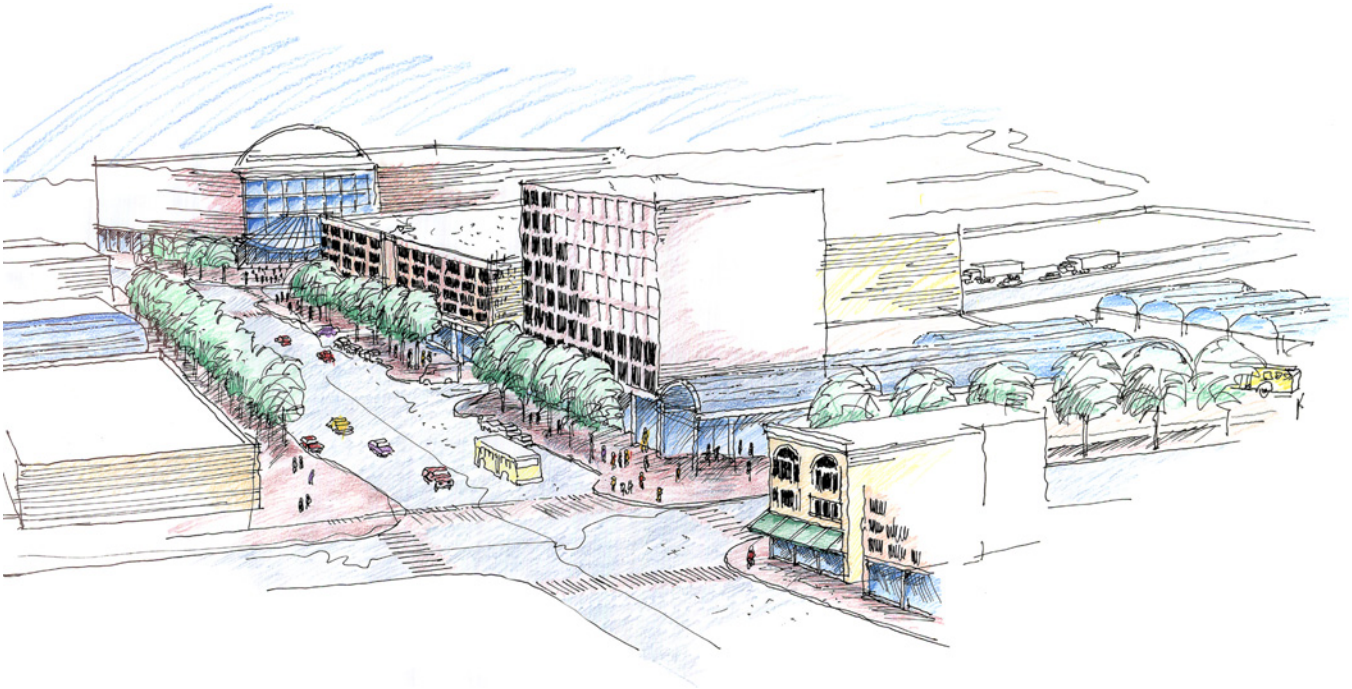
New Britain - Hartford Station Area Planning Project

Downtown New Britain Station Area Plan

July 2004



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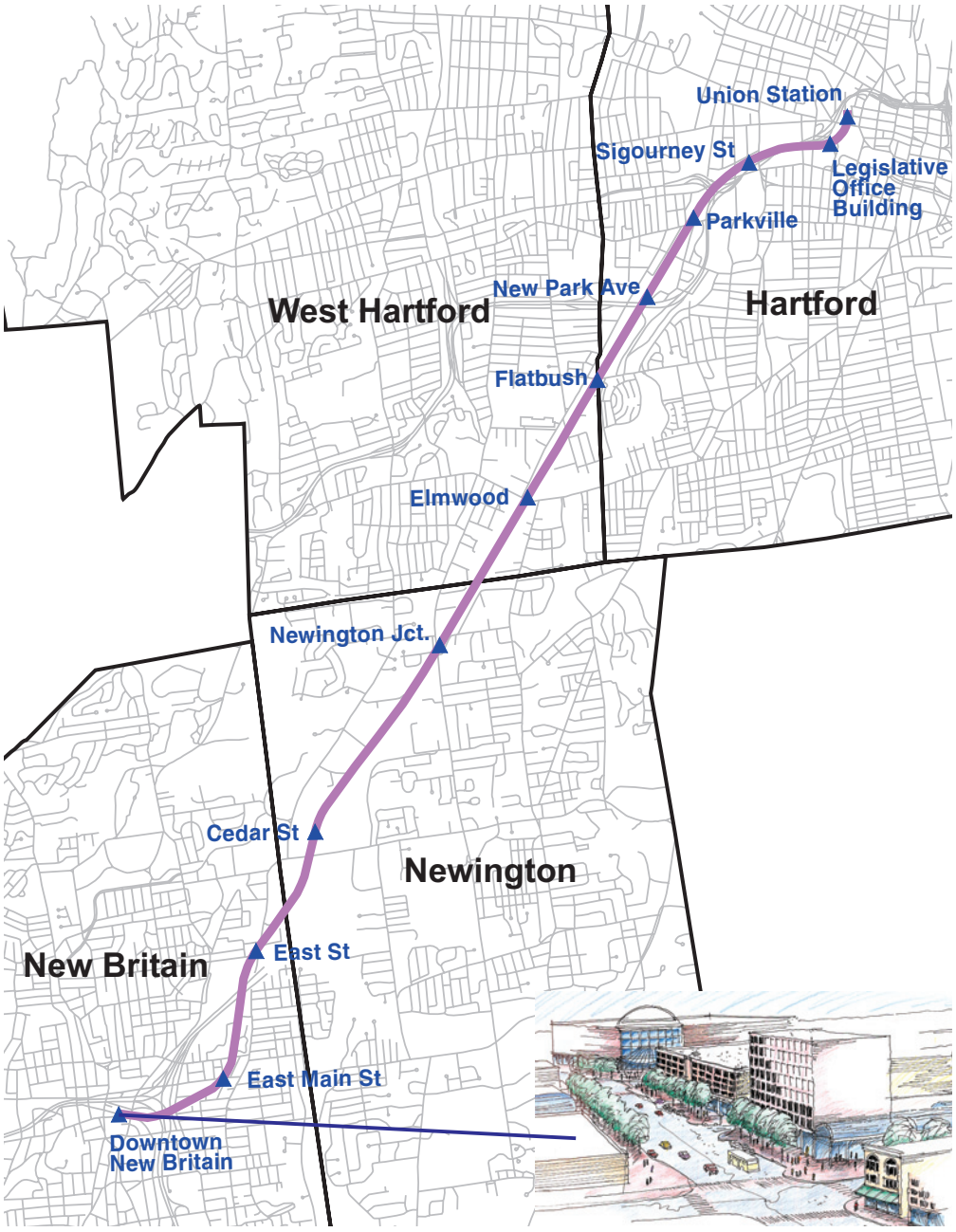

For more information: contact CRCOG at 860-522-2217 or go to CRCOG's or New Britain's websites at www.crcog.org; www.new-britain.net

Prepared in cooperation with citizens, the Cities of New Britain and Hartford, the Towns of West Hartford and Newington, the Capitol Region Council of Governments, and the Connecticut Department of Transportation. The opinions, findings and conclusion expressed in this publication are those of the respective Municipal Advisory Committees that served on the project and do not necessarily reflect the official views or policies of the Connecticut Department of Transportation and/or the U.S. Department of Transportation.

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Prepared for **the Capitol Region Council of Governments**

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This report was prepared with the help of the New Britain Municipal Advisory Committee.

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The report was accepted by the New Britain MAC on June 10, 2004 with the following language:

The New Britain Municipal Advisory Committee for the New Britain/Hartford Station Area Planning project endorses the Station Area Plans for the East Street and Downtown New Britain Stations as guides for City of New Britain to refer to when considering projects and policies pertaining to the Stations' environs. City staff should consider these plans when reviewing proposals for infrastructure (e.g. streets) and development in these areas. These plans should be considered for incorporation in the update of the city's Plan of Conservation and Development and in the Eastside NRZ Strategic Plan.

Table of Contents

Introduction

The Project

The New Britain-Hartford Busway is a new rapid transit facility being built by the Connecticut Department of Transportation. The exclusive 9.4-mile long busway, linking downtown New Britain with downtown Hartford's Union Station, will run along active and inactive railroad rights-of-way through four cities/towns: New Britain, Newington, West Hartford and Hartford. The Busway was selected as one of ten Federal Transit Administration (FTA) Bus Rapid Transit (BRT) demonstration projects and will be paid for with both federal and state money. Construction on the Busway is scheduled to start in 2006 and service should start by the end of the decade.

This document is the outcome of a complementary effort to the Busway project: the Station Area Planning Project. The primary goal of the Station Area Planning Project is to coordinate transportation and land use planning for the areas around proposed station sites in order to enhance the pedestrian environment and development around transit stations and maximize the benefits of the Busway investment. This study is state funded through the Transportation Strategy Board. Conducted by the Capitol Region Council of Governments (CRCOG) together with a consultant team led by Crosby | Schlessinger | Smallridge, the study has been coordinated with municipal and community leaders in Hartford, West Hartford, Newington, and New Britain to identify underutilized property/development opportunities and develop strategies to create vibrant walkable districts with easy access to regional transit.

In each of the four municipalities, a Municipal Advisory Committee (MAC) was established. The MACs, comprised of municipal staff, members of local boards and commissions and station area stakeholders, met regularly over the past year to assist in the station area planning process by reviewing progress to date and providing input on local issues and concerns.

Two Public Open Houses were held in New Britain to elicit input from a larger audience. At the first open house, the concept of transit oriented development was

explained, and the initial assessment of each of the twelve station areas was presented, along with the reasons for the selection of six station areas for further study. The detailed plans shown in this document were presented at the second open house.

What is Transit Oriented Development and The Case for Density

Transit experts assert that success for a transitway depends on many factors, of which one is planning for and bringing about appropriate and coordinated land use development. Appropriate means a mix of development—housing, commercial, office—and a relatively high level of density. The other key factors include provision of an attractive, safe and inviting pedestrian environment, and the use of public space integrated with the transit station and commercial space to create a "sense of place." This type of transit-supportive development is often called Transit-Oriented Development or TOD.

The potential impacts of bus rapid transit on commercial property in Canada, Australia and Latin America suggest that BRT investments can have substantial market impacts. The number of BRT systems in the United States is modest compared to heavy rail, commuter rail and light rail systems, but recent surveys have shown that significant mixed-use development is occurring in the Pittsburgh West Busway and Boston Silver Line Phase II Busway corridors.

TOD districts are usually defined as the ¼ to ½ mile radius around a station, approximately a comfortable five to ten minute walking distance.

Successful transit-oriented development requires that development occur at densities that encourage pedestrian activity and support transit. Starting at densities of 12 dwelling units per acre, research shows that dependence on the automobile begins to decline and the use of transit increases. At 16 units per acre, these trends become significant.[1] Decision-makers and citizens often balk at the idea of increased densities due to concerns about the perceived negative impacts of compact urban development. However, research on the topic finds no correlation

[1] *Fleming, Randall, The case for Urban Villages, reprinted from Linkages Issue No. 8, periodical of the Institute for Ecological Health. http://www.fscr.org/html/2000-01-05.html.*

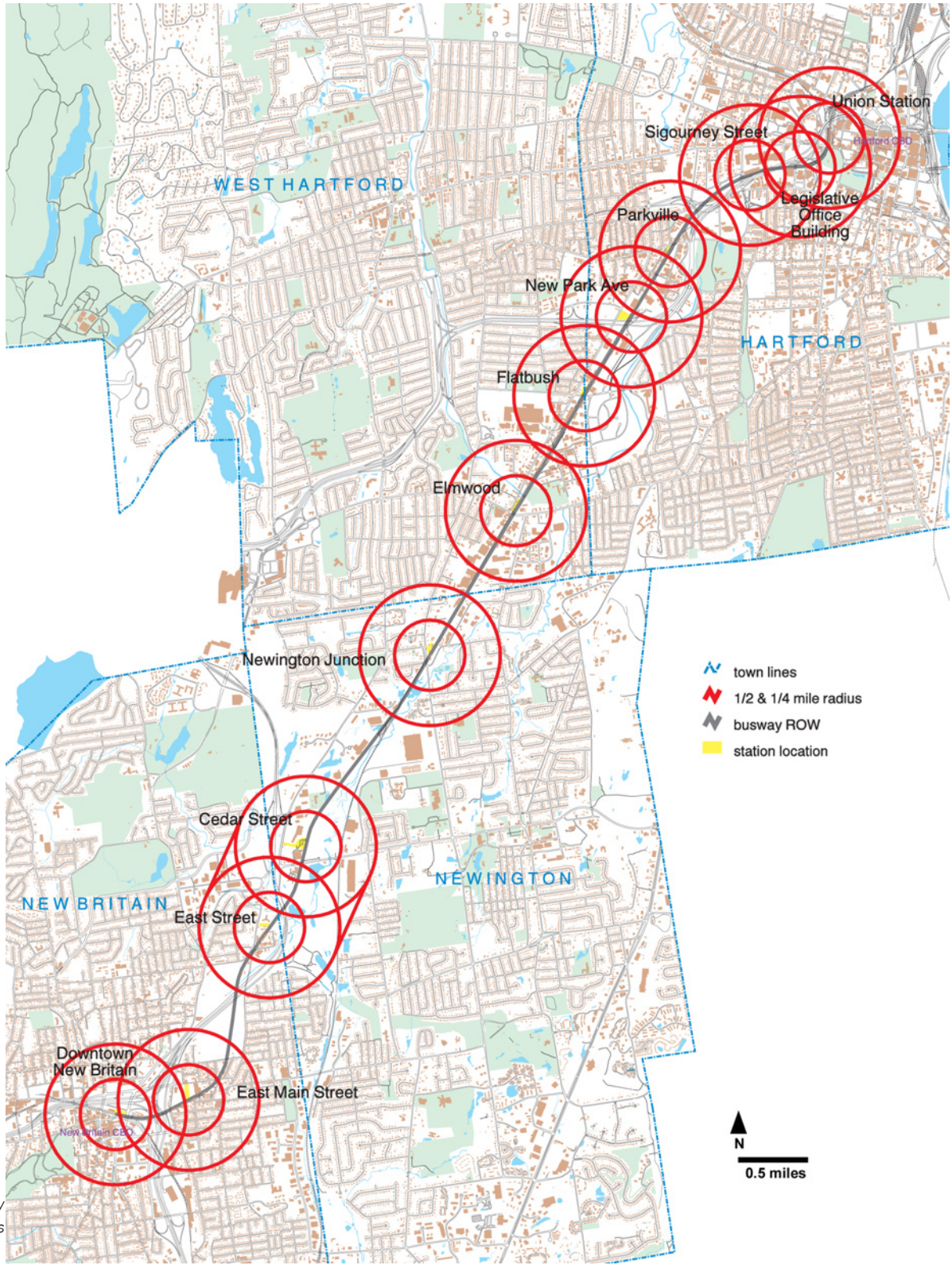
between urban density and a vast array of urban ills. Conversely, the research shows that density, in fact, results in many benefits for urban areas from the neighborhood to the regional levels. See Appendix A for a more detailed discussion of density and sources for these findings. Some of the findings include:

- Residential density does not increase traffic congestion. In fact, as density increases, automobile usage declines
- Per capita energy usage is lower in denser urban areas as a result of the reduction in vehicle trips and trip length associated with increased density
- Density can lead to increases in expendable income by reducing average household transportation costs
- Infrastructure (e.g., water, power, transportation) capital and operating expenditures are lower in dense urban areas than in less densely developed urban areas
- Both commercial and residential properties in close proximity to transit stations enjoy a property value premium
- Increased property values around transit stations translate into increased property tax revenues for municipalities
- Density is not correlated with increased crime

Density succeeds by fostering activity on the street throughout the daytime and into the evening. The keys to successful compact urban development are a mix of uses (including a mix of housing types, shops, and services) and high-quality, pedestrian-oriented design. Through visualization techniques that educate decision-makers and citizens about what successful compact development looks like, opponents of density can be convinced that dense development translates into significant benefits for the neighborhood, city and region. Compact development, can, in fact, act as a panacea for revitalizing our urban neighborhoods.

Study Process

The study started by evaluating and comparing each of the busway's 12 station sites (see 12 station study areas on the following page) for potential transit oriented



12 station study areas

development opportunities. With the help of the Municipal Advisory Committee, the consultant team summarized issues and opportunities and used the information as background to evaluate each site. A set of criteria was developed and used to select six sites for more detailed study. Design and development principles were developed for all 12 station areas to help communities guide development in a transit supportive way. Technical memoranda for each of the four towns were published detailing the principles for transit oriented development (see *City of New Britain: Principles for Transit-Oriented Development published separately*).

For the six station areas selected for further study [Union Station, Sigourney Street, Parkville (Park Street at Francis Avenue), Flatbush (New Park Avenue at Flatbush Avenue), Cedar Street at Fenn Road in Newington and East Street in New Britain (looked at as one area), and Downtown New Britain], the consultant team took the design and development principles to the next step and created conceptual land use and development plans to help steer development towards higher density mixed-use projects that will provide economic development opportunities and support transit.

Each of the six sites has different characteristics and different approaches to planning for them were used. In some locations, alternative development plans were explored before a preferred plan was adopted, while in other locations a preferred concept was apparent from the beginning. Where applicable, options are discussed as possible alternatives to the preferred plan. In addition to preparing development options and/or a preferred development plan for each site, an implementation and phasing strategy was developed to outline the necessary steps required to realize the plan. These plans are the primary content of the Station Area Planning Report developed for each station area.

Project Area History

The busway corridor and the station sites in particular, are, in the main, broken up into smaller isolated parcels defined by the busway corridor (shared with Amtrak from Hartford Union Station to Newington Junction), highways, major arterial roads,

waterways and wetlands. This is not uncommon in older northeastern and Midwestern cities and is the consequence of an historic layering of transportation corridors in the natural environment.

Early roads and turnpikes in the 18th century typically followed valleys where there were watercourses and wetlands; in the mid-19th century the railroads, seeking routes with relatively level grades, also located in the valleys. In the New Britain-Hartford Busway Corridor there has been a succession of railroad companies – the Hartford and Fishkill Railroad, The New England Railroad, The New York and New England Railroad, and today, Amtrak. Heavy industry developed parallel to the rail line and, as industry declined or moved out in the mid-20th century, I-84 and other limited access highways were constructed in the corridor.

The result of this historic pattern is a patchwork series of potential development parcels at station sites that are:

- isolated by watercourses and wetlands, the Amtrak ROW, major arterial roads and limited access highways, and, in some locations, by large formerly industrial parcels
- impacted in some manner (e.g., by highway noise or industrial pollution)
- characterized by the combination of excellent highway access and large residual parcels so that "auto oriented" zones have been created with big box retail, car dealerships and other auto oriented uses

Despite these challenges, there is opportunity for Transit Oriented Development. The factors above, along with market forces, municipal policies, the direction given by the Municipal Advisory Committees, and the unique and singular physical characteristics of these sites, have given form to the final plans.

This report frames the opportunities and details the development options for the area around the Downtown New Britain station.

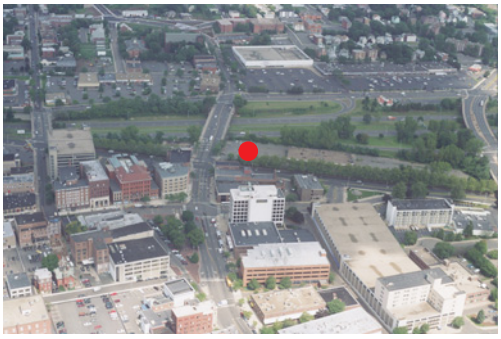
Site Description / Framing the Opportunities

The Project Area

Downtown New Britain is a city that was cut in half by highway construction. The neighborhoods north of Route 72 were severed from the heart of downtown when the road was built. On the north side, East Main Street is characterized by large strip malls with extensive surface parking lots. On the south side, Columbus Boulevard is lined with a mix of the back sides of commercial buildings, strip development similar to that on the north side, and several large developments (hotel, police station). Railroad tracks and narrow sidewalks limit access to parcels along the north side of Columbus Boulevard and discourage pedestrian activity.

Aerial view of Downtown New Britain project area, looking east. Station location shown in red.

The existing long bridges (Main Street and the Truman Overpass) across Route 72 are unattractive and provide no pedestrian scale amenities to encourage pedestrian activity between the areas north and south of the highway. The result is two edges, along Columbus Boulevard and along East Main Street, that are missing the pedestrian scale development that characterizes vibrant downtowns.



Aerial view of Downtown New Britain station area, looking north. The station location is indicated by the red dot.

Railroad tracks along Columbus Boulevard

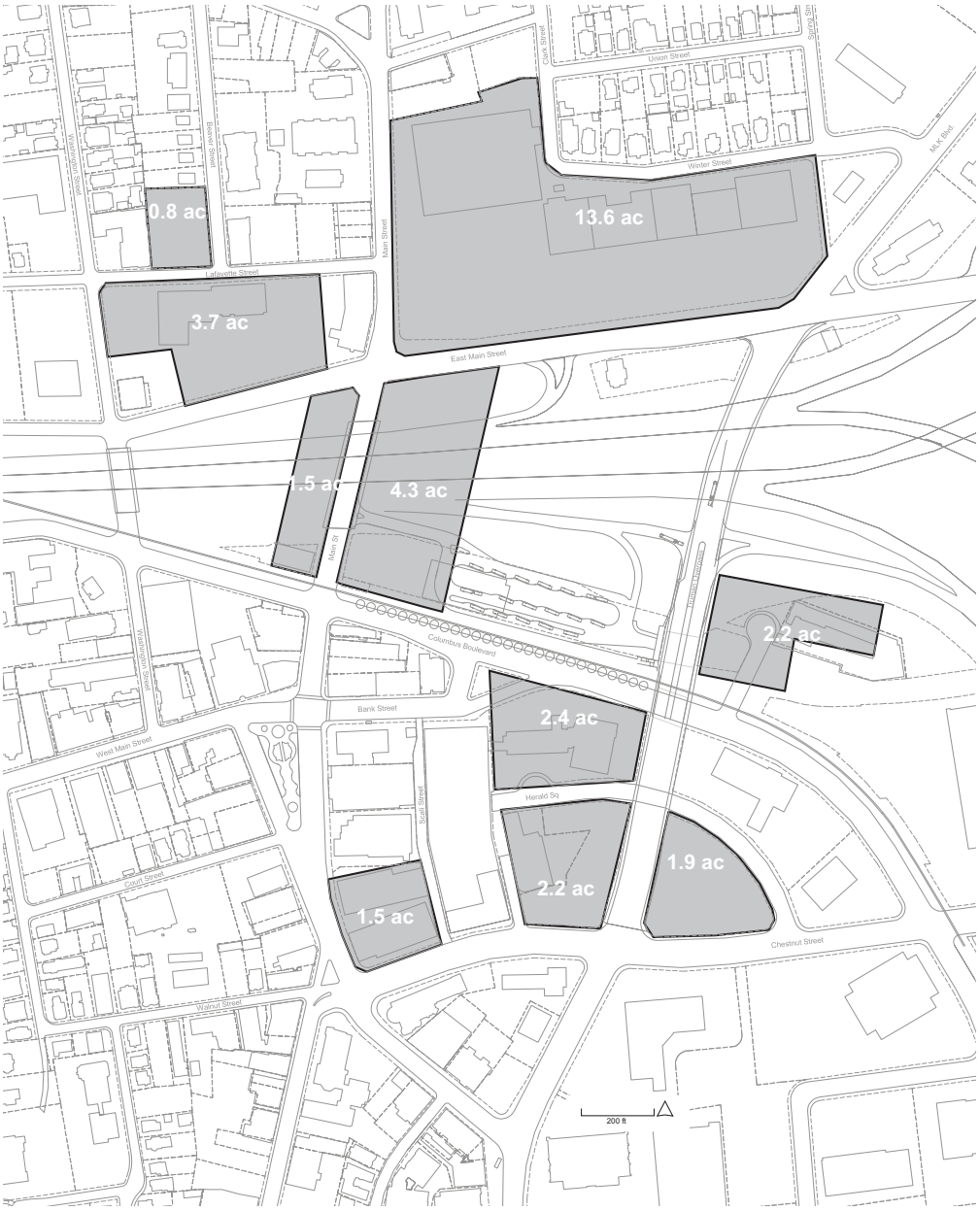
The introduction of the busway station at the corner of Main Street and Columbus Boulevard will bring more pedestrians/transit patrons and activity to this edge of town. The busway station will provide an opportunity to begin reconnecting the northern and southern parts of the city along Main Street. Pedestrian improvements along the Main Street Bridge will be a critical component in the new station's ability to connect the two sides and leverage additional economic development.

In addition to the busway station acting as a catalyst for new development in downtown, the shopping center at the northeast corner of Main and East Main Streets (NewBrite Plaza) has been discussed as one potential site for a proposed new 6,000 to 10,000 seat arena for Central Connecticut State University (CCSU) (see Existing Ownership and Proposed Development Sites figures on the following pages). With downtown as a destination at the southern end of the Main Street Bridge, and potentially a future arena at the northern end of the bridge, the station

Main Street Bridge crossing, looking south

NewBrite Plaza on East Main Street

Ownership of key parcels



Key development parcels with acreage indicated

site and frontage along the Main Street bridge become an even more important pedestrian link. Beyond the north-south link across the bridge there are a number of other infill sites (for new construction) that would help bring activity to downtown. These large parcels, mostly in single ownership, provide excellent redevelopment opportunities. In addition, the existing buildings do not lend themselves to

reuse. These sites should be developed in a transit friendly way with attention paid to pedestrian connections to and from the busway station.

The Market

The Downtown New Britain station area can be expected to grow commensurately with future capital investments. In addition to busway service, potential future capital investments in the immediate area include a new or rehabilitated police facility, State of Connecticut office space, and the CCSU arena. There is currently no plan to construct a state office building in New Britain, but this and other busway station sites provide an excellent opportunity for the state to consolidate offices in transit-supportive locations.

New Britain, as an employment center and attractor of daytime trips, has significant transit-oriented development potential. The city of over 70,000 residents still maintains a downtown with an urban sense of place. Historically a service and attraction center for points southwest of Hartford, there is interest in enhancing New Britain's residential, commercial, and entertainment components.

Station Area Demographics

2003 Population	611
2008 Projected Population	601
Projected Percentage Change	-1.6%
2003 Dwelling Units	485
2003 Residential Density	15.4 units/acre
2003 At-Place Employment	2,090
2003 Employment Density	66.6 jobs/acre
2003 % of Public Transportation Commuters	8.7%
2003 % of Walking Commuters	19.7%

Within the existing framework of the built environment, artist lofts are currently under construction, a number of historic restorations are underway, and art galleries, antique stores, and studios are already reshaping the retail environment. New office spaces for both the State of Connecticut and a number of private firms have been erected in recent years. Signaling public commitment to the urban core, the City of New Britain has committed to a multi-million dollar beautification effort of downtown in which construction began in May of 2000.

In terms of employment density, the station area itself is second only to Hartford's Union Station with over 66 employees per acre, well above the transit-supportive target range of a minimum of 25 employees per acre. In addition to its own workforce, the Downtown New Britain station area will also be in a position to capture a share of commuters accessing employment centers to the northeast. As one of the system's termini, the busway station will be the transfer point for a variety of public and private transportation modes. The increased level of through traffic should create a market for convenience retail in addition to providing exposure for the urban center. From a residential standpoint, the ¼-mile ridershed includes an average of 15.4 dwelling units per acre, thereby also meeting the recommended transit supportive threshold of a minimum of 12 dwelling units per acre.

Like the Union Station area in downtown Hartford, however, downtown New Britain is characterized by a jobs/housing imbalance. The employment within the immediate area is three times that of the residential population, contributing to an underutilized urban area during evening hours. Discontinuous use, in turn, undermines economic development and heightens perceived danger levels.

Compounding the problem of underutilization is the nature of the downtown population itself. The primary ESRI Community Tapestry™ segment adjacent to and near the busway station is the *Social Security Set*. That is, 40 percent of the immediate area's households are over 65 years old. This particular group of seniors subsists on very low fixed incomes and tends to be housed in low-rent, high-rise apartment buildings in larger urban settings. On the one hand, this transportation-disadvantaged population is likely to utilize the new busway at high levels during both

daytime peak and non-peak hours of operation. This same group, however, is unlikely to utilize the system in significant numbers during the evening hours.

In addition to increasing evening activity levels, a new downtown CCSU arena (see discussion in Preferred Development Options below) could help attract a younger residential population to the station area. The presence of the facility and the urban setting could work to draw juniors and seniors moving off-campus and commuter students (currently 80% of the student body) to downtown New Britain. The arena, depending on its size and programming, may also create a new market for other urban amenities. As is often the case with the siting of well-designed venues within an existing urban fabric, the neighboring structures and environs would have the potential to be redeveloped for residential, entertainment, food and beverage, lodging, and retail use. Just south of the arena, redeveloped retail spaces along the East Main St. corridor could include new eating and drinking establishments while maintaining neighborhood services. Closer to the busway station, Elm St. and the south side of Columbus Blvd. are well positioned to accommodate a mixed-use environment with office and residential products geared towards commuters and smaller households respectively.

However, without the infusion of a new market or better access to the surrounding disposable wealth of the larger market area, the present demographics of the area do not make for a dynamic retail environment. As of 2003, the median household income was only $15,267 in the station area. This reflects the high proportion of elderly whose low incomes do not create significant support for the existing retail and food and drink environment of 76 establishments. Given the expected retail potential of the market, less than 5 percent of annual sales are estimated to come from residents within the ¼-mile station area. Although this net inflow is a positive indicator for existing retailers, it does not suggest that there is potential for additional businesses. An influx of residents with more spending power could not only help create a demand for more services, it could also be expected to diversify the retail mix.

TOD Goals

Through work with the New Britain Municipal Advisory Committee and CRCOG, the following specific goals were formulated for the Downtown New Britain Station Area:

- Site busway station at Main Street to contribute to new development along Main Street
- Integrate busway station development into existing downtown fabric
- Enhance pedestrian connections to the busway station, and across the Main Street Bridge and the Truman Overpass between the north and south sides of Route 72, linking existing and future activity centers
- Redevelop the land on the north and south sides of Route 72 with active, more transit and pedestrian-oriented uses, using public investment and incentives to promote additional office activity, downtown living, entertainment, cultural, specialty retail and eating and drinking development opportunities
- Encourage infill development within walking distance of busway station

These goals are in addition to the two overriding project goals:

- Maximize input and benefits from the transportation infrastructure to the municipalities and neighborhoods along the busway corridor
- Coordinate this major transportation investment with land uses and economic development

Preferred Development Options

Site History and Its Influence on Station Area Plans

From its beginnings as a small farming village, New Britain grew to become an industrial powerhouse with a thriving commercial downtown focused around Main Street and The Village Green. The "Hardware City" began developing after the panic of 1837 as silk gave way to hardware as an industry that flourished after the Civil War. Main Street was the nexus: "City Hall looks out upon what within a few years had become a congested mercantile and financial center, The Triangle, and the loop of trolley tracks running to all of the neighboring towns." The Triangle, formerly the Town Green and now known as Central Park, was one of several public parks gracing Main Street: "The long, main thoroughfare of the city ran from McCabe Park in the north all the way down to Franklin Square." Old photographs illustrate parades and celebrations winding along Main Street from the north to Central Park. That ended abruptly when Route 72 severed the street and divided downtown New Britain into two halves.

The New Britain Transit Station represents an opportunity to mend this scar and re-establish Main Street as the pre-eminent commercial center and civic space that it was for 100 years. Anchoring the corner of Main Street at the southern edge of Route 72, the Transit Station will extend the active commercial frontage northward, establish downtown New Britain as one of the most transit-accessible locations in Connecticut and create the first link in a bridge, a pedestrian friendly Main Street reuniting the two halves of the severed downtown.

Development Concept

The plan reinforces Main Street and Elm Street as the key employment and downtown retail streets, increasing development density along these spines and continuing the existing series of green spaces along Main Street with landscaping along the bridge and on East Main Street. The Preferred Development Concept incorporates the new busway station into a larger mixed-use building, creating an active corner at Main Street and Columbus, which will be one of the most accessible spots

in Connecticut. New retail development along the Main Street bridge will provide activity along this spine. Pedestrian improvements on the Main Street Bridge and the Truman Overpass provide access to the new station and serve as the key link between downtown redevelopment efforts north and south of Route 72.

The transit station at the northeast corner of Main Street and Columbus Boulevard represents a major public investment in downtown New Britain. This station area plan leverages that investment by creating connections between downtown and the East Main Street area to the north of Route 72.

The plan includes six development districts (see Development Districts figure on page 17):

- Transit Station District
- CCSU Arena District or Housing/Retail District
- Infill Housing District
- New Mixed Use District (East Main Street)
- New Mixed Use District (Truman Overpass)
- Downtown Revitalization District

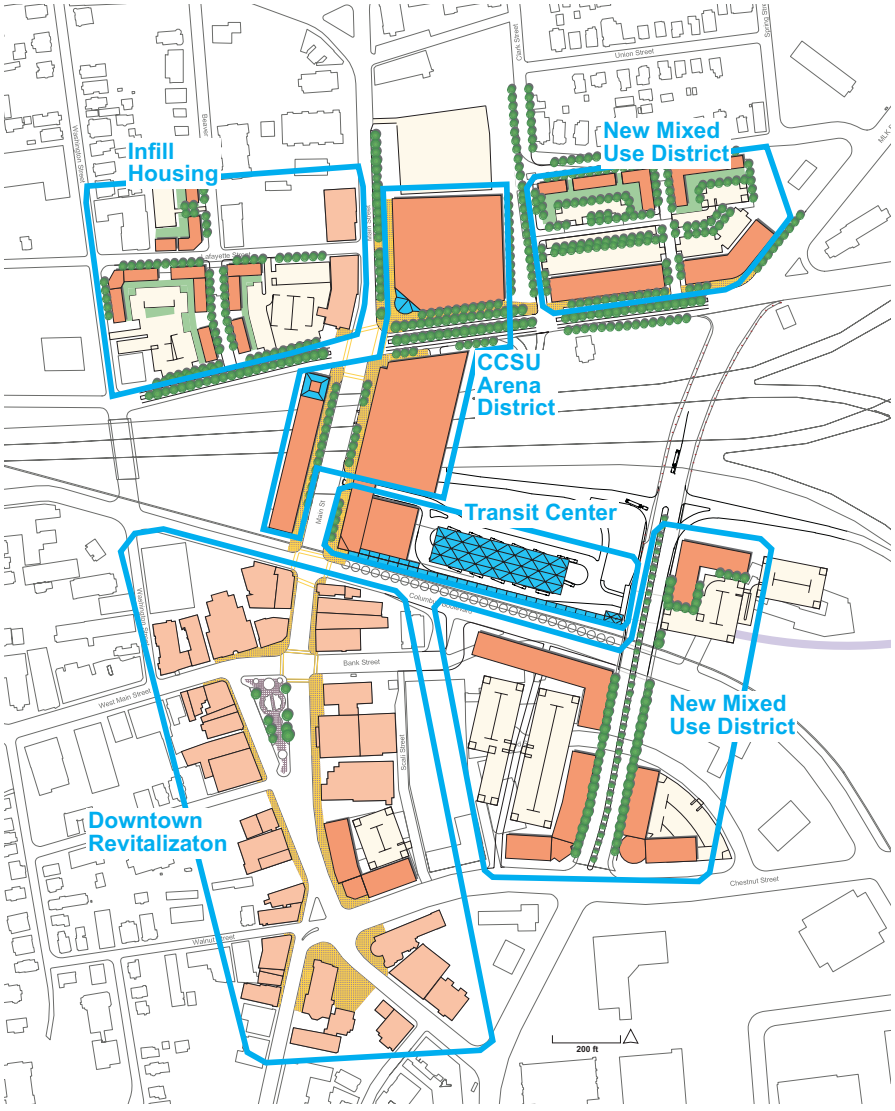
Transit Station District

The Main Street transit station frontage provides an opportunity for on-site joint development of an office building or hotel above an active ground floor retail street edge. The transit station entrance would occupy a small, but prominent, portion of this frontage. Because of this transit use, federal transit dollars can be used for site preparation, off-site access improvements (including streetscape), foundation and structural costs for the joint development portion over the transit station, and other cost associated with joint development of on-site, non-transit uses. This infusion of federal dollars reduces the development costs for a private development.

The plan for the station site at the corner of Main Street and Columbus Boulevard includes a ground floor restaurant, police substation and lobby for upper level

office space or hotel. The restaurant would help to create activity around the station, and draw pedestrians across the bridge from the arena and other destinations north of East Main Street (see Main Street Bridge ground level plan on page 18).

A four-story building (15,000 to 30,000 square feet per floor) is shown above the transit station. If the arena is built (see below), the upper floors could house a hotel that would serve both arena and other New Britain visitors. If the arena is not built,



Development districts

Main Street Bridge: ground level plan

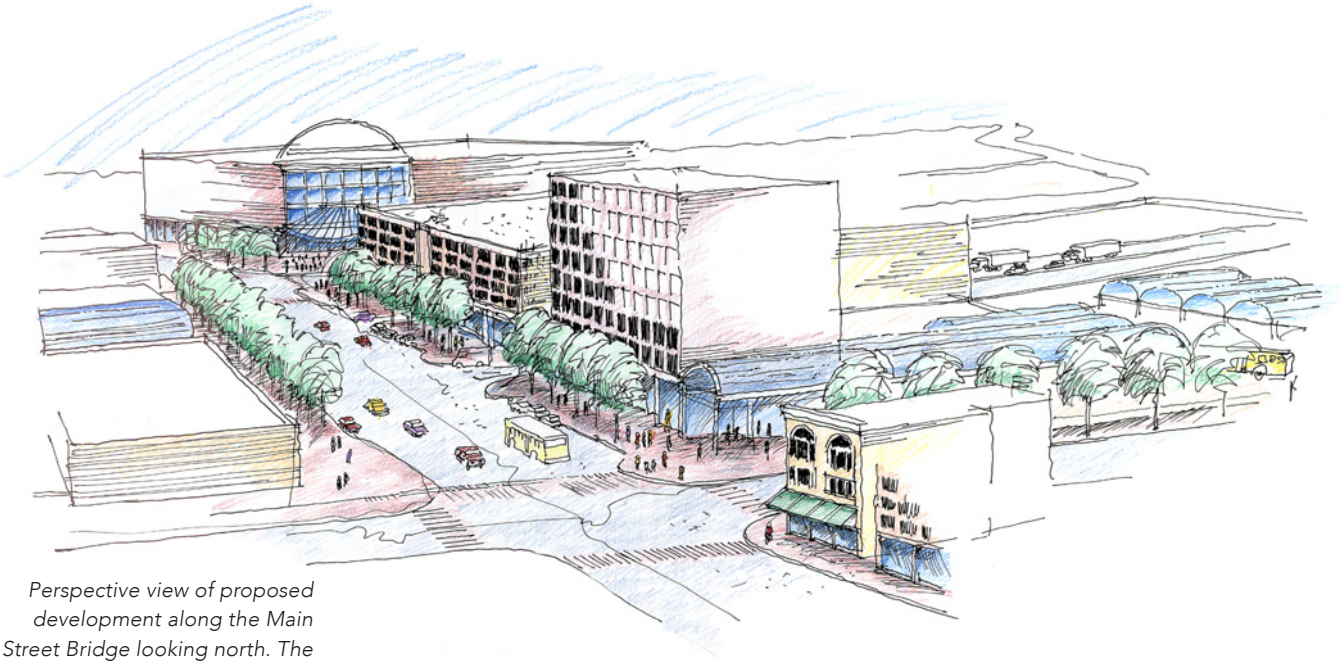
the upper floors could accommodate an office building that could house public and/or private uses. Tenants of the building would increase the pedestrian activity around the station and demand for downtown retail and entertainment uses.

The transit station's location at the corner of Main Street and Columbus Boulevard, and its layout with pedestrian access on both its east and west ends, creates a hinge block with opportunities for important connections across Route 72. The west end of the transit station is in a prominent location on Main Street only one block from downtown. Access to the east end of the transit station will be from the Truman Overpass and could provide convenient access to the court houses and offices south of downtown.

Many transit patrons will be using the Main Street bridge to enter the transit station. The development concepts seek to create a more hospitable and active environment linking northern neighborhoods to the transit station and downtown. These plans show an improved bridge environment with wide sidewalks, landscaping and streetscaping, on-street parking, and active street-edge development. These improvements would require a significant public investment tied to the arena, but

Construction photos of a retail bridge in Columbus, OH. The I-670 cap was recently constructed to provide an active pedestrian link between downtown Columbus and neighborhoods to the north.

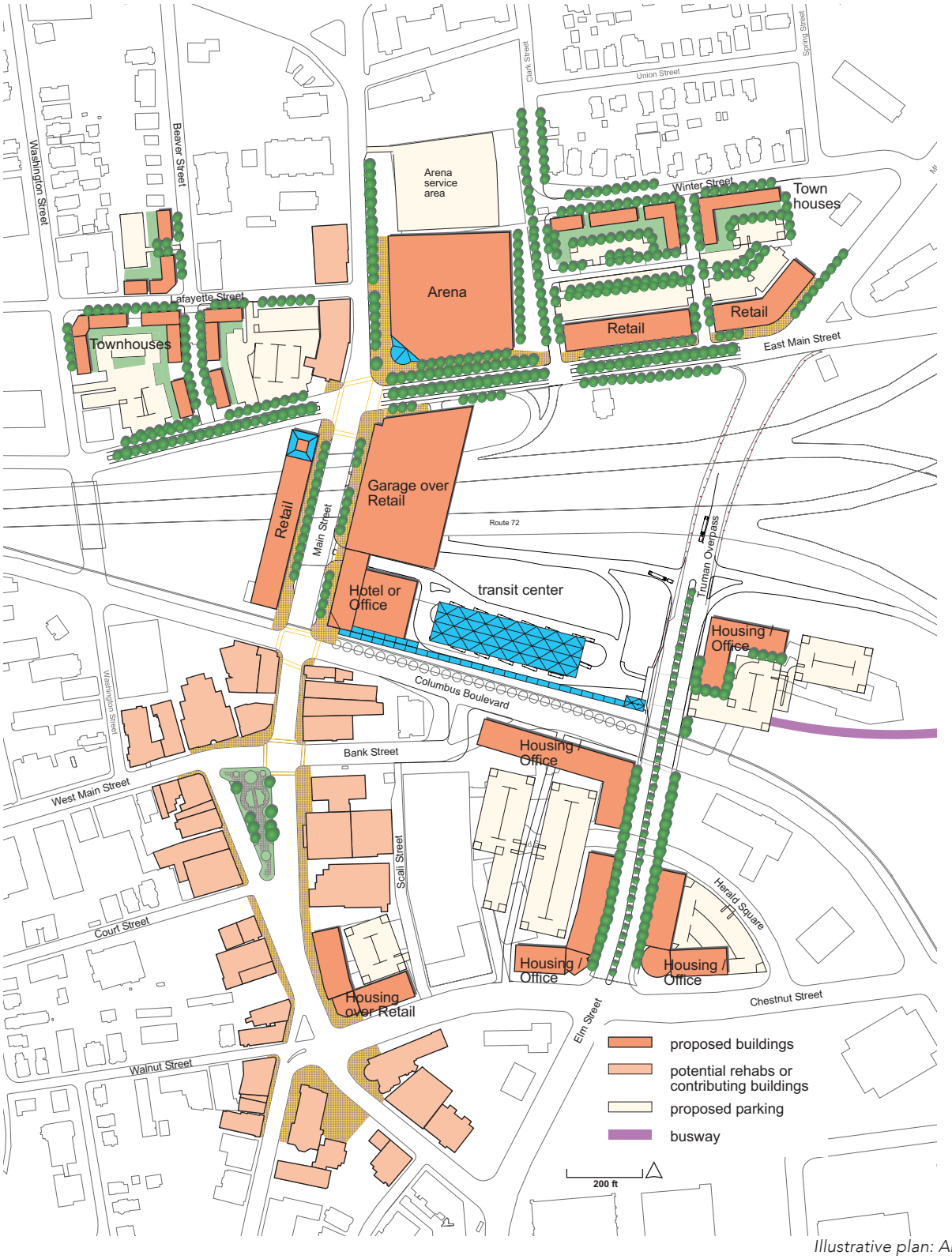
would address the city's goal of re-linking northern and southern portions of downtown that were split by the construction of Route 72. If the arena does not happen City money will have to be utilized, although the improvements could be funded in many ways (see Partnerships and Deal Structure in the Implementation chapter).



Perspective view of proposed development along the Main Street Bridge looking north. The transit station is shown in the foreground with the proposed CCSU arena in the background.

Preferred Option: CCSU Arena District

There are two options illustrated for this area. In the preferred option (see Illustrative Plan: Arena option on page 21), the proposed 6,000 to 10,000 seat CCSU arena is shown on the northeast corner of East Main and Main Streets (the western half of the existing NewBrite Plaza). (The arena is included in the school's master plan; the site has not been selected but downtown New Britain has been proposed as one possible location). The arena would become the centerpiece of this redevelopment district on the north side of Route 72. The arena would be visible from the transit station and to pedestrians walking north on Main Street (and possibly to vehicles driving on Route 72). Arena activity will be a catalyst for additional development north of Route 72.



Illustrative plan: Arena option

CCSU's potential interest in building an arena in downtown New Britain creates opportunities to link this new development, and additional public investment, to the transit station. Building an arena on this site would take advantage of underutilized land within a three minute walk to the transit station, as well as leverage a large supply of downtown parking. This prominent location provides good access to the regional highway system and the planned busway system. With an arena at the north end of the Main Street bridge and downtown at the south end, the environment along the bridge becomes even more important because large surge crowds leaving the arena will be walking to the transit station and downtown garages. If the arena is located in downtown New Britain, ConnDOT will need to take the size of surge crowds into account when designing the station.

Arena programming will be an important component of the success of the arena as a catalyst for pedestrian activity. If this site is selected for the arena, the City should work closely with CCSU to ensure that the neighboring properties are well screened, that the arena is designed to handle events of a variety of types and sizes and that the arena is programmed for frequent use and community activities. If used only infrequently, it will be a large, dark building rather than an activity center.

In addition to creating downtown activity, locating the arena in downtown New Britain can support TOD goals by:

- incorporating parking policies that support transit use, thereby reducing auto dependency and congestion
- encouraging transit use by developing special events access management plans and policies that include the use of remote parking garages in Hartford and New Britain and shuttles to the arena from the west campus and other more remote parking locations throughout the region (such as suburban shopping mall parking lots).

Existing underutilized downtown parking accommodates a portion of the needed arena parking and the busway provides some visitor access. In addition, an air-rights garage is proposed along the eastern side of the Main Street bridge. The garage

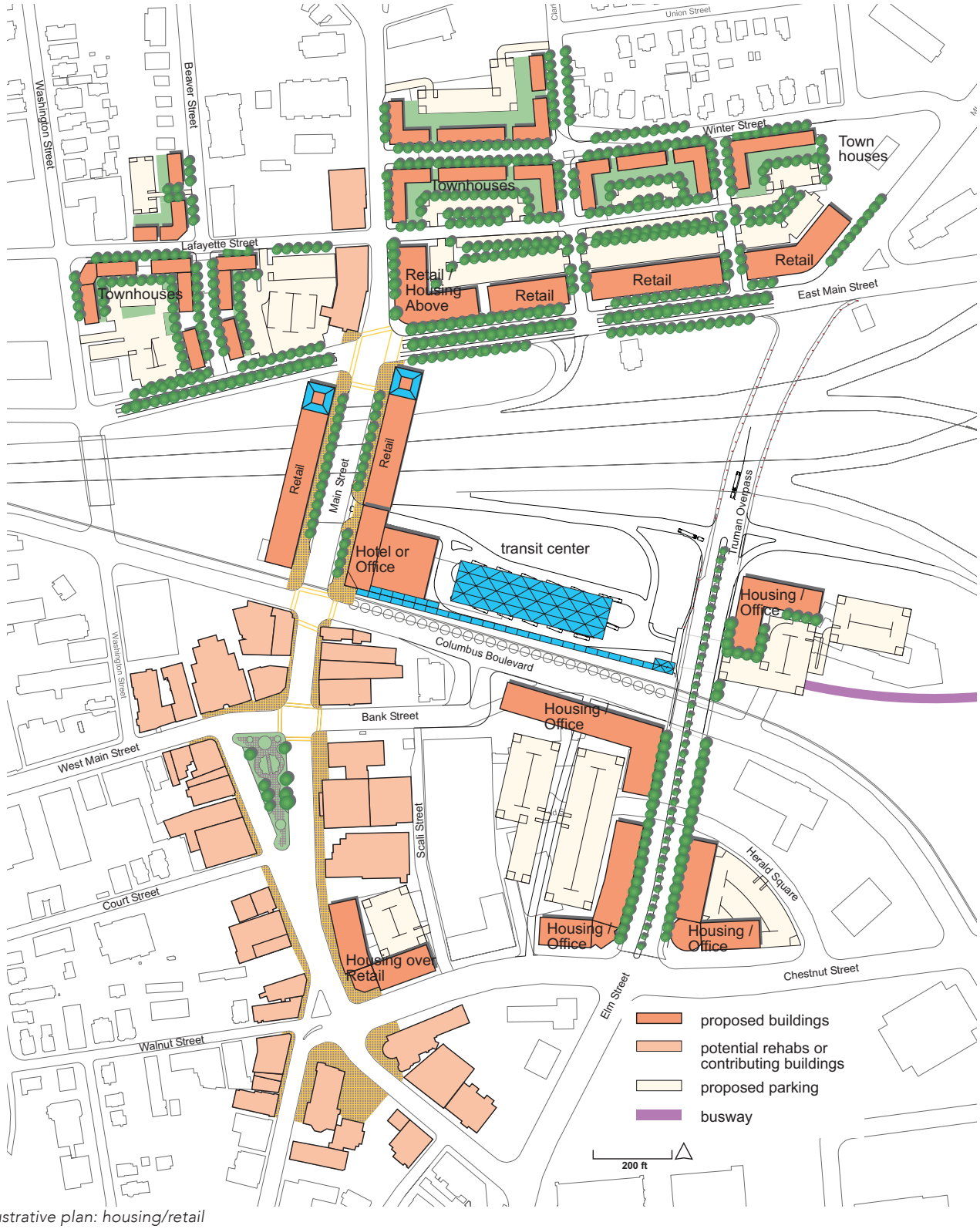
has ground floor retail space along Main Street and a restaurant along the East Main Street frontage. The garage provides parking for the arena, adjacent retail development, the transit station and air-rights development over the transit station. The ground floor retail/restaurant space creates an active urban street for pedestrians on the bridge. Locating the garage here serves several purposes:

- it closes the gap created by Route 72
- it activates Main Street
- it increases the perception of safety by sending all pedestrian traffic on the same route
- it sends people towards downtown. If a garage were instead located north of the arena, it would discourage downtown foot traffic and infringe on a residential neighborhood.

On the west side of Main Street is a row of retail and restaurant spaces built on a widened bridge over Route 72. The widening also includes streetscape improvements and on-street parking on both sides of the bridge. Development along the bridge would help to anchor the Main Street/Columbus Avenue corridor. On-street parking and sidewalks lined with ground floor retail will transform the bridge into an urban street. The expense of constructing the air-rights retail building limits the possibility of it happening without a public subsidy; alternatively, the bridge could be widened along the western edge to allow streetscape and pedestrian improvements without developing the retail buildings, lessening the area, and therefore the cost, of the widening.

Alternative: Housing/Retail District

Without an arena, NewBrite plaza could be redeveloped with a mix of housing and retail (see Illustrative Plan: housing/retail option on page 24). The plan shows retail along East Main Street, with housing above the building at the corner of Main Street, and parking behind. Winter Street is extended west to Main Street and is lined with townhouses that extend along Main and Clarke Streets. This location on East Main Street is very visible and, if redeveloped, would create an attractive



Illustrative plan: housing/retail option

entrance to New Britain. Building housing close to downtown and close to transit will provide additional customers for both new and existing retail and restaurants and provide patrons for the busway. In this option, the joint development over the transit station is shown as a state office building that could be developed as either a public/public partnership or a public/private partnership with a guaranteed lease for state office use. The state's current practice of signing five year leases may have to be modified to incent a developer to participate; developers typically require a longer lease term to justify new construction. The Department of Labor is one potential occupant for this building (see discussion of Department of Labor offices below).

In this option there is no need for an air rights garage along the Main Street bridge. However, improving the walking environment along the bridge is still an important goal of the plan. Although expensive to construct, retail arcades along both edges of the bridge would provide an attractive connection between the northern neighborhoods, downtown and the transit station. The I-670 cap in Columbus, OH (see photos on page 19) provides a good precedent for a retail bridge over a highway. Alternatively, as in the arena option, the bridge could be widened for pedestrian improvements and on-street parking only.

Infill Housing District

In both options, infill housing on Lafayette, Beaver and Washington Streets completes the street edge along those blocks, creating more attractive streets and providing increased and more diverse housing within ¼ to ½ mile of the transit station. Beaver Street is extended from Lafayette Street to East Main Street to provide more street frontage and increase pedestrian connections. The townhouse development replaces a parking lot and underutilized strip mall along East Main Street. The existing video store on the corner of Washington Street and East Main Street remains.

Immediately west of NewBrite plaza, the existing commercial building could be replaced in the long term with a new office building that could house a variety of

public and private uses. One potential public tenant or owner is the Connecticut Department of Labor currently on Grove Street. The DOL's leased Grove Street building would be an attractive building for reuse as residential property.

New Mixed Use District (East Main Street)

East of the arena, a series of retail buildings face East Main Street and wrap around the corner to MLK Boulevard, with parking behind. New townhouses along Winter Street will improve the character of this attractive street by creating a two-sided residential street. Lafayette Street is extended east from Main Street to break up the existing superblock and to provide access to parking behind the retail and the townhouses. Heavy landscaping along Lafayette Street buffers the townhouses from the retail parking lot. Clark Street is extended south to East Main Street and a new north-south street is added from Winter Street to East Main Street. These streets improve pedestrian connections and also help to create smaller, more appropriately scaled, residential blocks.

Downtown Revitalization District

There is interest in rehabilitating existing downtown buildings along Main Street and West Main Street for residential use on the upper floors. For example, the Hicks Building on West Main Street is currently being rehabilitated for use as the New Britain Artists Cooperative with 11 housing units, a community space and a public art gallery. The New Britain Downtown District and the Chamber of Commerce are currently working with the city on the reuse of the Sovereigns Trading Company Building at 160 Main Street and recently jointly issued an RFP for reuse with ground floor retail space and upper story residential use. This Station Area Plan supports those rehabilitation efforts and highlights the buildings along Main Street and West Main Street that would be contributing elements of the plan. A new building is shown at the corner of Chestnut and Main Streets with ground floor retail and upper floor residential use. There may be other instances where existing buildings do not lend themselves to rehabilitation or reuse, and new construction is warranted.

New Mixed Use District (Truman Overpass)

Key aspects of the plan include improving the pedestrian environment along Elm Street, the Truman Overpass and Columbus Boulevard to provide good pedestrian access between the downtown office core and the transit station. Parcels along these streets could be developed for mixed-use office and housing, increasing downtown density and creating potential customers for downtown retail, restaurant and service businesses. Because of the long-term nature of the plan (20 years), the uses are deliberately kept flexible to accommodate changing market conditions.

There are three potential development sites along Elm Street between Columbus Blvd. and Chestnut St. The conceptual plan shows three independent projects that could be built in the long-term. These buildings should be at least four stories tall so that the upper floors will provide a building edge adjacent to the Truman Overpass. This edge improves the walking environment for people coming from the transit station and walking to the courts and offices south of Chestnut Street. The siting and design of these buildings should accommodate additional planting, on-street parking, and streetscape amenity along the overpass. This may include realigning the travel lanes or restriping the bridge.

The vacant parcel at the corner of Chestnut Street and Herald Square could be developed in the short-term. The parcels to the west of Elm Street - the Herald and the Day's Inn sites - are longer term projects and would require either temporary or permanent relocation of active businesses. Development concepts shown on the illustrative plan maintain the Herald Square right-of-way. If this right-of-way is not necessary in the future, parcels on either side of Herald Square can be combined to create larger development sites.

In the Arena Option, the City Building site is shown being redeveloped for office or housing in the long-term. In the Housing/Retail Option, a hotel could be developed on the City Building site; the hotel is less likely to happen in the short- to medium-term without the arena, and therefore it is shown on a longer-term site.

Development Summary

The plans described above are conceptual and illustrate the general type and scale of development recommended. Building footprints and total square footages were developed as a means of understanding the capacity of the sites; that is, the scale of development that could be accommodated along with associated parking requirements. For purposes of these plans, parking ratios used were one space per housing unit and 3-5 spaces per 1,000 square feet of commercial space, depending on the type of commercial use and the availability of on-street parking. The square footage numbers also were used to assess potential economic benefits associated with the plans.

As the plan is implemented, actual developments - based on property line surveys, much more detailed site information and level of design, and current market conditions – will differ from those shown here, but should follow the intent of the site plan and design guidelines (in the Implementation Chapter) as well as the recommended minimum densities.

*Development Summary Table: Arena Option**

Use	Total
Flex Space (Office/Housing) - Truman Overpass/Columbus Blvd.	663,168 sq. ft.
Hotel (above Transit Station)	120 rooms
Residential (north of Route 72 & at Main/Chestnut)	162 units
Retail (north of Route 72, on Main St. Bridge & at Main Chestnut)	130,101 sq. ft.
Arena	6,000-10,000 seats
Garage	1,040 spaces

**See Appendix B for a more detailed development summary.*

*Development Summary Table: Housing/Retail Option**

Use	Total
Flex Space (Office/Housing) - Truman Overpass/Columbus Blvd.	534,486 sq. ft.
Hotel (on City Builders site)	168 rooms
Residential (north of Route 72 & at Main/Chestnut)	307 units
Office (above Transit Station)	80,000 to 150,000 sq. ft.
Retail (north of Route 72, on Main St. Bridge & at Main Chestnut)	171,505 sq. ft.

**See Appendix B for a more detailed development summary.*

Infrastructure Plan

The key component of the infrastructure plan for this Station Area will be the widening of the Main Street bridge along with pedestrian improvements, including landscaping, pedestrian scale lighting and other amenities. Other significant elements include pedestrian improvements along the Truman Overpass, Columbus Boulevard, and East Main Street. These improvements will be important for the station and arena and could be partially funded as part of those projects, or, at a later date, with other federal funds through the 5309 Bus Grant Program or the TCSP Program. The extension of existing roads and introduction of new roads north of I-72, as well as streetscape improvements along Columbus Blvd. and East Main Street, are other important public improvements.

Economic Benefits

Arena Option

The economic benefits from implementation of the transit oriented development with arena improvements in downtown New Britain are significant. Assumed development activity would consist of a 10,000-seat arena, 1,040 structured parking spaces, 130,100 square feet of new retail, 120 new hotel rooms, 663,100 square feet of new office uses and 162 new dwelling units. In constant 2004 dollars this would have an estimated construction value of approximately $167.6 million that would generate an estimated $33.9 million in payroll and 679 person years of employment.

The new developments would replace approximately 236,000 square feet of partially vacant and significantly underutilized retail space, 73 existing hotel rooms and approximately 102,600 square feet of existing, largely vacant and significantly underperforming, office space. It is assumed that the assessed value and employment of the new retail space will be equivalent to the existing larger but underperforming retail space. Based upon these factors, once the new development is fully absorbed the net new, annual, permanent, sustained economic and fiscal impact would represent 5,969 direct and indirect jobs, $60 million in payroll, 356 new residents and $3.6 million in property taxes. All amounts are in constant 2004 dollars, do not include any impact from inflation, and are based upon current construction costs, average payroll levels and property tax rates.

Housing / Retail Option

The economic benefits from implementation of the transit oriented development in downtown New Britain without the arena are also significant. Assumed development activity would consist of 171,500 square feet of new retail, 168 new hotel rooms, 684,500 square feet of new office/employment uses and 307 new dwelling units. In constant 2004 dollars this would have an estimated construction value of approximately $133 million that would generate an estimated $27 million in payroll and 539 person years of employment.

The new developments would replace approximately 236,000 square feet of partially vacant and significantly underutilized retail space, 73 existing hotel rooms and approximately 102,600 square feet of existing, largely vacant and significantly underperforming, office space. It is assumed that the assessed value and retail employment of the new retail space will be equivalent to the existing larger but underperforming retail space. Based upon these factors, once the new development is fully absorbed the net new, annual, permanent, sustained economic and fiscal impact would represent 5275 direct and indirect jobs, $47.8 million in payroll, 675 new residents and $4.7 million in property taxes. All amounts are in constant 2004 dollars, do not include any impact from inflation, and are based upon current construction costs, average payroll levels and property tax rates.

Implementation Strategy

Acquisition and Reparcelization Strategies

The acquisition and reparcelization strategy for downtown New Britain is primarily related to the land north of Route 72.

The development of the transit station would involve ConnDOT's acquisition of the parcel between Route 72, Columbus Boulevard, East Main Street and the Truman Overpass. This parcel is currently owned by the City (see Ownership of Key Parcels Diagram on page 9).

The land required for the arena, as well as the retail and housing development to the east, is one large, privately owned parcel with a small additional parcel at the eastern end, owned by the same party. Although only the western side of this parcel (up to Clark Street) is required for the arena, CCSU may be required to acquire the entire parcel. Should that occur, the City should then work with CCSU on gaining control of the eastern portion of the parcel for private development. The parcel could be subdivided so that the residential and retail developments are on separate parcels, or could remain as one large, mixed-use parcel.

The garage is shown on air-rights over the highway, currently owned by the State, and therefore does not require any acquisition. The retail development on the west side of the Main Street bridge also is primarily on state-owned air-rights, although the southern end is a privately-owned parcel. This small parcel could be acquired by the City and state as part of a joint effort to partially subsidize retail development in order to greatly improve the pedestrian connections north and south of Route 72. If the arena is not developed in Downtown New Britain, the City could take an active role in acquisition of the NewBrite Plaza parcel for new retail and residential development.

Most of the residential development west of Main Street and north of East Main Street is on one privately-owned parcel. The City could work with the owner to subdivide that property to allow for infill residential development.

Development south of Columbus Boulevard is on large parcels in single ownership and development will be dependent on market conditions. It is assumed that these parcels will be privately redeveloped in the long-term.

Infrastructure Funding

A key element of the implementation strategy is to utilize eligible transit funds to create pedestrian linkages from the transit station to the arena and to the traditional downtown core south of Route 72. The pedestrian linkages and enhancements, including a widened Main Street bridge over Route 72, are all eligible transit items that physically and functionally contribute to the economic viability of the transit system. These improvements may be eligible for other transit funds, separate from those being used for the busway. These funding sources include two TEA-21 programs: Transportation Enhancements and Transit Enhancements.

TEA-21: Transportation Enhancements (TE):

"Transportation-related activities designed to strengthen the cultural, aesthetic, and environmental aspects of the nation's intermodal transportation system. The transportation enhancements program provides for the implementation of a variety of non-traditional projects, with examples ranging from the restoration of historic transportation facilities, to bike and pedestrian facilities, to landscaping and scenic beautification, and to the mitigation of water pollution from highway runoff."

Up to 100% of an individual project may be financed with Federal funds.

As of August of 2003, the Petri / Olver amendment preserved the existing TE program, TEA-21, has been extended through September 24, 2004 and awaits reauthorization.

Periodically ConnDOT issues a solicitation for competitive grant proposals for transportation enhancements. Allowable activities here include improvement of sidewalks, plantings, pedestrian amenities and other downtown beautification programs, and historic bridge and rail station upgrades.

Danbury has had considerable past success with the Enhancement Grant Program. In 1993 the City was awarded $1,520,000 in federal dollars for redevelopment of the Union Railroad Station as part of the Danbury Railroad Heritage Park. After a regional competition in 1999, Danbury was awarded $1,073,000 in federal transportation funding for a second enhancement project to improve the pedestrian environment along North Main Street.

TEA-21: Transit Enhancements

"Transit enhancement projects must enhance mass transportation service or use and be physically or functionally related to transit facilities." Projects providing bicycle access to mass transportation funded with the enhancement set aside may be funded at a 95% Federal share.

There are nine eligible project categories in the transit enhancement program:

- Historic preservation, rehabilitation, and operation of historic mass transportation buildings, structures, and facilities (including historic bus and railroad facilities
- Bus shelters
- Landscaping and other scenic beautification, including tables, benches, trash receptacles, and street lights
- Public art
- Pedestrian access and walkways
- Bicycle access, including bicycle storage facilities and installing equipment for transporting bicycles on mass transportation vehicles
- Transit connections to parks within the recipient's transit service area
- Signage
- Enhanced access for persons with disabilities to mass transportation.

Phasing

The development plans look at three time horizons (see Phasing Diagram page 25):

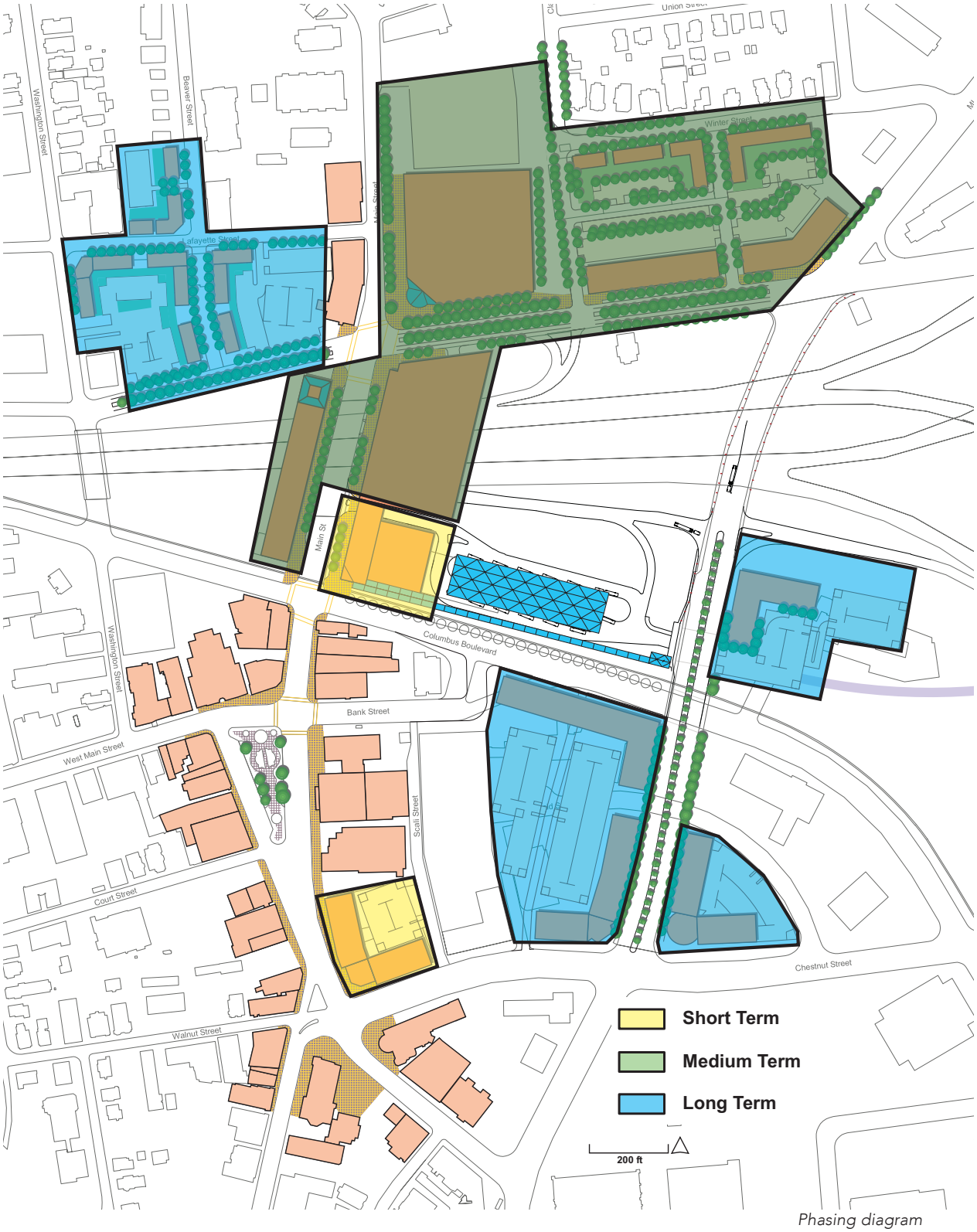
- **Short-term**: includes the time period up until 2009, or when the busway is scheduled to begin operation
- **Medium-term**: begins in 2010, or at the start of busway operation, and continues through 2019 (up to ten years following the start of busway operation)
- **Long-term**: begins in 2020 and continues through 2025

The three time horizons are approximate and there could be some overlap between the medium-term and long-term periods.

The entire downtown plan must allow for pedestrian linkages and vehicular access to link all these elements with a pivot point focus on the transit station and the access it affords the downtown. The transit station will be extremely beneficial in creating support for downtown development both through its express bus linkages to the suburban areas and downtown New Britain and Hartford, as well as a strong feeder bus network which serves the transit station and also serves to further enhance the accessibility to downtown New Britain. The transit station and the pedestrian enhancements will serve to create a special environment, which will mutually reinforce arena, office, retail, entertainment, hotel and residential uses.

Short-Term

The phasing of redevelopment in downtown New Britain is based primarily upon the timing of public sector actions. The development of the transit station and its associated improvements; the development of the arena and its associated improvements; and the development of likely new public sector office/employment uses are all dependent upon an initial public sector commitment. This investment will serve as a catalyst to build on the inherent locational, transportation, infrastructure and building/architectural resources of downtown New Britain.



Phasing diagram

The Arena Feasibility Study should be conducted, and the Busway Station should be developed in the short-term. The transit station should be designed to accommodate surge crowds from the arena. Accommodation for air-rights development over the station should happen in the short-term, although the actual development of the air-rights use may not happen until the medium-term. This accommodation could include developing a structural system to support later development, as well as incorporating space for future elevators and stairs to upper floors into the design of the station.

The static population of downtown New Britain affords local officials the opportunity to prepare and plan for the busway and the other public improvements. Namely, the City can work with the New Britain Downtown District (see *Partnerships & Deal Structure* below) to coordinate a land use control and incentives "toolbox" that will support the introduction of BRT. This approach would help ensure that new projects would not preclude or inhibit the transit-oriented development of land within ½-mile of the proposed busway station. The City should attempt to preserve the transit integrity of the area with land use controls such as a Transit-Oriented Zoning District (see page 37). At the same time, the New Britain Downtown District and the Chamber of Commerce should continue to aggressively market investment opportunities along the busway corridor. The District might also develop additional incentives such as modest grants and technical assistance specifically designed for the Downtown New Britain station area.

Medium-Term

The development of the CCSU arena, if it occurs, would most likely happen in the medium-term. Development of the air-rights garage and associated retail development should happen in conjunction with the arena. Ideally, the retail development on the west side of the Main Street bridge would happen at this same time, so that all development along the bridge would happen in one phase. And, because arena development involves a large parcel in single ownership, the housing and retail development to the east of the arena could happen during that same time period. The combining of the arena with retail, entertainment and residential activity will,

through the utilization of multiple market segments, greatly enhance the market absorption of space, and the future economic spin-offs from the arena.

Should the arena not be developed in downtown New Britain, the housing and retail development on the NewBrite Plaza site, as well as the retail development along the Main Street Bridge, should still happen in the medium-term.

Long-Term

Infill housing along Lafayette Street is likely to happen in the long-term as the demand for housing increases and downtown residential development on upper floors south of Columbus Boulevard is completed, although it could happen in the medium-term. Similarly, redevelopment of the parcels along the Truman Overpass is dependent upon changing market conditions and will likely be a long-term initiative.

Zoning

A new Transit Oriented Development Zone should be considered for the area to encourage active mixed-use development and a pedestrian friendly environment to take advantage of the transit investment. The proposed zone extends from Washington Street on the west to MLK Boulevard on the east, and from Broad Street/North Street on the north to the Main/Elm Street intersection on the south. The proposed district would allow residential densities of up to 30 units per acre and would reduce parking requirements, consistent with accepted standards for TOD development. Setback requirements, height restrictions and other siting issues will be consistent with the preferred development plan. The following uses would be allowed:

- Retail stores
- Personal service shops or stores
- Business or professional offices
- Hotel
- Places of assembly for recreation, such as health clubs and dance studios.

- Restaurants
- Corporate headquarters, research and development uses
- Residential buildings and upper floor residential uses in commercial buildings

The complete text of the proposed zoning amendment is included in Appendix C.

Example of parking garage with retail on ground floor.

Design Guidelines

Adopting design guidelines for the Downtown New Britain station area is important for two reasons: 1) they provide the various parties involved in implementation a common framework for types of development that should be encouraged; 2) they provide developers a sense of comfort that the design integrity of the area will be maintained. Photographic examples used here provide examples of the types of development described in the plan.

The illustrative plans for each station adhere to the basic site planning design guidelines below. The plans illustrate recommended locations for building siting, both for each parcel and for the larger district, but as implementation begins other, more detailed, proposals will be considered for individual sites. The illustrative plan and the guidelines below can be used to evaluate individual projects.

Townhouse developments with parking located on-street and in back.

Office designed to accommodate ground floor retail at future date. Window system can be easily modified to provide store front access. Building sited at sidewalk edge and simple landscape reinforces the street edge.

Illustration of mixed-use buildings with ground floor retail and residential above, with parking on-street and in back, buildings at the sidewalk edge.

The general guidelines for all station areas are:

- All development must be designed to enhance or create urban character that is pedestrian friendly, convenient for transit patrons accessing stations on foot, and safe. This is done through the siting of buildings at the sidewalk edge and using landscape elements that reinforce the street edge. Buildings should have at least one entrance on the street. Building facades should have street level windows. Active ground floor uses are encouraged. Parking should be behind buildings or screened with landscape elements.
- Sidewalks should be separated from moving traffic by planting strips and on-street parking. Street trees will frame the sidewalk space and improve the visual character of the station area for drivers on local streets (see typical ROW sections in *Principles for Transit Oriented Development* published separately).
- Streets in station areas should be as narrow as possible to facilitate pedestrian crossings without impeding traffic circulation. Slowing traffic will also allow drivers to take note of new development and hopefully entice them to stop and shop. Within station areas, streets need to be designed for people, vehicles, and businesses, not just to meet highway standards.

Individual window openings break up the facade and add interest at the street level.

Examples of ground floor retail with residential use above. Wide sidewalks, individual store entrances and on-street parking create an active pedestrian environment. Photo on left is at Orenco Station in Portland, OR; drawing on right is from Cleveland, OH.

- Where possible, buildings should be designed to accommodate various uses over time. If market conditions do not support ground floor retail, buildings should be design to be easily retrofitted to accommodate retail at a later date.
- Building windows should be individual openings in the façade, not continuous bands, with well-defined lintels and sills. Building tops should be shaped with attention to their view against the sky. Use of upper floor setbacks and peaked roofs to articulate the roofline is encouraged. Façade planes should be visually broken to reflect the scale and development pattern of other buildings on the street. Mechanical penthouses and other projections or roof elements that are visible from the street should be architecturally integrated with the overall building design.

In addition to the overriding guidelines listed above there are components of the Downtown New Britain area that require additional guidelines.

- Stores along the bridge should have individual entries from the street to create pedestrian activity. Curb-cuts for the transit station, potential garage, and service vehicles should be minimized. No more than two curb cuts should be necessary.
- Because the downtown New Britain Station is at the edge of downtown, and along the edge of Route 72, it is very important to bring pedestrian and retail activity close to the station. All development at the station (joint development) and development on air rights over Route 72 should be oriented to, and reinforce, Main Street as the primary commercial street.
- Sidewalks on Main Street between the transit station entrance and East Main Street should be extra wide (20 to 30 feet depending on arena size and anticipated crowds) to accommodate surge crowds from the arena and to provide a generous "landscape zone" along the curb.
- The Main Street bridge should be modified to accommodate on-street parking by reducing lane width or widening the bridge when the decks are built.

- East Main Street between MLK Drive and Washington Street should be redesigned as a boulevard to provide a strong edge to the north side of downtown and provide an attractive entry to the city. The roadway should be narrowed and a heavily landscaped median installed. Street edges should be planted with double tree rows.
- Retail buildings along East Main Street between MLK Drive and Main Street should be sited at the sidewalk edge with parking behind.
- Long-term redevelopment of sites facing the Truman Overpass should seek to create a street edge on the elevated portion of the overpass between the east end of the Transit Station and Chestnut Street. Where possible entryways should be placed at the overpass level.

Partnerships and Deal Structure

The redevelopment of Downtown New Britain will likely be led by major public sector investments such as the arena, transit station and public office/employment uses. These public investments will bring people to downtown New Britain to work, recreate and shop in an area with enhanced accessibility and an improved physical environment. The public sector also has in place various tools, as delineated below, to encourage subsequent private investment to take advantage of the new activity brought to downtown New Britain.

Busway Station and Joint Development

The proposed joint development of the Downtown New Britain station itself might include a hotel or state office space. ConnDOT should work closely with the City on the programming and design of the building, and the designation of a joint development partner. In addition to financially contributing state and federal funds to site preparation and maintenance, a well-designed building would add to the City's vitality by attracting users to the urban core during business hours and increasing its overall imageability. The building could significantly enhance the gateway experience into New Britain.

CCSU Arena

The City should work with CCSU and ConnDOT on the arena siting and feasibility study to ensure that issues related to spin-off economic development, leveraging the transit investment and available parking are key siting criteria. If downtown New Britain is selected as the preferred site, the City should continue to work with CCSU on arena programming and design. Service areas in back of the arena should be screened from view by surrounding neighbors. As discussed earlier, in order to maximize the economic development impact, it will be important for the arena to be used frequently and for a variety of events. Accommodating these multiple uses should be an important design consideration.

Similarly, the City should work with CCSU and ConnDOT on the programming and design of the air-rights garage and retail development along the Main Street bridge. The size of the garage will be dependent upon the arena and the joint development use at the transit station. Improvements to the Main Street bridge, either as a retail strip or for pedestrian enhancements only, will be a key component of connecting the arena to downtown and the station. The City, CCSU and ConnDOT should work together to develop a funding strategy for those improvements. The private developer of the retail strip on the west side of the bridge would pay a pro-rata share of the decking costs.

Additionally, the City should work with CCSU on acquisition of the NewBrite plaza for arena construction. It may be desirable for the City to have control of the remainder of the parcel, in order to influence the proposed retail and residential development. The City also could help with relocation of existing tenants.

The City and CCSU should work together on a parking strategy for the arena, taking advantage of existing underutilized structured parking. If not, the proliferation of surface lots and poor design of parking can offset the expected economic and cultural benefits of the sports facility. By arranging shared municipal parking agreements with CCSU, New Britain can help limit the expanse of facilities immediately adjacent to the arena, preclude the underutilization of land, and generate more pedestrian traffic in the downtown.

It is important that all these investments and tools be coordinated through a public/private partnership for the revitalization of downtown New Britain. ConnDOT, CCSU, CT Office of Policy Management, the City, the Chamber of Commerce, the New Britain Downtown District, existing businesses and property owners must create a partnership to assure that major public investments are mutually reinforcing. A grand vision must be prepared for the downtown which incorporates these public investments; identifies a long-term phased implementation strategy for maximizing the private sector spin-offs from the public sector investment; undertakes a marketing/merchandising plan to change the image of downtown New Britain; and, generates a local consensus for this revitalization.

A key element will likely be an expansion of the boundaries and activities currently undertaken by the New Britain Downtown District, a self-taxing special services district in New Britain. Formed by downtown property owners, the entity seeks to revitalize and promote the central business district. Projects have included a statewide billboard campaign inviting businesses and investors to the city, brokerage open houses, and architectural walking tours. The District is also involved in a variety of city enhancement projects including infrastructure improvements and property management. It will likely be necessary to "seed" the enhanced District activities with public sector funds, which will encourage a match from the existing private sector and will not create an undue burden on the fragile economic viability of existing downtown activity.

Both the transit station and the arena areas need to incorporate some early private sector elements to demonstrate the feasibility of cooperative public/private sector efforts and to encourage and facilitate early private sector retail and residential investments. It will likely be necessary for the public sector to support the initial investment in public space (plazas, streetscape, lighting, pedestrian linkages, etc.) and marketing. The early introduction of retail/entertainment uses and new residential activity will do much to enliven the downtown and change its market perception.

The realization of the proposed public projects and the transit-oriented development potential at the station area will require the continuing advocacy and cooperation from public entities. Perhaps more importantly, the vision for Downtown New Britain needs to be championed by organizations outside of the public sector. Local and regional planning professionals should continue to inform and inspire New Britain's elected officials and civic leaders with the transit-oriented development potential and historic advantage of the downtown. There is evidence that the business community already appreciates the value of the potential institutional and transit investments. According to President Bill Millerick, the New Britain Chamber of Commerce is helping to facilitate three specific projects, the use of more than 30 acres of reclaimed public housing property for economic development, the New Britain-Hartford busway, and the downtown CCSU arena.

As a civic partner, the Chamber is in a unique position to leverage transit oriented development in the area, which is within one of Connecticut's 17 Enterprise Zones. Its affiliate, the Downtown District, helps promote and administer a variety of economic development programs:

Incentives & Benefits:

- Five-year 80% abatement of New Britain property taxes on qualifying real and personal property, subject to the property being new to the grand list of the City of New Britain as a direct result of business expansion or renovation project. The property tax abatement is for a full five-year period and takes effect with the start of the first full assessment year following the issuance of a "Certificate of Eligibility".
- Ten-year 25% credit on corporate income taxes for eligible businesses.

Loan Information:

- Fixed rate, City of New Britain low interest loan program – typically between 0% and current prime rate, these loans can be used for equipment

procurement, leasehold improvements, code improvements, and facade renovations. Loan amounts are up to $25,000 and are available for terms up to five years.

- Community Economic Development Fund (CEDF) – public/private partnership was established to help small businesses in New Britain to increase their access to capital and financing. Financing is available up to $500,000 per firm.
- Microloan program – Connecticut Investment Corporation has loans available for up to $25,000 for eligible small businesses.

More recently, the District has offered three months free rent to existing or startup antiques businesses and the New Britain Common Council adopted a resolution that offers a 50% tax break to all existing New Britain restaurant owners who open a second operation in the New Britain Downtown District. The latter development will be of particular interest to restaurateurs seeking to capitalize on the opening of the new arena.

Regardless of their tax status, developments adjacent to the proposed arena will not be guaranteed success. Indeed, the City of New Britain should work extensively with CCSU to develop a functional relationship between the surrounding urban fabric and the new venue.

Housing Programs

The station area plans for Downtown New Britain include significant new housing units. One plan emphasizes housing for station area development, and includes 160 apartments and 147 townhouses. The preferred plan features a new arena north of the transit station, but also includes 74 townhouses and 88 apartments. The proposed housing includes new construction on vacant lots, or the replacement of some marginal retail and office uses with new housing. To support the busway, the plans call for higher densities and a mix of housing types to increase activity in the station area, and provide a range of housing options.

The plan assumes that the housing will be constructed by the private sector, and will be offered for sale or rent at market rates. The housing will be developed over the next twenty to twenty-five years as market demand dictates.

Under ideal market conditions, housing developers will construct housing to meet market demand without any incentives or assistance from the public sector. However, to encourage developers to build product that mirrors the housing densities and types recommended in the station area plans, the City, ConnDOT and other state and local agencies might choose to consider public sector initiatives that could help direct the housing development program for the station areas. In addition, it is possible that the market prices for housing fall short of the cost of new construction. In this case, public sector initiatives could be used to help bridge this gap. Therefore, the New Britain station area plan includes specific public sector programs that can be implemented to support the proposed station area housing development. Recommendations focus on public sector tools that can encourage and support market rate housing. There are additional housing incentives and assistance programs available through local, state, federal, and non-profit sources that could be used to support development of low and moderate-income housing development, should the City choose to target this market at some time in the future.

As mentioned above, two alternative plans have been developed for the Downtown New Britain station area. The alternative that focuses on housing includes:

- 93 townhouses north of the station and east of Main Street
- 54 townhouses north of the station and west of Main Street (replacing existing retail)
- 72 apartment at Main and East Main Streets
- 88 apartments at the intersection of Main and Chestnut Streets, replacing existing office and retail space

The arena alternative includes:

- 20 townhouses north of the station and east of Main Street
- 54 townhouses north of the station and west of Main Street (replacing existing retail)
- 88 apartments at the intersection of Main and Chestnut Streets, replacing existing office and retail space

Much of the development proposed in the Station Area Plan is located on currently vacant or underutilized parcels that produce limited tax revenues for the City. When the plan is realized, these parcels will substantially increase in value, generating significant new tax revenue. To both encourage the realization of the plan, and to help finance needed infrastructure and streetscape improvements that will enhance the marketability of the proposed housing, the City could consider adopting a Tax Increment Financing (TIF) District.

TIF District

TIF is a tool that allows a municipality to fund needed capital improvements in a designated location through bonding against future increased tax revenues. Typically (and often by law), a TIF district can only be established in an area that is recognized as in need of revitalization. TIF assumes that the capital improvements will, in fact, increase the value of the properties they serve, and will ultimately result in higher property values that generate increased tax revenues. For the purpose of taxes paid into a municipality's general fund or special districts, the tax base for properties within the district are frozen at the level that exists when the TIF is implemented. All of the future taxes generated as a result of the *increased* value of the property in the future are then dedicated to paying debt service and other costs associated with the capital improvements made in the district.

The City will need to establish distinct boundaries for any TIF District it chooses to create. The TIF should include, at a minimum, the blocks included in the Station

Area Plan. Boundaries should be recommended by the Municipal Development Department, based on an assessment of neighborhood conditions at the time.

In the Downtown New Britain station area, capital improvements financed through TIF could increase the attractiveness of development parcels and help support the realization of the station area plan. Furthermore, by providing the improvements needed to support the proposed housing development, the City could gain some leverage in directing the development program for the area.

TIF districts can be difficult to establish for several reasons. Some cities steer away from TIFs because of uncertainty regarding the actual amount of money that will be generated through increased property taxes, as it can be difficult to accurately forecast future increases in property values. Further, it is difficult to know that the full future increase in property values is attributable solely to the capital improvements funded through the TIF. Finally, many municipalities do not wish to commit future tax revenue to a specific target location. The City of New Britain will need to weigh these considerations when considering the establishment of a TIF district in the vicinity of the downtown station.

Other Programs

Tax abatements are another tax-based strategy the City could use to encourage housing development on key parcels in the downtown New Britain station area. Tax abatements provide property tax relief for a specified period of time for projects in target areas that meet precise municipal goals. Any tax abatement program in the vicinity of the downtown station would require development of a program with specific municipal goals associated with encouraging the development of the station area plan, as well as approval by the City Council.

Another public sector strategy that could support housing development in the downtown New Britain station area is **assistance with land assembly**. Although the proposed housing north of the station is located primarily on parcels in single ownership, the public sector can assist by acquiring key land parcels in the station

area, and then offering the assembled parcels for sale to private developers, thus reducing the developer's time and costs. Furthermore, when a municipality assembles parcels and then offers the land for sale, the public sector can exert more control over the type and mix of housing developed on the site, ensuring that it conforms to the spirit of the Station Area Plan.

Tax increment financing, tax abatements, and land assembly require substantial public commitment and policy initiatives. A number of additional public sector tools exist to encourage housing development around the downtown New Britain station, many of which may be easier to implement.

Two widespread techniques used to encourage development by reducing developer costs are adoption of a **streamlined permitting process**, and the **reduction of permit fees** for development that meets specific municipal goals. A streamlined or expedited permitting process makes the permitting process more predictable, and reduces development costs, by reducing the amount of time a developer must hold a property before actual development commences. Reduced permitting fees further cut project development costs. The City could adopt a program that streamlines the development process and reduces fees in any TOD District adopted by the City Council.

[1] *Wilgoren, Debbi, "Plan Helps Homeowners Near Transit: Fannie Mae Program Offers Larger Mortgage," in* The Washington Post, *July 24, 2003, p. B01.*

Infrastructure (i.e., road, water, and sewer) and streetscape improvements can also enhance the desirability of target areas for new development, and are an important component of transit-oriented development programs. Some cities have adopted policies that target infrastructure and other capital expenditures to neighborhoods or districts that meet specific criteria or further specific community goals. The TOD Zoning District could be targeted as a priority area for infrastructure improvements and other capital outlays as a mechanism for encouraging development in the station area. This strategy does not have a net impact on municipal spending when implemented, because it simply provides a mechanism for prioritizing the spending of the City's capital budget, rather than changing the overall dollars collected or expended by the City. It can be argued that improvements targeted to a station

area will pay for themselves over time as the property values in the station area increase, thus increasing tax revenues. This then translates into more dollars available for infrastructure projects throughout the City in the long-term. The City could also target a portion of its federal Community Development Block Grant (CDBG) funds to projects within the TOD District, further enhancing the attractiveness of this area for new housing development.

One issue that arises with the development of new housing around station areas is the ability of the existing population to afford the units. In response to this concern, the Federal National Mortgage Association (Fannie Mae) has established the **Location Efficient Mortgage (LEM) program**. The Fannie Mae Connecticut Partnership office has committed to using LEMs along the New Britain-Hartford BRT. LEMs are available to homebuyers who live in close proximity (usually ¼ mile) to transit services. Evidence shows that within close proximity to transit service, a smaller percentage of the population owns automobiles. Those who are "carless" save on transportation costs because they avoid car payments, maintenance costs, urban parking costs, fuel costs, and auto insurance expenditures.[1] These costs savings translate into more income available for other living expenses, including mortgage payments and homeowner's insurance. Under the LEM program, prospective homeowners can use these cost savings to increase their income estimates for the purpose of qualifying for a mortgage. This, in turn, can substantially increase the price of a home for which the homebuyer can qualify. In addition, LEMs require a smaller down payment (typically 3%) than traditional mortgages. If the program is implemented in New Britain, it can be used to bridge the gap between the price of newly constructed housing in the station area, and the ability of potential homeowners to qualify for mortgages.

[1] *Wilgoren, Debbi, "Plan Helps Homeowners Near Transit: Fannie Mae Program Offers Larger Mortgage," in* The Washington Post, *July 24, 2003, p. B01.*

Development Plan Summary: Next Steps

The following summarizes the phasing of the key development components:

Short-Term: 2004-2009

- Consider incorporating station area plan into Plan of Conservation and Development
- Consider adopting TOD zoning district as outlined in Appendix C
- Work with ConnDOT on the design of the station and programming of the joint development project
- Work with CCSU to encourage siting of the arena in downtown New Britain
- Work with CT Office of Policy Management on the state office building (if downtown New Britain is selected as the arena site, begin to solicit hotel developers)
- Develop the Intermodal Station/Air-Rights Office Building/Hotel
- Work to secure funding for Route 72 decking
- Identify sources of funds for capital improvements and land assembly
- Continue to encourage rehabilitation and reuse of downtown buildings
- Continue to aggressively market downtown New Britain

Medium to Long-Term: 2010-2025

- Work with CCSU on development of arena and garage
- Continue efforts to secure funding for Route 72 decking
- Work with CCSU and ConnDOT on development of retail development along the Main Street bridge
- Work on developing retail and residential uses east of the arena
- Continue to encourage rehabilitation and reuse of downtown buildings

- Continue to aggressively market downtown New Britain
- Assemble parcels for development
- Assist property owners and developers in relocation activities as required
- Prepare RFPs for development of publicly owned parcels
- Expand development activity to include area along Columbus Boulevard and the Truman Overpass

Appendices

A: The Case for Density

B: Detailed Development Numbers

C: Proposed Zoning

Appendix A: The Case for Density

Many studies have shown that density is a necessary component of successful transit-oriented development. Starting at densities of 12 dwelling units per acre, research shows that dependence on the automobile begins to decline and the use of transit increases. At 16 units per acre, these trends become significant. To be truly successful, residential density must be part of a vibrant community, with sufficient neighborhood-level jobs, services, and shops to meet the daily needs of the residents, and designed to attract and accommodate substantial pedestrian activity.[1]

While urban planners and transit proponents often recognize the benefits of density around transit station, many policymakers and urban area residents remain skeptical. Opponents contend that density equates with a myriad of urban ills, including increases in traffic congestion, public expenditures on infrastructure and services, and crime, while causing property values to decrease. Some suggest that density equates with poverty, although no empirical data supports this relationship.

Because of the debate over density and its impacts on the urban environment, considerable research has explored just how density effects urban neighborhoods. The overwhelming evidence is that urban density results in personal and public cost savings, environmental benefits, and an improved local and regional economy. Conversely, the urban ills often associated with density are more clearly related to the failure to mix uses and provide transportation options within an urban setting, as well as poor design that discourages pedestrian activity. Significant findings from the research are documented below.

Traffic Congestion

One of the most often cited arguments against increased residential density is that, by concentrating more people into a smaller area, traffic congestion will increase and become unmanageable. Many studies have been conducted to assess the relationship between density and traffic congestion, and the findings have consistently shown that residential density does not correlate with increased traffic

congestion. In fact, the research indicates that, as residential density increases, vehicle use decreases.

The argument that density causes more traffic congestion is flawed in part because it fails to recognize that the denser a neighborhood becomes and the greater the mix of uses found in that neighborhood, the less the residents rely on the automobile. "Research suggests that densities of seven units per acre are needed to support a small corner store; a small supermarket requires 18 units per acre."[2] In urban areas with higher densities, retail establishments and services can locate within walking distance of their customer base, reducing reliance on automobiles. Urban "villages with adequate jobs, housing, shops, and entertainment that are serviced by good transit appear to be most effective in reducing automobile dependent leisure trips. In 11 US metropolitan areas, mid to high rise neighborhoods with employment centers, retail, and service areas and 1.5 mile commute distances have at least 25% of the population walking or biking to work."[3] "Individual census tract statistics gathered in the 1996 Canadian census…showed that the denser a neighborhood gets, the less it relies on auto travel and more on foot and public transit. The Smart Growth Network found that "when communities are created that double household density, vehicle travel is reduced by 20 to 30 percent, as people use convenient and cheaper alternatives to the car."[4]

Energy Consumption

The relationship between density and energy consumption follows directly from the reduction in vehicle trips and trip length associated with increased density. With fewer vehicle trips, residents of denser urban areas use less gas, and thus consume less energy. In contrast to areas of low density development, energy usage for vehicle trips in higher density urban settings can be reduced by up to 43%.[5] "With mixed uses involving 1 to 1 job/housing ratios, up to 68% less energy can be used and average commute distances have been reduced by 28%."[6] A study for the California Energy Commission found a direct correlation between reductions in vehicle miles of travel and energy consumption.[7]

Expendable Income

Higher density development near transit can benefit residents by providing real gains in expendable income. These gains result from two different impacts of transit-oriented development. First, in higher density areas well-served by transit, the average annual cost to operate a vehicle was found to be 33 percent less than in less dense neighborhoods with fewer transit options.[8] This difference is attributable to reduced auto ownership in the denser areas served by transit, and shorter distances to services and shopping (resulting in decreased spending on fuel and auto maintenance.) The Federal National Mortgage Association (Fannie Mae), in conjunction with the banking community in several US cities, recognize this savings and its impact on expendable income, and have responded with the Location Efficient Mortgage (LEM) program. The LEM program considers this transportation cost savings when calculating an applicant's income qualifications for a mortgage, allowing homebuyers in areas served by transit to qualify for higher mortgages than their income would otherwise permit.[9]

Denser, transit-oriented development also can increase an individual's buying power if communities allow reductions in parking requirements for new housing construction in neighborhoods served by transit. "Required parking raises the cost of new housing construction by $20,000 to $40,000 or more per space."[10] By not requiring parking, or by lowering the number of spaces required per unit, housing construction costs can be lowered, translating into reduced housing prices. These reduced prices have the effect of both providing home ownership options to a broader segment of the population, and allowing homeowners to reduce their housing costs, thereby increasing their expendable income.

Public Services and Infrastructure

Another argument proffered by opponents of urban density is that density will result in higher infrastructure costs. This argument is not borne out by the research. In fact, "more compact neighborhoods require fewer linear feet of utility lines – like water, sewer, electricity, phone service, and others – than dispersed communities do. As a result, many communities find that it is cheaper to provide

and maintain many services to compact communities."[11] High density development can provide economies of scale in infrastructure investments, and by encouraging infill, excess capacity from existing utility infrastructure can be tapped before new construction is required.[12]

A 2004 Brookings Institute report catalogues the findings from numerous studies of the costs of providing services and infrastructure to densely developed urban areas compared to less dense urban and suburban development.[13] The consistency of findings is remarkable. All of the studies found a substantial cost savings for providing infrastructure and municipal services to more densely developed urban areas. Some of the more striking findings include:

- A 1998 study found that "compact…growth patterns could reduce 25-year road-building outlays by 12 to 26 percent.[14]
- A 1989 study of the Orlando metropolitan area found that "the public capital and operating costs for close-in, compact development were much less than they were for fringe, scattered, linear, and satellite development…the costs per dwelling ranged from a low of $9,252 for downtown Orlando (1989 dollars) to a high of $23,960 to serve new homes in … a low density fringe development."[15]
- Additional studies showed that shifting development from a pattern of sprawl to planned development "could reduce total road-building expenditures 12 percent in South Carolina, 12 percent in Michigan, and 26 percent in New Jersey."[16] Similar savings were reported for water and sewer infrastructure.
- The Brookings Insistute research survey also showed substantial savings in operating costs resulting from economies of scale, efficiency of service delivery, and the ability to draw on excess capacity in already developed areas.[17]

The overarching finding from the Brookings Institute study is that, while the magnitude of the savings will differ somewhat from community to community, governments can reduce the cost of public services and capital expenditures, saving taxpayers money, by channeling development into areas where existing infrastructure and services can be more efficiently utilized.

Property Values

One common misconception about density is that increased density results in decreased property values. In fact, some of the most expensive neighborhoods in many U.S. metropolitan areas have densities in excess of 50 units per acres. For example, two of the most desirable residential areas in Boston, Newbury Street and Commonwealth Avenue, have residential densities of 60 units per acre and 100 units per acre, respectively.[18]

Research on the relationship between proximity to transit stations and property values consistently shows that residential and commercial properties in close proximity to transit enjoy a property value premium. Some of the research results are as follows:

- In Washington, DC, the value of residential land within the impact area of Metro stations was found to be $6 to $8 per square foot greater (1980 $s) than land in non-station locations.[19]
- Residences near the Lindenwold High Speed Line in Philadelphia realized a location premium of 6.4 percent.[20]
- "Properties near the Los Angeles Metro Rail have average sale prices of $102.13 per square foot compared to $71.13 for properties that are not near the Metro Rail."[21]

The above-cited studies focus on residential property values. Similar studies of commercial properties in the vicinity of transit stations have shown that these properties also realize a property value premium directly linked to their proximity to transit stations.[22] The increased property values associated with locations near transit translate into an increase in the municipal property tax base, and a direct increase in tax revenues in the very neighborhoods where average public infrastructure and service delivery costs are reduced due to increased densities.

Crime

An additional argument often put forward by opponents of density is that increased density leads to increased crime. The research does not support this argument. International comparisons of crime rates, which show lower crime rates in more densely populated European and Asian metropolitan areas than in less-dense US cities, suggest that factors other than density contribute to high urban crime rates in the United States.[23]

In fact, a strong argument can be made that increased density, combined with a mix of uses that generate activity throughout the day and evening, and designed to be pedestrian-oriented, leads to increased public safety. A high density neighborhood with a mix of uses will result in more pedestrian activity throughout the day and evening, creating more "eyes on the street", and a built-in deterrent to crime. Furthermore, infill development on vacant lots and surface parking sites will eliminate areas devoid of activity. One "key to ensuring that density improves security is design that encourages greater neighborhood surveillance and interaction."[24]

Regional Economic Performance

The Brookings Institute study cited above also looked at how density impacts regional economic performance. The study found that urban planning strategies that encourage "compactness, density, and "quality of life" enhancement seem to support – or at least be associated with – modestly strengthened economic performance."[25] Some of the findings include:

- Doubling employment density increases productivity by approximately 6 percent.
- Communities that utilize growth management techniques to limit sprawl realize a 1 percent increase in their economic performance (measured in terms of personal income) relative to other regions.
- Income growth in the central city of a metropolitan area translates into corresponding income growth in its suburbs.[26]

These findings suggest that the economic benefits of compact development reach well beyond the individual neighborhood where density occurs to the entire city and metropolitan area.

Density, Design, and Mixed Uses

The above discussion serves to debunk a number of the myths associated with urban density. Research suggests that density, in fact, can provide numerous benefits to a municipality and its residents. The real keys to successful development at densities that support transit are 1) to incorporate a mix of uses, and 2) to design active, vibrant, pedestrian-oriented communities. The mix of uses should include a variety of types of residences, including townhouses, condominiums and apartment. By offer a range of housing types, the community will attract a variety of residence from young singles to empty-nesters. A heterogeneous population will ensure activity on the street during the day (when many folks are at work) and in the evening (after offices and service establishments close.) In addition to residences, uses should include shops and businesses that will be open during the day and that can provide job opportunities for neighborhood residents, as well as restaurants and entertainment establishments that will attract nighttime activity.

Design is also a crucial component of successful urban development. Urban neighborhoods should be designed to be pedestrian-friendly, contain lively public spaces, and respect the context of the surrounding community (with particular attention to the historic context of the built environment). Building materials, signage, streetscapes and street furniture, the location of buildings and entrances relative to the sidewalk, and the location of parking will all contribute to the success of urban neighborhoods and transit-oriented development. Buildings should be located close to the sidewalk, with parking located on-street, or in back of buildings. Ground floor space should be for active uses such as retail, with multiple doors and windows facing the street (see Design Guidelines in the Implementation Strategy chapter of the report). Density can and should be a central component of these neighborhoods.

Visualizing Density

Many opponents of density are influenced by memories of 1960s-style high rise public housing projects, or visions of dense office development accompanied by street-level garage entrances that undermine the pedestrian environment. Both decision-makers and residents need to be educated about what higher density, mixed-use, transit-oriented urban villages, and vibrant transit-served city centers can look like.

This can be accomplished through visualization techniques that show what density looks like elsewhere, as well as what density can look like around the proposed station areas. Real-world examples of density can be downloaded from existing web sites[27], or obtained directly from communities that have already accomplished compact transit-oriented development projects. Computer-generated visualization techniques that superimpose new development designs on photographs of existing station areas (such as the techniques used in CRCOG's TCSP project) can be used to help people understand what compact transit-oriented development can look like around the stations.

Finally, in a recent Boston-area conference on density, one participant noted that to implement public policy, both a problem and a solution to that problem must be articulated. Thus, in educating the public, density must be presented as a solution to many of the very urban ills that opponents of density have often offered as arguments against it. The goal should not be to demonize sprawl, but instead to advocate for the many benefits of density.[28]

[1] *Fleming, Randall,* The case for Urban Villages, *reprinted from Linkages Issue No. 8, periodical of the Institute for Ecological Health. http://www.fscr.org/html/2000-01-05.html.*

[2] *Designing for Transit: A Manual for Integrating Public Transportation and Land Development in the San Diego Metropolitan Area. July 1993.*

[3] *Op.cit., Fleming.*

[4] *Smart Growth Network,* Getting to Smart Growth: 100 Policies for Implementation, *the International City/County Management Association, undated, p. 10.*

[5] *Op. Cit., Fleming.*

[6] *Ibid.*

[7] *Parsons Brinkerhoff,* Smart Growth Energy Savings; MPO Survey Findings, for the California Energy Commission, September 21, 2001, p. 8.

[8] *Perkins, Broderick,* The High-Density Solution for Tight Markets. *http://realtytimes.com/rtcpages/20020509_highdensity.htm*

[9] *www.locationeffeciency.com*

[10] ___, unbundle new urban parking + housing. *ttp://www.dbarchitect.com/www-writing/parking.html*

[11] *Op. cit., International City/County Management Association.*

[12] *California Planning Roundtable, Myths and Facts about Affordable and High Density Housing. http://www.abag.ca.gov/services/finance/fan/housingmyths2.htm*

[13] *Muro,.Mark,* Investing in a Better Future: A Review of the Fiscal and Competitive Advantages of Smarter Growth and Development Patterns, *The Brookings Institute Center on Urban and Metropolitan Policy, March 2004.*

[14] *Ibid., p. 13.*

[15] *Ibid.*

[16] *Ibid.*

[17] *Ibid., p.18.*

[18] *Rappaport Institute for Greater Boston,* The D Word, *January 2004 Conference Proceedings. http://www.ksg.harvard.edu/rappaport/forums/thedword.htm*

[19] *PriceWaterhouseCoopers,* Richmond/Airport-Vancouver Rapid Transit Project, *April 3, 2001, p.2*

[20] *Ibid., p. 3.*

[21] _____, Urban Sprawl Ideas that Work. *Http://www.stateaction.org/issues/sprawl/sprawlideas.cfm*

[22] *Op. Cit., PriceWaterhouseCoopers.*

[23] *1000 Friends of Oregon,* The Debate Over Density: Do Four-Plexes Cause Cannibalism? *http://www.friends.org/issues/density.html*

[24] *Local Government Commission in cooperation with the US Environmental Protection Agency,* Creating Great Neighborhoods: Density in Your Community, *September 2003 (sponsored by the National Association of Realtors).*

[25] *Op. Cit., Muro, p. 21.*

[26] *Ibid., pp. 21-23.*

[27] *See, for example, www.architechts.org/emplibrary/A1_a.pdf.*

[28] *Rappaport Institute for Greater Boston,* The D Word, January 2004 Conference Proceedings. http://www.ksg.harvard.edu/rappaport/forums/thedword.htm

Appendix B: Detailed Development Numbers

Arena Option

Use	Sq. Ft./ Floor	Stories	Total	unit
Townhouses (east of Main St.)	na	na	20	units
Townhouses (west of Main St.)	na	na	54	units
Retail (on East Main Street)	na	na	41,387	sq. ft.
Arena			10,000	seats
Apartments (downtown @ Main & Chestnut)	22	4	88	units
Retail (under housing downtown)			22,750	sq. ft.
Flex Space (City builders site)	21,447	6	128,682	sq. ft.
Hotel (Above Transit Center)	30	4	120	room
Retail Bridge (east side) under garage			25,058	sq. ft.
Retail Bridge (west side)			32,906	sq. ft.
Retail @ Transit Center			8,000	sq. ft.
Air rights garage	260	4	1,040	spaces
Flex Space - undetermined use				
Chestnut @ Truman Overpass (East)	24,655	6	147,930	sq. ft.
Chestnut @ Truman Overpass (West)	27,736	6	166,416	sq. ft.
Columbus Blvd.	36,690	6	220,140	sq. ft.

Townhouse size average 1,400 sq. ft. on 2 floors
Apartment size average 1,000 sq. ft. for 2 bedrooms
All square footages are gross

Housing/Retail Option

Use	Units or Sq. Ft./ Floor	Stories	Total	unit
Townhouses (east of Main St.)	na	na	93	units
Townhouses (west of Main St.)	na	na	54	units
Retail (on East Main Street)	na	na	82,791	sq. ft.
Apartments above retail (Main/East Main)	18	4	72	units
Apartments (downtown @ Main & Chestnut)	22	4	88	units
Retail (under housing downtown)			22,750	sq. ft.
Hotel (City builders site)	42	4	168	rooms
State Office (Above Transit Center)		4 to 6	80,000 to 140,000	sq. ft.
Retail Bridge (east side)			25,058	sq. ft.
Retail Bridge (west side)			32,906	sq. ft.
Retail @ Transit Center			8,000	sq. ft.
Flex Space - undetermined use				
Chestnut @ Truman Overpass (East)	24,655	6	147,930	sq. ft.
Chestnut @ Truman Overpass (West)	27,736	6	166,416	sq. ft.
Columbus Blvd.	36,690	6	220,140	sq. ft.

Townhouse size average 1,400 sq. f. on 2 floors
Apartment size average 1,000 sq. ft. for 2 bedrooms
All square footages are gross

Appendix C: New Britain Transit Oriented Development Zone (Draft)

Section 145 TOD District (mixed residential and commercial buildings).

145-10Permitted Uses

Within any TOD District, a building, structure or lots shall be used for one or more of the following permitted uses, except as provided in Section 145-10 Special Exception Uses, Section 145-30 Accessory Uses and Section 260 Nonconforming Uses and Nonconforming Buildings or Structures. For all listed uses the site plan shall be submitted and reviewed pursuant to Section 280-60.

145-10 Permitted Uses.

Residence Uses.

145-10-10 Multifamily houses
145-10-20 Apartments over first story non-residential use.
145-10-30 Garden Apartments, not more than eight (8) units per building

Community Facility Uses.

145-10-40 Park, playground or recreation area operated by the municipality
145-10-50 College, vocational school
145-10-60 Bus Passenger Waiting Shelter
145-10-70 Public or semi-public building for civic, political, social or recreational purposes

Business Uses.

145-10-60 Business or professional office building
145-10-70 Medical clinic
145-10-90 Residence membership club (non-profit)
145-10-100 Club – membership (non-profit)
145-10-110 School, public elementary or high, or a private school having a curriculum equivalent to that ordinarily given in a public school
145-10-120 College
145-10-130 Bank, savings and loan association
145-10-140 Bowling alley
145-10-150 Office or office building
145-10-160 Personal service shop
145-10-170 Restaurant
145-10-180 Retail store
145-10-190 Shop for custom work or for making articles to be sold on premises
145-10-200 Passenger Transportation Terminal

145-20 Special Exception Uses

145-20-10 Alcohol liquor permit in connection with a permitted or special exception use
145-20-20 Nursery School
145-20-30 Nursing home, convalescent home, rest home
145-20-40 Health, fitness & recreational facility

145-30 Accessory Uses

145-30-10 Customary accessory uses, buildings or structures
145-30-20 Private garage, private parking area

145-40 Dimensional Regulations.

145-40-10 Lot Area – Minimum Square Feet	5,000
145-40-20 Lot Area – Minimum per dwelling unit – sq. ft.	1,250
145-40-30 Floor Area Ration – Maximum	1.50
145-40-40 Lot Coverage -- % occupied by main & accessory buildings	50
145-40-50 Lot Width – Minimum – ft.	50
145-40-60 Height – Maximum – ft.	40
145-40-70 Yards – Minimum – ft.	
145-40-70.01 Front	None required
145-40-70.02 Side	None required, but 10' if provided
145-40-70.03 Side – total for both on interior lot	None required
145-40-70.04 Side – abutting side street on a corner lot	None required
145-40-70.05 Rear	None required
145-40-80 Accessory Buildings	
145-40-80.01 Coverage of required rear yard – Maximum %	0
145-40-80.02 Height in required rear yard – Maximum – ft.	0
145-40-80.03 Set back from any lot line – Minimum – ft.	Same as req'd. yd.