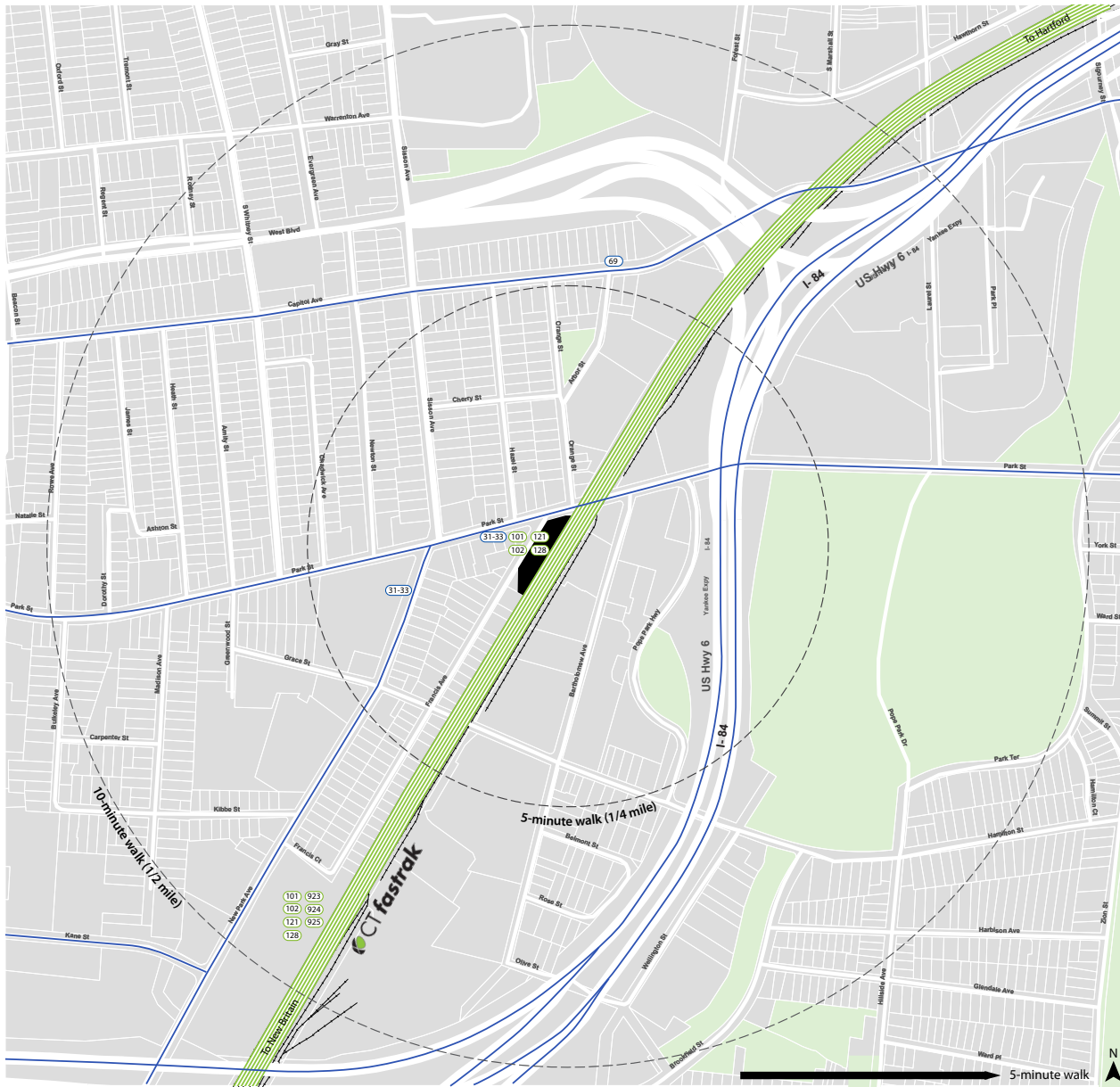


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Figure 91: Transit Connectivity: Kane Street Station Area

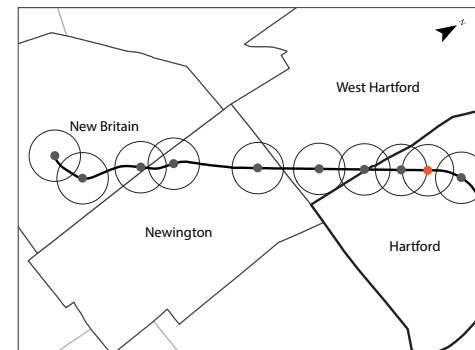




## Parkville Station (Hartford)

### Transit Connectivity

- CTfastrak Parkville Station
- CTfastrak Lines
- CTtransit Bus Lines



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Figure 92: Transit Connectivity: Parkville Station Area

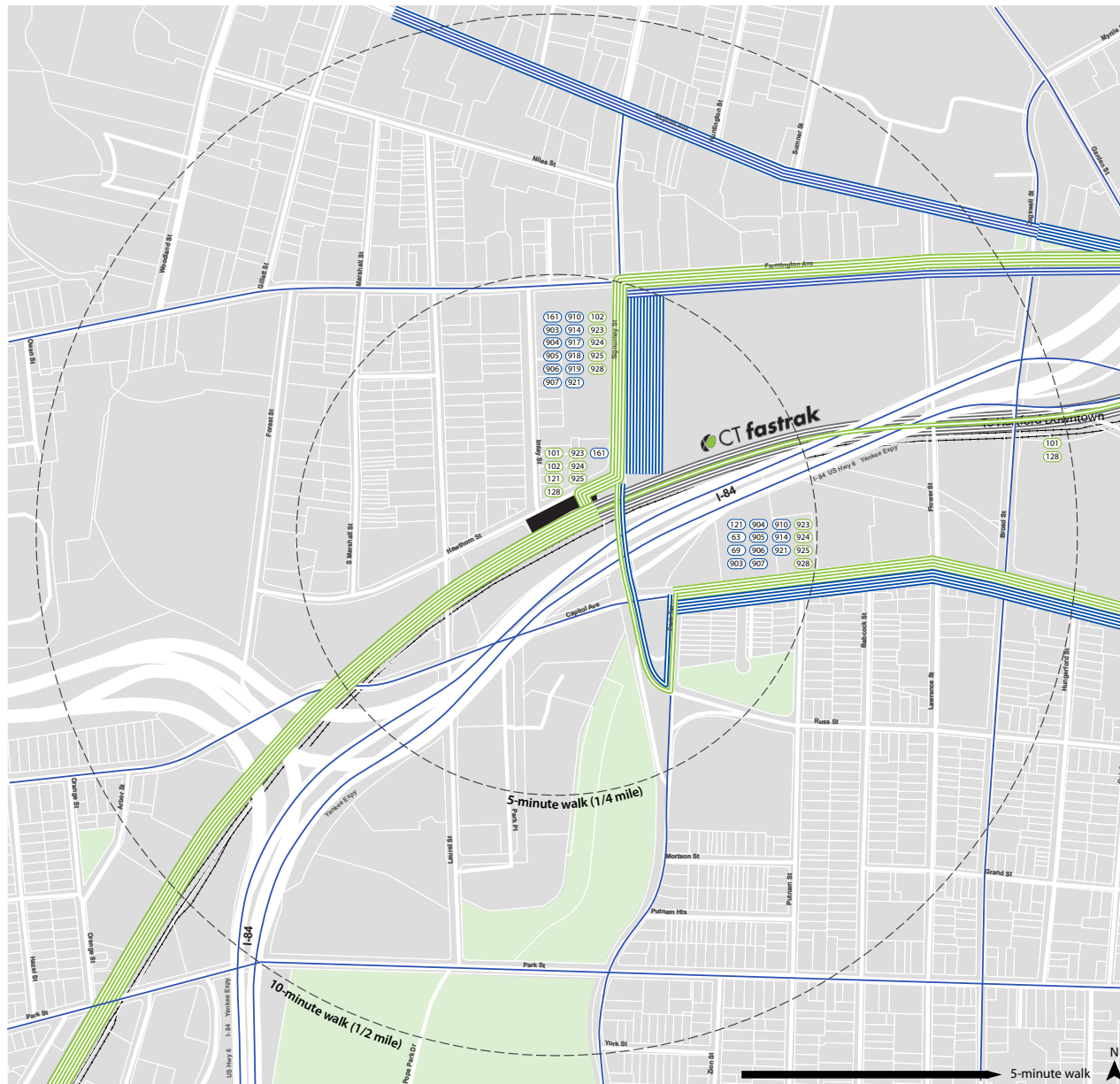


Figure 93: Transit Connectivity: Sigourney Street Station Area

## Sigourney Street Station (Hartford)

### Transit Connectivity

- CTfastrak Sigourney Street Station
- CTfastrak Lines
- CTtransit Bus Lines



### CTfastrak TOD CAPACITY STUDY

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### Bicycle & Pedestrian Facilities

When CT**fastrak** was constructed, several traffic calming and streetscape improvements occurred in the station areas. Park Avenue, which runs through the station area, is one of the streets where new sidewalks, mid-block crossings, and raised medians have been installed to create a safer and more comfortable pedestrian environment (See Figure 94, Figure 95, and Figure 96).

One of the key issues with pedestrian infrastructure in the station areas is the lack of pedestrian-friendly underpasses. The grade-separated highways and railroads as well as the significant grade changes create unfavorable underpass conditions within the Parkville and Sigourney Street station areas. These underpasses are located along major thoroughfares with heavy traffic, and are also critical pedestrian connections between the stations and the surrounding neighborhoods. Most of them lack lighting or barriers between pedestrians/cyclists and vehicular traffic.

The City of Hartford has constructed bicycle lanes on some of its streets. The system is supplemented by bicycle routes (streets without bike lanes), either suggested or commonly used for travel by bicyclists. Based on the bike routes mapped in the Bicycle & Pedestrian Facilities Maps, the system is well-connected within the station areas. However, most striped bike lanes are not interconnected and do not provide adequate connectivity to Downtown Hartford.

See Table 35 for key bicycle and pedestrian facility findings.

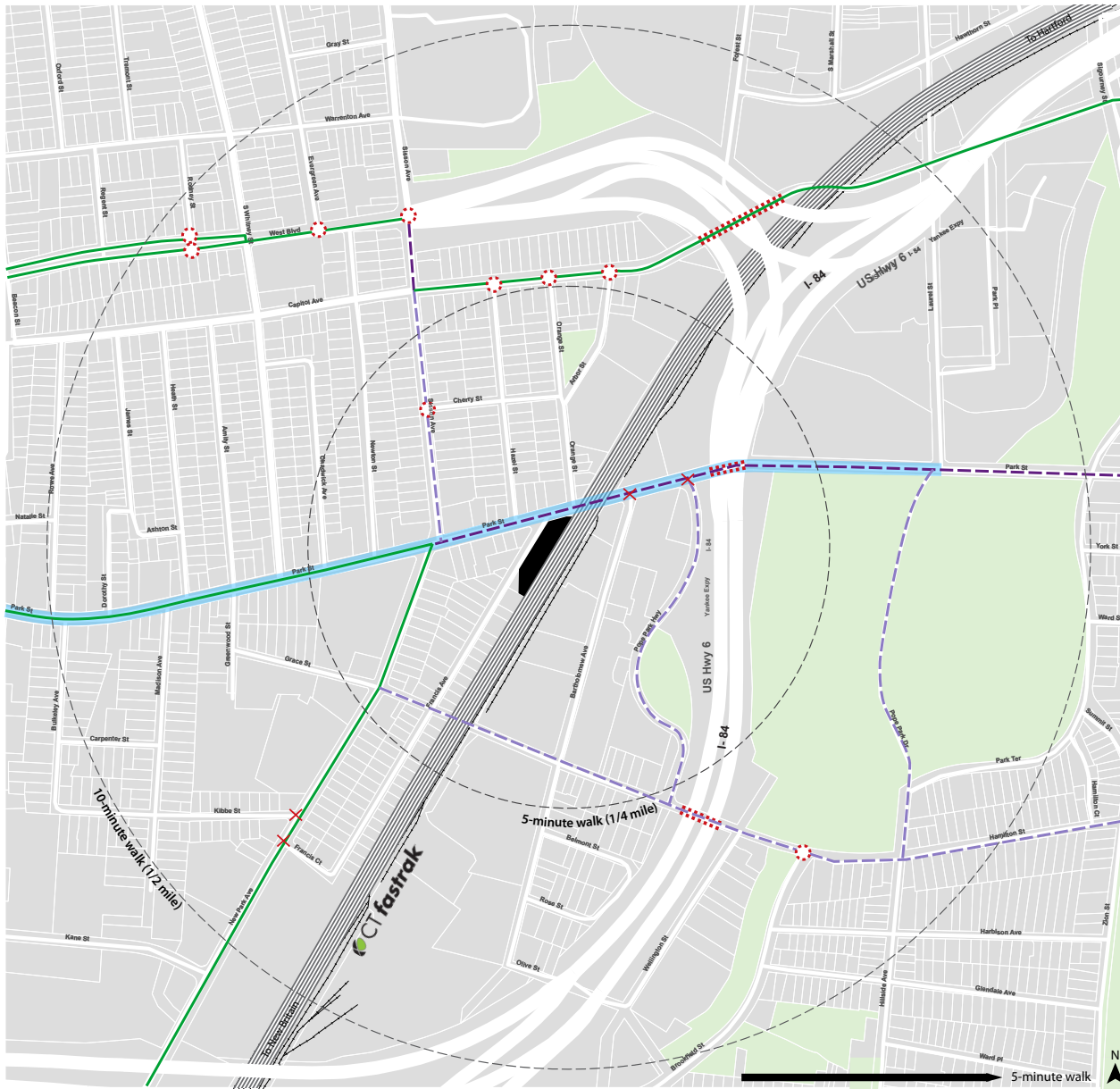
**Table 35: Key Bicycle and Pedestrian Facilities Findings: City of Hartford Station Areas**

<b>Station</b>	<b>Findings</b>
Kane Street	+ There are bike lanes connecting to the stations.
	- Lack of continuous sidewalk on a section of Prospect Avenue.
Parkville	+ Streetscape improvement project on Park Street near the station.
	- Underpasses lack pedestrian-friendly treatments.
Sigourney Street	+ Streetscape improvements on Capitol Avenue and Hawthorn Street near the station
	+ There are bike lanes connecting to the stations
	- Underpasses lack pedestrian-friendly treatments

+ indicates an element that can potentially support TOD;

- indicates an element that might have a negative impact on TOD.





## Parkville Station (Hartford)

### Bicycle & Pedestrian Facilities

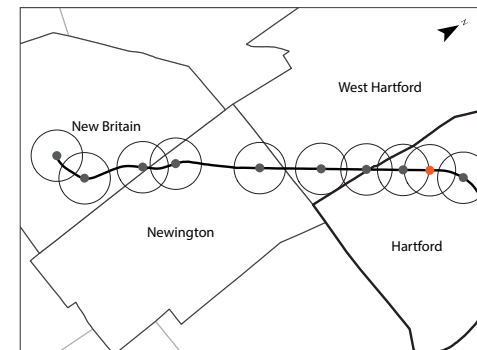
■ CTfastrak Parkville Station

#### Hartford Municipal Bicycle Map

- Municipal Bike Lanes (Striped)
- - - Unmarked Bike Lane Connectors (suggested routes without bike lanes that could be used to connect the municipal bike lane system)
- - - Suggested Thoroughfares (primary routes on streets without bike lanes that are commonly used by cyclists as travel thoroughfares into and through downtown Hartford)

#### Existing Pedestrian Facility Issues

- Lack of Continuous & Walkable Sidewalk on Major Streets Near the Station (One Sidewalk)
- ⊘ Lack of Crosswalk & Pedestrian Signal at Intersection
- × Inadequate Pedestrian Crossing Signalization at Existing Crosswalk
- ⊞ Highway Underpass Lack of Pedestrian-Friendly Feature
- Downtown Streetscape Project



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Figure 95: Bicycle and Pedestrian Facilities: Parkville Station Area

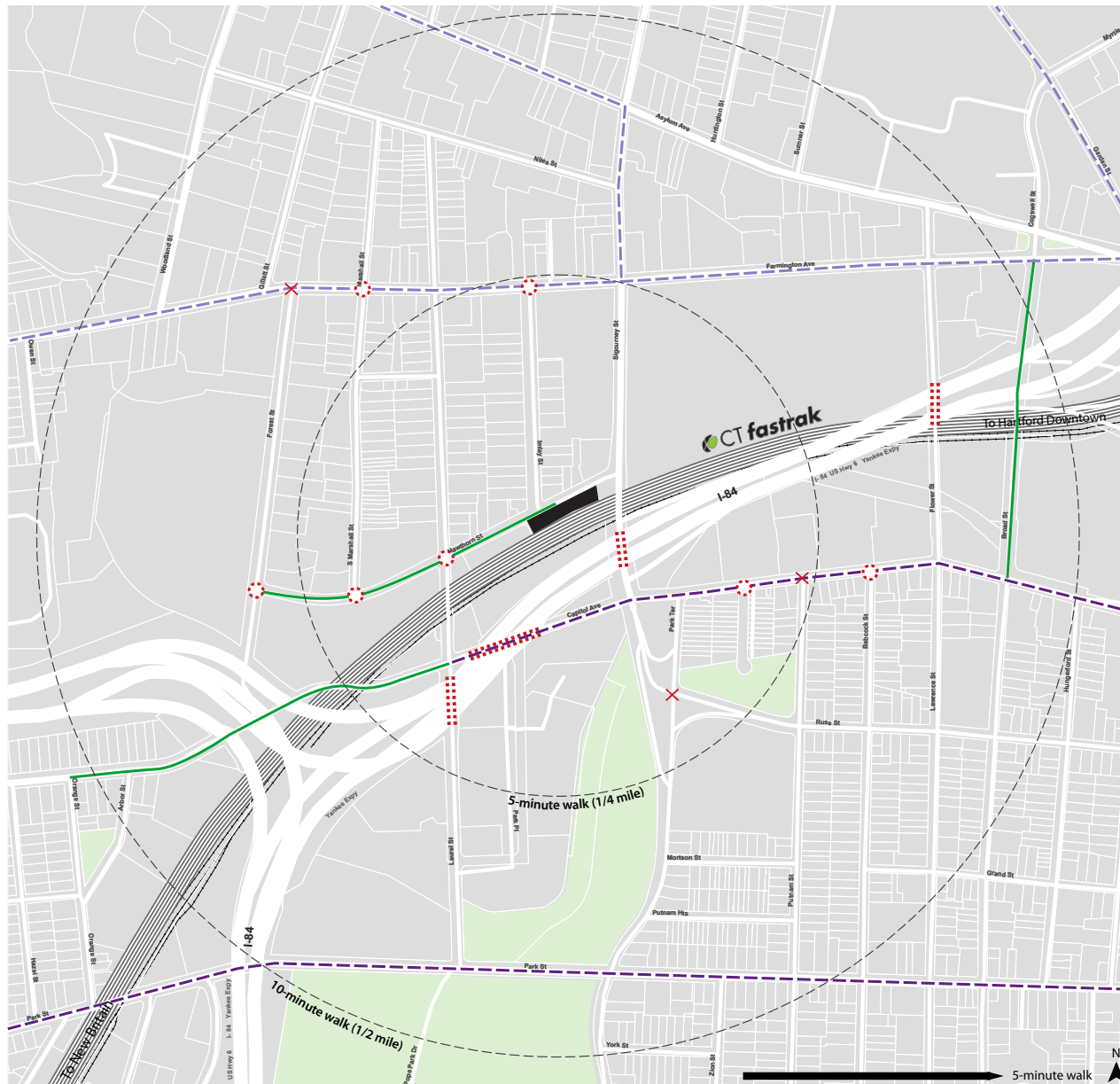


Figure 96: Bicycle and Pedestrian Facilities: Sigourney Street Station Area

## Sigourney Street Station (Hartford)

### Bicycle & Pedestrian Facilities

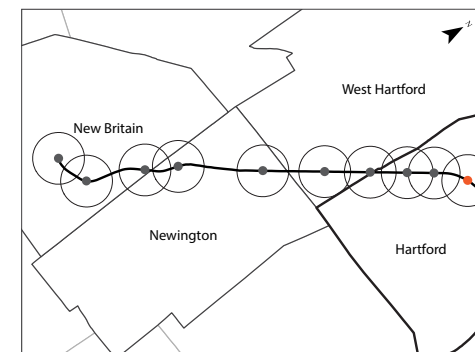
CTfastrak Sigourney Street Station

#### Hartford Municipal Bicycle Map

- Municipal Bike Lanes (Striped)
- - - Unmarked Bike Lane Connectors (suggested routes without bike lanes that could be used to connect the municipal bike lane system)
- - - Suggested Thoroughfares (primary routes on streets without bike lanes that are commonly used by cyclists as travel thoroughfares into and through downtown Hartford)

#### Existing Pedestrian Facility Issues

- - - Lack of Continuous & Walkable Sidewalk on Major Streets Near the Station (One Sidewalk)
- ⊗ Lack of Crosswalk & Pedestrian Signal at Intersection
- × Inadequate Pedestrian Crossing Signalization at Existing Crosswalk
- ⋮ Highway Underpass Lack of Pedestrian-Friendly Feature



CTfastrak TOD CAPACITY STUDY

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## Parking

The Kane Street station area has only three large parcels used for surface level parking; a parking lot for the Stop-and-Shop near Kane Street Station, a parking lot for the Bow Tie Cinema Palace to the south of the station area, and a parking lot for retail use north of the station area (see Figure 97). The Kane Street station area is mostly residential and as a result on-street parking predominates throughout the station area. Kane Street Station has no parking for CT **fastrak** passengers.

The Parkville station area has over 20 surface parking lots and one parking structure, as shown on Figure 98. Parkville also has a parking lot dedicated to CT **fastrak** passengers. In Parkville there are multiple surface parking lots for multi-story residential buildings in the north and west of the station area. The largest surface parking lots in Parkville are owned by a mixture of a schools, churches, Stop-n-Shop and the City of Hartford.

The Sigourney Street station area has 28 parcels that are used only for surface parking and another 16 parcels with over 50 percent asphalt coverage for surface parking serving a building on the lot (see Figure 99). The Asylum Hill Church and Aetna both own multiple surface parking lots within the station area. Other owners of large surface parking areas include the State of Connecticut Department of Revenue Services, the City of Hartford, churches and private multi-family apartment complexes. There are also large surface parking lots adjacent to Sigourney Street Station or located underneath I-84.

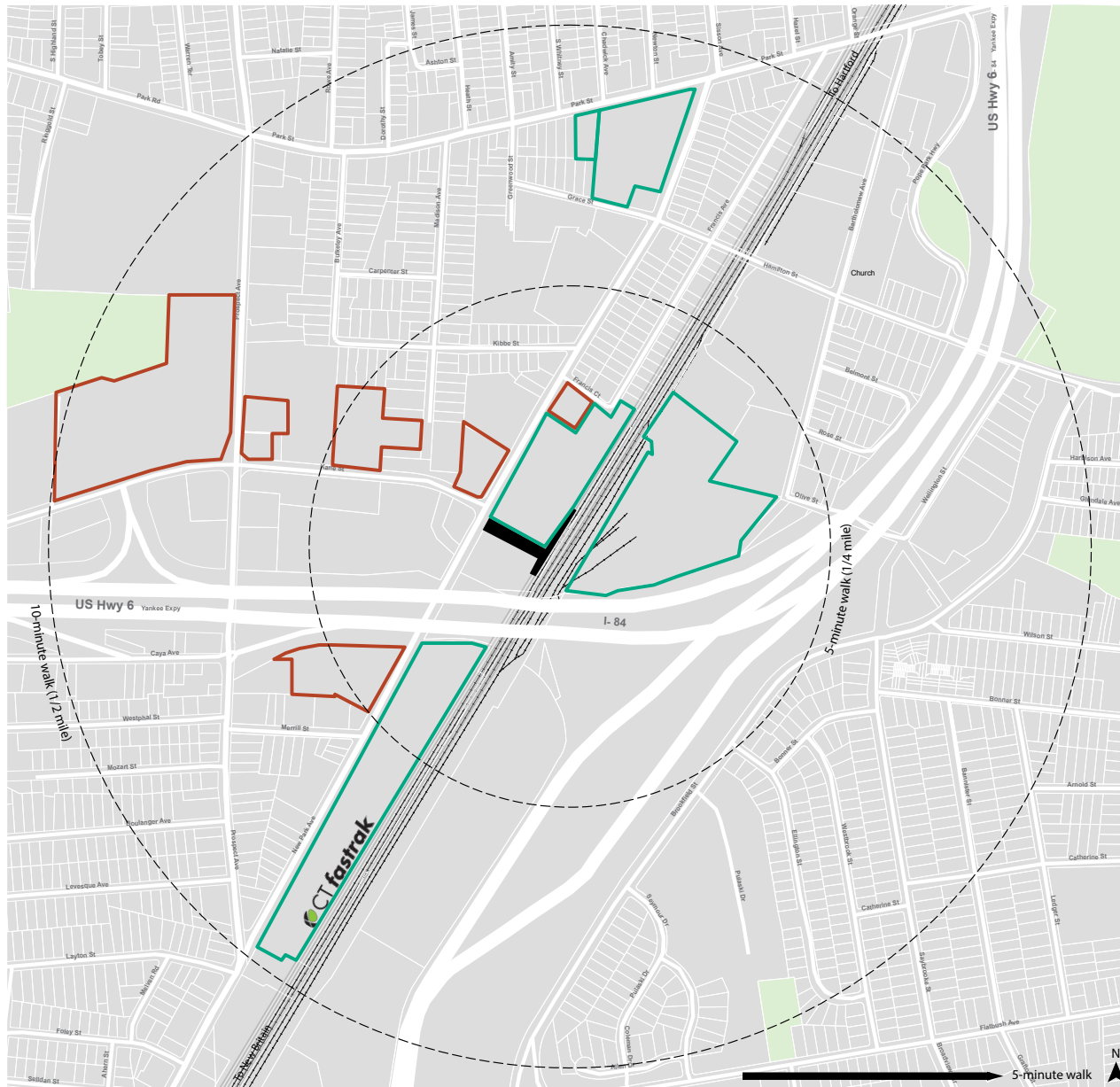
See Table 36 for key parking findings.

**Table 36: Key Parking Findings: City of Hartford Station Areas**

<b>Station</b>	<b>Findings</b>
Kane Street	+ Multiple publicly owned parking lots – depending on status, may provide opportunity for redevelopment
Parkville	+ CT <b>fastrak</b> parking lot
Sigourney Street	+ Multiple publicly owned parking lots – depending on status, may provide opportunity for redevelopment + Multiple surface parking lots owned by single owner

+ indicates an element that can potentially support TOD;

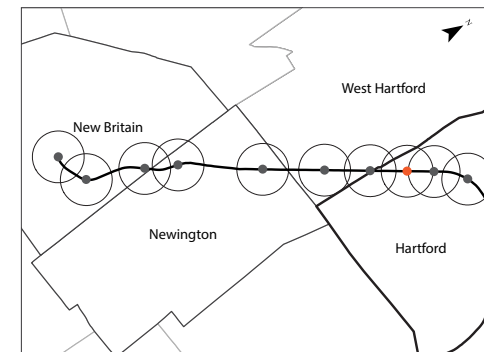
- indicates an element that might have a negative impact on TOD.



## Kane Street Station (Hartford)

### Off-Street Parking

- Parcel with Parking, Full Coverage
- Parcel with Parking, Partial Coverage
- CTfastrak Kane Street Station

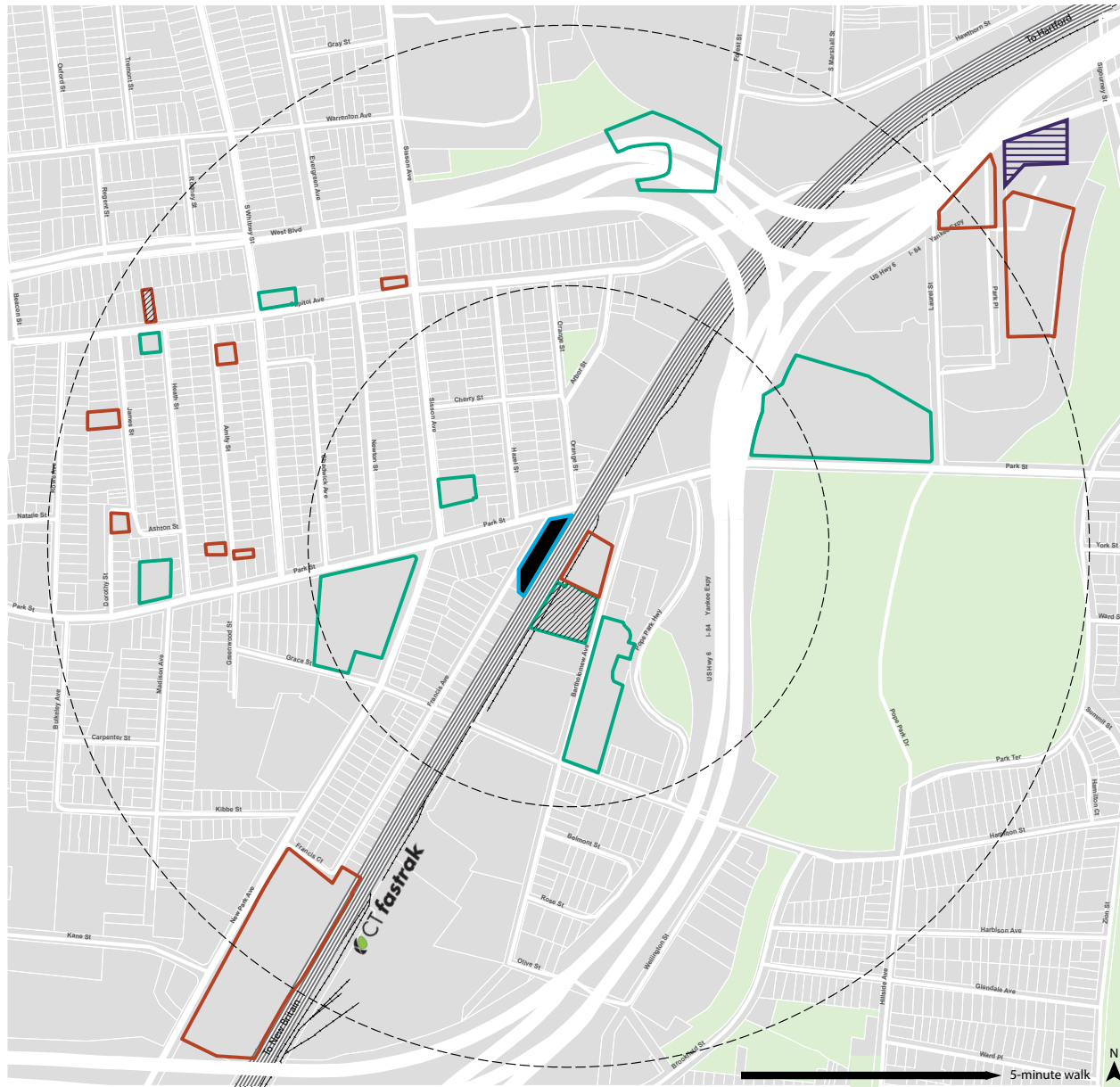


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Figure 97: Parking: Kane Street Station Area

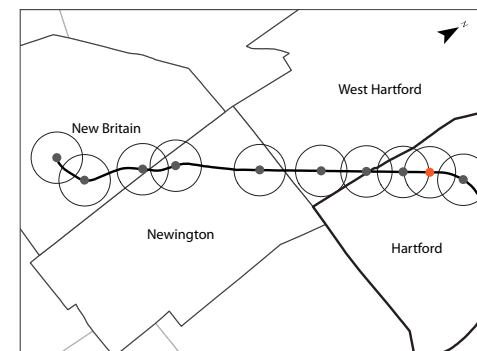




## Parkville Station (Hartford)

### Off-Street Parking

-  Parcel with Parking, Full Coverage
-  Parcel with Parking, Partial Coverage
-  Parking Structure
-  CTfastrak Parkville Station
-  Parcel with CTfastrak Parking
-  Government Owned Parking Lot



5-minute walk

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Figure 98: Parking: Parkville Station Area

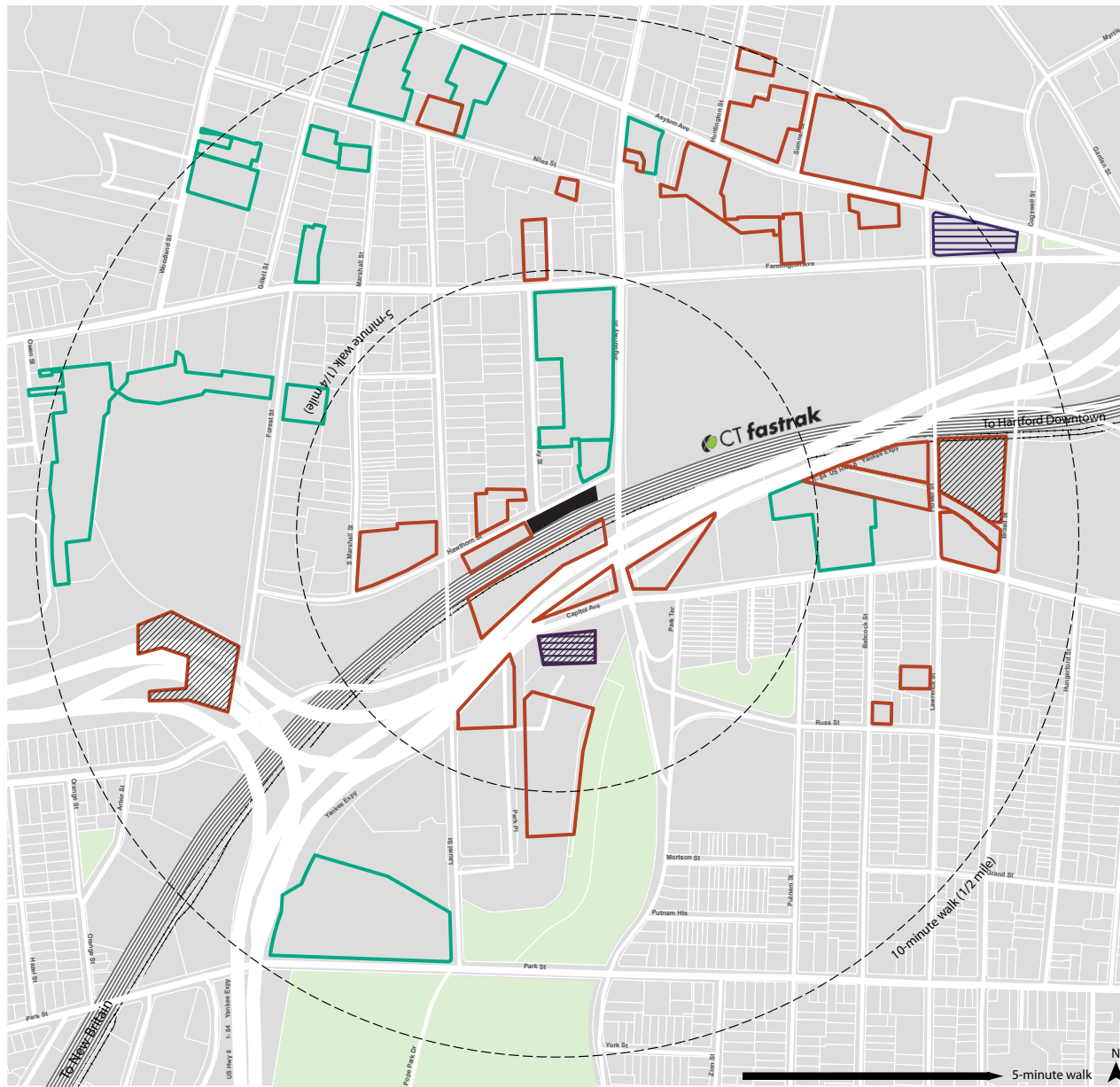
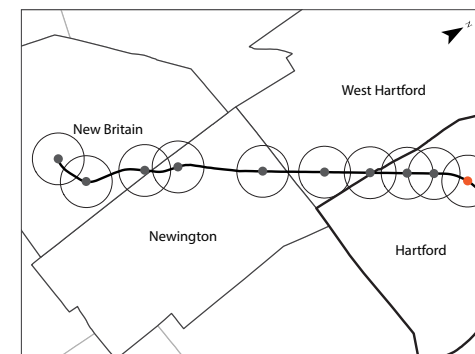


Figure 99: Parking: Sigourney Street Station Area

## Sigourney Street Station (Hartford)

### Off-Street Parking

- Parcel with Parking, Full Coverage
- Parcel with Parking, Partial Coverage
- CTfastrak Sigourney Street Station
- Parking Structure
- Government Owned Parking Lot



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### Community Facilities

Community facilities in the Kane Street station area include Kennedy Memorial Park, Rice Heights Playground, a small portion of Pope Park, four schools, and two churches.

The Parkville station area is fairly similar to Kane Street, as shown on Figure 101. Community facilities include a large shopping center to the east of the station, Pope Park, a small playground and park, three daycare centers, three schools, and five churches.

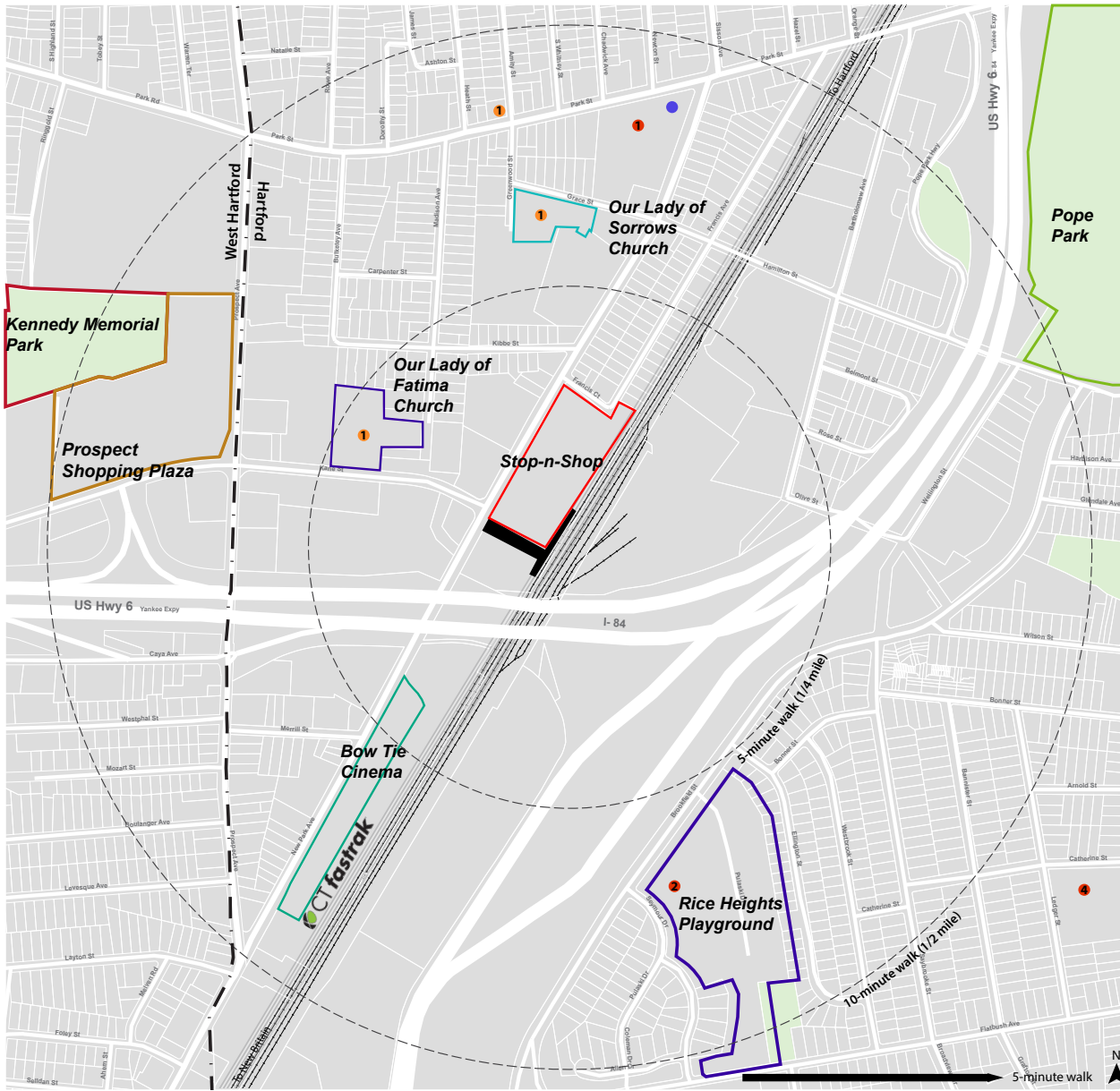
The Sigourney Street station area has the most community facilities of the three stations, as shown on Figure 102. Community facilities include a portion of Pope Park, the State of Connecticut Department of Revenue Services, State of Connecticut Department of Public Health, Public Library, Department of Emergency Management, and the Office of Legislative Management. Aetna, a major job center, is located adjacent to the station. The historically significant Mark Twain House and Museum is located north of the station, along with six schools, one of which is a culinary institute, four daycare centers, and ten religious institutions.

Key community facility findings as shown on Table 37.

**Table 37: Key Community Facilities Findings: City of Hartford Station Areas**

<b>Station</b>	<b>Findings</b>
Kane Street	+ Many parks and schools
Parkville	+ Many daycare centers and children playground facilities + Many parks with amenities
Sigourney Street	+ Government buildings and services + Large job center: Aetna

+ indicates an element that can potentially support TOD;  
- indicates an element that might have a negative impact on TOD.

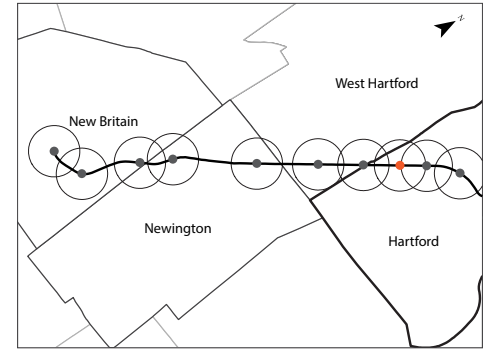


## Kane Street Station (Hartford)

### Community Facilities

- Daycare/After-school facility
- Place of Worship
  - 1 Catholic
- School
  - 1 Parkville Community Elementary School
  - 2 Breakthrough Magnet School
  - 3 McDonough Expeditionary Learning School
  - 4 Moylan Elementary School

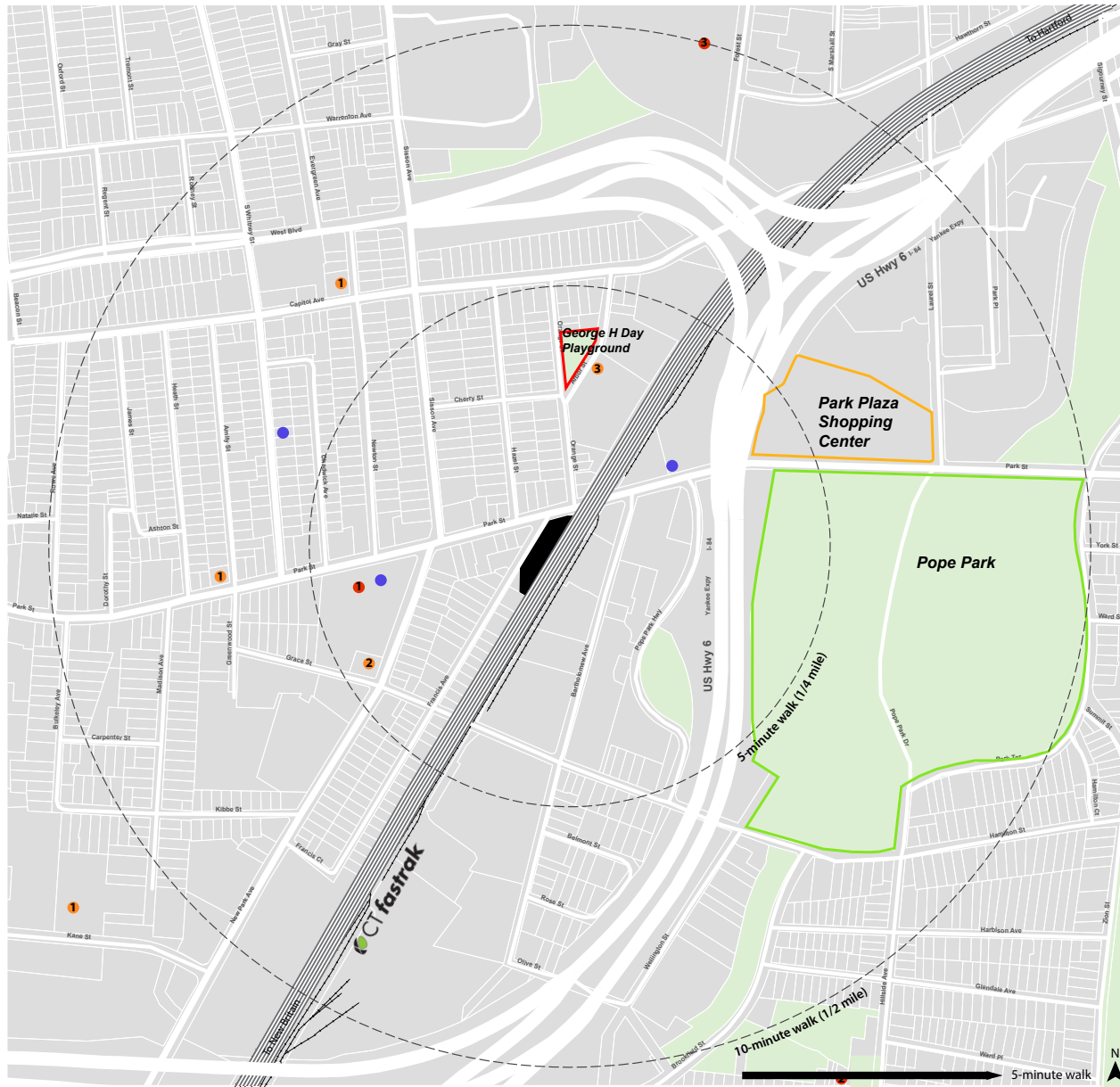
     CTfastrak Kane Street Station



**CTfastrak** TOD CAPACITY STUDY

Prepared by: **PARSONS BRINCKERHOFF**

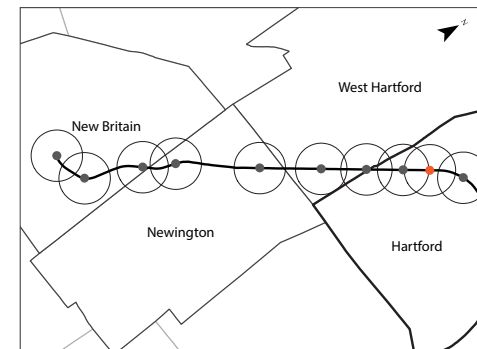
Figure 100: Community Facilities: Kane Street Station Area



## Parkville Station (Hartford)

### Community Facilities

- Daycare/After-school facility
- Place of Worship
  - 1 Catholic
  - 2 Episcopal
  - 3 Other Christian
- School
  - 1 Parkville Community Elementary School
  - 2 McDonough Expeditionary Learning School
  - 3 Hartford Public High School
- CTfastrak Parkville Station



CTfastrak TOD CAPACITY STUDY

Prepared by:  

Figure 101: Community Facilities: Parkville Station Area

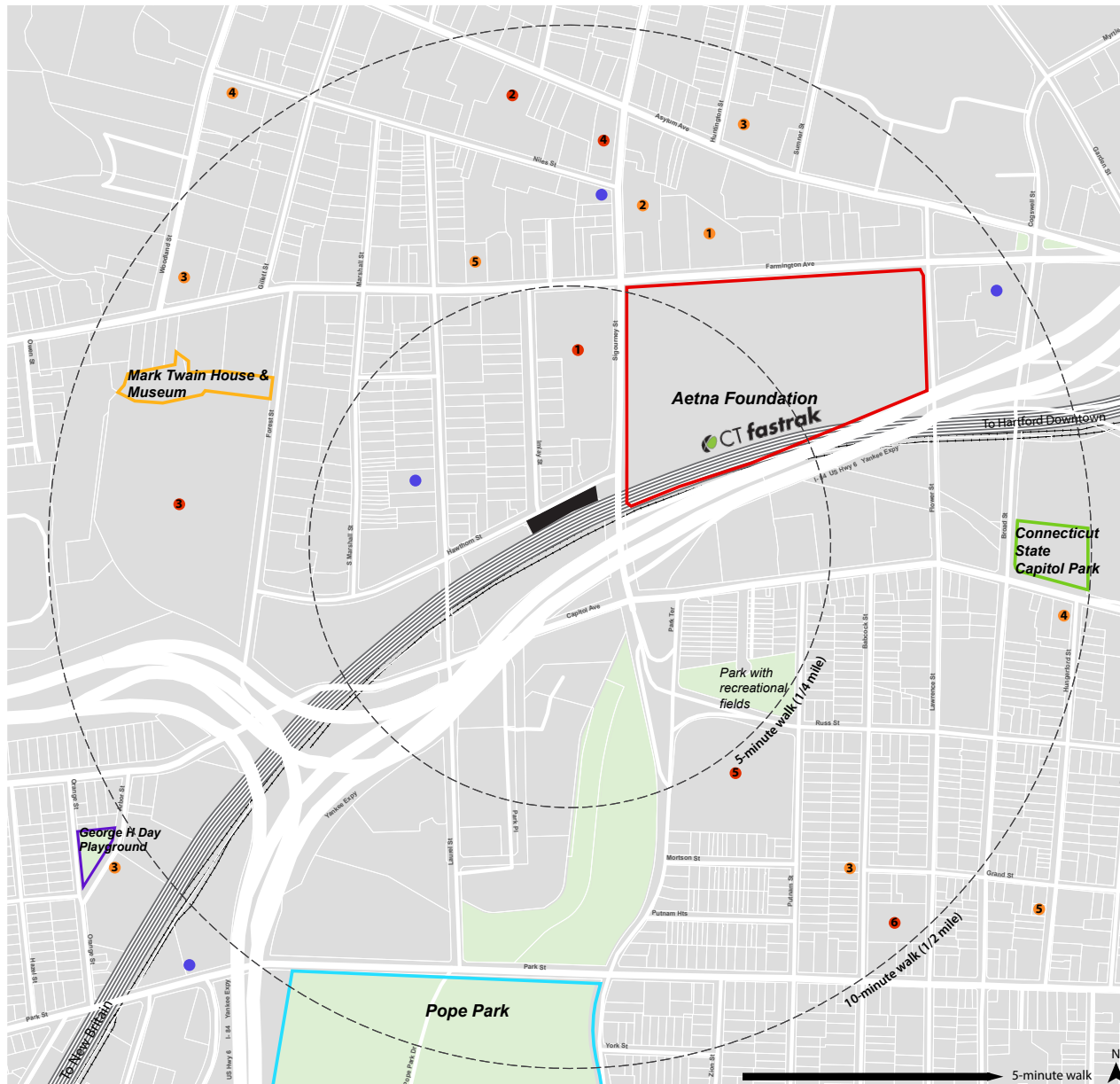


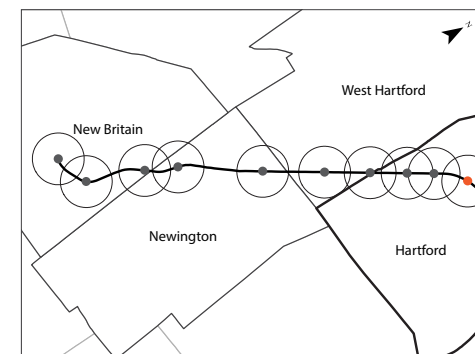
Figure 102: Community Facilities: Sigourney Street Station Area

## Sigourney Street Station (Hartford)

### Community Facilities

- Daycare/After-school facility
- Place of Worship
  - 1 Catholic
  - 2 Episcopal
  - 3 Other Christian
  - 4 Lutheran
  - 5 Muslim
- School
  - 1 Lincoln Culinary Institute
  - 2 West Middle School
  - 3 Hartford Public High School
  - 4 Opportunity High School
  - 5 Burns Elementary School
  - 6 Sanchez Elementary School

■ CTfastrak Sigourney Street Station



CTfastrak TOD CAPACITY STUDY

Prepared by: PARSONS BRINCKERHOFF

## Property Ownership

### Publicly Owned Property

In the Sigourney Street station area, a considerable number of parcels are owned by the CT Department of Housing. The Hartford Redevelopment Agency owns four large parcels around Sigourney Street Station - the City of Hartford owns over 12 small parcels.

There are 20 publicly owned properties, five of which are owned by the State of Connecticut Housing Authority. The City of Hartford Redevelopment Authority owns four of the largest government-owned parcels around the station and eight small parcels are owned by the City of Hartford Tax Collector. The City of Hartford has one municipal office in this station area.

The Kane Street station area contains 18 publicly owned properties, six of which are vacant. Other publicly owned properties include the Hartford Board of Education, Parks Department, and the City of Hartford Tax Collector.

### Privately owned property

There are over 35 vacant properties throughout the Parkville station area. The Kane Street station area has greater amounts of privately owned land when compared to the Sigourney and Parkville station areas. Private properties have high quantities of off-street surface parking that serves single buildings with large footprints.

Key property ownership findings are included in Table 38.

**Table 38: Key Property Findings: City of Hartford Station Areas**





<b>Station</b>	<b>Findings</b>
Kane Street	+ Large number of vacant parcels
Parkville	+ Large amounts of vacant land + Private industrial land along multiple corridors
Sigourney Street	- Limited vacant land

+ indicates an element that can potentially support TOD;  
- indicates an element that might have a negative impact on TOD.



## Kane Street Station (Hartford)

### Property Ownership

-  Publicly Owned Parcels
-  CTfastrak Kane Street Station
-  Privately Owned Parcels
-  Vacant

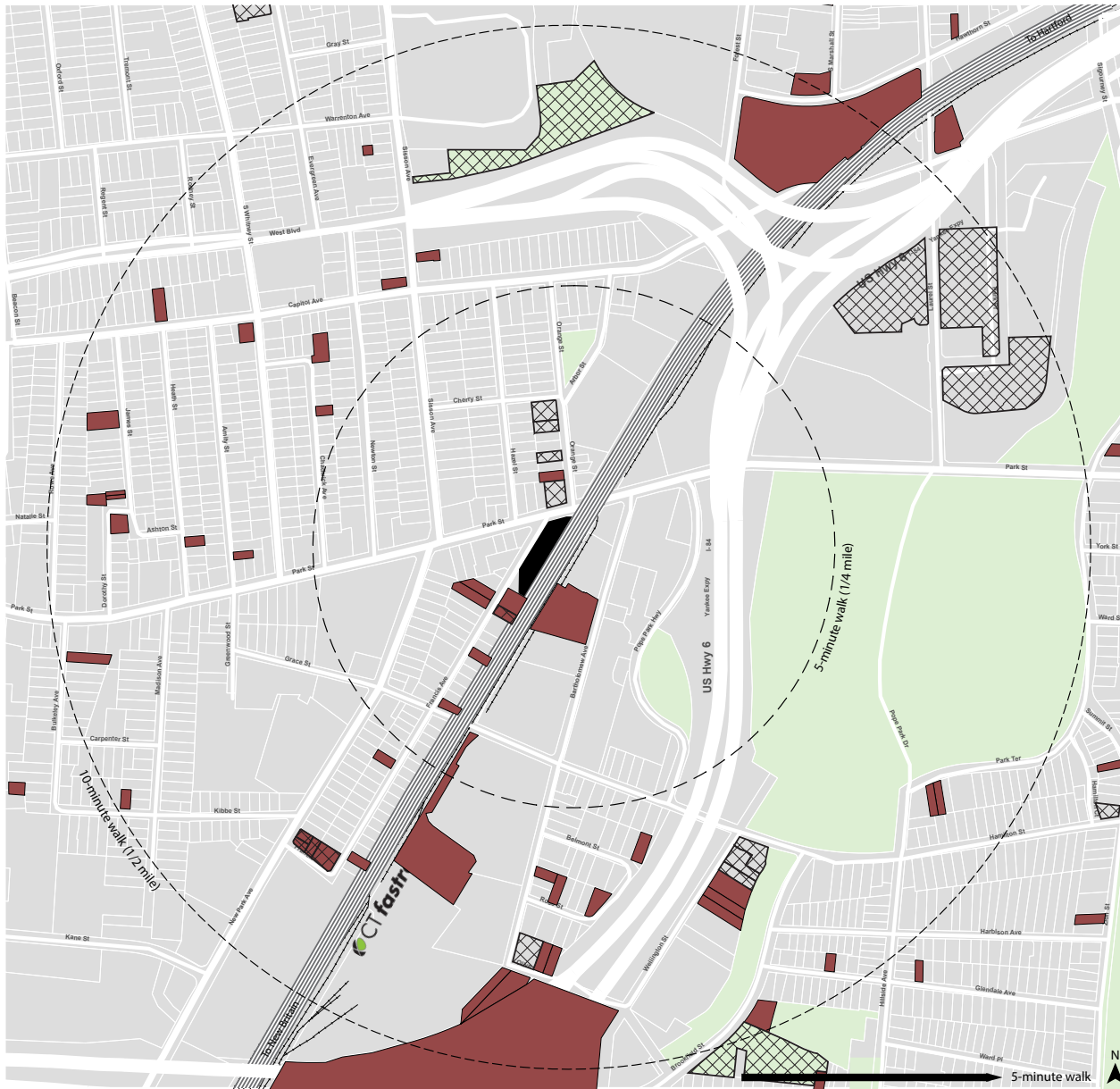


CTfastrak TOD CAPACITY STUDY

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Figure 103: Property Ownership: Kane Street Station Area

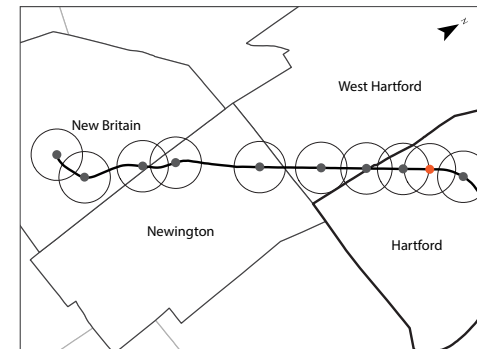




### Parkville Station (Hartford)

#### Property Ownership

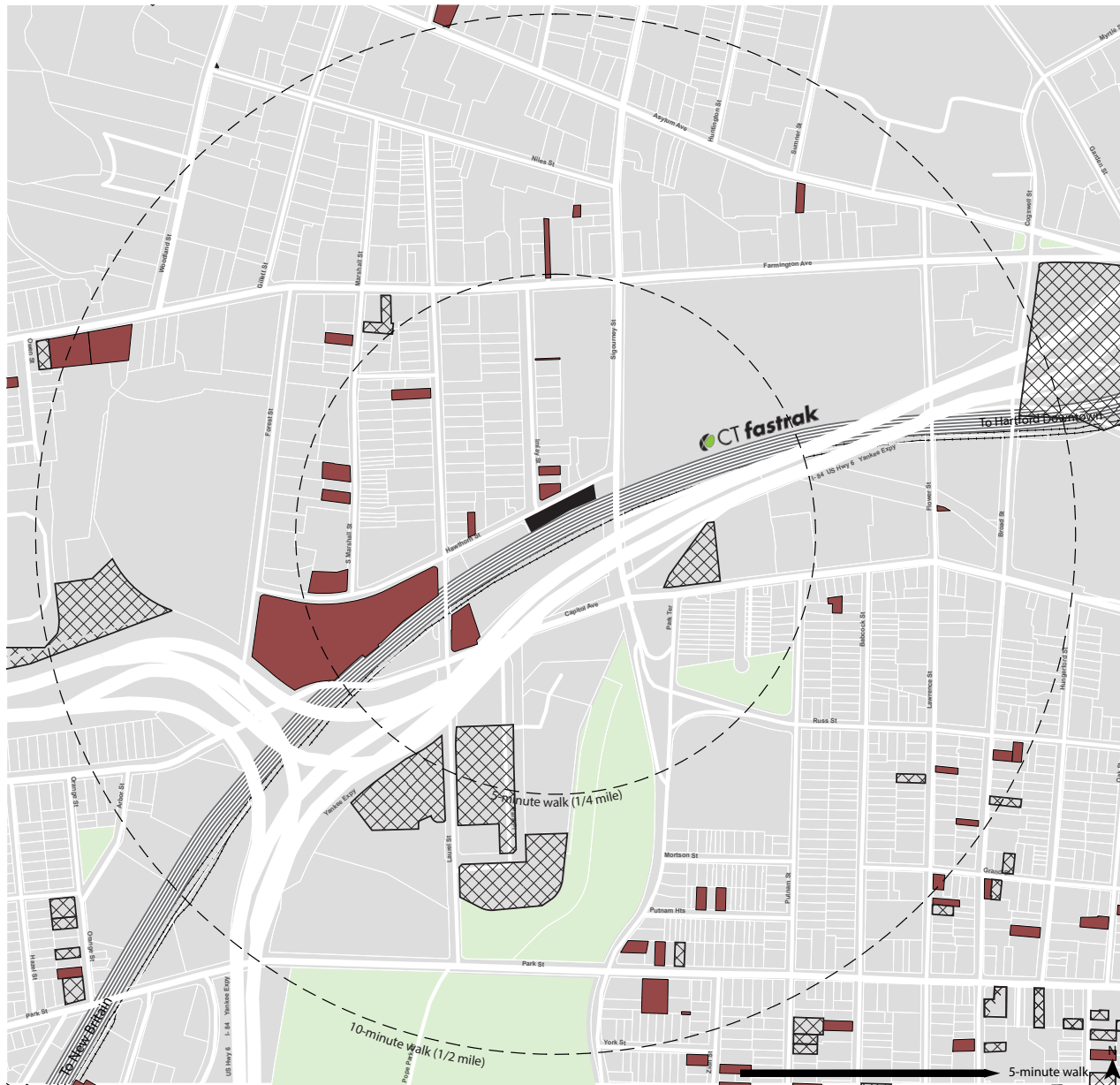
-  Publicly Owned Parcels
-  CTfastrak Parkville Station
-  Privately Owned Parcels
-  Vacant



**CTfastrak** TOD CAPACITY STUDY





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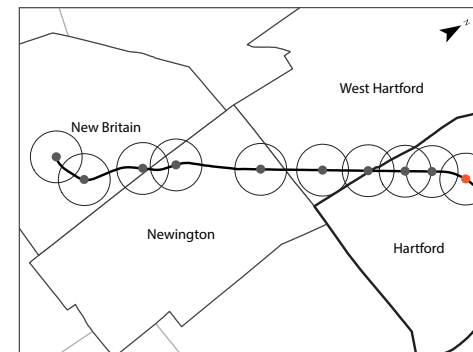
Figure 104: Property Ownership: Parkville Station Area



## Sigourney Street Station (Hartford)

### Property Ownership

-  Publicly Owned Parcels
-  CTfastrak Sigourney Street Station
-  Privately Owned Parcels
-  Vacant



### CTfastrak TOD CAPACITY STUDY

Prepared by:  

Figure 105: Property Ownership: Sigourney Street Station Area

## Market & Demographics

Nearly 20,000 people – 15 percent of Hartford’s total population – live within Hartford’s three station areas. The three station areas mirror the city’s overall low median household income (\$25,000), high unemployment rate (16 percent), low educational attainment (27 percent without high-school degree), and a racially diverse population. When compared to the broader County, Hartford and its three station areas have a significantly lower-income population, as shown on Figure 106. Median household incomes are less than half of the County’s, while unemployment rates are more than double. However, Hartford’s station areas compare more favorably to the CT**fastrak** Corridor. While median incomes are 19 percent higher in the Corridor and populations are less diverse, unemployment rates, educational attainment, vacancy rates, and average age are similar.

Hartford’s three station areas represent a diversity of demographics, land uses, and opportunities. Moving south along Hartford’s station areas from Downtown Hartford towards West Hartford, demographic indicators signal a rise in household income. Station area household incomes rise from \$21,900 at Sigourney Street to \$28,900 at Kane Street, while unemployment rates drop 6 percent between the two stations from 19 percent to 13 percent, respectively. This shift can be attributed in part to Kane Street’s proximity to Hartford’s wealthier Behind the Rocks neighborhood.

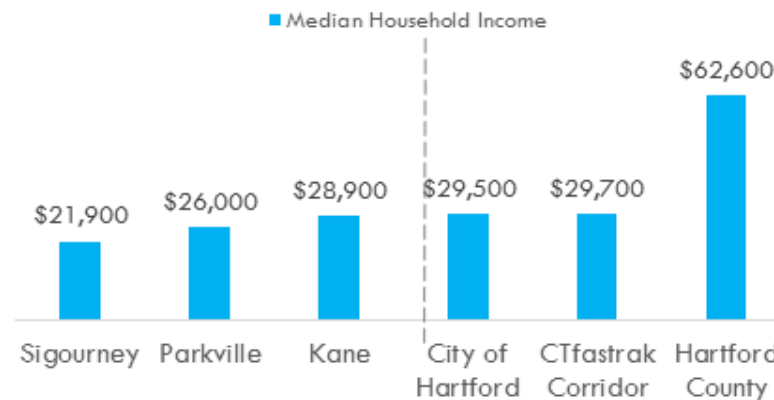


Figure 106: Demographic Indicators, Hartford, 2015

Source: U.S. Census Bureau, Esri

### Residential

Hartford's station areas are characterized by a high proportion of multifamily, rental, and vacant housing units. Seventy-seven percent of the nearly 10,000 housing units that exist in Hartford's station areas are renter-occupied, and 23 percent are owner-occupied (see Figure 107). The proportion of renters is significantly higher than County averages and remains well above that of the other station areas along the CTfastrak Corridor. Two thirds of the housing units in Hartford's station areas are multifamily, nearly 40 percent more than station areas in neighboring West Hartford.

Similar to other station areas along the Corridor, housing stock is showing sign of age. Over 85 percent of total housing units in the Hartford station areas were built before 1980. Hartford's station areas are an active housing market - there are currently nearly 50 homes up for sale at an average sale price of \$65 per square foot, while rental units are asking an average of \$1.16 per square foot per month.<sup>10</sup> Compared to the rest of the Corridor, sale prices in the City of Hartford's station areas are higher than New Britain's, but remain significantly lower than prices in Newington and West Hartford. At \$141,300, median home values in Hartford station areas are the lowest in the Corridor. The Sigourney Street station area consists of numerous high quality brick residential buildings. While aging, this building stock represents a unique draw for potential residential development.

### Retail

Hartford's station areas support small-scale retail uses near Parkville Station and larger strip-mall sites adjacent to both Parkville Station and Kane Street Station. Over 100 of the station areas' 354 general retail stores are located on Park Street within walking distance of CTfastrak's Parkville Station. The Kane Street Station is located next to a 55,000 square foot strip mall and within walking distance to the Prospect Shopping Plaza. Currently, nearly 18 buildings supporting retail uses are for sale within the station areas. Asking sales prices for these properties is generally higher than other station areas in the Corridor, with most selling for approximately \$70 per square foot. Rents for retail uses are lower than other station areas

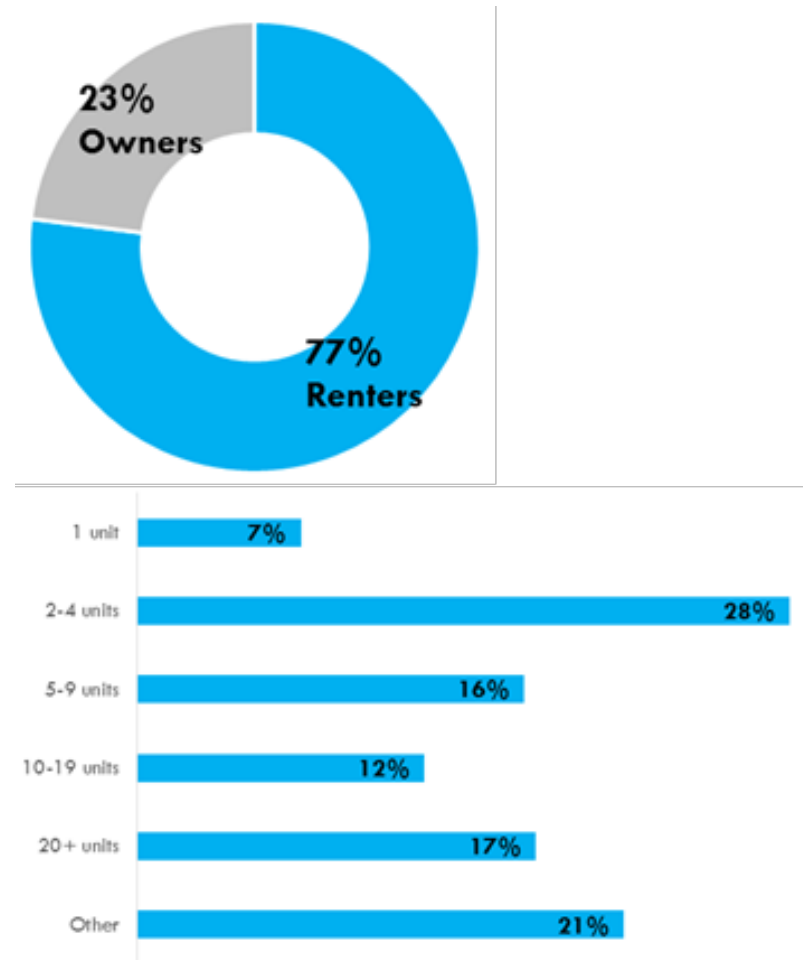


Figure 107: Hartford Station Area Housing by Tenure and Units in Structure, 2015

Source: U.S. Census Bureau, Esri

<sup>10</sup> CoStar, 2015.

along the Corridor, with most asking approximately \$15 per square foot. A large proportion of the building stock for retail uses is well over 50 years old, and only 15 have been built since 2000. Average rentable building area for retail use in the station areas is approximately 8,500 square feet, with 10 buildings supporting retail over 50,000 square feet and 65 over 10,000 square feet.<sup>11</sup>

### Office

The City of Hartford’s commercial office building market is anchored by the presence of Aetna’s headquarters in the Sigourney Street station area. The national health-care insurance company operates a 1.2 million square foot landmark commercial office property built in 1930. The presence of Aetna, across the street from CT**fastrak**’s Sigourney Street station, has supported the commercial office development market in the station area for many years. Today, nearly 250 commercial office buildings exist in Hartford’s three station areas. Listed commercial properties in the station areas command sale prices of approximately \$60 per square foot and asking rents of \$15 per square foot. Buildings are older than elsewhere along the Corridor – over 80% were constructed prior to 1970, and only three commercial properties have been built since 1990.<sup>12</sup> Some of the Parkville station area’s aging building stock has been repurposed into creative sector office uses, building off the momentum of the nearby long-standing Real Art Ways non-profit art gallery, cinema, and performance space. Repurposing warehouses and office buildings near Parkville Station has the potential to revive commercial development in the station area.

### Anchors

Although Hartford benefits from a number of leading cultural, academic, private, and medical anchors, only Aetna is located within a CT**fastrak** station area. Hartford’s strong academic and medical anchors include Trinity College, the University of Connecticut School of Law, and Hartford and St. Francis Hospitals. Cultural magnets include the Bushnell Center for the Performing Arts and Wadsworth Atheneum. Private firms – mostly

in the financial services and insurance industries – include Phoenix Companies, the Hartford Financial Services Group, Traveler’s, and Aetna. Altogether, these anchor institutions support over 3,000 students, provide over 1,500 hospital beds, employ thousands of workers, and drive tourism in the area. Most of these anchors are located at least one mile from a CT**fastrak** station but are easily accessible via CT**fastrak**’s downtown loop. Many of these anchors benefit from density, new amenities, and transit infrastructure at Sigourney Street, Parkville, or Kane Street station areas.

**Table 39: Key Market Findings: City of Hartford Station Areas**

<b>Station</b>	<b>Findings</b>
Kane Street	+ Grocery (Stop n Shop) is only one in city and is a destination for many Hartford residents - Limited presence of residential and other commercial activity
Parkville	+ Strong retail corridor on Park Street + Developing cluster of art/nonprofit/creative office uses in repurposed industrial spaces + Developer interest in area - A supportive housing development is seen as having potential to overwhelm the character of a transitioning neighborhood
Sigourney Street	+ Strong anchor presence (Aetna) + Good building stock - Relatively low incomes

+ indicates an element that can potentially support TOD;  
- indicates an element that might have a negative impact on TOD.

<sup>11</sup> CoStar, 2015.

<sup>12</sup> CoStar, 2015.

## TOD Capacity Evaluations

Based on the existing conditions analysis, an evaluation of each station area's TOD capacity was conducted. For purposes of this study, "TOD capacity" measures the degree to which the keys to successful TOD implementation are in place in each community. Each station area's TOD capacity is an important baseline for determining appropriate recommendations presented in Chapter 5 to implement TOD. This evaluation qualitatively measures the economic and physical challenges and opportunities in each station area, with respect to five site-specific criteria:

**Site Assembly:** Site assembly speaks to the number of sites and diversity of owners involved in the targeted development area. If the targeted development area is comprised of one site owned by a private developer, site assembly will be viewed as a neutral condition with respect to fostering development at the site. If this single site is owned by a public entity or a private entity that has publicly expressed interest in development, site assembly will be viewed as an opportunity for development. If the targeted development area is comprised of multiple sites with different owners, site assembly will be difficult and presents a challenge to fostering meaningful development at the station area.

**Market Feasibility:** Market feasibility addresses whether, on a qualitative basis, there is sufficient demand to warrant additional development at the selected station. If on a qualitative basis there is significant demand but limited supply for a specific use, such as higher density residential, market feasibility will be viewed as an opportunity. If on a qualitative basis it is determined that there is no market demand for a specific use, market feasibility will be viewed as a challenge.

**Zoning:** Current zoning was assessed to determine whether it fosters or limits TOD. If the site's zoning allows for high-density mixed-use development, typical of TOD, then zoning will be viewed as an opportunity. If on a qualitative basis there is determined to be market demand for development but the projects are not moving forward because of the current zoning, then zoning would be viewed as a challenge.

**Public Infrastructure:** Public infrastructure considers the condition of the roads, public transit, parking areas and utilities that are currently servicing the area. If the in-place infrastructure is able to support TOD, then the public infrastructure will be considered an opportunity for the site. If significant improvements need to be made to the roadwork or other infrastructure, public infrastructure will be perceived as a challenge.

**Catalysis Potential:** If target development areas can influence TOD on adjacent sites then catalytic potential will be viewed as strong. For example, if converting the site of a car wash into a walkable retail complex will spur future TOD of adjacent sites, the site will be viewed as a catalyst for positive change.

For each criterion, the station area received an evaluation of either high, medium, or minimal. All five evaluations were then taken into consideration to calculate a final TOD capacity level of the same nature. The following are results of the TOD capacity evaluation for each CT **fastrak** station area.

### Downtown New Britain, East Main Street, and East Street Station Areas

Table 40 is a summary of TOD capacity for the New Britain station areas. Downtown New Britain presents the most immediate opportunity for the City, but opportunities at East Street could also prove to be catalytic.

Table 40: Summary of TOD Capacity for station areas in New Britain

Criteria	Downtown New Britain	East Main Street	East Street
Site Assembly	High	Medium	Minimal
Market Feasibility	Medium	Medium	High
Zoning	High	Medium	Medium
Public infrastructure	High	Medium	Medium
Catalytic Potential	Medium	Minimal	High
<b>Development Potential</b>	<b>High</b>	<b>Minimal</b>	<b>Medium</b>

### Cedar Street and Newington Junction Station Areas

Table 41 is a summary of TOD capacity for the Newington station areas. Despite strong market conditions, TOD is unlikely in the near term due to the Town's suburban nature and lack of consensus on development.

Table 41: Summary of TOD Capacity for station areas in Newington

Criteria	Cedar Street	Newington Junction
Site Assembly	Medium	Minimal
Market Feasibility	High	High
Zoning	Minimal	Minimal
Public infrastructure	Minimal	Medium
Catalytic Potential	Minimal	Minimal
<b>Development Potential</b>	<b>Minimal</b>	<b>Minimal</b>

### Elmwood and Flatbush Avenue Station Areas

Table 42 is a summary of TOD capacity for the West Hartford station areas. Flatbush Avenue's existing activity and future multimodal connections provide more potential for mixed-use multifamily housing and retail.

Table 42: Summary of TOD Capacity for station areas in West Hartford

Criteria	Flatbush Avenue	Elmwood
Site Assembly	High	Medium
Market Feasibility	High	High
Zoning	High	Medium
Public infrastructure	Medium	Medium
Catalytic Potential	Medium	Medium
<b>Development Potential</b>	<b>High</b>	<b>Medium</b>

### Kane Street, Parkville, and Sigourney Street Station Areas

Table 43 is a summary of TOD capacity for the Hartford station areas. With the most catalytic potential, supportive zoning, and larger land parcels, Parkville offers the most immediate development opportunity.

Table 43: Summary of TOD Capacity for station areas in Hartford

Criteria	Kane Street	Parkville	Sigourney Street
Site Assembly	High	High	Minimal
Market Feasibility	Medium	High	High
Zoning	High	High	Medium
Public infrastructure	Minimal	Medium	Medium
Catalytic Potential	Minimal	High	Medium
<b>Development Potential</b>	<b>Medium</b>	<b>High</b>	<b>Medium</b>

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# Chapter 4: Transit Oriented Development (TOD) Desire and Readiness Assessment

## Introduction

To support future TOD along the CT**fastrak** Corridor, CTDOT has commissioned this comprehensive TOD station area development feasibility study. A key component of this study is assessing the desire and readiness for TOD at each station area along the CT**fastrak** Corridor.

The purpose of the TOD Desire and Readiness Assessment (DRA) is to collaborate with communities to identify locally-preferred, catalytic and achievable transit-oriented development propositions and propose station-area improvements to encourage investment within the area surrounding CT**fastrak** stations.

Transit-oriented development can take on many forms depending upon economic, community and geographic context. The TOD DRA process is designed to shape win-win developments for both residents and business owners. An important aspect of the assessment is recognizing the extent to which a community has desire for new development. The process recognizes that every place has a different level of interest and readiness with respect to new growth. It aims to work with stakeholders to enable locally supported solutions that enhance the use of existing spaces to allow downtown businesses to grow, create jobs, and provide affordable and vibrant places for young people, families and seniors to live.

## TOD Desire and Readiness

The TOD DRA began with the identification and recruitment of key stakeholders within each of the station areas along the CT**fastrak** Corridor. Participating stakeholders included elected officials and local leaders from a wide range of community and municipal organizations including city planning agencies, economic development departments, Neighborhood Revitalization Zones (NRZ's), the Capitol Regional Council of Governments (CRCOG), local community organizations, business organizations and anchor institutions such as universities and key regional employers.

Following the identification of stakeholders, each participant was issued a TOD questionnaire designed to solicit feedback on each station area's degree of desire and readiness for TOD. After completing the TOD questionnaire, the stakeholders were invited to participate in a TOD DRA workshop to formally discuss existing physical and market conditions and potential development opportunities around the station areas within their jurisdiction. A total of three TOD Desire and Readiness workshops were organized in Hartford, West Hartford, and New Britain between December 10, 2015 and January 7, 2016. The Town of Newington was not a participant, as it chose to participate in a separate but parallel process. At each workshop the consultant team facilitated participants in mapping the location of TOD opportunities and constraints associated with TOD around each station area. A summary of this information was recreated digitally and presented on the figures following the Desire and Readiness Analysis.

The final phase of this process was the synthesis of the information, feedback, and ideas received by participating stakeholders, the results of which are presented in this chapter.

For a complete list of DRA workshop participants, refer to the Participant List in the Supporting Documentation section of this chapter.

## Methodology

The TOD DRA process is designed to help stakeholders gauge the level of preparedness for TOD and, if development is desirable, identify what might be needed to stimulate investment. This process used the following criteria to evaluate each station area along the CT **fastrak** Corridor.

### Defining Desire and Readiness for TOD in a Community

In each station area, the local community needs to express its level of desire for TOD in order to set the context for each station area strategy. High desire (which, in turn, suggests a community's degree of readiness) is illustrated by a community that strongly supports mixed-use development in the station area and sees the station as a centerpiece to development.

Not every station is suitable for TOD. Communities define their desire based upon surrounding land uses, surrounding densities and neighborhood character. However, a lower desire only reflects current opinion and does not necessarily mean that there are no opportunities for future development and other improvements. In station areas where desire is lower, there may still be a need to consider what public realm improvements can optimize the relationship between the station and the surrounding community that would result in greater use of the station and reduced automobile dependence.

Desire is needed to develop an action plan for implementation. Communities that have desire will be better prepared to coordinate opportunities with developers, implement the steps necessary to achieve capital improvements and/or development opportunity and build consensus

amongst all stakeholders on a shared pathway to achieve the goals set for the station area.

Building upon the desire for TOD, each community is also evaluated for its level of preparedness to implement TOD. Readiness translates a community's desire into an understanding of the level of preparedness that the community has to achieve the TOD within the context that it envisions.

The readiness evaluation focuses upon physical conditions and upon the capacity of the local leadership to implement TOD. Using four overarching evaluation criteria, our analysis identifies those gaps and critical missing actions that are needed to progress a station area development strategy from planning to implementation.

The following four criteria are essential ingredients to successful implementation of TOD. Throughout the TOD DRA process, these criteria are used to frame discussions around development potential and to gauge the degree of desire and readiness for TOD in the community surrounding the station.

TOD Desire and Readiness evaluation criteria:

- 1. Physical Suitability** - A station area's physical context, including availability of large parcels, simple ownership patterns, pedestrian accessibility, land use composition, vehicular circulation, and transit connectivity, can either support or provide obstacles for TOD. Stakeholders were asked to evaluate the physical ability of the station area to support TOD.
- 2. Public Sector Readiness** - Having the appropriate regulatory framework, provision of incentives, and local plans in place within the station area is important for both the feasibility and timeframe for implementing TOD. Stakeholders were asked to evaluate the extent to which the public sector has taken the necessary steps to make the station area "development-ready."

3. **Developer Interest** - Most TOD is initiated by the private sector and through public-private partnerships. Stakeholders were asked to evaluate the extent to which there is demonstrated developer interest in the station area.
4. **Leadership in Place** - Leadership and stewardship of planning initiatives at the local and regional level is essential to successful implementation of TOD. The assessment asked stakeholders to evaluate the degree to which there is leadership mobilized or who could be mobilized in support of livable transit-oriented development.

## Summary Findings

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Following a full synthesis of the stakeholder feedback, a summary graph, shown in Figure 108, and criteria scales (presented in TOD DRA Analysis section of this chapter) were developed to summarize and illustrate how each station area performed according to the four TOD DRA evaluation criteria. These graphical summaries and station area evaluations inform the prioritization of stations and TOD sites during the later phases of this Study.

### Desire and Readiness Analysis

The Downtown New Britain and Parkville station areas exhibited the highest desire and readiness for TOD of all stations assessed. These station areas are already experiencing development interest related to the CT **fastrak** transit investment, including planned private sector residential projects and anchor institution expansion plans. Other station areas, such as Sigourney Street and East Street, have strong potential for TOD from a local leadership perspective, but potential new development is constrained by lack of sufficiently sized parcels for mixed-use development, regulatory complexity, poor physical access to potential TOD sites that adjoin the CT **fastrak** Corridor, and limited market demand. There is relatively moderate demand for new residential and commercial development in the Elmwood and Flatbush Avenue station areas. If necessary, the Town should hire an outside consultant to assist with TOD-related initiatives - including any rezoning.

Based on data review, stakeholder feedback, and site visits, the DRA process has yielded the following summary observations:

- The Downtown New Britain and Parkville station areas have highest potential for TOD, followed by Flatbush Avenue and Elmwood station areas. These areas have generally supportive zoning, physical attributes, and market interest. These areas have also exhibited the most development activity, political support, and/or major anchor presence.

- ▶ There is a strong need for a coordinated vision and land use plan at the Parkville, Kane Street, Flatbush Avenue, and Elmwood station areas. As these four station areas are linked via New Park Avenue and strongly tied to both Hartford and West Hartford (with Flatbush Avenue Station divided in half by the Hartford-West Hartford municipal boundary), these plans would ideally be developed in coordination with the City of Hartford and West Hartford and supported by CRCOG. However, although inter-jurisdictional coordination is ideal and may lead to successful implementation, each municipality could carry out local development projects successfully without neighboring city support.
- ▶ Despite the successful inception and operation of CT**fastrak**, many potential TOD sites have access challenges (a vestige of the former industrial nature of development of the corridor), and legacy zoning regulations that create considerable barriers to TOD development.
- ▶ Of the three municipalities evaluated as part of the DRA process, the cities of New Britain and Hartford have the strongest local leadership in place and public sector readiness for TOD. For example, the City of Hartford recently overhauled its zoning regulations, with form-based elements included to encourage mixed-use, transit-friendly, and compact development. New Britain is in the midst of adopting Incentive Housing Zones at each of its three station areas, and has one of the only locally adopted Complete Streets Master Plans in Connecticut – all of which will help drive TOD at its station areas. Although considerable market barriers exist around their stations, both cities are well-positioned to capture TOD as the market changes.

## TOD DESIRE AND READINESS ASSESSMENT

TOD Desire and Readiness evaluations by workshop participants  
Hartford, West Hartford and New Britain station areas

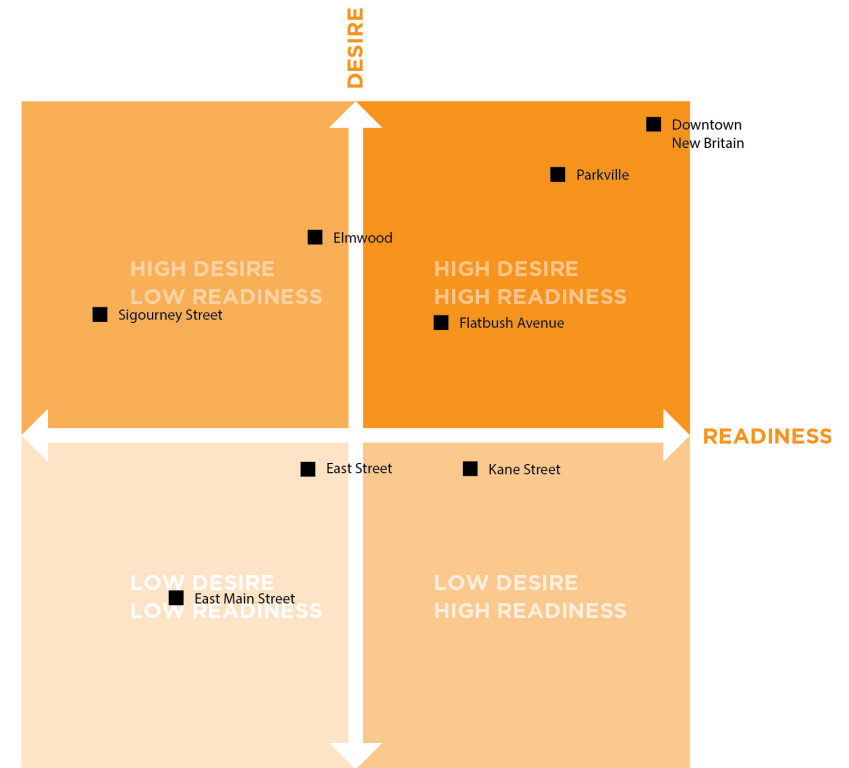


Figure 108: TOD Desire and Readiness Assessment Graph, CT**fastrak** Stations in Hartford, West Hartford and New Britain, Connecticut

## TOD Desire and Readiness Analysis

Each CT **fastrak** station area was assessed according to each of the four criteria, as outlined in the Methodology section of this chapter. The following analysis is a summary of feedback from stakeholders that participated in the DRA process. The analysis below was completed for each of the station areas in New Britain, West Hartford, and Hartford. It is organized by DRA criteria, and summarizes each station area's performance. It is important to note that the Town of Newington chose not to participate in this analysis, and plans to conduct its own workshop with municipal stakeholders to develop a strategy for economic growth.

### Downtown New Britain Station

#### Summary

The New Britain station area is located in the historic downtown of New Britain, a fairly dense urban area with a healthy mix of retail, restaurant, office, and civic uses. Of all CT **fastrak** stations, it has the highest degree of desire and readiness for TOD. Its current walkability, dense commercial and institutional presence, availability of large TOD sites, public open space and future Incentive Housing Zone (IHZ) Zoning Overlay Districts offer considerable TOD potential.

Figure 109 provides a graphical interpretation of the station area's performance according to the four DRA evaluation criteria. Figure 110 summarizes the key TOD issues and opportunities identified by stakeholders.

#### Physical Suitability

Physical amenities and land use characteristics close to the core of Downtown New Britain that were identified by stakeholders as assets in the station area include the Walnut Hill Historic District adjacent to Main Street, housing in the Harris Complex, the new 4.5 mile multi-use path that extends along the CT **fastrak** guideway from Newington Junction Station to Downtown New Britain Station, commercial corridors along Arch Street and Broad Street north of Route 72, and a diversity of educational and

### TOD DESIRE & READINESS CTfastrak Downtown New Britain Station



Figure 109: TOD Desire and Readiness Scale: Downtown New Britain Station Area

government services within walking distance of the station including four schools, a new public safety complex, and New Britain City Hall. In combination, these amenities and land use characteristics will help support future growth in downtown New Britain.

Much of Downtown New Britain is located within the station area, which places New Britain at the top in terms of physical suitability. However, Route 72, a six-lane and below grade state highway, bisects Downtown New Britain, creating a major physical and visual barrier. The considerable physical distance between the core of Downtown New Britain and the mixed-use spine along Main Street north of East Main Street substantially reduces the ease of pedestrian access to the station from points north.

Perhaps the most significant opportunity for transformative TOD around Downtown New Britain Station is the considerable number of large vacant and underutilized parcels in close proximity to the CT **fastrak** station and the commercial core of Downtown New Britain. These parcels are generally in the area bounded by Columbus Boulevard, Whiting Street, and Pearl Street, and, because of their geometries, size, close proximity to transit, and strong connections to Main Street, can support substantial development densities.

### Public Sector Readiness

Stakeholders agreed that a comprehensive vision supporting mixed-use development with a focus on better coordination between land use and transportation is needed, which local leadership at the City is currently emphasizing in their planning efforts. For example, the City of New Britain recently adopted a Complete Streets Master Plan, and has made a number of complete streets improvements in the downtown to encourage redevelopment and improve walkability. See Chapter 2 and Figures 7, 8, and 9 for an overview of these recent improvements. In addition, in 2014, New Britain received a TOD Planning Grant from the Connecticut State Office of Policy and Management to perform detailed station area development plans around the Downtown, East Main Street and East Street CT **fastrak** station areas. Furthermore, the City will soon adopt an Incentive Housing Zone (IHZ) Zoning Overlay District that covers a substantial portion of the Downtown New Britain station area, which will help foster new transit-friendly residential development near the station.

The downtown has multiple parking structures that can contribute to the development of the urban core of New Britain. These parking facilities are assets to provide parking capacity, and provide ease of access for residents and visitors from around the region who see Downtown New Britain as a destination. However, as currently maintained, these facilities do not optimize their use potential, due in part to outmoded fare collection and management, and operation. Perhaps the most significant issue is that the facilities are dedicated to specific purposes and not flexible or structured toward the needs of the growing downtown.

### Developer Interest

There is already some redevelopment momentum in the station area. For example, the City of New Britain has issued a Request for Proposals (RFP) soliciting prospective developers for the redevelopment of the two-acre former police station site located at 125 Columbus Boulevard. The City views this site as critical to attracting new investment in the city. Another recent example is a mixed-use retrofit of the historic Berkowitz building at 608 Main Street. However, more private investment is needed to achieve a critical mass and fundamentally establish revitalization in the station area. Given the historic nature of downtown New Britain, stakeholders expressed

a desire for additional adaptive reuse of the historic buildings along Main Street, establishing a vibrant and updated shopping core consisting of destination retail and restaurants while maintaining the historic New England village character of the downtown.

Between Main Street and Elm Street are a number of large sites that could be positioned for redevelopment. The Police Station RFP is the first site that the City hopes to turn over to new development, but it is just the first of a number of sites stretching south from Columbus to Pearl Street that could be considered as TOD sites. Together, they represent significant TOD potential that would support the existing retail corridor already in place on Main Street. This zone currently houses a post office, industrial sites with brownfield conditions, and auto-related uses that could all be repurposed over time with an action plan that targets sites in the district for redevelopment and identifies appropriate development densities and incentive packages to catalyze reinvestment.

### Leadership in Place

The current Mayoral administration, the department of public works, planning staff, and other municipal leaders and stakeholders provide a strong base of local leadership. A few examples of this leadership and proactivity on the part of municipal officials and the local organizations include the issuance of the Police Station RFP, ongoing TOD planning, and recent Complete Streets planning and implementation in the downtown. The municipal leaders that participated in the DRA process understand the magnitude of the opportunities brought by CT **fastrak**, and are ready and willing to partner with the real estate development community for TOD projects.

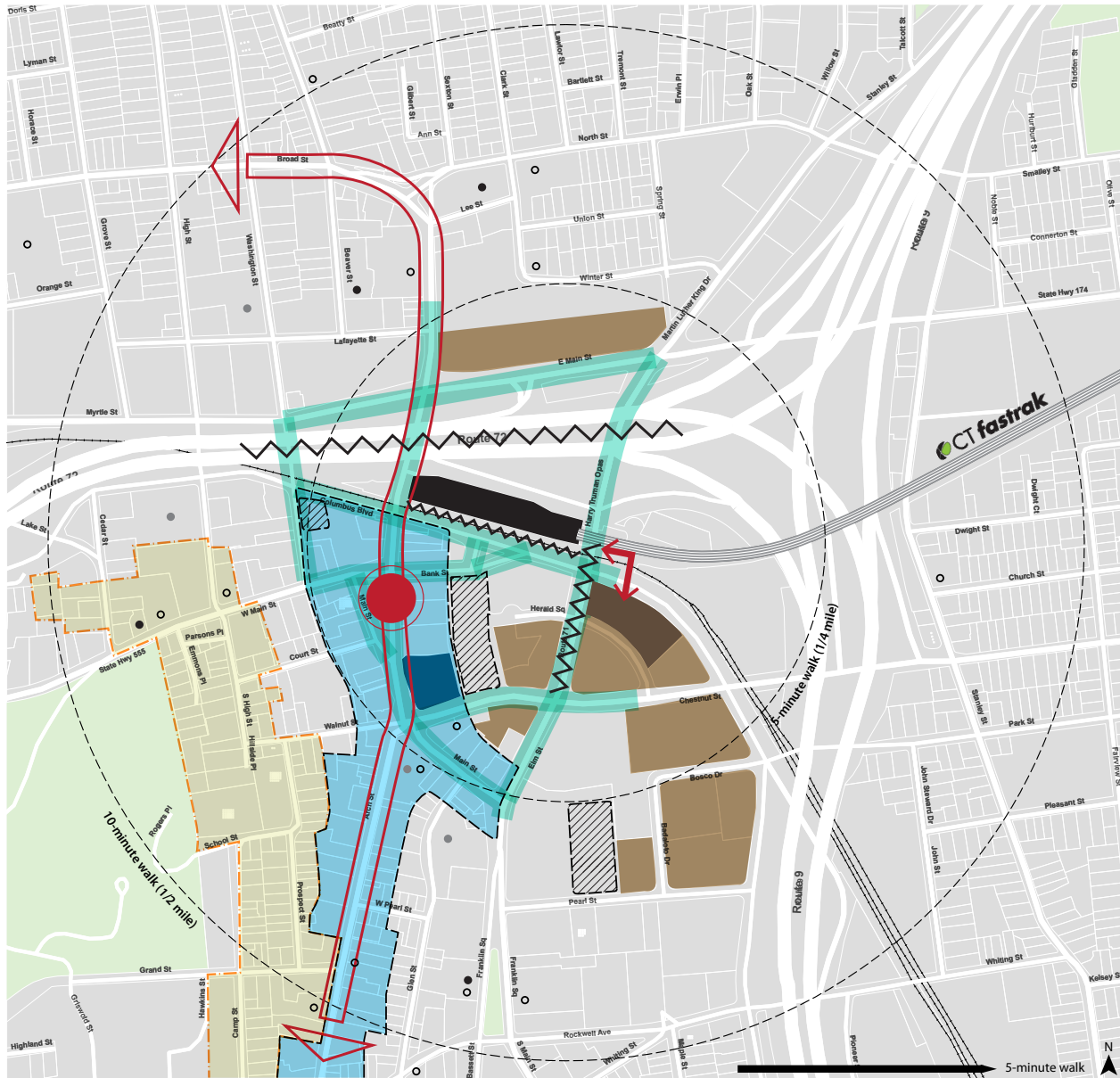


Figure 110: TOD Opportunities and Constraints within the Downtown New Britain CTfastrak Station Area

## Downtown New Britain Station (New Britain)

### TOD Issues and Opportunities

■ CTfastrak Downtown New Britain Station

#### Key Sites and Zones

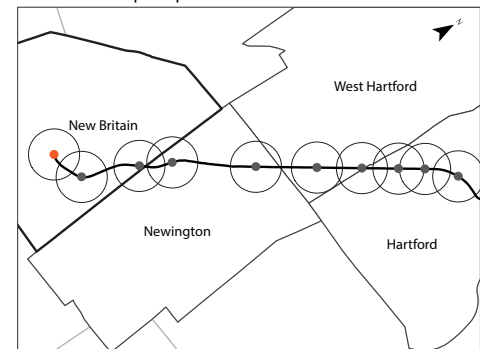
- Target/Planned Redevelopment Site
- Recent Development Site
- Potential TOD Site
- Downtown Redevelopment Zone
- Historic District
- Parking Garage

#### Corridors and Connections

- Community Focal Point
- Potential Commercial Corridor
- Downtown Streetscape Improvement Area
- Desired Pedestrian Connection
- Physical or Visual Barrier

#### Existing Community Facilities

- Daycare/After-school facility
- School
- Place of Worship
- Park/Open Space



### CTfastrak TOD CAPACITY STUDY

Prepared by:  **PARSONS BRINCKERHOFF**

## East Main Street Station

### Summary

Some of the key issues related to TOD desire and readiness include long distance to Downtown New Britain attractions, the limited number of adequately sized parcels suitable for mixed-use development, and physical and visual barriers provided by Route 9. Although there are some redevelopment sites that hold promise, the station area's poor pedestrian, bicycle, and vehicular connectivity to East Main Street Station and its fairly homogeneous land use composition provide considerable obstacles to TOD.

Figure 111 provides a graphical interpretation of the station area's performance according to the four DRA evaluation criteria. Figure 112 summarizes the key TOD issues and opportunities identified by stakeholders.

### Physical Suitability

The station area is composed of primarily medium-density residential development (mix of single family and multifamily triple decker housing), with aging commercial and industrial uses sited along the CT**fastrak** Corridor. The physical characteristics of East Main Street provide some of the most challenging obstacles to TOD of all station areas evaluated as part of this process. With the exception of a large auto dealership parcel and the City of New Britain Public Works Department site, both of which are proximate to the station, there are few parcels of adequate size to support mixed-use development, and weak east-west connectivity due in part to the siting of Route 9.

Key corridors, such as East Street and East Main Street, contain few pedestrian and bicycle amenities, absent crossing infrastructure, narrow sidewalks, and limited direct routes to the station from the surrounding concentrations of single family residential development. This provides a particular challenge as patrons of East Main Street station typically rely

## TOD DESIRE & READINESS

CT**fastrak** East Main Street Station



Figure 111: TOD Desire and Readiness Scale: East Main Street Station Area

primarily on non-motorized modes to access the station. The station contains no dedicated CT**fastrak** parking spaces or pick-up and drop-off area, and so, is geared towards servicing a local population that would walk to the station. Route 9 provides a major physical and visual barrier that contributes to the station area's relative isolation from the goings-on of Downtown New Britain. Stakeholders indicated a desire to see a stronger multi-modal connection from the station area to the surrounding neighborhoods.

Stakeholders suggested improvements such as sidewalk and crossing infrastructure upgrades, additional access points to the CT**fastrak** multi-use trail and station from surrounding residential neighborhoods, new active ground floor uses along East Street to increase foot traffic and promote street level activity, the extension of Newington Avenue to East Main Street, and bicycle connections between Smalley Street and East Main Street.



### Public Sector Readiness

In general, the City of New Britain rates high in public sector readiness; however, there is little desire for TOD in the East Main Street station area. Although the soon-to-be adopted Incentive Housing Zone (IHZ) Zoning Overlay District may cover a substantial portion of the East Main Street station area, there are some additional measures the city can take to improve readiness around this station. For instance, there is some discussion about the relocation of the City of New Britain Public Works Department site on East Main Street, but no significant planning for a reuse of the site to promote new development in the area. Also, new zoning regulations, including TOD-friendly bulk and area standards and parking requirements, may provide some incentive to developers to consider redevelopment of the Public Works Department site, and the larger industrial sites adjacent to the guideway. Stakeholders agreed that a comprehensive vision, land use plan, and zoning reform would help to drive a more informed discussion as to whether redevelopment is suitable in this location and whether a larger TOD strategy is warranted.

### Developer Interest

With a high rate of residential turnover, older housing stock, and no major anchors, market demand is very limited in the area. One local business owner has expressed interest in small-scale redevelopment of housing geared towards younger renters, but local market constraints have kept most developers focused on downtown.

### Leadership in Place

Stakeholders expressed that the East Main Street station area is not generally suitable for TOD. Stakeholders and other local leaders agree that the first priority is establishing better non-motorized connections to the station from adjacent residential neighborhoods, with a longer-term strategy to develop a local commercial center that focuses on TOD.

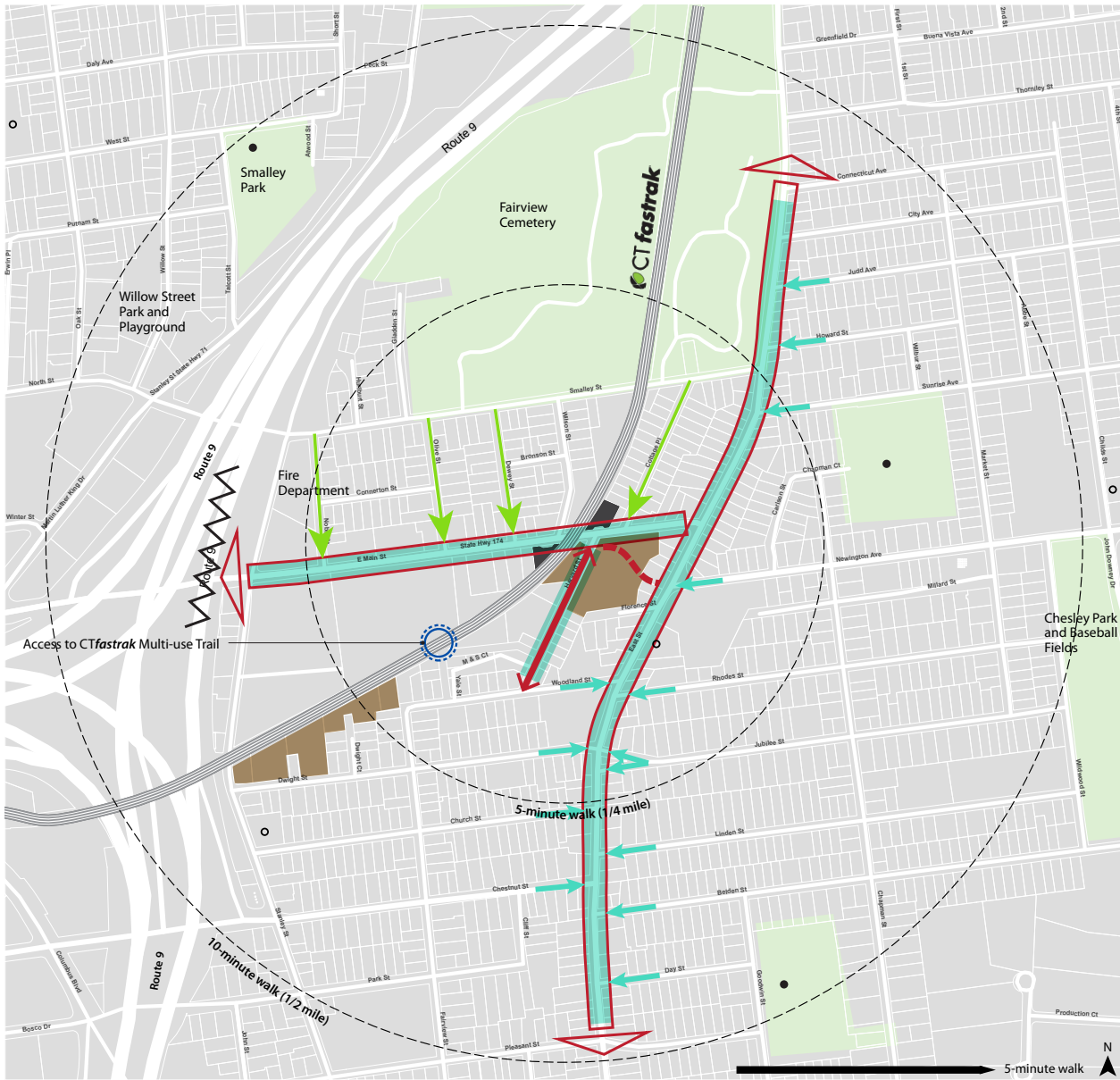


Figure 112: TOD Opportunities and Constraints within the East Main Street CTfastrak Station Area

## East Street Station

### Summary

East Street Station is within close proximity to Central Connecticut State University (CCSU) – one of the largest institutional anchors on the CT**fastrak** corridor. This provides a considerable TOD opportunity around East Street Station. Despite a potential market opportunity, there does not appear to be a clear vision for connecting the station to CCSU or a clear understanding as to how the station could attract additional investment in the station area.

Figure 113 provides a graphical interpretation of the station area's performance according to the four DRA evaluation criteria. Figure 114 summarizes the key TOD issues and opportunities identified by stakeholders.

### Physical Suitability

Of the three New Britain station areas, the East Street station area contains the largest amount of industrial development within walking distance of the station. This provides both opportunities and constraints. Some of the industrial properties are relatively large sites, which can support large scale mixed-use development. However, some may require costly environmental remediation before any redevelopment can occur. In addition, despite their close proximity to East Street Station, many of the industrial sites are difficult to access from the neighboring roadway system and may require new street connections to support a use change and new development connected to the station.

According to CT**fastrak** representatives, East Street Station is highly utilized by CCSU students, despite not having a direct connection to the university campus. The lack of a direct pedestrian path between the station and the campus has forced students to use a circuitous and informal pathway that provides the shortest distance between CCSU and the station, which is aligned from Paul Manafort Drive to Covington Street to Biltmore Street to East Street. There is some friction between the local residents and the University over the movement of students through this informal pathway. Improved pedestrian amenities such as benches, bicycle racks, crosswalk

## TOD DESIRE & READINESS

CT**fastrak** East Street Station

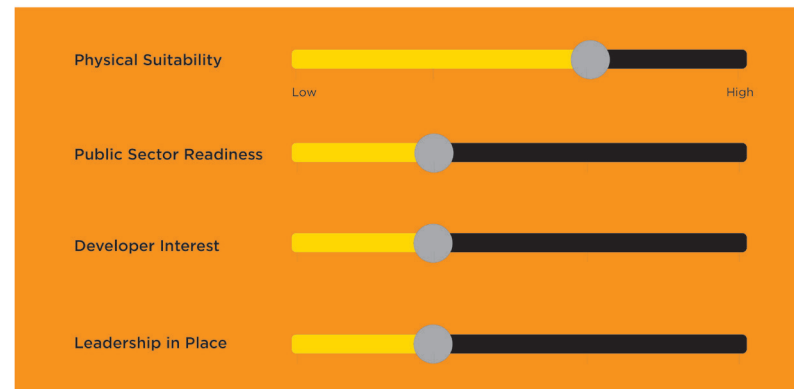


Figure 113: TOD Desire and Readiness Scale: East Street Station Area

signals and sidewalk upgrades along a designated route that works for all users would benefit the station, the University and the local community.

Similarly, connectivity between the station and the nearby Hillcrest Avenue residential neighborhood is challenged by a dearth of direct street connections to East Street and steep topography.

### Public Sector Readiness

There has not been any significant focus on redevelopment or local street improvements around East Main Street Station. Communications between CCSU and the City could establish a more effective strategy to connect the station into the community, fostering more usage by the local primarily single family residential neighborhoods. There also needs to be further discussion around the future growth of the industrial pocket of uses that sit primarily East of East Street directly adjacent to the station. Future station area planning should focus on improving access, considering CCSU expansion goals, and creating a future development strategy for the collection of industrial uses within the triangular block south of the station.

### Developer Interest

Much of the current real estate development interest is tied to the presence of CCSU. According to stakeholders, developers are interested in new mid-to-high density multifamily housing (primarily rentals) and small-scale retail to serve the CCSU student population. Matching development interest to specific sites for redevelopment should be a near-term focus to test whether the interest on the part of the development community is strong enough to foster actual development.

### Leadership in Place

Stakeholders believe that increased local coordination with CCSU is essential to creating successful TOD around East Street Station. There is a perception in the community that new development could negatively affect the quality-of-life for existing residents. Concepts for student housing and residential development might therefore be rejected out of hand as being in opposition to the character of the existing neighborhood. This perception needs to be reconciled with goals for connectivity to CCSU, goals for CCSU growth and expansion, and decisions on the ultimate development direction of the industrial zone directly adjacent to the station. A plan that builds consensus as to development direction and coordination with CCSU will help to coordinate all interests towards a shared development strategy.

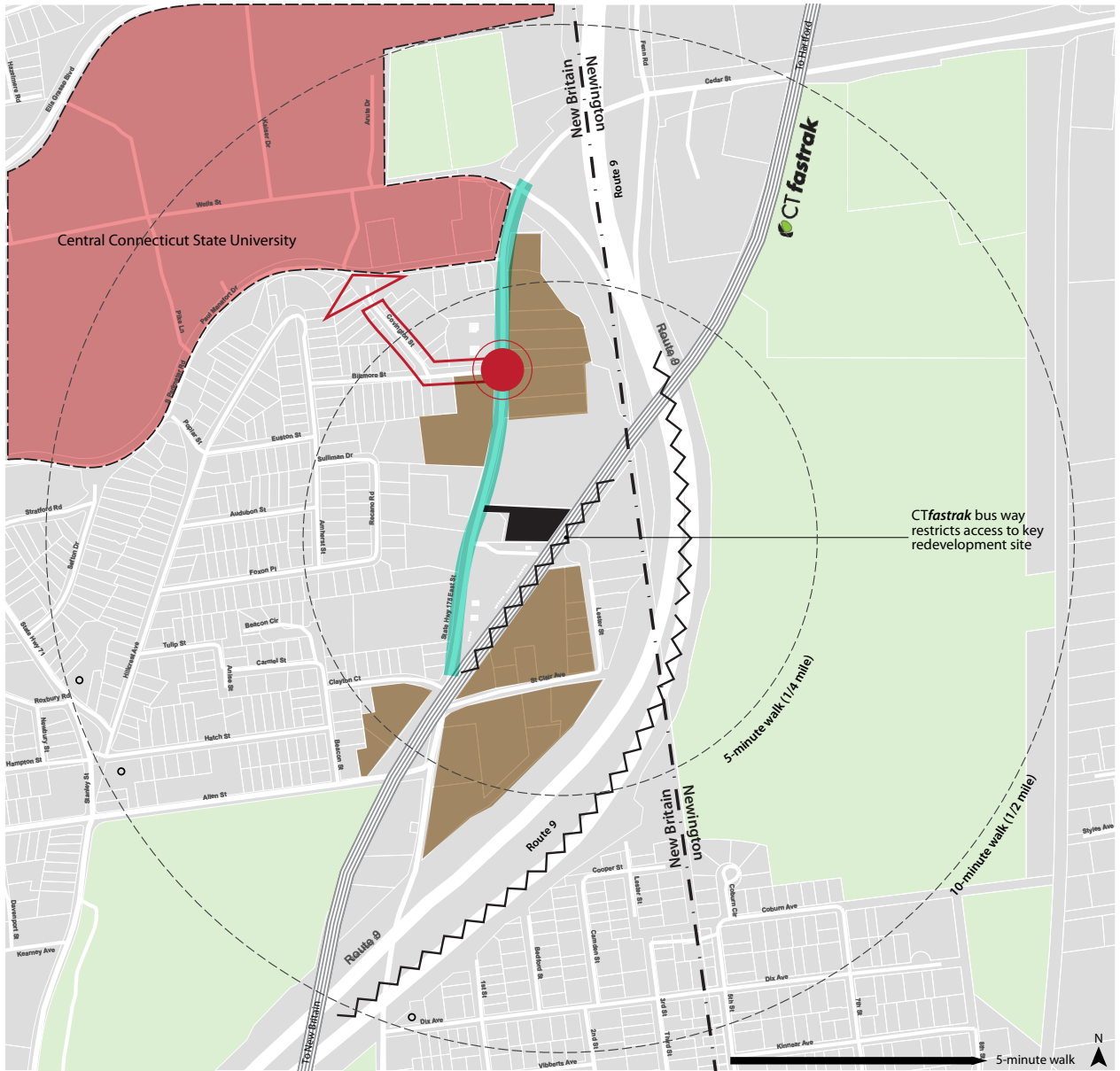
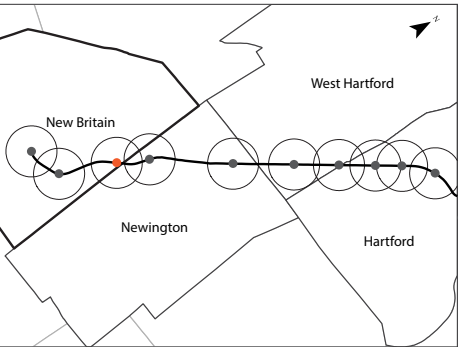


Figure 114: TOD Opportunities and Constraints within the East Street CTfastrak Station Area

### East Street Station (New Britain)

#### TOD Issues and Opportunities

- CTfastrak East Street Station
- Key Sites and Zones**
- Potential TOD Site
- TOD Zoning Overlay
- Important Neighborhood Sub-district
- Corridors and Connections**
- Community Focal Point
- Primary Pedestrian Connection
- Desired Street Connection
- Desired Recreational Corridor
- Desired Streetscape Improvement
- Physical or Visual Barrier
- Existing Community Facilities**
- Place of Worship
- Park/Open Space



#### CTfastrak TOD CAPACITY STUDY

Prepared by:

## Cedar Street and Newington Junction CTfastrak Station Areas

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### Summary

At the time of this effort, the Town of Newington, where the Newington Junction and Cedar Street stations are sited, is proceeding along a parallel evaluation of land use and development potential within the town. The analysis derived from the other stations evaluated in this chapter can form the basis for considerations by the Town of Newington for how they should approach development in and around their CTfastrak stations and inform the Town on how these station areas may fit into the larger development strategy for the Town of Newington.

## Elmwood Station

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### Summary

The Elmwood station area is the first station in West Hartford heading in the northbound direction. It has a walkable commercial spine oriented along New Britain Avenue extending from the CTfastrak guideway bridge west as far as Somerset Street. There are active industrial uses running north-south along both sides of this former freight rail corridor. To the west, the housing consists of primarily single family housing. Other community amenities such as the Elmwood Community Center and the South Branch of the Park River and the Trout Brook multiuse path, create a diverse and active neighborhood that provides a suitable foundation for TOD. While the station area has elements that support new development opportunity, the area is mostly built-out and privately owned. Therefore, TOD opportunity will result from the consideration of repurposed existing uses and the encouragement of appropriate development on privately owned parcels.

Stakeholders expressed the need for a development vision connecting the Elmwood Station development to the Flatbush, Kane and Parkville station areas. As the stations in West Hartford are in close proximity to some stations in Hartford, and run along a connected industrial corridor, an interjurisdictional development strategy is seen as an opportunity for optimizing the redevelopment potential of this industrial corridor as it grows, densifies and evolves.

Figure 115 provides a graphical interpretation of the station area's performance according the four DRA evaluation criteria. Figure 116 summarizes the key TOD issues and opportunities identified by stakeholders.

### Physical Suitability

Stakeholders viewed the New Park Avenue corridor, which extends from Elmwood Station to Parkville Station in the City of Hartford, as the most important and most promising focus for development opportunity. Stakeholders pointed to the large number of active industrial uses primarily located proximate to the station between New Park Avenue west

to Chelton Avenue and the CT**fastrak** guideway east to the South Branch Park River, identifying that this industrial corridor, which houses multiple promising TOD sites, could transition from industrial to mixed-use and even residential.

Connectivity between the station and the surrounding residential and commercial centers has recently been improved through the streetscape program implemented along New Britain Avenue. Stakeholders expressed a desire to extend this palate of improvements north along New Park Avenue, extending the connectivity of the station area to a larger local catchment area. Targeting local walkability improvements, together with potential TOD site development provides a good physical framework for TOD around Elmwood Station. One key barrier is the disconnection between the community to the West of the CT**fastrak** corridor and the mixed industrial and commercial district east of the guideway. Successful east-west extension of potential TOD is contingent upon a clear connection along New Britain Avenue that ties these two disconnected districts together as a growth corridor.

The Trout Brook Trail and its current link to Beachland Park presents an opportunity to connect redevelopment to recreational opportunities, building increased usage for the trail and enhancing the quality of the area for prospective development interests.

#### Public Sector Readiness

The Town of West Hartford has various ongoing and planned Complete Streets projects and initiatives that will balance transportation modes around Elmwood Station, including a recently adopted Complete Streets policy that requires Complete Streets principles to be applied to all Town- or State-sponsored improvements and all privately-funded projects and developments that impact the right-of-way. With this new policy, the Town will approach every planned transportation improvement as an opportunity to create safer and more accessible streets for all users, which will create a favorable environment for TOD around Elmwood Station.

The Town of West Hartford is nearing completion of a nine-month Complete Streets planning study of the portion of New Park Avenue that

### TOD DESIRE & READINESS CTfastrak Elmwood Station



Figure 115: TOD Desire and Readiness Rating Scale: Elmwood Station Area

runs through the town. This study includes streetscape, traffic calming, and roadway improvement recommendations as part of a corridor-based vision, with preliminary zoning analysis and recommendations. Town planners view New Park Avenue as a key corridor in the Town's future growth strategy, and would like to focus TOD along this corridor.

The need for affordable rental housing units was expressed by a number of participants. At present, the Town does not have an affordable housing policy nor does it provide financial incentives to private developers.

West Hartford has established two special purpose districts that cover a sizeable amount of land in the Elmwood station area. These districts include the Traditional Neighborhood District (TND) zone and the Special Development District (SDD) floating zone. The TND provides additional development controls for private development that encourage walkable and well-designed development. The SDD zone is intended to encourage variety and flexibility in land use and development, and functions similar to a Planned Unit Development (PUD). It is important to note, however, that the PUD is rarely used, and that the TND may actually have the adverse effect of discouraging development in the area, as its regulations can be perceived as difficult to administer, discouraging developer interest.

#### Developer Interest

Developer interest in Elmwood Station is rated relatively high when compared to other stations along the CT**fastrak** Corridor. The approved mixed-use development at 616 New Park Avenue is likely to be one of the first new construction projects built by the private development community whose interest was driven by CT**fastrak**. Among stakeholders, there was a general consensus that this development (currently in the approval process and supported by the West Hartford Housing Authority) may serve as a catalyst for future TOD around Elmwood Station. Located at 616 New Park Avenue, this development is financed through a combination of low-income housing tax credits, state housing grants, as well as a conventional mortgage, and provides 54 housing units and ground floor retail within a short walk to the station. The community is hoping to build off of this development's success with additional mixed-use, commercial and residential development opportunities, which will require identifying and establishing sites that can follow the 616 project's lead.

#### Leadership in Place

The local government noted a host of priorities within West Hartford and recognized that the limited staff dedicated to planning and development in West Hartford is a challenge to responding to the private sector, creating opportunities and optimizing development potential where private development is showing interest. The University of Saint Josephs (USJ) is a sizeable institutional presence in the region. The University believes there is a market for additional off-campus housing which is affordable to students and within walking distance of the CT**fastrak** station and the USJ campus.

USJ representatives believed that a “knowledge corridor” - one that provides a suitable living and working environment for young professionals - could be created linking Elmwood Station to Flatbush Avenue Station to attract and retain students following graduation from USJ. This would require a focused and coordinated effort by both the Town of West Hartford and the City of Hartford (particularly around Flatbush Avenue Station), local residents and anchor institutions.



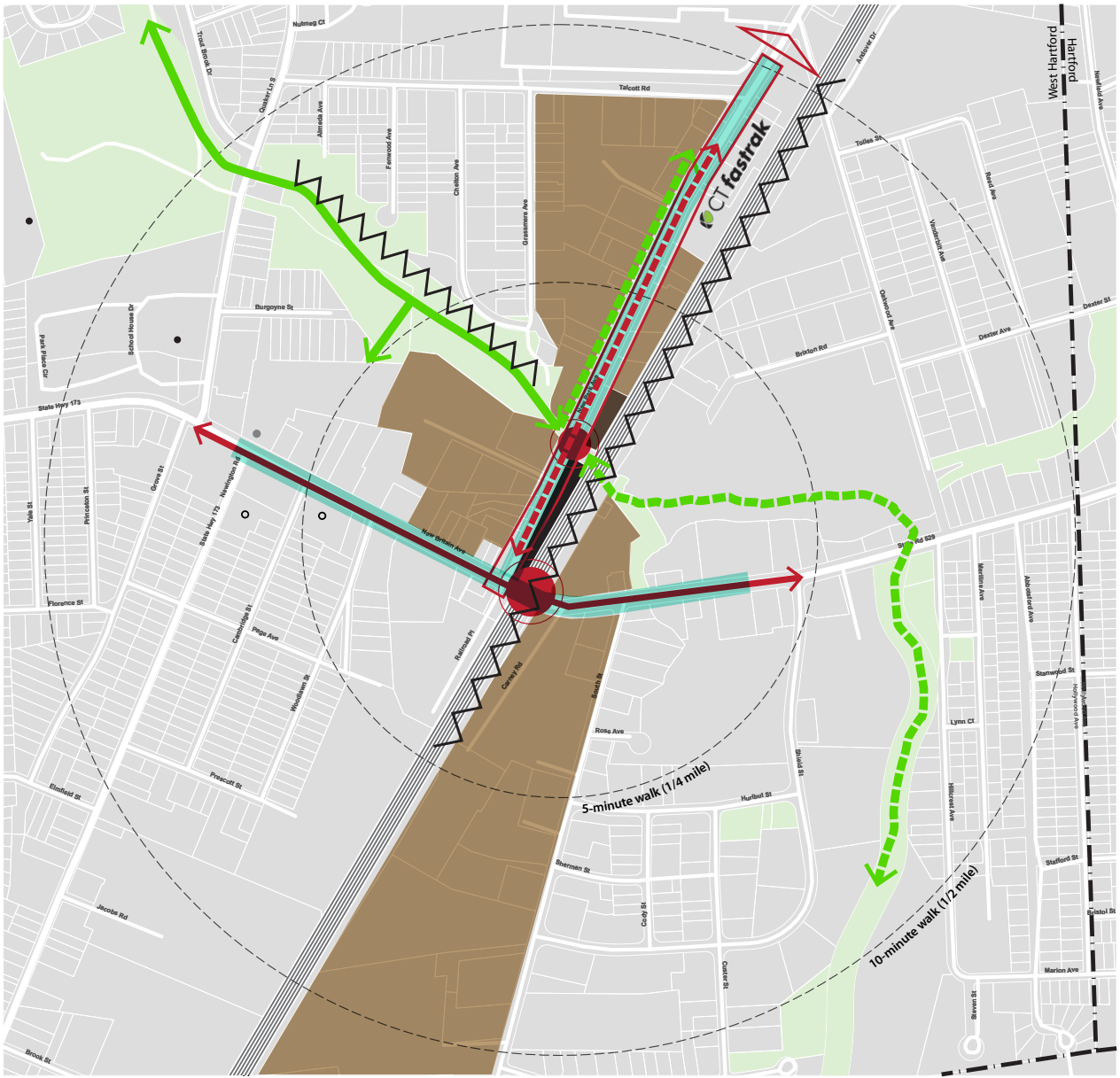
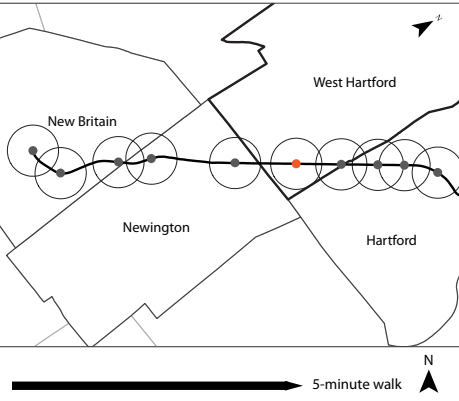


Figure 116: TOD Opportunities and Constraints within the Elmwood CTfastrak Station Area

## Elmwood Station (West Hartford)

### TOD Issues and Opportunities

- CTfastrak Elmwood Station
- Key Sites and Zones**
- Target/Planned Redevelopment Site
- Potential Redevelopment Site
- Corridors and Connections**
- Community Focal Points
- Primary Corridor
- Streetscape Improvement Area
- Desired Mixed Use Corridor
- Existing Recreational Corridor
- Desired Recreational Corridor
- Physical or Visual Barrier
- Existing Community Facilities**
- Daycare/After-school facility
- School
- Place of Worship
- Park/Open Space



### CTfastrak TOD CAPACITY STUDY

Prepared by: **PARSONS BRINCKERHOFF**

## Flatbush Avenue Station

### Summary

The western half of the Flatbush Avenue station area is in the Town of West Hartford and the eastern half is in the City of Hartford. The station area contains large concentrations of single family housing, multi-tenant retail development, and active industrial uses. These uses are separated and fragmented, with few examples of integrated mixed-use development. Although most of the West Hartford portion of the station area is composed of relatively stable commercial and single-family residential development, there is a sizeable number of large commercial and industrial parcels in the Hartford portion of the station area that may be susceptible to change.

The most considerable TOD opportunities in the West Hartford portion of the station area are along the New Park Avenue corridor. In Hartford, the larger industrial parcels between the I-84 ramps and the CT**fastrak** guideway, as well as the industrial land south of Flatbush Avenue, provide the most promising potential for redevelopment.

Perhaps the most significant TOD opportunity around Flatbush Avenue Station is driven by the implementation of the Hartford Line. A rail station is proposed for a site adjacent to the Flatbush Avenue Station on Newfield Avenue. Physically connecting this station to CT**fastrak** service will be critical to creating an intermodal center, capturing a large number of commuters, and further driving economic development and placemaking potential.

Figure 117 provides a graphical interpretation of the station area's performance according to the four DRA evaluation criteria. Figure 118 summarizes the key TOD issues and opportunities identified by stakeholders.

### TOD DESIRE & READINESS

CT**fastrak** Flatbush Avenue Station



Figure 117: TOD Desire and Readiness Rating Scale: Flatbush Avenue Station Area

### Physical Suitability

Flatbush Avenue station sits at the intersection of Flatbush Avenue and New Park Avenue. The station area is generally made up of small-scale residential, big box retail and industrial uses. Much of the area to the south of Flatbush Avenue contains large footprint retail establishments. There is a large residential community north of Flatbush Avenue that extends through Flatbush, breaking the commercial / industrial spine that extends along Flatbush Avenue. The implementation of the Hartford Line rail service and the planned rail station along Newfield Avenue will be transformative for the area, and will drive demand for new mixed-use development. One potential area of focus for reinvestment could be the industrial corridor located between the CT**fastrak** right-of-way and New Park Avenue. For instance, the linear blocks along the east side of New Park Avenue are of sufficient depth and length to physically support new mixed-use development. In addition, large nearby parcels currently devoted to auto-oriented and multi-tenant retail establishments, such as the Charter Oak Marketplace, may be an appropriate location for future TOD.

#### Public Sector Readiness

The Town of West Hartford expressed a desire for TOD around Flatbush Avenue Station, but does not have an economic development office and lacks the planning staff capacity to take on a significant proactive role in marketing and structuring reinvestment opportunities along the corridor. Another issue related to public sector readiness is the current degree of effectiveness of the Town of West Hartford's zoning ordinance.

The Town of West Hartford is in the process of selecting a consultant for a complete streets and land use study of a segment of New Park Avenue. This study will include land use and zoning recommendations as part of a corridor-based planning and engineering strategy. Town planners view New Park Avenue as key to its future growth strategy, and would like to focus TOD along this corridor.

CRCOG has recently completed a build-out analysis for the Flatbush Avenue station area, which depicts a potential street and block reconfiguration and mixed-use development strategy focused on the New Park Avenue corridor and the area north and south of Flatbush Avenue in Hartford.

Neighboring City of Hartford was recently awarded a Municipal Brownfield Assessment grant in the amount of \$112,000 to conduct an environmental investigation for a roadway connector from Bartholomew Avenue to Flatbush Avenue. This grant money will help fund investigation and other pre-development activities to prepare adjacent sites for future development and reuse.

A potential challenge to establishing well-coordinated TOD is the division of municipal governance within this station area. The western half of Flatbush Avenue Station is in West Hartford and the eastern half is in Hartford. For example, one potential obstacle is the presence of two municipal zoning ordinances around Flatbush Avenue Station. Challenges include mismatch in bulk and area regulations across municipal boundaries, use standards, and differing community visions for the station area. To address these challenges, stakeholders expressed a desire to develop a cross-jurisdictional vision and coordination strategy.

#### Developer Interest

With the exception of a few planned and recent auto-oriented development projects in close proximity to the station, most economic development activity is occurring in the West Hartford Town center. An example is Blue Back Square, which is a 600,000 square foot mixed-use development with office space, residential units, medical facilities and major anchor retailers.

The need for affordable rental housing units was expressed by a number of participants; however, the Town does not have an affordable housing policy nor does it provide financial incentives to private developers.

#### Leadership in Place

As with Elmwood Station, University of Saint Josephs (USJ) is an institutional presence. Representatives from USJ expressed a desire for improved connections between the CT**fastrak** station and Blue Back Square, as well as other cultural destinations in West Hartford. The University believes there is a market for additional off-campus housing which is affordable to students and within walking distance of the CT**fastrak** station and the USJ campus.

The most substantial TOD opportunity will be driven by the availability of both BRT and rail service in the Flatbush Avenue station area. Local neighborhood organizations, community groups, CRCOG, the Town of West Hartford and the City of Hartford have carried out a considerable number of planning studies that document the potential of this station area, and should continue to shape the vision. A few sites have been identified in prior planning studies as sites with high capacity for change following introduction of transit investment, including the Charter Oak Marketplace site and the industrial sites south of Flatbush Avenue between Homewood Place and Newfield Avenue.

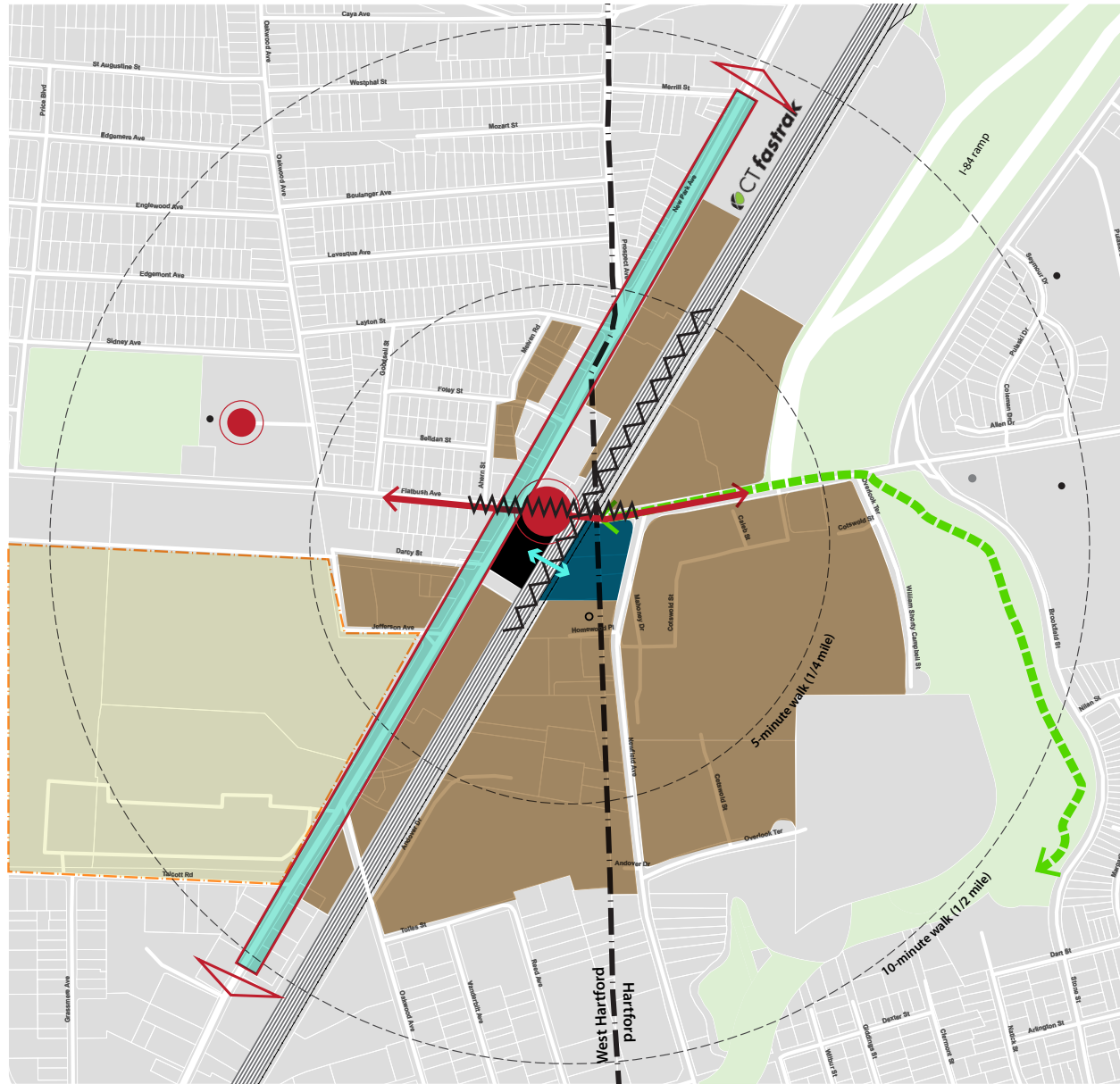
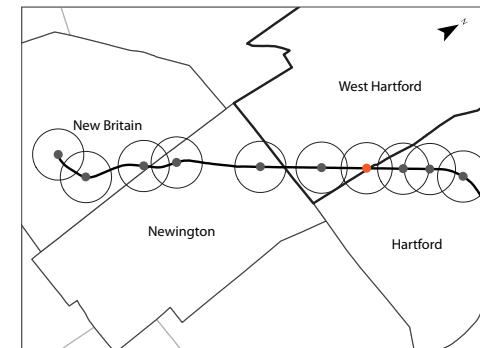


Figure 118: TOD Opportunities and Constraints within the Flatbush Avenue CTfastrak Station Area

## Flatbush Avenue Station (West Hartford)

### TOD Issues and Opportunities

- CTfastrak Flatbush Avenue Station
- Key Sites and Zones**
  - Proposed Hartford Line Rail Station
  - Potential TOD Site
  - Stable Commercial District
- Corridors and Connections**
  - Community Focal Point
  - Potential Commercial/Primary Corridor
  - Streetscape Improvement Area
  - Secondary Corridor
  - Physical or Visual Barrier
  - Future Connection Provided by the Proposed Rail Station Pedestrian Overpass
  - Desired Recreational Corridor
- Existing Community Facilities**
  - Daycare/After-school facility
  - School
  - Place of Worship
  - Park/Open Space



CTfastrak TOD CAPACITY STUDY

Prepared by:

## Kane Street Station

### Summary

The Kane Street station area is the first CT**fastrak** station in Hartford heading in the northbound direction. The Kane Street station area is auto-oriented and contains large and separate concentrations of industrial, commercial and residential uses. There are four residential concentrations located within the Kane Street station area that are disconnected from one another by Interstate I-84 and the CT**fastrak** guideway. The Park River also serves as a physical barrier for residents that live south of the waterbody and wish to walk to the station. Although the Kane Street station area contains a considerable number of large parcels and underutilized property, the area is severed by major transportation infrastructure and waterbodies, providing considerable physical obstacles to TOD.

Figure 119 provides a graphical interpretation of the station area's performance according to the four DRA evaluation criteria. Figure 120 summarizes the key TOD issues and opportunities identified by stakeholders.

### Physical Suitability

The Kane Street station area is divided into quadrants by the I-84 mainline and on / off ramps. Furthermore, the population within the Kane Street station area is predominately auto-dependent due in part to suburban development patterns, separated land uses, and a lack of pedestrian amenities. Combined, these physical characteristics provide formidable challenges to establishing TOD in the station area.

Kane Street Station's greatest physical asset is its close proximity to Parkville Station (which already has development momentum) and the presence of large, underutilized commercial and industrial parcels (e.g. the Stop and Shop and Bow Tie Cinema sites on New Park Avenue). However, major street and pedestrian circulation improvements are required between the Kane Street and Parkville Stations to facilitate TOD. For example, the recent developer proposal to extend Bartholomew Avenue from Olive Street south under I-84 to connect vacant and underutilized industrial sites located south of Kane Street Station would provide the necessary

## TOD DESIRE & READINESS

CT**fastrak** Kane Street Station



Figure 119: TOD Desire and Readiness Rating Score: Kane Street Station Area

street framework and enhanced access that mixed-use development would require. However, this proposal also illustrates the substantial investment in public infrastructure needed to facilitate redevelopment. See Figure 120 for the alignment that participants identified as important future connections.

### Public Sector Readiness

From a regulatory perspective, the City of Hartford is well-positioned to advance TOD along the CT**fastrak** corridor. The City of Hartford has recently completed a citywide zoning rewrite that includes form-based development regulations, use standards, and TOD overlay zoning districts. These recently enacted regulations will provide a more streamlined and predictable development approvals process, which will be attractive to prospective developers.

The City of Hartford was recently awarded a Municipal Brownfield Assessment grant in the amount of \$112,000 to conduct an environmental investigation for a roadway connector from Bartholomew Avenue to Flatbush Avenue. This grant money will help fund investigation and

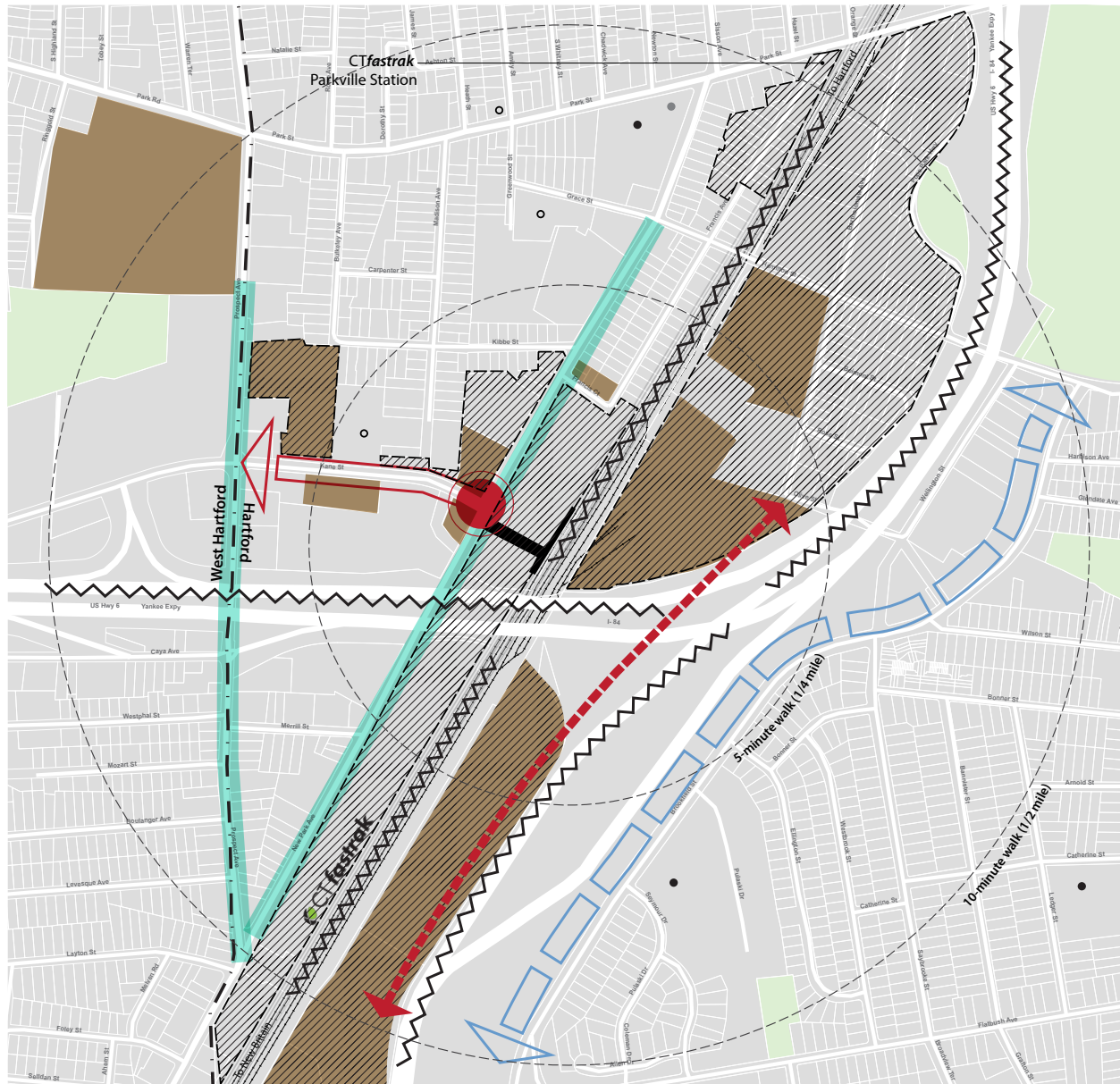
other pre-development activities to prepare adjacent sites for future development and reuse.

#### Developer Interest

The Kane Street station area contains suitable and underutilized sites that are potentially available for TOD, but access-related restrictions, environmental remediation needs, and potential market restrictions create challenges to making properties attractive to private developers. Stakeholders believed that new financial incentives and public-private partnerships may be needed to entice the development community.

#### Leadership in Place

Stakeholders agreed that significant local and regional government support is needed in order to realize TOD in this area. There have been recent planning efforts in Hartford, including the recent citywide zoning rewrite that identifies significant portions of the Kane Street station area as appropriate for TOD, to catalyze development. Future efforts need to build upon this strong foundation and focus on actionable targeted efforts focused on key development sites. Given some of the challenges associated with site development and a need for some infrastructure improvements, Kane Street Station may gain momentum from recent development activities to the north and south.



## Kane Street Station (Hartford)

### TOD Issues and Opportunities

■ CTfastrak Kane Street Station

#### Key Sites and Zones

- Potential TOD Site
- ▨ TOD Zoning Overlay

#### Corridors and Connections

- Community Focal Point
- ▢ Primary Street Connection
- Desired Street Connection
- ▢ Desired Recreational Corridor
- ▬ Desired Streetscape Improvement
- ⚡ Physical or Visual Barrier

#### Existing Community Facilities

- Daycare/After-school facility
- School
- Place of Worship
- Park/Open Space



CTfastrak TOD CAPACITY STUDY

Prepared by: PARSONS BRINCKERHOFF

Figure 120: TOD Opportunities and Constraints within the Kane Street CTfastrak Station Area

## Parkville Station

### Summary

When compared with other stations along the CT**fastrak** Corridor, Parkville rates high with respect to TOD desire and readiness. The station area features a well-connected street network and a pedestrian-scale shopping district along Park Street. In addition to having an active commercial core adjacent to the station, it is close to a large formerly industrial district to the east, which is already experiencing new development, the establishment of a local arts scene, and adaptive reuse of industrial buildings.

The Parkville station area is characterized by stakeholders as a neighborhood with some small mixed-use development, active street life and a lively, engaged community, especially among the residential neighborhoods west of the CT**fastrak** station. This neighborhood is seen as an up-and-coming area within the City of Hartford with expectations for growth.

Figure 121 provides a graphical interpretation of the station area's performance according to the four DRA evaluation criteria. Figure 122 provides a summary of the key TOD issues and opportunities identified by stakeholders.

### Physical Suitability

Streetscape and pedestrian safety improvements are needed along the Park Street underpass and at the intersection of Sisson Avenue and Park Street, for improved access to Pope Park and Park Plaza from the CT**fastrak** station. One specific type of necessary streetscape improvement that was discussed was an increase in the number of dedicated bicycle lanes and bike parking facilities throughout the neighborhood.

Stakeholders expressed a need for more residential and retail options east of the station, while improving the community connection between the

## TOD DESIRE & READINESS

CT**fastrak** Parkville Station

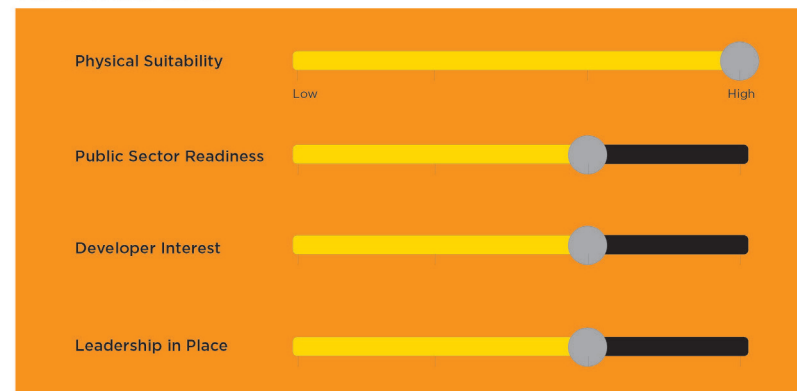


Figure 121: TOD Desire and Readiness Rating Scale: Parkville Station Area

east and west sides of I-84. While connectivity could be further improved, the somewhat isolated nature of this section of the station area has allowed for a distinct mixed-use cluster to emerge along Bartholomew Street.

### Public Sector Readiness

Stakeholders expressed a need for an area-wide strategy that acknowledges and builds upon the 2004 Parkville Revitalization Plan, creating a vision for improved community amenities, services and new development throughout the station area. This effort could advocate for development while protecting the history and unique community identities around the station. As a part of this process, stakeholders believed future planning efforts should involve the Parkville Neighborhood Revitalization Zone (NRZ) as well as community leaders and residents who are not members of the NRZ. In this way, these plans would better reflect more site-specific uses supported both by public feedback and market viability.

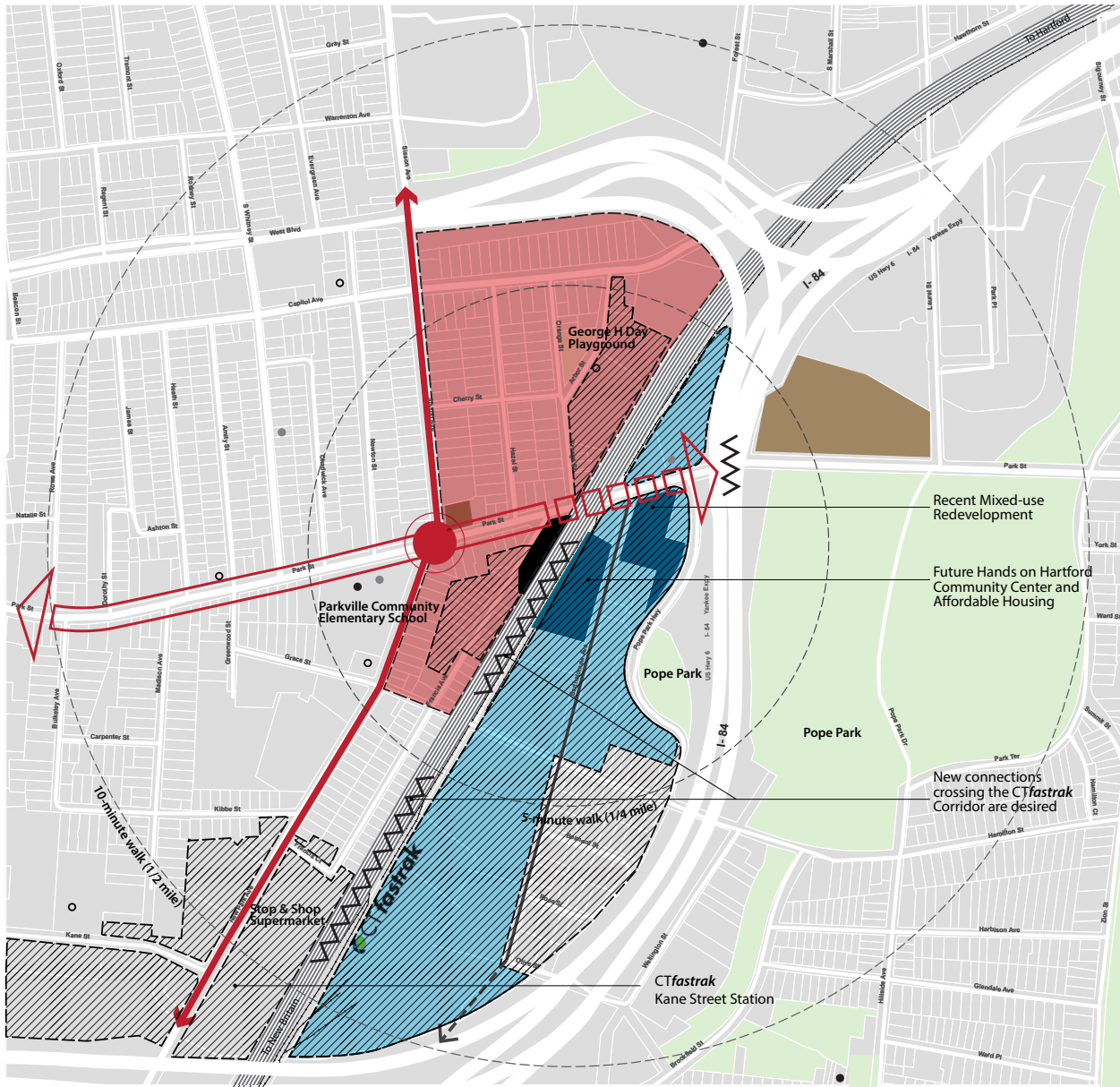


#### Developer Interest

There is already sufficient development activity to begin generating “critical mass,” especially with the business incubator, small arts/non-profit community, along with vacant and underutilized sites, to carry this momentum forward. The planned mixed-use development on Bartholomew will have office space for Hands on Hartford, a social service nonprofit, where it will provide case management, job training, a volunteer center, and a community event space. It will also include 13 supportive units targeting those currently homeless or living with HIV, and a ground floor restaurant space.

#### Leadership in Place

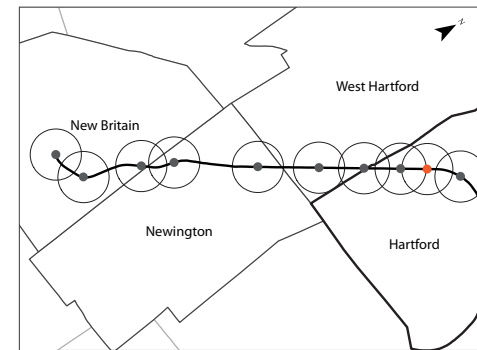
There is a very active Neighborhood Revitalization Zone in Parkville. The Parkville NRZ participates in area planning efforts including the Parkville Revitalization Plan (2004) and the Hartford 2000 coalition. The majority of land in the Parkville station area is owned by the private sector with a mixture of permitted uses including commercial, high density residential and retail. Although much of the existing development in the area is driven by the private sector, it will be important that government agencies work in cooperation with, and support of, these private sector land owners, especially in the case of vacant or underutilized parcels. There is a strong organizational structure in place for the local community to support TOD and the City’s development vision. Continued interaction with the local community to build consensus would help foster a shared vision for growth.



## Parkville Station (Hartford)

### TOD Issues and Opportunities

- CTfastrak Parkville Station
- Key Sites and Zones**
- Recent or Planned Development Site
- Potential TOD Site
- Potential Redevelopment Zone
- TOD Zoning Overlay
- Important Neighborhood Sub-district
- Corridors and Connections**
- Community Focal Point
- Primary Commercial Corridor
- Desired Commercial Corridor
- Secondary Connection
- Physical or Visual Barrier
- Existing Community Facilities**
- Daycare/After-school facility
- School
- Place of Worship
- Park/Open Space



CTfastrak TOD CAPACITY STUDY

Prepared by:

Figure 122: TOD Opportunities and Constraints within the Parkville CTfastrak Station Area

## Sigourney Street Station

### Summary

The Sigourney Street station area is home to the world headquarters of the Aetna Life Insurance Company. The presence of this anchor institution is a significant asset, as it provides a daily influx of employees within a short walk to potential future TOD around Sigourney Street Station. In addition to its status as a regional employment center, the area is home to a diverse population and a mixed-use corridor along Farmington Avenue. Despite TOD potential, Sigourney Street Station is challenged by uncertainties surrounding major infrastructure reconstruction in the area. The lack of clarity associated with the reconstruction of I-84 makes planning for redevelopment challenging to position for TOD.

Figure 123 provides a graphical interpretation of the station area's performance according to the four DRA evaluation criteria. Figure 124 summarizes the key TOD issues and opportunities identified by stakeholders.

### Physical Suitability

The Sigourney Street station area contains a number of potential TOD sites, including many Aetna-owned parking lots, the city-owned 85 Hawthorn Street, and the Lincoln Culinary Institute site at the intersection of Sigourney Street and Farmington Avenue.

The current alignment of I-84 is located directly adjacent to Sigourney Street Station. CTDOT is currently investigating alternatives to reconstruct and realign I-84 in Hartford. Stakeholders see the reconstruction as an opportunity to provide much-needed north-south connections for motorists and pedestrians, which will provide a more suitable armature for future TOD.

Sigourney Street and Farmington Avenue are the principal commercial and institutional corridors that provide the most potential for change. Stakeholders believe that future streetscape and redevelopment efforts should focus on these thoroughfares, as they provide direct connectivity to Sigourney Street Station and surrounding residential concentrations.

## TOD DESIRE & READINESS

CTfastrak Sigourney Street Station



Figure 123: TOD Desire and Readiness Rating Scale: Sigourney Street Station Area

Stakeholders also see a need for more active ground floor uses that promote pedestrian activity and street life along Sigourney Street, which would help connect Farmington Avenue to Sigourney Street Station and neighborhoods south of I-84 along Capitol Avenue.

Stakeholders prioritized pedestrian improvements over redevelopment in the station area because of the uncertainties related to the reconstruction of I-84. Near term streetscape improvements that could support future TOD include pedestrian-scale lighting at the north-south connection underneath I-84, construction of sidewalks and bike lanes connecting the station area to the West End neighborhood, installation of better wayfinding signs, and safer pedestrian and bicycle crossings along Laurel Street, Hawthorn Street, and Capitol Avenue.

### Public Sector Readiness

The City of Hartford is planning streetscape improvements on Laurel and Hawthorn streets. These improvements include bulb-outs at intersections to slow traffic and improved sidewalk amenities to attract greater pedestrian usage, with the goal of creating a gathering node and destination retail corridor leading into downtown Hartford.

In addition to planned streetscape improvements, the City of Hartford recently developed a new zoning ordinance that supports higher density mixed-use development throughout the station area. This hybrid form-based code will make it easier for redevelopment of existing, underutilized buildings with a range of land uses at Sigourney Street Station.

#### Developer Interest

Aside from current small-scale housing infill occurring on the residential blocks north of the station between Imlay Street and Forest Street, there is minimal developer interest in the Sigourney Street station area. A contributing factor to the lack of developer interest is the risk of investment due to the uncertainty related to the impending reconstruction of I-84. However, given that the reconstruction is long-term, a more immediate strategy for redevelopment with an understanding of future reconstruction opportunity is warranted and may or may not include a TOD component.

A key site along Sigourney Street is the Lincoln Culinary Institute parcel. This site is being considered for student housing and ground floor retail, and is one example of potential infill development that provides desired amenities to families living in the area. Stakeholders believe there are additional opportunities for this type of infill development.

#### Leadership in Place

Well-structured community organizations and municipal leaders have undertaken multiple planning and visioning studies that encompass much of the Sigourney Street station area. These efforts have resulted in a number of recommendations to re-activate this transitional zone between Downtown Hartford and Parkville. One such effort includes the Farmington Avenue Comprehensive Community Plan, led by the Hartford Preservation Alliance. Through this effort, the Hartford Preservation Alliance is promoting the diversification of retail, new market-rate residential units, walkable streets, and historic preservation of important buildings.

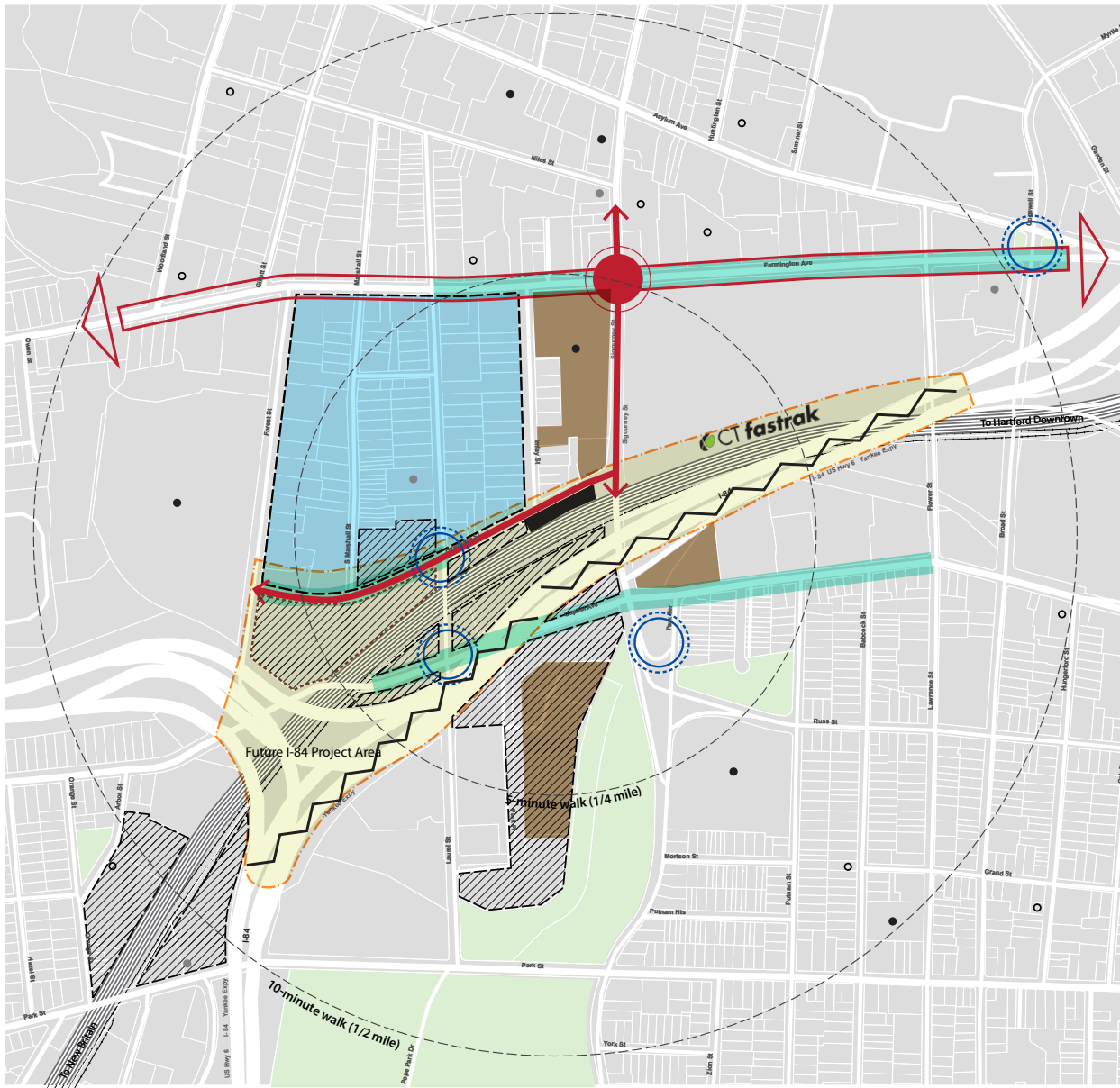


Figure 124: TOD Opportunities and Constraints within the Sigourney Street CTfastrak Station Area

## Sigourney Street Station (Hartford)

### TOD Issues and Opportunities

CTfastrak Sigourney Street Station

#### Key Sites and Zones

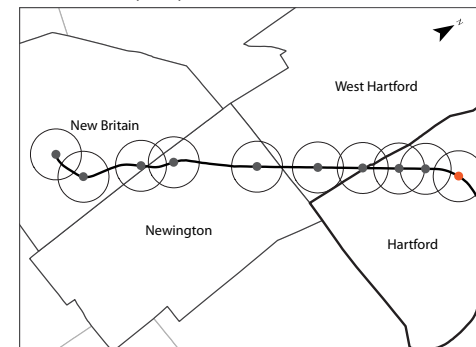
- Potential TOD Site
- Potential Housing Infill Zone
- TOD Zoning Overlay
- Future I-84 Project Area

#### Corridors and Connections

- Community Focal Point
- Potential Intersection Reconfiguration & Improvement
- Primary Street Connection
- Desired Streetscape Improvement
- Secondary Street Connection
- Physical or Visual Barrier

#### Existing Community Facilities

- Daycare/After-school facility
- School
- Place of Worship
- Park/Open Space



CTfastrak TOD CAPACITY STUDY

Prepared by:



PARSONS  
BRINCKERHOFF

## Supporting Documentation

### Photographs

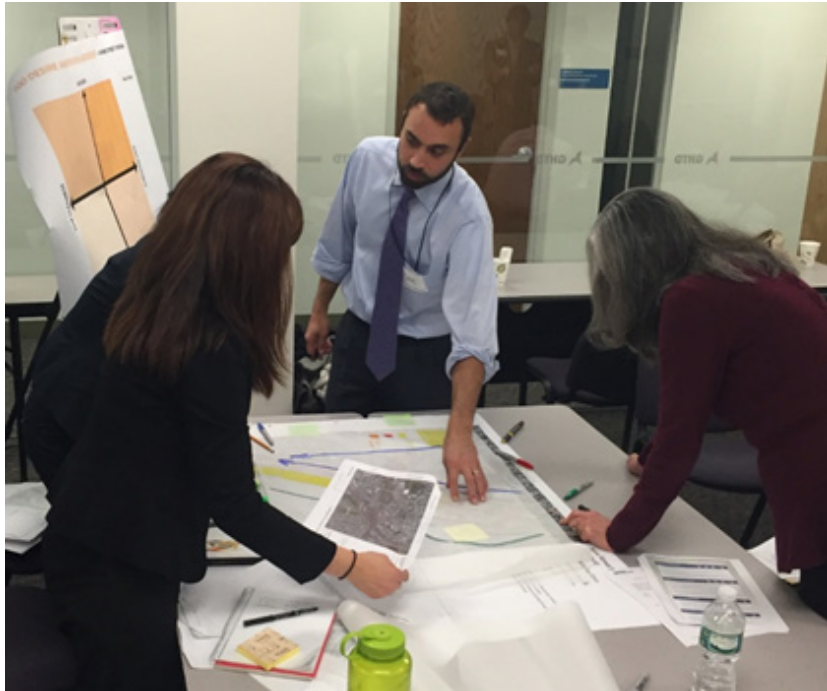


Figure 125: Mapping opportunities and constraints during a TOD Desire and Readiness Workshop

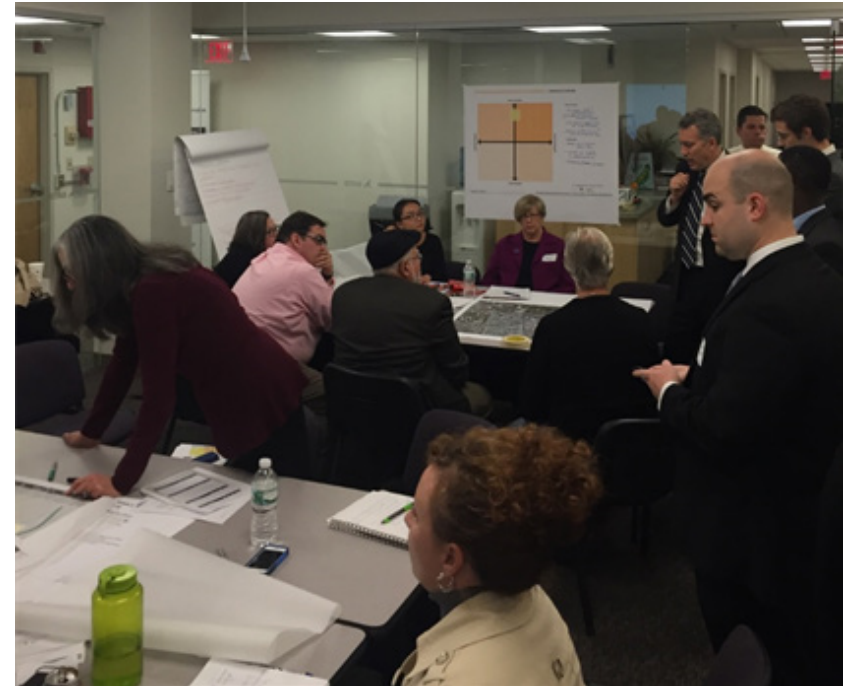


Figure 126: Mapping opportunities and constraints during a TOD Desire and Readiness Workshop



Figure 127: Mapping opportunities and constraints around Sigourney Street CTfastrak station



Figure 128: Overview presentation during a TOD Desire and Readiness Workshop



Figure 129: Mapping opportunities and constraints during a TOD Desire and Readiness Workshop



## Participant Lists

**Table 44: New Britain TOD Desire and Readiness Workshop, Invited Participants**

December 10, 2015, Mayor's Conference Center

Participant Name	Organization or Affiliation
Erin Stewart	Mayor of New Britain
Mark Moriarty	Director of Public Works
John Healey	Mayor's Chief of Staff
Steve Schiller	Town Planner
Gerry Amodio	Executive Director New Britain Downtown District
William Carrol	New Britain Business and Economic Development Director
Sharon Beloin-Saavedra	President of the Board of Education
Michael Smith	New Britain Museum of American Art Manager, Facilities
Salvatore Cintorino	Central Connecticut State University Director, Facilities Management
Nancy Kreober	Hospital of Central Connecticut VP, Operations
Steven Stafstrom	Stanley Black and Decker VP, Operations
Nick Augustino	Owner, East Side Restaurant

**Table 45: West Hartford TOD Desire and Readiness Workshop, Invited Participants**

December 15, 2015, Elmwood Community Center

Participant Name	Organization or Affiliation
Todd Dumais	Town Planner
Mark McGovern	Director of Community Services
Rick Liftig	Elmwood Business Association
Barbara Lerner	West Hartford Chamber of Commerce
Mike Kijack, Legrand	Businessman--Legrand
Craig Bond	Businessman--Abott Ball
Brian Knies	Tile America, Home Design District
Shawn Harrington	University of Saint Joseph SVP, Finance & Strategies
Arosha Jayawickrema	University of Hartford VP, Finance & Administration
Mark Overmyer-Velazquez	Board of education Chairperson
Donald S. Strait	President of CT Fund For The Environment
Daniel Mackay	Executive Director, CT Trust for Historic Preservation
Kevin Prestage	Chairman of the West Hartford Planning and Zoning Commission

**Table 46: Hartford TOD Desire and Readiness Workshop, Invited Participants**

December 9, 2015, Hartford Public Library


Participant Name	Organization or Affiliation
Sara Bronin	P & Z Commission Chairwoman
Sandra Bobowski	P & Z Commissioner
John Mullen	Staff Planner, Hartford
Caitlin Palmer	Junior Planner, Hartford
Luis Caban	West End Resident Former SINA Exec. Dir, Frog Hollow NRZ Member
Jennifer Cassidy	Asylum Hill Neighborhood Assoc. (NRZ) Past Chair
Melvyn Colon	SINA Executive Director, Frog Hollow NRZ Member
Frank Hagaman	Hartford Preservation Alliance Executive Director, Asylum Hill Neighborhood Association (NRZ) member
Officer Bongsi Magubane	Chair West End Civic Association (NRZ)
Yvonne Matthews	Asylum Hill Neighborhood Association Chair
David Morin	Parkville Revitalization Association (NRZ) Chair
Kerri Provost	Frog Hollow NRZ Chair
Bernadine Silvers	Hartford 2000 (all NRZ's) Co-Chair
Mike Freimuth	Executive Director, Capital Area Development Authority (CRDA)
Kim Lundy	HYPE Deputy Director
Donald S. Strait	President of CT Fund For The Environment
Paige R. Abrams	Bushnell Center for Performing Arts Director, Facility Sales & Service
Alan Barton	Wadsworth Athenaeum Director, Facilities
Tommasi Fusciello	Trinity College Director, Capital Projects

Jim Missell	UConn School of Law Manager, Facilities
Jeff Geoghegan	UConn Health Center Chief Financial Officer
Michael Marshall	Aetna, VP Real Estate
Mr. Kelly Styles	Connecticut Children's Medical SVP Operations
Barry Kriesberg	Hartford Hospital RVP, Operations
Rob Falaguerra	St Francis Hospital VP Facilities
Meg McCarthy	Aetna EVP Operations & Technology
Bill Bloom	Hartford Financial Services Group EVP, Operations & Technology
Tom Buckingham	Phoenix Companies EVP, Product & Operations
Gregory C. Toczydlowski	Travelers EVP, Operations

Figure 130: TOD Desire and Readiness Questionnaire

## TRANSIT-ORIENTED DEVELOPMENT (TOD) DESIRE & READINESS QUESTIONNAIRE

### CTfastrak TOD Capacity Study



**This questionnaire is designed to help you evaluate how ready your station area is for transit oriented development (TOD), and what might be needed to stimulate development, if it is desired. We would like your input on the following questions:**

Is there an opportunity for TOD at this station area?

If so, what type of development would you like to see? What should it look like and where (sites/parcels) would you like to see it?

What is needed to make such development happen?

How could the municipality or state help you make this happen?

What other partners do you need?

CTfastrak Transit-Oriented Development (TOD) Capacity Study • TOD Desire & Readiness Questionnaire

**1. PHYSICAL SUITABILITY**

POOR
FAIR
GOOD
EXCELLENT

- Are there underutilized sites or marginal land uses that could be redeveloped?
- Are surrounding streets adequately connected to the CTfastrak station?
- Are there connection(s) to nearby destinations including parks and open space?
- Is the built environment compact and pedestrian-oriented?
- Are there a mix of land uses?
- Is there a parking strategy in place that limits space devoted to parking vehicles?
- Is there available public infrastructure capacity (sewer, water, etc.)?
- Are there adequate connections between CTfastrak, local buses and other modes at the station?

**2. PUBLIC SECTOR READINESS**

POOR
FAIR
GOOD
EXCELLENT

- Does current zoning allow for mixed-use and relatively higher density housing?
- Do current plans call for mixed-use development?
- Do local plans call for increased development around the CTfastrak station?
- Is there an existing station area plan?
- Are there shared-parking or other parking management plans in place?
- Are there development incentives or financing in place (ex. BID, density bonuses, etc.)?
- Is there funding allocated for non-motorized transportation or open space improvements in the station area?
- Is there funding allocated for other infrastructure improvements in the station area (ex. parking, traffic calming/circulation)

**3. DEVELOPER INTEREST**

POOR
FAIR
GOOD
EXCELLENT

- Are local officials getting inquiries about development, purchase, or permitting redevelopment within the station area?
- Are parcels of land in the station area being optioned or sold?
- Are there privately-led master planning or plan changes underway?
- Is there new development recently completed, under construction, or soon to go under construction in the area?
- Are anchor institutions considering expansion?

**4. LEADERSHIP IN PLACE**

POOR
FAIR
GOOD
EXCELLENT

- Is there public support for redevelopment (commercial and/or residential)?
- Are there local stakeholder or advocacy groups organized around supporting station area redevelopment or transportation improvements?
- Are there leaders in local government who champion / support redevelopment?
- Are leadership groups actively meeting to discuss/plan for improvements?
- Is there organized local resistance or overwhelming obstacles to planning within the community?

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## Chapter 5: TOD Implementation Strategies

This chapter presents strategies designed to advance TOD at stations along the CT **fastrak** corridor. These strategies were developed based on site reconnaissance, study of prior plans and policies, and critical input received from municipal leaders and the broader community. The strategies have been calibrated to encourage, promote, and advance TOD and TOD-supportive initiatives deemed appropriate by the community and its leaders for each of the ten stations examined. A key input to the formation of the strategies was the TOD Desire and Readiness workshops held in late 2015 and early 2016, and the TOD implementation workshops held in August 2016, during which municipal leaders of New Britain, West Hartford, and Hartford provided feedback, input, and guidance that steered the intent, direction, and scope of these strategies. Recommendations offered for the Town of Newington are based on an independent assessment, as the Town abstained from participating in a workshop while conducting its own evaluation of land use and development potential.

Each TOD implementation strategy is comprised of three primary recommendation types:

- ▶ **Type 1: TOD proposition.** These include specific recommendations for development, funding and financing, branding, partnership opportunities or market-based redevelopment strategies.
- ▶ **Type 2: Public realm improvements to support TOD.** These include Complete Streets enhancements and aesthetic improvements to publicly owned streets, pathways, parks and open spaces that are essential to attracting and sustaining a transit-oriented community and increasing transit ridership.
- ▶ **Type 3: Planning and public policy measures to promote TOD.** These include local or regional policy initiatives, vision plans, land use planning, and zoning or other regulatory modifications that promote, incentivize, or encourage development.

These primary implementation elements are mutually supportive and form the foundation for TOD along the CT **fastrak** corridor. This implementation framework, as outlined in more detail for each station area on the following pages, is based on each municipality's physical suitability, developer interest, local leadership, and prior planning for TOD. Each set of TOD recommendations has been formulated according to the unique conditions and community needs in each station area.

For a list of funding sources by municipality, see the Appendix.

## TOD Implementation Strategy Recommendations

### Downtown New Britain Station | City of New Britain

The Downtown New Britain station area exhibits significant growth potential. However, to realize this potential, Downtown New Britain needs to overcome a soft market, a perception that downtown New Britain is not a regional destination, limited connectivity to the downtown CTfastrak station, a lack of downtown housing to foster a 24/7 environment, and a number of potential redevelopment sites that are still in the process of becoming “shovel ready” for redevelopment. In recognition of the challenges, City of New Britain staff have taken a number of important steps to overcome these challenges. The following recommendations build upon the hard work already in progress by the City.

#### Overall Strategy for Downtown New Britain:

- ▷ Promote Main Street New Britain as a TOD driver.
- ▷ Sequence new development sites for RFP in the downtown.
- ▷ Enhance access to Downtown New Britain CTfastrak station.
- ▷ Integrate TOD-supportive design standards into local policy and regulations.

**Type 1 Recommendation:** Expand the ongoing downtown branding program to build on momentum created by recent capital projects, CTfastrak, and local developer interest in Downtown New Britain. New Britain is actively setting the stage for redevelopment in its downtown. The broad strategy should be to build on Main Street, bring destination retail back to the downtown core, and redevelop several sites east of Main Street that have the potential to contain a vibrant mix of uses. Downtown revitalization activities focused on stimulating residential and commercial growth have been led by the Mayor, and supported by City Council, the business community, and the public. Downtown New Britain’s walkable streets and mid-scale buildings along the historic commercial core along Main Street provide a strong foundation for the mix of uses, energy, and scale typically associated with TOD. In particular, the advancement of the Columbus Commons redevelopment, currently proposed as a multi-

phased, mixed-used project with 168 housing units, retail, restaurant, and office space by POKO Partners LLC at the site of the former police headquarters, is a TOD that leverages the location of the CTfastrak station and, if built, could catalyze TOD in the station area. See Figure 131 for the current proposal.



Figure 131: Proposed plan for Columbus Commons

Source: hartfordbusiness.com

Given the interest and local desire to promote Main Street as a destination, a focused analysis of existing retail uses, turnover and vacancies, along with a branding strategy to draw in new retail, could form a successful path forward to activate Main Street as a regional destination.

As economic activity in Downtown New Britain increases, the City should continue to update and reinvent the Downtown brand to attract developers and recruit commercial tenants to new and existing leasable space. This relatively low-cost effort could leverage existing branding and marketing activities. However, timing is key to this effort. There is greater value in creating a branding strategy that accurately represents the unique assets and opportunities in Downtown rather than broadcasting a strategy that attempts to market the area without the assets already in place. For prospective retail tenants, an online resource could highlight current vacant space, size, nearby amenities, area demographics, and existing fit-out.

As discussed with developers working in the Hartford area, there is uncertainty about the strength of the market and ongoing perceptions about current economic and development challenges. This can be addressed through a branding effort that is integrated with streetscape improvements, such as wayfinding and signage that helps visitors locate nearby attractions and retail from CT **fastrak**, as well as public realm improvements that improve the quality of the Downtown New Britain experience.

Another key recommendation is to build upon the momentum from the initial RFP offering for the Columbus Commons site by developing a schedule for the offering of additional downtown sites to the development community. Nearby vacant or underutilized parcels, such as the vacant site adjacent to the New Britain Herald Building on Chestnut Street, can connect to this development as it is built out along with other nearby infrastructure investments, such as the Beehive Bridge.

As Columbus Commons advances, the City of New Britain can begin to explore options with the owners at these additional sites to advance new development opportunities. Active advocacy for new development,

focus on providing government support for redevelopment, site assembly strategies and creative financing will help to unlock owner interest and build bridges to the development community to unlock potential for redevelopment on the eastern side of downtown New Britain.

**Type 2 Recommendation: Create a new at-grade rail crossing on Columbus Boulevard to improve station access from downtown.** Downtown New Britain Station is a major asset in the station area and could attract students, young people, a new labor pool, and new residential uses. Although it is in close proximity, the station is separated from downtown New Britain by major transportation infrastructure. To ensure the greatest success of attracting and sustaining TOD in Downtown New Britain, new development must have direct, attractive, and convenient connections to transit, particularly to CT **fastrak**. Currently, there are two points of access to Downtown New Britain Station from the central business district – one along Main Street and the other on the Truman Overpass. Although the station has multiple points of access, the station is relatively hidden from the central business district, as it is set back far from Main Street and bounded by two limited access roadways (Truman Highway) and a railroad (Pan Am Railway).

To improve access to the station from downtown, it is recommended that a new at-grade rail crossing be installed along Columbus Boulevard as part of the streetscape improvements planned for Columbus Boulevard at Bank Street (see Figure 132). This crossing could be sited approximately 300 feet southeast of the existing at-grade crossing at Main Street and between the Main Street signal and the service entrance signal south of the Truman Overpass, and could operate in conjunction with these existing at-grade crossings.

There may be an opportunity to incorporate this new pedestrian crossing into the complete street design for Columbus Boulevard currently underway, which is active and funded for construction. If it is determined that this improvement cannot be tied into this phase of work, a feasibility study, design, pursuit of funding, and approvals process involving Pan Am Railways and the CTDOT would have to be undertaken to begin implementation for this improvement.

**Type 3 Recommendation: Modify the CBD zoning district to incorporate TOD-supportive standards.** In addition to these physical improvements outlined above, it is recommended that the City modify the current CBD zoning regulations through an amendment to the existing ordinance to integrate TOD-supportive use and design standards – with some focus on introducing a form-based rather than use-based approach to dimensional regulations for new construction. It is also recommended that the City develop TOD guidelines to ensure new development is designed to enhance street activity and is representative of what the City envisions for downtown.

The zoning modifications and TOD guidelines can be performed either by city staff or by an outside consultant, with outside services procured through an RFP process. Each of these efforts should be carried out separately, with the development of TOD guidelines performed before the zoning amendment (with the guidelines informing the subsequent drafting of new dimensional regulations contained within the new zoning regulations). The approximate cost to hire consultants to carry out these assignments depends on the level of detail and complexity of the guidelines and zoning amendment, and would likely cost between \$50,000 and \$100,000 for the completion of each project through adoption. The guidelines could take up to six months to complete, and the zoning amendment up to a year or more.

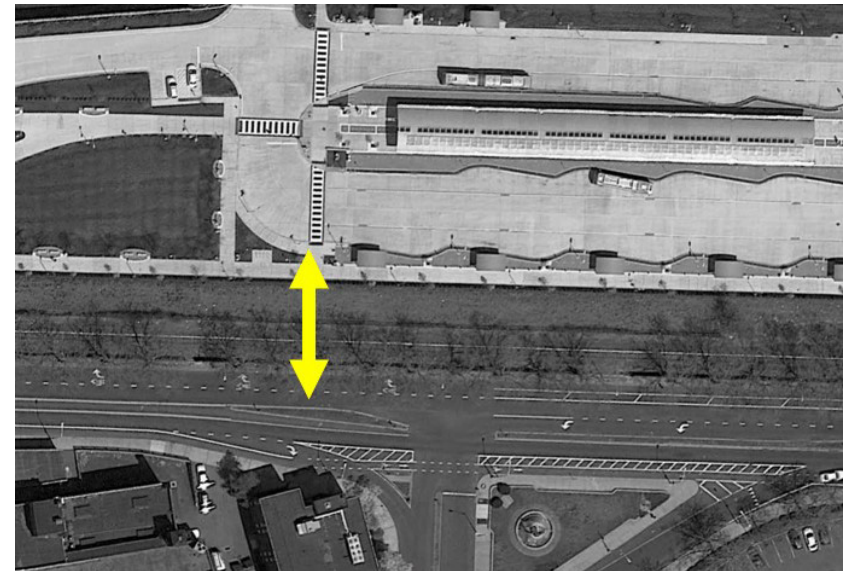


Figure 132: Potential new station entrance and at-grade pedestrian crossing

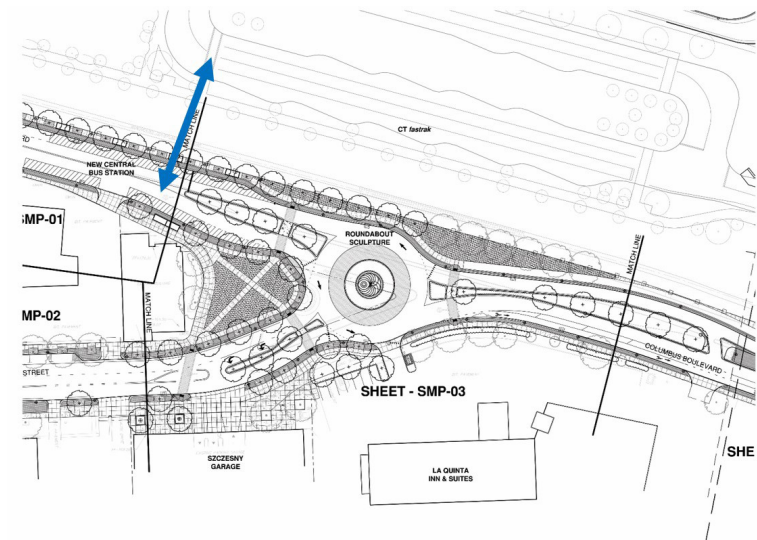


Figure 133: Potential new station entrance and at-grade pedestrian crossing transposed on current plan for Columbus Boulevard





**Type 2 and 3 Recommendations:** Complete the BAR grant-funded East Main Street / Newington Avenue street realignment feasibility study and establish a community-vetted vision for the Public Works Department site. Connectivity between the station and its surrounding residential areas is poor. As documented in the TOD Desire and Readiness Assessment in Chapter 4: Transit Oriented Development (TOD) Desire and Readiness Assessment, the indirect “Z” pattern of circulation required to access the station from the east, in combination with narrow sidewalks and the lack of crossing infrastructure, provides considerable obstacles to pedestrian and vehicular circulation. A critical next step to advancing TOD at East Main

Street Station is to introduce a roadway alignment that provides a more direct east-west connection along East Main Street to Newington Avenue.

The alignment should also identify land disposition opportunities and parcel assemblages that could be redeveloped into multi-family housing or mixed-use development. Figure 135 to Figure 137 illustrate several potential block arrangement options that could help support TOD and improved pedestrian connections near the station at the Public Works Department site, and provide a few alternative perspectives on how redevelopment can take shape on parcels adjacent to the station. However, re-parcelization



Figure 135: Alternative 1 - pedestrian and bicycle path

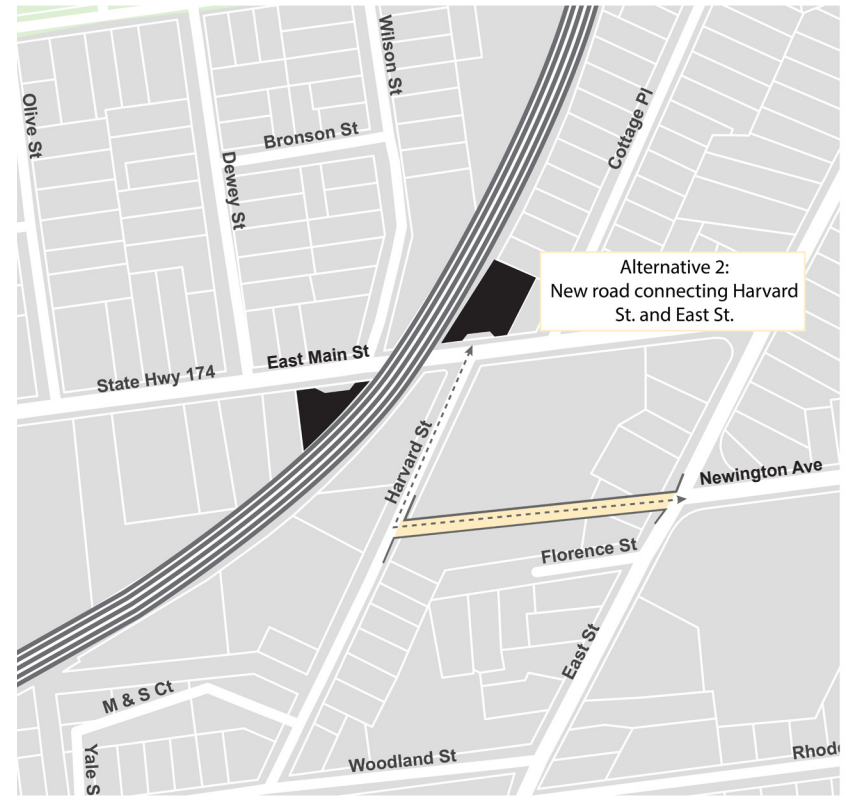


Figure 136: Alternative 2 - vehicular and pedestrian connection

and street realignment options would need to consider the likely need for potential acquisition of private property along East Main Street.

The opportunity that can be unlocked by developing a portion of the Public Works Department site as part of the roadway reconstruction provides a basis for pursuing capital funds for this new connection.

Once a relocation plan is in place for the Public Works Department, it is recommended that the City advance the master redevelopment plan being developed under the BAR grant. The City should build on this effort

and write a Request for Expressions of Interest (RFEI) that solicits private developer interest in purchasing and redevelopment of the site.

A program that may help provide financing for developers is the TOD Pre-Development Fund administered through the Local Initiative Support Corporation (LISC), which provides pre-development and site acquisition loans to encourage TOD in the corridors surrounding the State's major ongoing transit investments, including CT**fastrak**.



Figure 137: Alternative 3 - residential development with easement for vehicular access

## East Street Station | City of New Britain

East Street Station has potential for growth. The proximity of CCSU and the triangular block south of the station provide a potential for local revitalization. The City of New Britain should look at East Street's possibilities for redevelopment, and match those opportunities with local aspiration for growth to establish a plan for near-term and long-term redevelopment.

### Overall Strategy for East Street Station:

- ▶ **Build community support for TOD and student-oriented uses through strategic partnership with CCSU and community.**
- ▶ **Rezone the East Street Corridor, including some industrial parcels south of East Street Station, to establish a regulatory environment that more closely reflects the community and institutional growth plans.**

**Type 1 Recommendation:** Develop a community-vetted and CCSU-supported development approach along East Street that leverages the energy produced by the student population. Students have been some of the most enthusiastic supporters of CTfastrak. East Street Station has absorbed most of the CCSU student-related activity, so there is potential for development that provides housing and retail amenities for students and local residents. However, initial considerations for increased development capacity around the station through the establishment of the Incentive Housing Zone (IHZ) overlay district were recently rejected, demonstrating a disconnect between University growth and the local residential community. Before a plan for redevelopment can be considered, a consensus-based approach to development can address the concerns and priorities of the neighborhood and CCSU to help arrive at a mutually-beneficial development concept that serves both local residents and the university. Development opportunities may include the introduction of multifamily housing targeting young professionals, empty nesters, university staff, and even students in addition to new retail offerings, ushering in a vibrant mix of uses and population along East Street. This type of development would likely need to utilize affordable housing funding or financing to be viable, which could include: Housing Tax Credit

Contributions, Low Income Housing Tax Credits (competitive 9 percent or non-competitive 4 percent), and/or the Competitive Housing Assistance for Multifamily Properties, all of which would be available to developers depending on the affordability mix.

**Type 2 Recommendation:** Introduce Complete Streets improvements on East Street to support future CCSU student-oriented growth near the CTfastrak station. The Town should develop a corridor plan that focuses on coordinating land use and transportation planning on East Street (see Figure 140). Many of the parcels north of the station, as broadly identified in Figure 138, are vacant or underutilized, and have the potential to be developed at a higher density with a mix of land uses – including ground floor retail with a focus on student-oriented uses. In addition, the plan could develop a vision for the industrial property along St. Clair Avenue



Figure 138: Potential TOD focus areas



Figure 139: East Street existing conditions

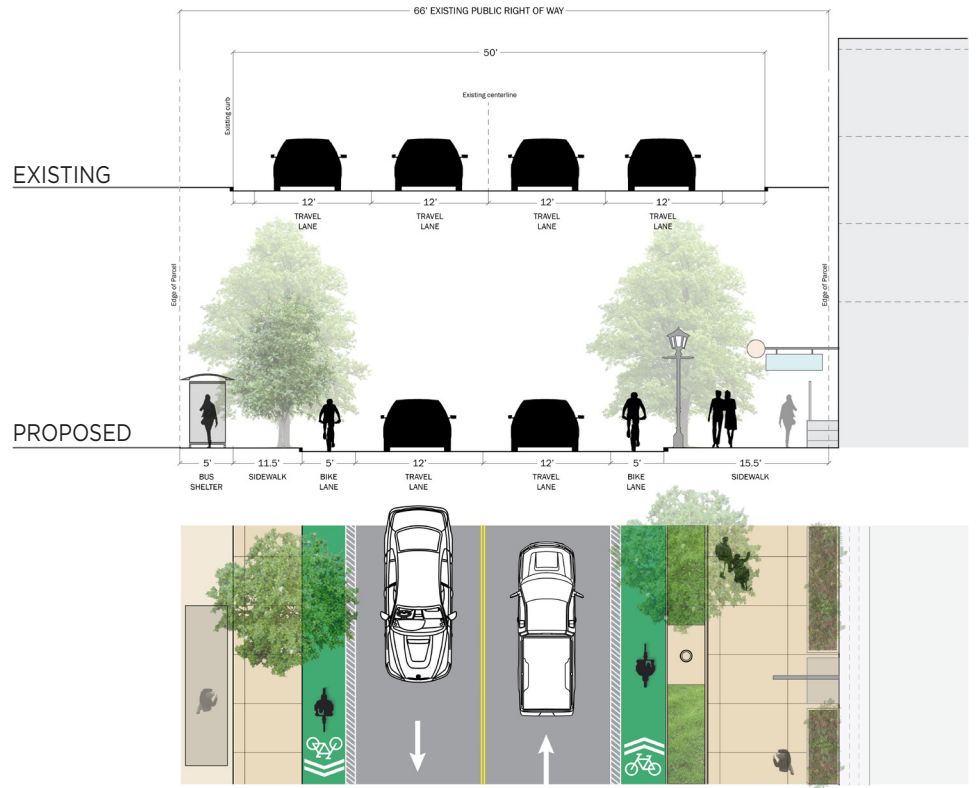


Figure 140: East Street "complete streets" concept

and Cocomo Circle. The corridor plan should integrate the TOD planning currently underway by the City of New Britain, and provide a blueprint for future physical growth along the corridor and immediately outside the CT**fastrak** station to address current and future needs of the local residential and student community. The municipality could then take steps to locally adopt the plan to secure potential funding for the reconstruction of East Street into a Complete Street. Funding for planning around the station area could potentially come from the Connecticut Office of Policy and Management (OPM) through its TOD Planning Grant Program. Alternatively, a smaller effort to develop a concept design and identify costs of capital improvements could form the basis of an application for funding. Once a concept plan is in place, a potential funding source for these improvements is the new Local Transportation Capital Improvement Program (LOTICIP), which provides State funds to urbanized area municipal governments in lieu of Federal funds otherwise available through Federal transportation legislation. The LOTICIP program is established with substantially fewer constraints and requirements than currently exist when using Federal funds.

One potential challenge to modifying the corridor is related to ownership. The section of East Street immediately outside the station is owned by the State, and coordination between the City and State will have to be established to implement envisioned improvements within the public right-of-way.

**Type 3 Recommendation: Leverage the ongoing CRCOG anchor institution study to broker support for a neighborhood and CCSU growth strategy and rezone for desirable future growth.** An important step in establishing a growth strategy around East Street Station is fostering a partnership between the station area's major anchor institution, CCSU, and the local residential and business community. This partnership should involve the development of an institutional growth plan that is community-supported and adopted at the local level.

In addition to developing a community-supported growth strategy, the City should consider creating a new base zoning district, or modifying an existing district, that incorporates transit-friendly dimensional and parking

standards to regulate and encourage TOD along the East Street corridor and the existing industrial area bounded by Cocomo Circle and St. Clair Avenue south of the station. A zoning modification will require a dedicated staff planner within the city or a hired consultant to draft the zoning text and map, and take the process through adoption following the public hearing process. This will likely require extensive community input to be carried out successfully.

The industrial properties in the southern portion of the station area present longer-term opportunities for mixed-use development. Any development strategy for these sites will require initial discussions with property owners and businesses. Due this area's separation from the core of the station area and CCSU, it may offer opportunities for multifamily housing and additional service-based / convenience retail. However, the City would need to define a long term strategy for accommodating existing industrial businesses that could be displaced as a result of this development.

## Cedar Street Station | Town of Newington

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The Town of Newington is home to a higher-income population than the rest of the Corridor, with corresponding higher residential rents. The station area is near a number of potential development sites and proximate to CCSU recreational fields. Newington, in general, exhibits the strongest market for growth along the corridor and the best opportunity for development interest in the near term. The Town should consider the role that CT **fastrak** could play in attracting new development in the station area as it considers how to respond to the potential for growth and the new transit investment being made in the community.

### Overall Strategy for Cedar Street Station:

- ▶ **Activate the Cedar Street corridor through public realm improvements to balance modes of travel and policy strategies that promote development with a focus on the redevelopment of the former National Welding site and potential CCSU East Campus expansion.**

### **Type 1 Recommendation: Leverage CCSU student population and plans for the CCSU East Campus expansion, and build on recent momentum created through the recent adoption of the TOD Overlay Zoning District.**

As the Town considers how to grow, there may be an opportunity for additional commercial development with a focus on student-oriented uses, and specific opportunity to redevelop the four-acre National Welding site adjacent to the station. This site has undergone remediation through a grant by the Connecticut Department of Economic and Community Development (DECD). However, there has been concern voiced in the community about potentially dramatic changes in the character of its neighborhoods that may result from redevelopment of the site.

Newington should begin an exploration with residents to establish a vision for this site and, more broadly, for how to integrate economic development into the community without fundamentally changing its character. A collaborative process, which will more likely build community support, can happen as the Town fields expressions of interest from developers to gauge potential redevelopment scenarios.

Although the strength of Newington's residential market suggests it can support a wider range of uses and densities, the Town has recently prioritized employment growth, which can be aligned with these new transit amenities. Possibilities could include the development of more retail or office uses oriented towards the station. To achieve this, the Town should work with the services provided by CRDA to maximize chances for successful redevelopment.

### **Type 2 Recommendation: Conduct a comprehensive Complete Streets corridor study on Cedar Street that focuses on developing a vehicular access strategy to address current and future traffic volume generated by CT **fastrak** and the potential CCSU East Campus expansion.**

The Route 9 highway ramps near the intersection of Fenn Road and Cedar Street, and current levels of congestion along Cedar Street at peak periods, provide a challenge to constructing additional curb cuts and access roads to serve future development at the former National Welding site and the site slated for the potential CCSU East Campus expansion. In addition to access challenges, Cedar Street and Fenn Road contain few pedestrian and bicycle amenities, and are auto-oriented. As part of the corridor study, a Complete Streets approach, with focus on redesigning Cedar Street and the intersection of Cedar Street and Fenn Road, could be conducted to develop potential alternatives to create better accessibility to development sites, integrate provisions for pedestrians and bicyclists and create clear connections between the CCSU campus and Cedar Street Station. A conceptual Complete Streets design for Fenn Road and the intersection of Cedar Street and Fenn Road design is shown in Figure 141 to illustrate several possibilities.

A program that could possibly help fund Complete Streets and land use planning is the TOD Planning Grant Program administered by the CT Office of Policy and Management (OPM), as well as Connecticut's Community Connectivity Program administered by CTDOT, which, as part of the Governor's Let'sGoCT! initiative, is designed to make conditions safer and more accommodating for pedestrians and cyclists, thereby encouraging

more people to use these healthy and environmentally sustainable modes of travel.

**Type 3 Recommendation:** Make strategic modifications to current zoning districts mapped within the station area, or rezone. The current base zoning districts in the station area, as shown in Figure 142, do not permit the development of transit-supportive land use, such as multifamily residential. This has been addressed through the recent adoption of the TOD Overlay Zoning District mapped within the Cedar Street station area. The provisions contained within the overlay district text are generally TOD-supportive, but could be strengthened to accommodate a greater range of development densities and more effectively address building form and site design. This will permit higher densities by-right, streamline the approvals process, and send signals to the private development community that the community desires TOD development in the station area.

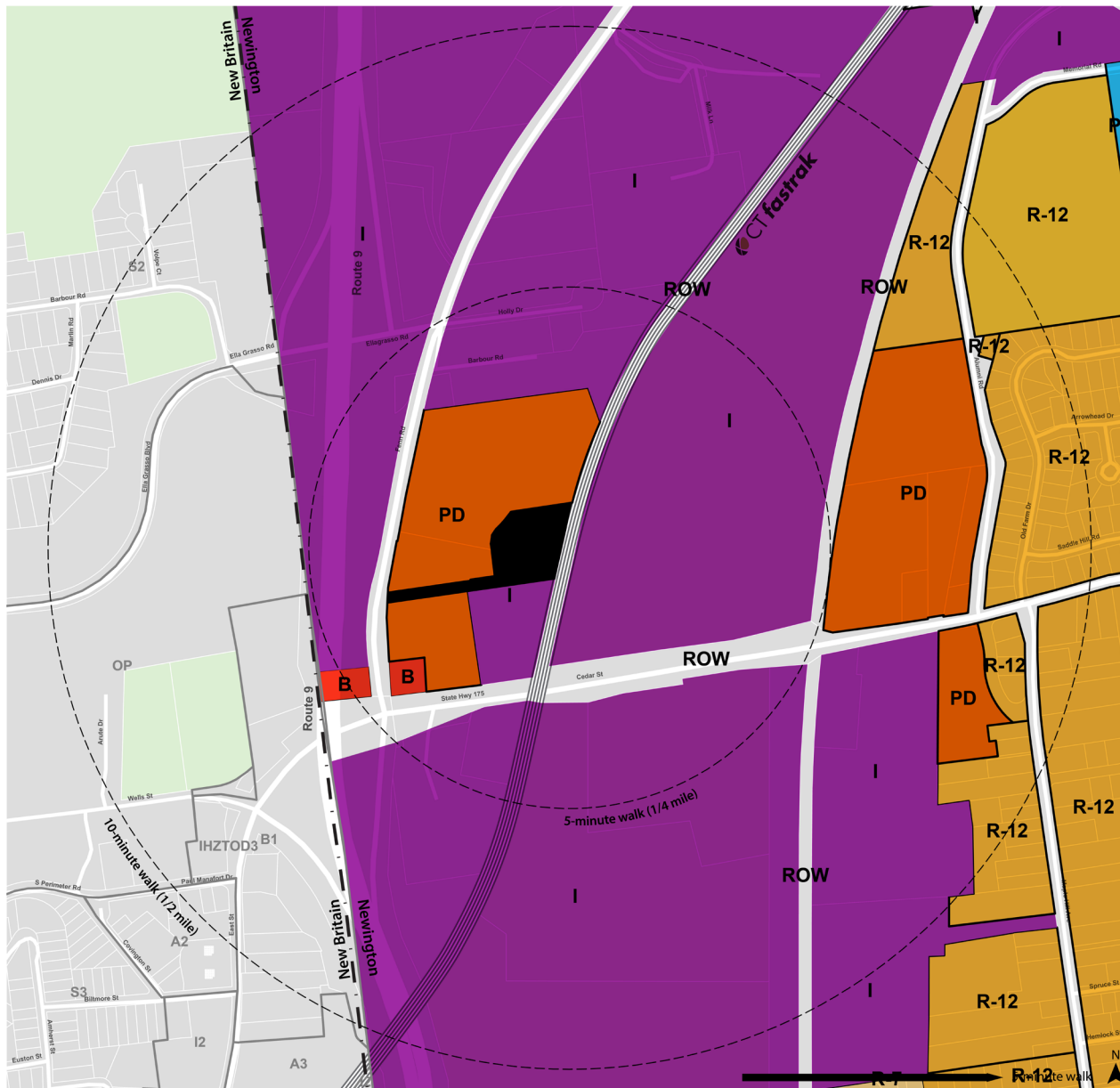
The following zoning rewrite approaches are two options the Town may want to consider:

- ▶ Evaluate ways to strengthen the current TOD overlay district standards to more effectively promote TOD, and include form-based elements.
- ▶ Remap the station area and create a new form-based TOD base zoning district in place of the current overlay district that promotes TOD in and around the Cedar Street Station.



Figure 141: Fenn Road design cross-sections concepts

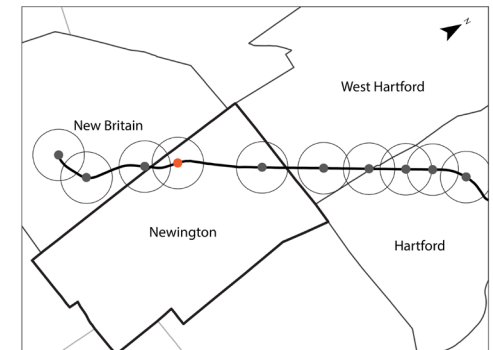




## Cedar Street Station (Newington)

### Zoning

- B Business
- B-BT Business Berlin Turnpike
- B-TC Business Town Center
- CD Commercial Development
- I Industrial
- PD Planned Development
- PL Public Land
- R-12 Residential
- R-20 Residential
- R-7 Residential
- RD Residential Designed
- RP Residential Planned
- CTfastrak Cedar Street Station



CTfastrak TOD CAPACITY STUDY

Prepared by:

Figure 142: Current base zoning district in Cedar Street Station Area

## Newington Junction Station | Town of Newington

A new rail station is planned for a site just east of the CTfastrak Newington Junction Station as part of the Hartford Line rail service. The community should consider if and how growth associated with the two transit stations should occur in an area that is currently characterized by single-family housing and public infrastructure more suited for low-density housing. Since there is currently significant community opposition to TOD in the station area, a robust and focused community engagement effort by the Town will be required to effectively come to a general consensus on the vision for the neighborhood.

### Overall Strategy for Newington Junction Station:

- ▶ **Coordinate the station area's growth strategy with the local community and improve vehicular and pedestrian connections to the station.**

**Type 1 Recommendation:** Improve commercial offerings to serve CTfastrak and future commuter rail riders (see Figure 144). Development of a multi-modal transit hub offers potential for passenger-serving retail. Providing more retail – particularly service-oriented retail serving transit riders – will add more appeal to the station area as a multimodal hub and support future ridership and economic development.

**Type 2 Recommendation:** Extend the CTfastrak multi-use path north along Willard to New Park Avenue (see Figure 143). The multiuse path terminates at West Hill Road. Extending the path along Willard Avenue to New Park Avenue will provide connections to the Elmwood station area in West Hartford. In addition to enhancing recreational opportunities and connectivity in the station area, it is recommended that public infrastructure be upgraded to support economic development, including sidewalk construction and widening and bicycle accommodations. If it is found during a community engagement process that the vision for the station area includes some new development, the Town should prioritize the installation of sidewalks, pedestrian crossing infrastructure, and curbing along Francis Avenue and Day Street to improve connections

to transit from neighborhoods south and east of the station. Improving vehicular and pedestrian connections in the station area will help elevate the station's role in the community, and set the stage for potential future redevelopment.

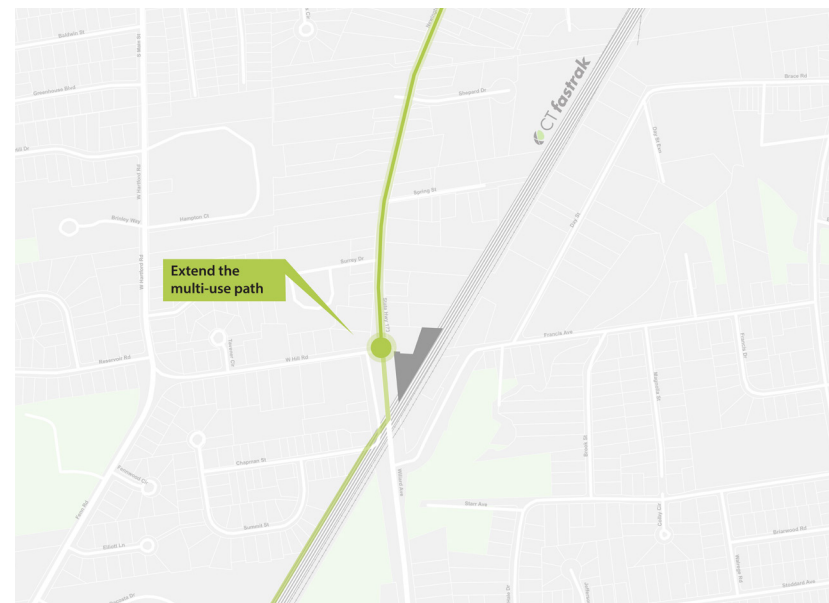


Figure 143: Potential CTfastrak Multi-use Path Extension

**Type 3 Recommendation:** Develop a locally adopted vision plan/growth strategy that considers the impact of the future Hartford Rail line station and build local support. It is recommended that the Town of Newington develop a community and stakeholder vision for the station area. Additional planning can help define the community's vision and a context-sensitive and neighborhood-supported growth strategy. This process may involve planning consultants to assist in capturing the community's collective vision through a series of development charrettes, visual preference surveys, and public open houses.

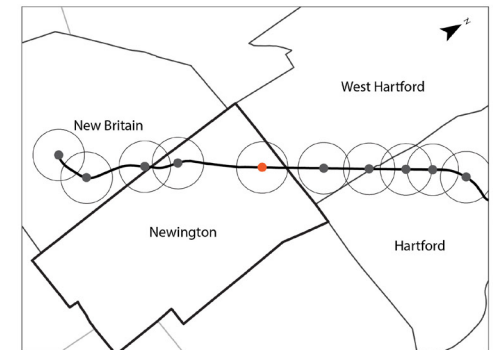


Figure 144: Potential Location for Future Commercial Uses

## Newington Junction Station (Newington)

### Potential Catalytic Development

- CTfastrak Newington Junction Station
- Proposed Hartford Line Newington Station
- Potential Catalytic Development Site



CTfastrak TOD CAPACITY STUDY

Prepared by:



PARSONS  
BRINCKERHOFF

## Elmwood Station | Town of West Hartford

Elmwood station is one of four CT**fastrak** stations along the New Park Avenue corridor, and well-positioned in a compact urban block system with a mix of uses. Like Parkville Station in Hartford, the station is within minutes walking distance of neighborhood activities and recreational amenities. Building on the assemblage of local assets will be critical to unlocking TOD potential.

### Overall Strategy for Elmwood Station:

- ▶ Assemble land on the block directly west of the station for TOD.
- ▶ Expand the Trout Brook Trail to connect to the East of the CT**fastrak** guideway to activate the industrial corridor to the East.
- ▶ Create a TOD base zoning district that permits mixed-use development and industrial uses.

**Type 1 Recommendation:** Build on recent TOD momentum by assembling key redevelopment sites across from the station. The Elmwood station area boasts one of the first TODs along the CT**fastrak** Corridor - the 616 New Park mixed-use development (see Figure 145) that will include 43 workforce and supportive housing units, scheduled for completion in 2018 by Trout Brook Realty Advisors. Adding to the station area's appeal, Elmwood contains a burgeoning home-design district, with a mix of furniture stores, tile shops, and other stand-alone retail dedicated to home improvement. There are pockets of activity that could be complemented by TOD, such as the well-regarded Corner Pug pub/restaurant with outdoor seating at the corner of New Park and New Britain Avenue.

Key focus for the Town should be placed on the block immediately west of the station, bounded by New Britain Avenue to the south, New Park Avenue to the east, Trout Brook to the north, and Quaker Lane to the west. This block is in close proximity to some of Elmwood's varied cultural and retail offerings, and near 616 New Park. These sites, as highlighted in Figure 146, were indicated as potential TOD sites during the TOD Desire and Readiness workshop held with the Town's municipal leaders in the winter of 2016. The Town should make it a priority to explore the potential



Figure 145: Rendering of 616 New Park



Figure 146: Potential site assembly opportunity at Elmwood Station

for consolidating small contiguous parcels on this block to create sites large enough to support mixed-use development.

The first general steps in the assembly process are meeting with stakeholders (property owners, local business owners, and local developers), identifying suitable and contiguous publicly and/or privately held land sufficient in size for redevelopment, and creating a redevelopment plan. The Town should then develop a purchasing strategy that is implemented by either the Town or a non-profit organization that can buy and/or assemble the property and transfer it to a private developer once a suitable plan that's consistent with the redevelopment plan has been successfully solicited through an RFP process by the involved entities.

In addition to the consolidation of smaller parcels across from the station, the Town should identify sites where infill development can take place, with an eye toward the northern segment of New Park Avenue in the station area, and determine if there are sites that can be advanced through acquisition and environmental remediation. Similar to 616 New Park, which received \$10 million in tax credits, development that includes affordable housing will be able to take advantage of affordable housing incentive programs such as: Housing Tax Credit Contributions; Low Income Housing Tax Credits (competitive 9 percent or non-competitive 4 percent); and/or the Competitive Housing Assistance for Multifamily Properties (CHAMP).

While residential infill is desirable and amplifies the vitality of the station area, the Town should seek a balance of uses to avoid driving out existing businesses and industries that employ a substantial number of workers, particularly in the area west of New Park Avenue and south of New Britain Avenue.

**Type 2 Recommendation: Extend the CT**fastrak** multiuse trail to Elmwood and improve the CT**fastrak** Guideway underpass on New Britain Avenue.**

It is recommended that the Town conduct a feasibility study of extending the CT**fastrak** multiuse trail from its current terminus at Newington Junction Station to Elmwood Station and to the Trout Brook Trail. This will improve inter-municipal connectivity and link transit to recreational amenities, which are both vital to capturing ridership and attracting TOD.

In addition to conducting a trail extension feasibility study, it is recommended that the Town conduct a technical study that determines options for redesigning the section of New Britain Avenue that crosses underneath the CT**fastrak** guideway bridge. As shown in Figure 148, a redesign would address the narrow sidewalk conditions and integrate bicycle infrastructure underneath the viaduct to better connect the west and east halves of the Elmwood station area. In order for this improvement to be feasible, the existing northbound turn lane on New Britain Avenue would have to be removed to provide adequate width. Uniting these sections along New Britain Avenue would improve access to the station and to future development along New Park Avenue from areas east of the CT**fastrak** guideway. A program that may help fund the study is Connecticut's Community Connectivity Program administered by CTDOT, which, as part of Let'sGoCT!, is designed to make conditions safer and more accommodating for pedestrians and cyclists, thereby encouraging more people to use these healthy and environmentally sustainable modes of travel.

**Type 3 Recommendation: Remove the Traditional Neighborhood Design (TND) overlay zoning district and develop a hybrid form-based TOD base zoning district that covers the station area.**

Town planning staff have expressed concern over the limited success of the TND overlay district. The Town should consider removing the overlay district and drafting a new form-based TOD base zoning district that applies to the broader station area. See Figure 149 for the general area to be considered. It is recommended that this district be a hybrid code (i.e. balancing use and form-based standards), to align with TOD goals and findings from the Desire and Readiness Assessment for the Elmwood station area. The zone should maintain some focus on use (such as ensuring industrial and residential development are both permitted in the district), while also mandating design standards related to building scale and form. Given that much of the station area is in industrial use (or former industrial use), it will be critical to build in use standards that are sensitive to this character, while also allowing the flexibility to introduce new uses that have been found to complement these uses – such as some residential development types.

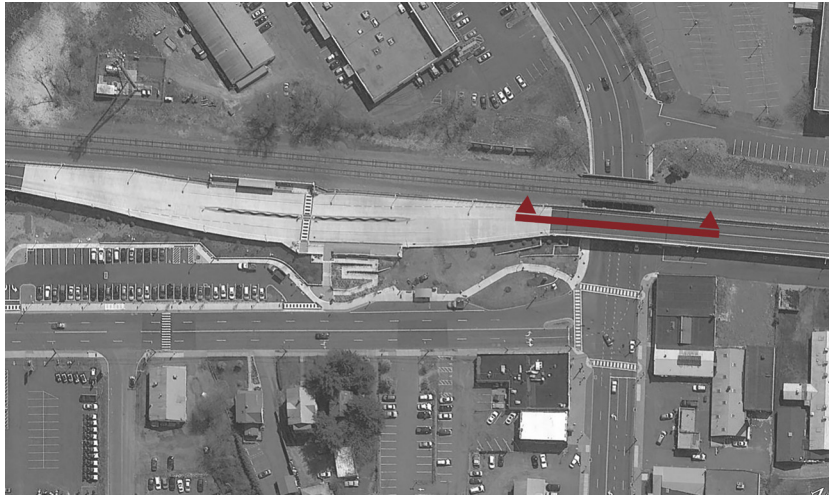


Figure 147: New Britain Avenue existing conditions

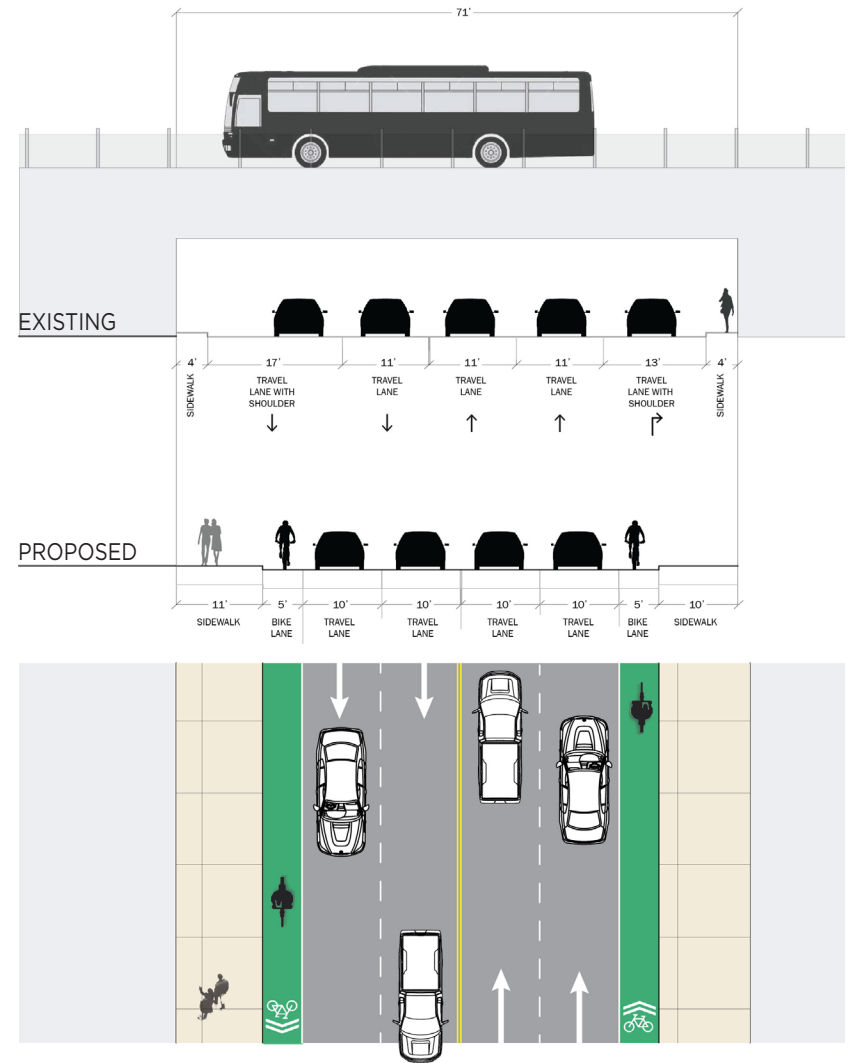


Figure 148: New Britain Avenue underpass improvement concept

Living and working in industrial areas is increasingly common and municipalities are responding to people's desire to live and work in close proximity by crafting regulations that permit these mix of uses traditionally separated in Euclidean zoning codes. A recent example of a zoning district that achieves these objectives is the Mixed Use Hybrid Industrial Zone currently being drafted in the City of Los Angeles' new zoning code. Another noteworthy example is the City of Providence's recently adopted Mixed-Use Industrial District (M-MU), which is designed "to encourage the reuse of older industrial buildings, and compatible new development, for mixed-use environment of light industrial use and a variety of other non-industrial uses, such as live/work dwellings, higher density residential, commercial, and limited institutional uses." See Figure 150 for built development examples within similar districts.

Given the Town's limited planning staff resources, it is recommended that an RFP be drafted to solicit a planning and zoning consultant to draft the text and map, and to assist the Town in the community engagement and public hearing process through adoption of the new code.



Figure 149: Potential area to consider for drafting a new form-based TOD zoning district



Figure 150: LA DCP - live work industrial district

## Flatbush Avenue Station | Town of West Hartford

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The Flatbush Avenue station area contains a mix of industrial and big box retail uses. A prominent corridor in the station area - New Park Avenue - bisects the district just west of the station. Flatbush Avenue Station is already generating foot traffic and development interest after the introduction of CT **fastrak**, and the planned rail station as part of the Hartford Line will be located directly across the CT **fastrak** guideway from the Flatbush Avenue CT **fastrak** station at the corner of Flatbush Avenue and Newfield Avenue. Once built, the station area will be a multimodal hub that will likely catalyze redevelopment. An interesting nuance to this station area is the north-south orientation of the West Hartford-Hartford municipal line, which divides the station area in half. Although this may provide regulatory and inter-municipal coordination challenges, it presents an opportunity for Hartford and West Hartford to take advantage of a significant transit investment and shape a transit-oriented district that benefits the larger region.

### Overall Strategy for Flatbush Avenue Station:

- ▶ **Promote interjurisdictional coordination and land use planning to help unify the station area and to better position for TOD.**
- ▶ **Promote an “early win” development project to catalyze redevelopment in the station area.**
- ▶ **Develop complete street strategies on key corridors that balance modes of travel on streets and support the creation of a TOD district around Flatbush Avenue Station.**

**Type 1 Recommendation:** Identify sites and site assemblages that could catalyze further investment. Office uses may present a market opportunity in West Hartford, as demand was recently demonstrated with a 18,500 sq. ft. office building that was built on speculation and 50 percent leased even before construction began. One potential office use type could be flex office space - desk rental with access to printing services and conference rooms - that would serve as an affordable option for office space in an area with excellent transit connectivity to the region. Future office development in the station area may include more of this growing subset of office space.

One potential site to consider for this kind of use is the State-owned parcel northwest of the station at the corner of New Park Avenue and Flatbush Avenue. Some questions to begin the investigative process for the site are:

- ▶ Can it be assembled with additional adjacent vacant land?
- ▶ Is the current zoning appropriate and conducive to the type of growth envisioned by the Town?
- ▶ Are there any encumbrances on the site that would prevent or delay redevelopment?
- ▶ Is the community engaged and on-board to support the type of development achievable at the site and consistent with Town goals and objectives?

The site should be tested in the market by identifying specific available tax credits or other financing tools and presenting an RFP or RFEI for developers to ascertain whether there is noteworthy interest. In preparation, a due diligence analysis of the site can be undertaken to understand its current state and whether any gaps may exist in presenting the site as “shovel ready”. This could inform the RFP/RFEI and could assist developers in understanding the specific steps that would need to be taken to redevelop this site. A program that may help provide financing to developers is the TOD Pre-Development Fund administered through the Local Initiative Support Corporation (LISC), which provides pre-development and site acquisition loans to encourage TOD in the corridors surrounding the State’s major ongoing transit investments, including CT **fastrak**.

**Type 2 Recommendation:** Develop a Complete Street along Newfield Avenue in partnership with the City of Hartford. Newfield Avenue, as highlighted in Figure 151, will become a more critical corridor once the planned West Hartford rail station is constructed and in operation. Complete Streets improvements would support future accessibility to the station as well as future TOD that may take place on its east and west sides. Although Newfield Avenue is located in Hartford, it is also essential to communities in West Hartford, and a partnership between Hartford and West Hartford would help ensure the success of this effort.



This improvement should begin with a Complete Streets plan – similar in scope to the New Park Avenue Transit Area Complete Streets Study – which is one of the first steps in establishing a mobility strategy for the corridor. Programs available through the CT Office of Policy and Management (OPM) could possibly help fund Complete Streets and land use planning.

Once completed, this study can serve as important content for a competitive grant application for design and construction funding, such as the Local Transportation Capital Improvement Program (LOTICIP) in Connecticut, which provides State funds to urbanized area municipal governments in lieu of Federal funds otherwise available through Federal transportation legislation. The LOTICIP program is established with substantially fewer constraints and requirements than currently exist when using Federal funds.

**Type 3 Recommendation:** Rezone the station area to better-align regulatory intent with TOD objectives and the City of Hartford’s recently adopted zoning ordinance, and develop a vision for growth for the Flatbush station area. Essential to the draw and success of future TOD is the development an inter-municipally vetted vision for Newfield Avenue, with a zoning strategy aligned with the goals and objectives established in that vision. A key starting point is determining the priorities from the latest station area plan conducted by CRCOG in 2015 entitled Flatbush Avenue Station Area TOD Primer and Concept Memo. Following the establishment of priorities, the Town should establish an inter-municipal working group comprised of municipal leaders from Hartford and West Hartford to create this vision.



## Kane Street Station | City of Hartford

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Kane Street station is a location with significant potential for commercial growth, in that there are a number of vacant and/or underutilized sites. However, the ability to activate development at Kane Street in the near-term is hampered by a soft market. The station area may instead be the beneficiary of growth that occurs first in Parkville (immediately to the north) and Flatbush Avenue (immediately to the south).

### Overall Strategy for Kane Street Station:

- ▶ **Promote New Park Avenue near Kane Street as a premier corridor for new commercial development.**

**Type 1 Recommendation:** Focus on identifying priority sites (such as the publicly-owned parcels near the station) and positioning those sites to be development-ready over a longer time horizon. The Kane Street Station offers limited near-term potential for TOD, as described in more detail in Chapter 4. Although there are large development sites in close proximity to the station, likely site contamination poses development challenges, particularly for residential buildings. However, with continued development momentum in Parkville and around Flatbush Avenue Station, Kane Street Station could become increasingly viable as a commercial center. An initial analysis of the potential build-out of these high priority sites could set the stage for an overall vision for growth at Kane Street and lead to specific remediation actions, street improvements, zoning considerations, etc. in order to most efficiently move key sites towards development feasibility.

**Type 2 & 3 Recommendations:** Conduct a Complete Streets study focusing on New Park Avenue. New Park Avenue is an important corridor that connects four CTfastrak stations in Hartford and West Hartford. A Complete Streets study is currently being conducted by the Town of West Hartford, with focus on the sections of New Park Avenue near its CTfastrak stations. It is recommended that the City of Hartford conduct a similar study that improves pedestrian and bicycle accessibility along the corridor, thereby enhancing access to the station. Figure 153 shows two potential options of how to reconfigure and beautify the street. In addition, it is recommended that Hartford redesign the intersection of Kane Street

and New Park Avenue to provide more pedestrian, bicycle and crossing improvements.

Once completed, a study can serve as important content for a competitive grant application for design and construction dollars, such as the Local Transportation Capital Improvement Program (LOTICIP) in Connecticut, which provides State funds to urbanized area municipal governments in lieu of Federal funds otherwise available through Federal transportation legislation. The LOTICIP program is established with substantially fewer constraints and requirements than currently exist when using Federal funds.

Figure 151: Newfield Avenue Corridor



Figure 152: New Park Avenue existing conditions

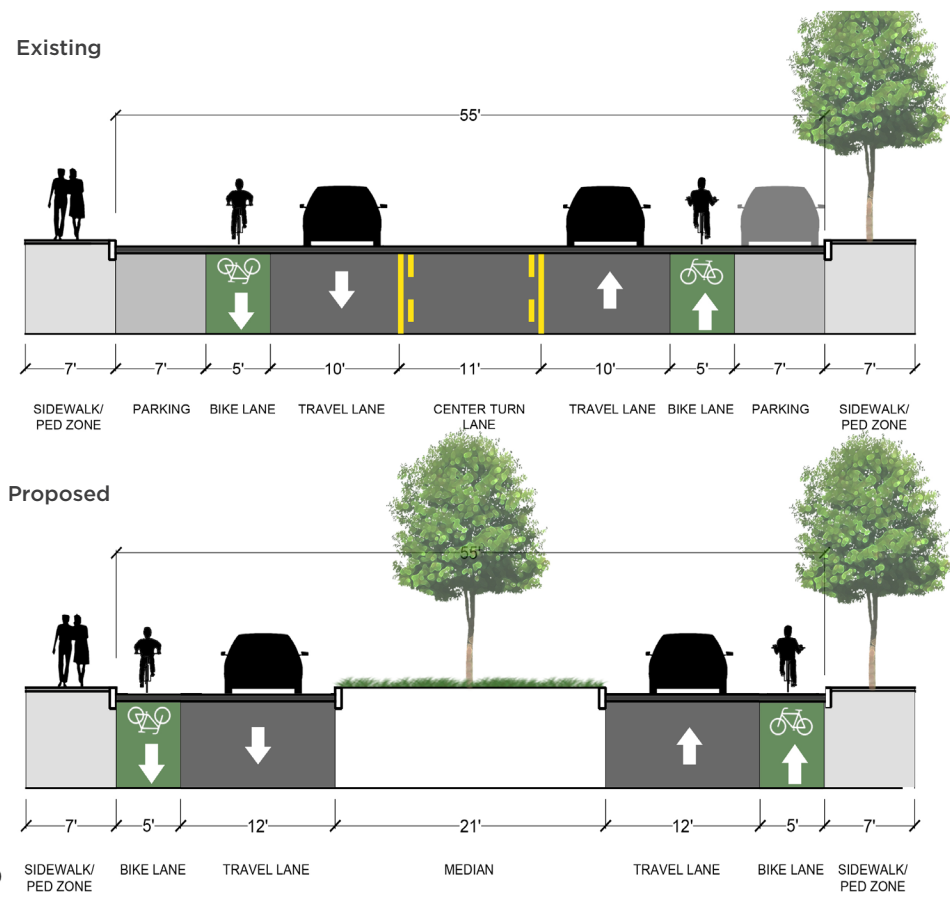


Figure 153: Potential reconfiguration and beautification of New Park Avenue

## Parkville Station | City of Hartford

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Similar to the Elmwood station area, Parkville is perhaps the furthest along in terms of having an established sense of place and discernible center. The station area contains unique and interesting industrial buildings with distinctive architectural character. Developers and local property owners have already repurposed or have plans to repurpose and redevelop buildings in the station area – particularly along the Bartholomew Avenue corridor – and this initial and vibrant entrepreneurial spirit suggests Parkville is an emerging destination for residents, visitors and employees. The City of Hartford can play a major role in shaping and stewarding the future of Parkville by encouraging and assisting redevelopment efforts.

### Overall Strategy for Parkville Station:

- **Leverage existing and unique placemaking elements at Parkville and brand as a TOD district.**

**Type 1 Recommendation:** Develop a site acquisition and assemblage strategy to position soft sites for redevelopment. With increased development activity and developer interest in furthering residential and office development to create a true live-work enclave, Parkville is well-poised to create a signature district that embodies TOD and ultimately becomes a model for other station areas along the Corridor. In the short term, Bartholomew Avenue could support additional moderate scale (4-6 story) multifamily buildings with ground floor retail along its evolving industrial landscape. With the Hands On Hartford-sponsored supportive housing development coming online, efforts should focus on mixed-income housing to support a diverse mix of users in the area. To continue momentum for future developments, the City of Hartford should create a site acquisition and assemblage strategy, identifying key soft sites like 81-99 Bartholomew Avenue, and explore remediation or improvement mechanisms to position these sites for development. Private development could be assisted by funding from the CT Brownfield Redevelopment Authority (a subsidiary of Connecticut Innovations) through its grant program.

Developers should be encouraged to pursue adaptive reuse of existing buildings where feasible, to unlock historic tax credits as a key funding source and contribute to the character of Parkville as a cohesive district. Additional efforts to bolster the station area identity should be considered, including the continuation of the Hello Parkville initiative, to further market the activity and assets within the Parkville station area.

Finally, the City should explore the use of Capital Region Development Authority (CRDA) services as a mechanism for facilitating development in the station area. Typically, CRDA has focused its residential efforts in Downtown Hartford, but CT**fastrak** offers a unique opportunity that should be absorbed into one of Authority's primary missions -- to stimulate economic development and new investment in and around Hartford -- to support Downtown as well as neighboring areas connected by transit.

**Type 2 Recommendation:** Improve the CT**fastrak** and railroad underpasses on Park Street. This segment of Park Street is the primary entry to development occurring along the Bartholomew Avenue corridor from the west. It is recommended that the under-bridge streetscape be enhanced with aesthetic improvements. See Figure 155 for a potential reconfiguration of the under-bridge streetscape. A design that explores the possibility of re-aligning the roadway through this section and establishes increased pedestrian and bicycle amenities could form the basis for applying for capital funding to make improvements that would enhance non-motorized access and support economic development.

In addition to Park Street improvements, and to complement the planned improvements to Bartholomew Avenue, it is recommended that the City evaluate the potential for Pope Park West and Pope Park Highway to serve as a more essential amenity within the district. See Figure 157 for one potential reconfiguration of the streetscape and park. A study that looks at public infrastructure and the role of Bartholomew Avenue and Pope Park West is recommended so that any planned improvements for the public realm are set within the larger vision for the district (see Type 3 Recommendation).



Figure 154: Park Street existing conditions

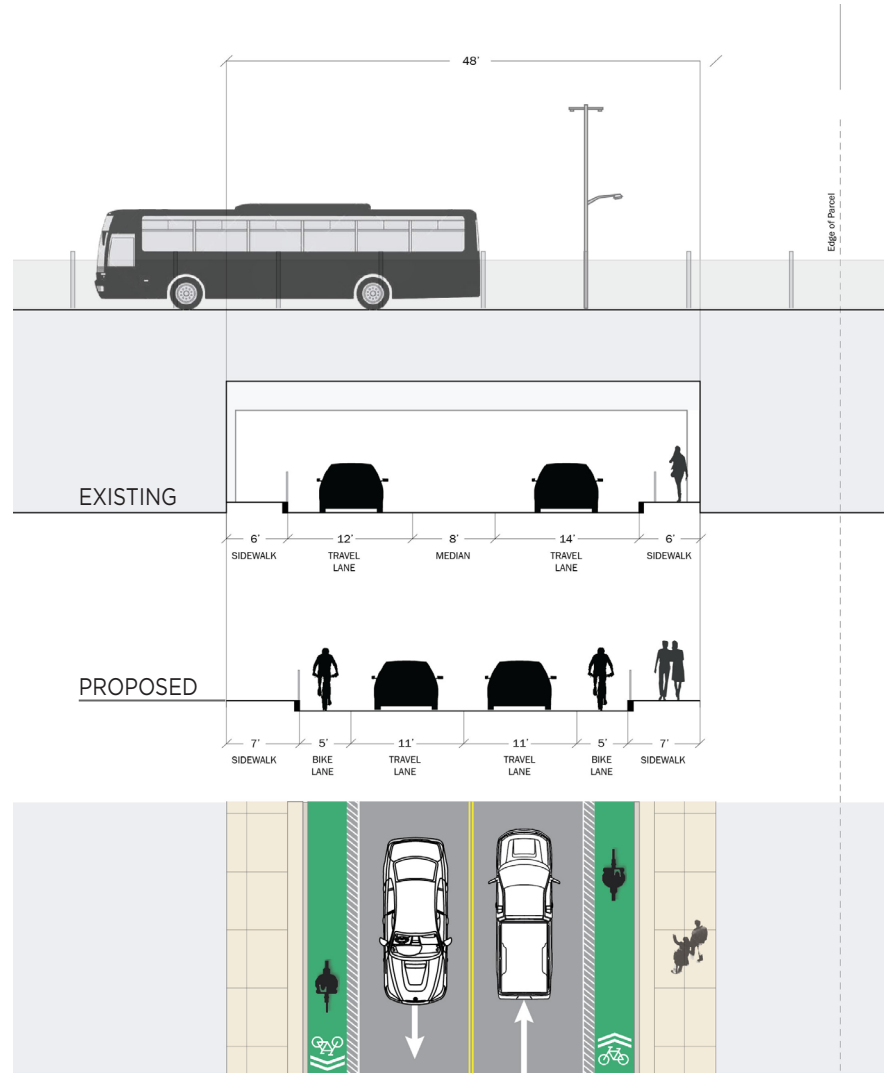


Figure 155: Potential reconfiguration of the under-bridge streetscape



Figure 156: Pope Park Highway existing conditions

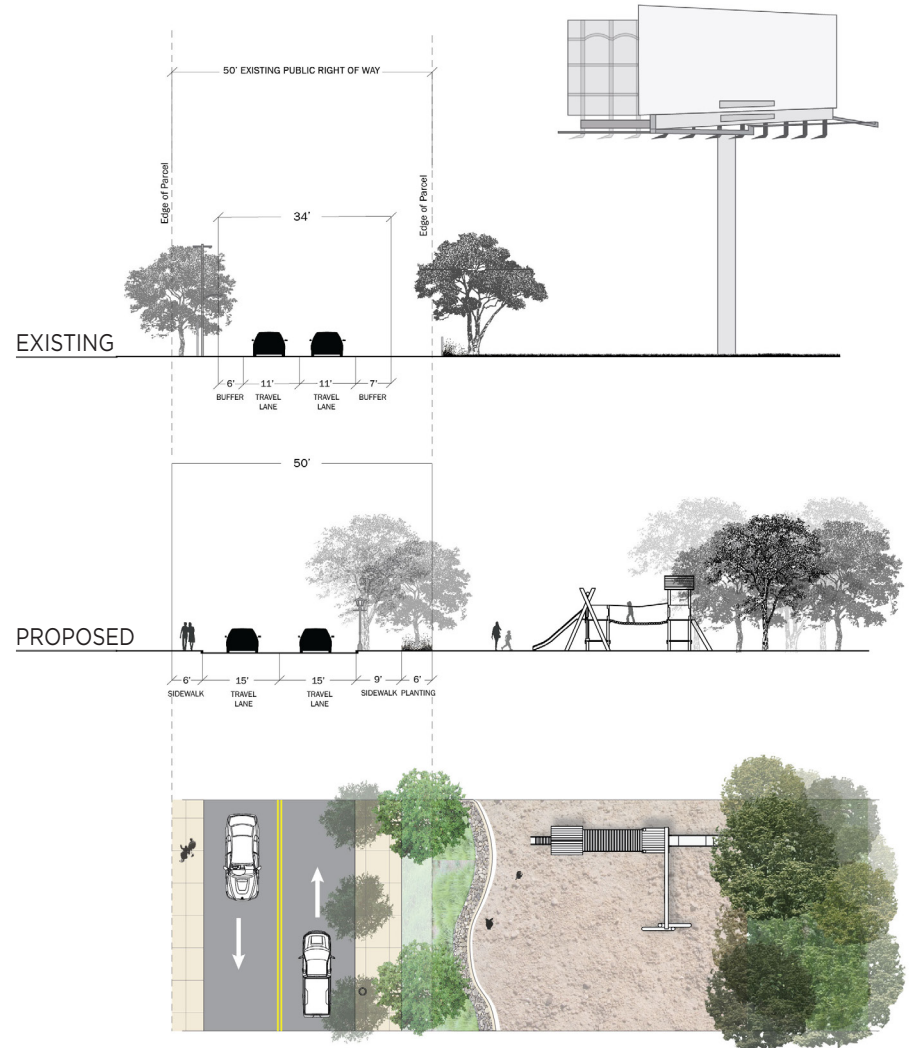


Figure 157: Potential reconfiguration of the streetscape and Pope Park West

**Type 3 Recommendation: Update the Parkville Municipal Development plan to reflect the local vision for the station area.** Most great neighborhoods have great public spaces that help activate private development and provide unique character and appeal. In Parkville, Bartholomew Avenue, a tight street that serves current industrial uses, can be improved and elevated to a “great street” through strategic streetscape and aesthetic improvements. Complementing this potential great street is Pope Park Highway, which has a unique geometry that encircles Pope Park West and provides a memorable framing and curvilinear character to the district. A detailed master plan for the streets and park system that takes into account possible financing strategies to support management and maintenance of the public space would help the City of Hartford plan for growth, brand Parkville as a destination, develop a strategy for funding public realm improvements and develop the tools that might be necessary to establish a long-term management plan for open space in the district.

It is recommended that the City update the 2009 Parkville Municipal Development Plan. This plan, which is eligible for an update in 2019 (or every ten years), provides the City an opportunity to locally adopt relevant elements of the community’s vision for the station area – including many elements from the 2004 Parkville plan conducted by CRCOG as part of the initial CT**fastrak** TOD planning effort. A key component of the update should be the emphasis of Bartholomew Avenue as a growth corridor for Parkville. The role of Bartholomew Avenue will continue to be important, and the recent funding for its reconstruction between Park Street and Hamilton Street will improve its functionality as a central access point to Parkville’s industrial cluster and its emerging live-work enclaves. Worthy of further exploration is the recent idea to extend Bartholomew Avenue south under I-84 to Flatbush Avenue, which will open up a significant amount of former industrial land for redevelopment.

## **Sigourney Street Station | City of Hartford**

Sigourney Street Station is a key transit amenity that provides new mobility options for the Asylum Hill neighborhood. Additional pedestrian amenities along Hawthorn Street and Farmington Avenue are setting the stage for new mixed-use redevelopment. The ultimate reconstruction of I-84 will have a significant impact on the growth of Asylum Hill and the Farmington Avenue corridor, and the community should consider short-term improvements that support longer-term objectives.

### **Overall Strategy for Sigourney Street Station:**

- ▶ **Focus on Farmington Ave. infill redevelopment and streetscape improvements as interim TOD step while the I-84 reconstruction is designed and advanced.**

**Type 1 Recommendation: Focus TOD on smaller infill lots along Farmington Avenue until Interstate 84 is reconstructed.** The current uncertainty related to the realignment option for I-84 may constrain short-term development potential in the Sigourney Street station area. The Connecticut Department of Transportation is advancing the I-84 study and looking at options to depress the highway, which would potentially create new development opportunities in and near the existing viaduct and interchanges. While a longer-term prospect, these options should attempt to directly link certain I-84 realignment options with land disposition opportunities.

Other possible development sites include the Comet Diner site, located at Farmington Avenue and Laurel Street, as well as underperforming retail sites along Farmington Avenue. These could be acquired by the City in conjunction with other adjacent sites (if available) and brought to RFQ to gauge developer interest and proposals for transit-oriented uses. See Figure 159 for an example of how one underutilized site on Farmington Avenue could be redeveloped under current zoning regulations. Prior to doing so, the City should undertake a targeted redevelopment feasibility analysis as well as conduct initial developer outreach to understand the type of program that could succeed on the site and to assess developer interest. This study should examine site-specific redevelopment options,

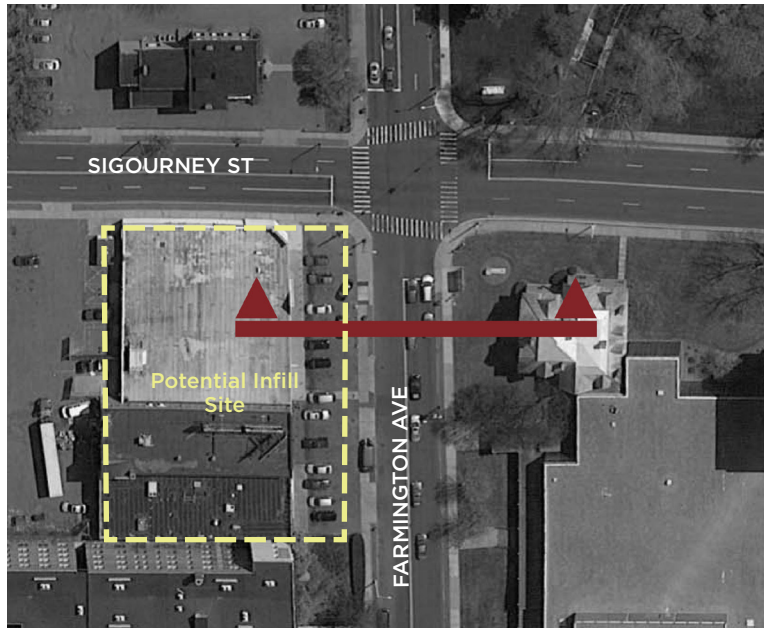


Figure 158: Potential infill site on Farmington Avenue and Sigourney Street

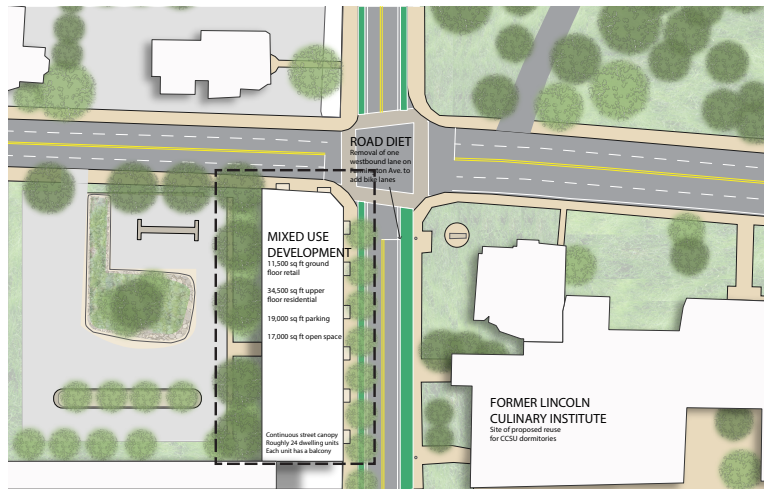


Figure 159: Illustrative plan of potential infill

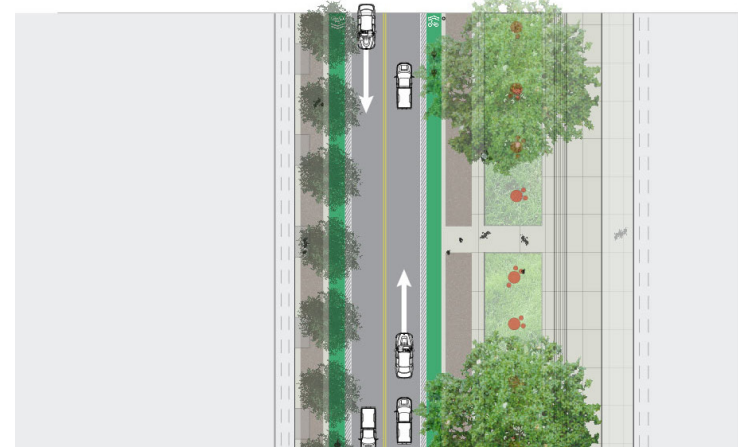
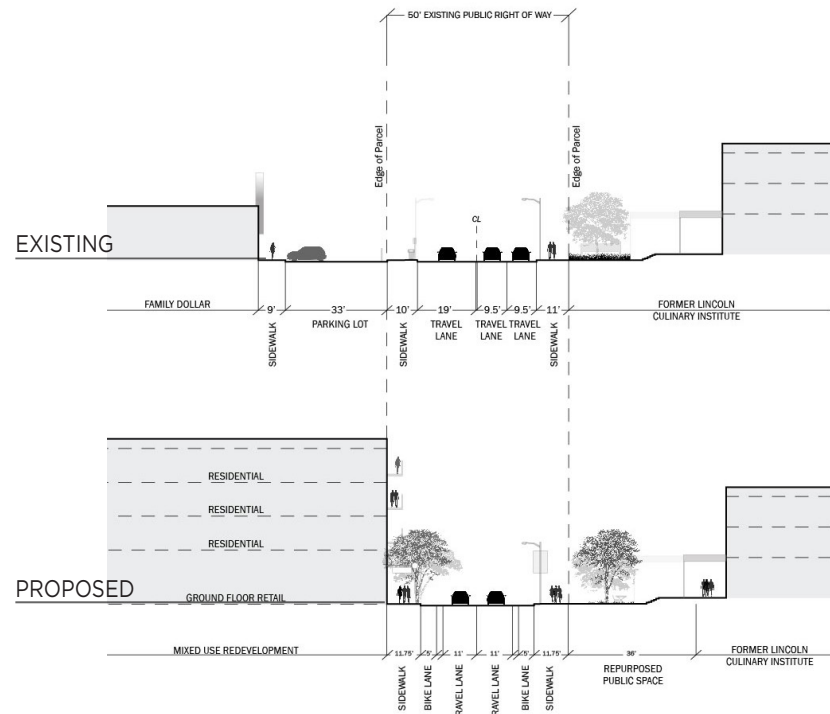


Figure 160: Farmington Avenue improvement concept



including preservation of the original diner structure in keeping with community requests, as well as demolition. Outreach should include non-profit developers that can closely work with the City to pursue funding opportunities, which may include: Housing Tax Credit Contributions, Low Income Housing Tax Credits (competitive nine percent or non-competitive four percent), and/or the Competitive Housing Assistance for Multifamily Properties (CHAMP). Affordable housing at this location may also be able to take advantage of Capital Region Development Authority (CRDA) funds, only available within this station area.

**Type 2 and 3 Recommendations:** Extend recent Farmington Avenue streetscape improvements east toward Downtown Hartford, and prioritize previously identified improvement needs along Farmington Avenue. As shown in Figure 161, recent streetscape improvements were not carried along Farmington Avenue east through Downtown Hartford. It is recommended that the City seek funding for the continuation of these improvements from their current termination at Marshall Street east to Flower Street. This will better connect the Sigourney Street station area to Downtown Hartford and provide a uniform streetscape aesthetic. In addition to these streetscape improvements, it is recommended that the City prioritize and identify capital funds to carry out the objectives of the Farmington Avenue Community Plan.



Figure 161: Recent streetscape improvements and proposed future improvements along Farmington Avenue

## Conclusion

The CT **fastrak** Corridor provides Central Connecticut a world class and high-ranking Bus Rapid Transit System (currently ranked Silver by the BRT Standard Technical Committee of the Institute of Transportation and Development Policy), which can spur considerable economic development. Opened on March 28, 2015, CT **fastrak**'s average weekday ridership has grown to nearly 20,000 (as of October 2016), and has been well-received in the communities it serves. As the region considers how to grow around this transit investment, it is important to look to similar transit systems for ideas, inspiration, and strategies employed to generate economic opportunity around transit – particularly around BRT systems. Some of the more successful BRT systems have generated billions of dollars of economic impact, including Cleveland's Healthline (also ranked Silver by the Institute of Transportation and Development Policy), Boston's Silver Line, Denver's 16<sup>th</sup> Street Mall, and Los Angeles' Orange Line. Contributing to the systems' success is TOD planning and policy development that the cities undertook and continually update to prepare for growth.

The CT **fastrak** corridor contains many of the same economic characteristics of these already successful BRT corridors. The system serves Hartford, the State Capitol and a major center for health and insurance industries. It also links numerous residential, office, and retail clusters and corridors serving the metropolitan area. It is a region that contains anchor institutions, including Aetna Insurance, The Hartford, Central Connecticut State University (CCSU), Colt Manufacturing, and the University of Saint Joseph, which could support and attract new ridership, and encourage new growth in the region. The land use patterns are unique from other BRT systems in the US in that CT **fastrak** is aligned through an evolving industrial area where there are both development opportunities and the need to preserve industrial uses. The corridor is in various stages of land use evolution in response to pressure on suburban industrial manufacturing, which provides some growth challenges.

As New Britain, Newington, West Hartford, and Hartford focus on how to attract new investment along the corridor, they will each assess the local interest in adopting TOD as a sustainable economic growth strategy and contribute to renewed development interest in the region.

Building off of the national trend of returning to urban areas for living, shopping, recreation, and employment, New Britain is working to reinvent its downtown as a destination with strong connections to the region. This effort towards investment and beautification is showing results in recent developer interest. The capacity for downtown growth extends along New Britain Avenue and along East Main Street, with opportunities for new growth connected to uses supporting CCSU, where public investment in complete streets and coordinated planning among businesses, CCSU, and residents – coupled with new zoning – could create a CCSU-related mixed-use node around the East Street Station.

In Newington, the community is deliberating over the nature and location of where growth and new investment should be focused. A strong economy could attract new investment and there are key adjacent sites within the Cedar Street and Newington Junction station areas that may be a focus for future growth if the community is supportive.

In West Hartford, growth on the New Park Avenue corridor may achieve the momentum to spur TOD. The auto-dependent commercial and industrial uses may be new focus areas for future residential and mixed-use development.

Hartford is looking to build off of recent interest in Parkville along Bartholomew Avenue to create a mixed-use destination, attracting new millennials and building around the historic buildings that once housed many industrial uses.

In all of these communities, careful planning and preparation for development are providing blueprints for growth that are supportive of community goals and sensitive to the local context. This careful planning requires strategic next steps and layered investment, policy, communication and partnerships to galvanize the development community to invest

locally in a manner that is suitable to community goals. The goal of this study has been to identify those next steps, fill in gaps in current municipal growth “blueprints,” innovate both process and delivery and support each community in its vision for TOD.

# Appendix

## Potential Funding Sources

### Downtown New Britain Station

Redevelopment in Downtown New Britain may incorporate affordable housing and brownfield remediation funding.

Funding Source	Eligible Entity	Administering Entity
State Historic Tax Credits	Owners of Certified Historic Structures	Department of Economic and Community Development (DECD)
Housing Tax Credit Contribution	Housing developers	Connecticut Housing Financing Authority (CHFA)
Competitive Housing Assistance for Multifamily Properties	Property owners and developers of multifamily residential	DECD
Low Income Housing Tax Credits	Housing developers	State Finance Agency
The Municipal Grant Program	City of New Britain	Connecticut Office of Brownfield Remediation and Development
Targeted Brownfield Development Loan Program	City of New Britain	Connecticut Office of Brownfield Remediation and Development

### East Main Street Station

New Britain can attract funding to advance a vision at East Main Street, or to bring select sites closer to being development-ready.

Funding Source	Eligible Entity	Administering Entity
U.S. DOT TOD Pilot Planning Program	City of New Britain	Federal Department of Transportation
The Municipal Grant Program	City of New Britain	Connecticut Office of Brownfield Remediation and Development
Targeted Brownfield Development Loan Program	City of New Britain	Connecticut Office of Brownfield Remediation and Development
Incentive Housing Zone Program	Homeowner / Private developer	State of Connecticut

## East Street Station

Redevelopment at East Street may incorporate affordable housing and brownfield remediation funding.

Funding Source	Eligible Entity	Administering Entity
State Historic Tax Credits	Owners of Certified Historic Structures	Department of Economic and Community Development (DECD)
Housing Tax Credit Contribution	Housing developers	Connecticut Housing Financing Authority (CHFA)
Competitive Housing Assistance for Multifamily Properties	Property owners and developers of multifamily residential	DECD
Low Income Housing Tax Credits	Housing developers	State Finance Agency
The Municipal Grant Program	City of New Britain	Connecticut Office of Brownfield Remediation and Development
Targeted Brownfield Development Loan Program	City of New Britain	Connecticut Office of Brownfield Remediation and Development

## Elmwood Station

Affordable housing tax credits and grants, along with programs to support site remediation, can continue to advance residential development at Elmwood.

Funding Source	Eligible Entity	Administering Entity
Capital Region Development Authority Funds	West Hartford	Capital Region Development Authority
Housing Tax Credit Contribution	Housing developers	Connecticut Housing Financing Authority (CHFA)
Competitive Housing Assistance for Multifamily Properties	Property owners and developers of multifamily residential	DECD
Low Income Housing Tax Credits	Housing developers	State Finance Agency
The Municipal Grant Program	West Hartford	Connecticut Office of Brownfield Remediation and Development
Targeted Brownfield Development Loan Program	West Hartford	Connecticut Office of Brownfield Remediation and Development

## Flatbush Avenue Station

Funding tools can be leveraged around Flatbush Avenue to make residential development feasible.

Funding Source	Eligible Entity	Administering Entity
Capital Region Development Authority Funds	City of Hartford	Capital Region Development Authority
Housing Tax Credit Contribution	Housing developers	Connecticut Housing Financing Authority (CHFA)
Competitive Housing Assistance for Multifamily Properties	Property owners and developers of multifamily residential	DECD
Low Income Housing Tax Credits	Housing developers	State Finance Agency

## Kane Street Station

There are a variety of funding tools that could be leveraged to support development at Kane Street Station.

Funding Source	Eligible Entity	Administering Entity
U.S. DOT TOD Pilot Planning Program	City of Hartford	Federal Department of Transportation
The Municipal Grant Program	City of Hartford	Connecticut Office of Brownfield Remediation and Development
Targeted Brownfield Development Loan Program	City of Hartford	Connecticut Office of Brownfield Remediation and Development

## Parkville Station

There are a variety of funding tools that could be leveraged to support development at Parkville Station.

Funding Source	Eligible Entity	Administering Entity
State Historic Tax Credits	Owners of Certified Historic Structures	Department of Economic and Community Development (DECD)
Capital Region Development Authority Funds	City of Hartford	Capital Region Development Authority
Housing Tax Credit Contribution	Housing developers	Connecticut Housing Financing Authority (CHFA)
Competitive Housing Assistance for Multifamily Properties	Property owners and developers of multifamily residential	DECD
Low Income Housing Tax Credits	Housing developers	State Finance Agency
The Municipal Grant Program	City of Hartford	Connecticut Office of Brownfield Remediation and Development
Targeted Brownfield Development Loan Program	City of Hartford	Connecticut Office of Brownfield Remediation and Development

## Sigourney Street Station

There are a variety of funding tools that could be leveraged to support development at Sigourney Street Station.

Funding Source	Eligible Entity	Administering Entity
I-84 project integration	Direct project	State DOT
Capital Region Development Authority (CRDA) Funds	Affordable housing developers within the CRDA district	CRDA

## Outreach Memorandum

### MEMORANDUM

To: WSP/Parsons Brinkerhoff  
From: HR&A Advisors, Inc.  
Date: September 12, 2016  
Re: CTfastrak TOD Capacity Analysis, Developer and Anchor Institution Outreach

As a part of the CTfastrak TOD Capacity Analysis, HR&A Advisors, Inc. conducted phone interviews with stakeholders from the real estate/development community as well as the Corridor's anchor institutions to better understand market conditions and trends, as well as development opportunities and constraints along the CTfastrak Corridor.

### Real Estate

Interviews were conducted with real estate developers and stakeholders in the Hartford region to verify the findings of the market analysis, confirm initial catalytic site selection, and inform the conceptual program mix. Interviewees included:

Howard Kaufman  
CEO and Principal  
Leyland Alliance  
April 21, 2016

Yves Joseph  
Vice President  
Centerplan Development  
May 5, 2016

Richard Manson  
Program Vice President  
LISC Connecticut  
July 15, 2016

Jason Rudnick  
President  
Centerplan Development  
May 4, 2016

Art Feltman  
Executive Director  
International Hartford  
May 10, 2016

Andrea Pereira  
Executive Director  
LISC Connecticut  
July 18, 2016

Development stakeholders agreed that Newington and West Hartford reflected stronger markets and were more attractive for private development. The higher incomes in these towns provide a stronger base from which to draw and provide an appealing market for development of residential housing. Newington, in particular, presents some of the strongest market conditions along the corridor. West Hartford has a fair amount of both market rate and affordable housing in the pipeline throughout the town, including Bishops Landing, Quaker Green, and 616 New Park at Elmwood, which is seen as an up and coming area within West Hartford.

Development in Hartford and New Britain require subsidy to be feasible, particularly for housing development, but have unique assets that can make each an appealing environment. As a regional center for jobs, these stakeholders see Hartford as having the most apparent potential for millennials that want to live near where they work. Despite its persistent challenges, it is a place increasingly thriving with activity. Parkville is recognized as a great area; yet despite its growing cluster of culture, business, and mission-based organizations, is seen as having limited commercial value until residential densities increase. Here, the City can play a role in identifying and prepping key buildings and doing the upfront work that an economic development agency would do: land remediation, assembly, etc. that can make the projects scaleable enough to entice larger developers.

Though New Britain is still lacking in amenities, the effort of attempting to draw a critical mass downtown under the guidance of the mayor is recognized as an asset that is facilitating development. Developers see considerable challenges here, namely high construction costs, in a city with similar characteristics to New Haven, but without the cache of a world-recognized institution. In both cities on the Corridor, incentives are the key to overcoming these hurdles in the near term. For example, payments in lieu of taxes (PILOTS) are seen as vital to making development feasible in Hartford, as property taxes are double the rate they are in the suburbs. In West Hartford, the right mix of incentives can begin to encourage owners of underutilized industrial sites to change uses and pursue increased residential presences.

The Corridor should also consider engaging with non-profit developers interested in pursuing mixed-use development. Projects such as 616 New Park can catalyze new development, but on their own are not big enough projects to draw the interest of a larger, for-profit developer. Regardless of the type of developer that is brought in, it is important for cities and towns to view the developers as partners in the project, and the municipality should be a resource that can help assist with grants and can coordinate and engage with other outside parties such as LISC to make development achievable in these places.

### Anchor Institutions

Interviews were conducted with a variety of representatives of the anchor institutions across the Corridor. Anchor institutions are a region's schools, hospitals, large employers, cultural facilities, and government offices. Anchors are deeply embedded in a region and unlikely to move. We spoke to a selection of anchors encompassing education, health, and the private sector in order to understand the relationship of the institutions to the transit service, any plans of the institution with regard to future space needs, and how future development plans along the line may align with their interests. It should be noted that appropriate contacts at anchor institutions were difficult to find and in a number of cases, calls and emails were not returned. Interviewees included:

Michael Marshall  
Vice-President Global Real Estate Services  
Aetna  
November 19, 2015

Anne I. Hayes  
Director of Parking & Mass Transit  
Travelers Insurance  
December 9, 2015

Dr. Richard Bachoo  
Chief Administrative Officer  
Central Connecticut State University  
December 8, 2015

Peter Fraser  
Regional Vice-President, H.R.  
Acute Care Operations  
Hartford HealthCare  
December 22, 2015

Most anchors interviewed recognize that the CTfastrak service is an asset that serves their institutions well and all have seen impressive growth in transit usage. Most of these institutions have some sort of transit incentive program, which allows employees to purchase passes pre-tax from their paychecks. CCSU has a program for students to use the CTfastrak service for free. All of the anchors with these programs reported an increase in the use of these programs, which was noticeable this year as subscription to these services have typically been quite stable. This has been most notable at CCSU, where demand for the complimentary CTfastrak passes exceeds the supply available to the university due to both the alignment of the service routes with the homes of students, as well as the use of the service from on-campus students to access Hartford.

Most anchors do not have any plans to expand their footprint in the near future, although some have a desire to do so. Certain anchors are constrained by adjacent land availability, while others, such as CCSU, have large, unfunded expansion plans that are currently in a holding pattern. CCSU's plan, in particular, is directly tied to the CTfastrak service, which the university hopes would be served by a new dedicated station between Cedar Street and East Street.

Development along the Corridor is seen as beneficial for all of the anchors, helping them to attract and retain talent. Many of these anchors are situated on large campus complexes that do not currently have a strong connection to their surrounding neighborhoods. For these anchors, employees are unlikely to venture outside during lunch due to a lack of available retail amenities coupled with the perception of safety issues. Again, CCSU seemed the most enthusiastic about development across all uses - from increased housing that could serve students and faculty alike, to increased retail and commercial uses.



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101	NEW BRITAIN	23min
121	UCONN HEALTH	25min
120	WESTFORD-HD	35min
	CTfastrak	



 **CTfastrak**  
TRANSIT ORIENTED DEVELOPMENT  
CAPACITY STUDY