

New Britain – Hartford Busway Station Area Planning Project

Union Station Concept: Benefit from Joint Development Funding Rules While Both State and City Gain Credit for Implementing State Growth Principle

Union Station Joint Development Potential



Ground level part of transit operations with retail in section facing Asylum
 Yellow: 325-vehicle structured parking (could be partially funded by FTA)
 Blue: shown equals 26,000 sq. ft. per floor—office? housing? school? hotel?
 Views of capitol, park, excellent transit access
 Value of site could be used as part of state match for federal funding
 Also possible to fund prorated portions of top floors by FTA

At Union Station, on the triangular parcel bound by Spruce Street, Asylum Street and I-84, currently in use for surface parking, a new mixed-use building is suggested. The building combines an expanded parking supply for the transit station, an air-rights building, and neighborhood service retail along the Asylum Street frontage.

Union Station Joint Development Potential



Street and highway access plus station makes this a multi-modal transportation center w/plans for more modes (e.g. commuter rail)
 Potential for on-site joint development with station—some costs paid by FTA?
 Site already state owned—no loss of tax resources; could demonstrate state’s commitment to land use/transportation integration

<i>Development Summary</i>	
Land Use	Total Space
Parking	325 spaces
Building Space	105,092 sq. ft.

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Union Station Area Concept: Transit Pushes Redevelopment North



TOD Concept: Ann Street Initiative Housing Option



The Ann Street Initiative is a long range vision with a singular purpose: to focus development in the downtown core within walking distance of working, shopping and entertainment destinations and within easy walking distance of the Union Station Transit Station and the Downtown Circulator. The bold vision is to use the proximity to transit, employment and entertainment retail to revitalize the north side of I-84. It is rare to find 31 acres so near downtown to regional and intercity transportation. This is a significant opportunity.

The plan includes decking over I-84 between High and Trumbull Streets and reconnecting to Clay Arsenal neighborhood with new structures and parks that create a green line from Bushnell Park to Tunnel Park. I-84 through Hartford is due for a review; the decking option should be considered and evaluated early in that review.

“The Bones”: Key Development Principles

Encourage development corridor along Ann Street with new buildings tied together by a series of small parks

Take advantage of large underutilized sites close to downtown for both office and residential development

Fill gap created by I-84 thereby connecting Clay Arsenal to Downtown Hartford

Create a mixed-use facility at Union Station that accommodates busway needs and provides private development opportunities

Require new housing to be at densities of 12 or more dwelling units per acre and commercial development to be at densities of 25 or more employees per acre to create a more active 18 hour downtown

Economic Benefits

The proposed joint development project at Union Station would have an estimated construction value of \$17.1 million, generating an estimated 129 direct and indirect person years of employment, and \$6.1 million direct and indirect payroll dollars. Once fully occupied 300 permanent, sustained jobs would be created generating an annual payroll of \$14.8 million. Assuming the building was leased to the private sector and paid full property taxes, annual property tax revenues would be \$756,773. All figures are in constant 2004 dollars and do not include any impact from inflation and are based upon current payroll and tax rates.



Accomplishments:

- Fills gap created by I-84
- Connects Downtown to northern neighborhoods
- Takes advantage of underutilized sites
- Leverages Public Safety Center
- Adds more housing Downtown

Development Summary-Two Options Prepared

	<i>Housing Option</i>	<i>Gov. Offices Option</i>
Land Use	Total Space	Total Space
Office	567,920 sq ft	567,920 sq ft
Residential	1,340 units	1,139 units
Government Offices		218,706 sq ft
Retail	13,000 sq ft	13,000 sq ft
Structured Parking	687spaces	725 spaces

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Sigourney Station Concept: Linking Corporate Campus to Transit Oriented Development

TOD Concept: Sigourney Station

Challenge:

To create a highly visible station in a hidden location

Surrounding neighborhoods built to pedestrian scale, approaches to station need considerable improvement

Opportunity:

Aetna's plans for a new garage

Implementation:

DOT/Aetna must negotiate joint agreement. Though complicated, should urge this occur rather than alternate station site.



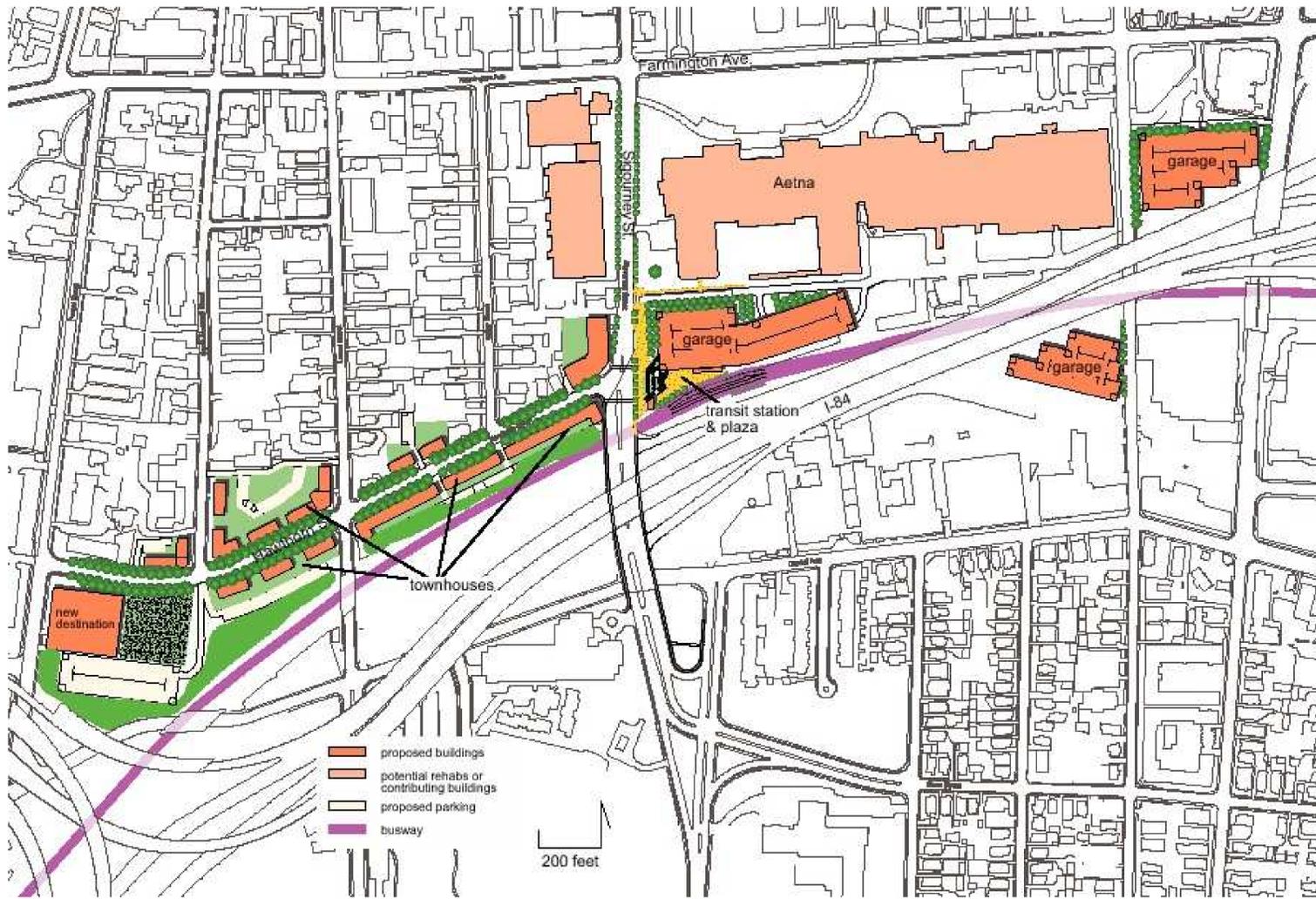
Sigourney Street Station Area



Station site today. Concept is for new garage to be angled to make site visible and open

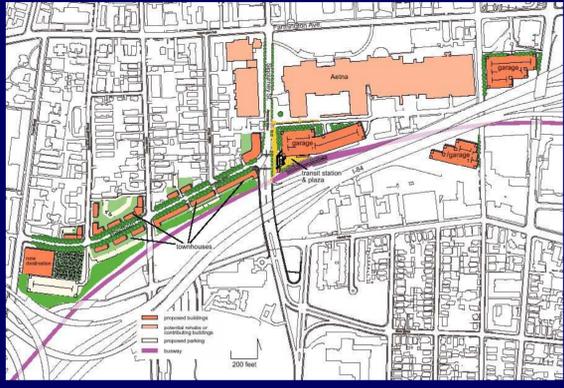
New Britain – Hartford Busway Station Area Planning Project

Sigourney Station Area Concept: Linking Corporate Campus to Transit Oriented Development



Concept Plan: Sigourney Area

- **Challenges:**
 - In general, station and development parcels in areas with no identity
 - I84 bisects area, particularly creating a psychological distance from NFH
 - Aetna’s parking needs
 - Area condition
- **Opportunity:**
 - Housing (32:acre)/job (36:acre) density already meet TOD goals
 - Aetna’s parking consolidation
 - Hawthorne Inn to Culinary institute?
 - NINA
 - Hawthorne site large lot
 - New signs of investor interest



The conceptual plan assumes that the transit station will be developed in conjunction with a new Aetna garage, and will include a plaza facing Sigourney Street and sloping down to the busway level. The Plan uses the transit station plaza, and streetscape/pedestrian improvements along Hawthorn and Sigourney Streets, to create a more attractive environment for residential development along Hawthorn Street.

“The Bones”: Key Development Principles

Design the transit station as an open plaza, using steps and terracing to connect the busway platform level with Sigourney Street above

Consolidate Aetna parking and redevelop former surface lots for residential use

Enhance Hawthorn Street with residential development and streetscape improvements. Heavy landscaping should screen the new development from views of I-84 above

Housing density should be a minimum of 12 units/acre

<i>Development Summary</i>	
Land Use	Total Space
Residential	182 units
New Destination Use	86,000 sq sf

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Parkville Station Transit-Oriented Development Concept: Busway a Boon to Growing Design District



The Parkville TOD Plan bridges off of the very considerable assets of the neighborhood and the opportunities for renewal and economic development along Bartholomew Avenue and Pope Park Highway. The plan has two key components: The Bartholomew Avenue Corridor/Commercial Design District and the Pope Park West Residential District.

"The Bones": Key Development Principles

- Consolidate parking in garages to allow for additional retail development along Bartholomew Ave
- Housing density should be a minimum of 12 units/acre
- Build Pope Park West to provide amenity for new housing
- Encourage expansion of home furnishings district and the introduction of other uses such as housing
- Link transit station to Bartholomew Ave. Corridor with pedestrian bridge and new plaza
- Create pedestrian walkways to connect Bartholomew Ave. to Pope Park West

Economic Benefits

In constant 2004 dollars the development concept would have an estimated construction value of approximately \$45.1 million dollars, thereby generating an estimated \$16.2 million dollars in direct and indirect payroll as well as 343 person years of employment. Once the development was fully absorbed, the annual, permanent, sustained economic and fiscal impact would represent 430 direct jobs, \$9.5 million dollars in payroll, 600 residents and \$1.9 million dollars of property tax. All amounts are in constant 2004 dollars and do not include any impact from inflation; they are based upon current construction costs, payroll levels and property tax rates.



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Flatbush Station Area Concept: Putting Pedestrians First

Long-Term Redevelopment: The linear parcelization of the land north of Flatbush and east of the busway makes for a more problematic program of transit-oriented development. The plan shows the introduction of public and private recreational opportunities that provide some synergy with the nearby theater on New Park Ave., providing multiple entertainment opportunities for kids, teenagers and families, as well as shoppers. Given the strong market for existing uses, redevelopment of parcels now in auto-oriented uses along New Park Ave. is a longer term proposition. A change in use is not likely to occur until property values rise, in part due to the busway, and the retail market changes.

“The Bones”: Key Development Principles

Create pedestrian friendly plazas at the station and on the corner of nearby parcels as they are redeveloped

Provide safe pedestrian access to large Charter Oak Marketplace

Encourage long term redevelopment of New Park Ave. for denser commercial uses

Develop industrial property north of Flatbush into transit-supportive uses

Design the Flatbush Ave. bridge to create a gateway into the area for pedestrians and drivers

Housing density should be a minimum of 12 units/acre



<i>Development Summary</i>	
Land Use	Total Space
Office	360,000 sq. ft.
Playing Fields	16 acres
Retail	310,000 sq. ft.
Parking	2,700 spaces

