



TRANSIT-ORIENTED DEVELOPMENT PROGRESS REPORTS

For CT*fastrak* and C*Trail*-Hartford Line Station Areas

October 18, 2016



This report was prepared October 17, 16 on behalf of the CTrail-Hartford Line and CTfastrak Corridor Advisory Committee by the Capitol Region Council of Governments. For more information go to:

<http://crcog.org/transit-oriented-development/>

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SECTION 1:

CT*fastrak* Stations

MUNICIPALITY.....	Hartford
SERVICE	CTfastrak, CTrail – Hartford Line
STATION	Hartford – Union Station
LEAD MUNICIPAL CONTACT	Sean Fitzpatrick, Director, Development Services

DESCRIPTION OF STATION AREA: The existing Hartford Amtrak/Union Station depot will be expanded and connected to both the CTrail Hartford Line as well as all existing Vermonter service and CTfastrak. The station is in the central business district, adjacent to the State Capitol. The station area contains a large proportion of the employment along CTrail’s Hartford Line corridor, most of which is in TOD-Supportive industries. This station area is more likely to receive transit-oriented development in the short to medium term which may make it a catalytic site for the entire region.

Summary of TOD Progress

COMPLETED/UNDERWAY	NEXT STEPS
Comprehensive Plans	
<ul style="list-style-type: none"> ▶ One City, One Plan, 2010 – The City’s Plan of Conservation and Development has the goal of enhancing mobility through transportation, transit and pedestrian and bike systems city wide. ▶ Downtown North/Downtown West: A Plan for the City of Hartford, 2013 – This project focuses on the area north of Interstate 84, known as Downtown North, and the area just east of Union Station, known as Downtown West. This Plan analyzes traffic patterns and the transportation network, identifies priority development sites, and recommends design standards and zoning regulations that will ensure that any proposed future development is viable and beneficial for surrounding residents. ▶ I-Quilt Plan – A vision for connecting downtown Hartford through a series of green, vibrant public spaces, which supports the concept of transit-oriented development around the Union Station transit hub. ▶ I-84 Viaduct Study – CRCOG study to examine the urban design implications of replacing the aging I-84 Viaduct through downtown Hartford. Several of the alternatives in this study recommend restructuring the viaduct in a manner that would repair the connection between Downtown and the Station area and the Asylum Hill Neighborhood making a 	<ul style="list-style-type: none"> ▶ Continue to encourage the implementation of plans and visions for more transit-oriented development in the areas around Hartford’s transit stations. ▶ Continue to encourage a walkable, bikeable station area that services multiple modes and creates the greatest mobility for city residents, employees and visitors. ▶ Complete and seek funding to implement the I-84 Hartford Project.

<p>walkable, mixed-use vibrant area supporting the transit hub of Union Station.</p> <p>▶ I-84 Hartford Project – The I-84 Hartford project is building upon work done in a 2009-2010 CRCOG study with the City of Hartford. As a result of the CRCOG study, four alternatives for the future of the viaduct are the basis for the detailed analysis being conducted in the present I-84 study. As many as hundreds of alternatives have now grown out of the original four. All permutations and combinations are being analyzed and vetted through a technical and robust public process. The project features an interactive website at www.i84hartford.com. The project includes complete streets designs for city streets in the vicinity of the station.</p>	
Zoning	
<p>▶ ZoneHartford Project – The city has adopted the first phase of a new Form Based Code that supports mixed-use, dense, walkable development in transit station areas. This code is a rewrite of the Hartford Zoning Regulations.</p>	<p>▶ Implement the Form Based Code as applications are reviewed by the planning and zoning commission.</p> <p>▶ Continue to fine tune the Form Based Code over time.</p>
Transportation Infrastructure	
TRANSIT	
<p>▶ Hartford Dash Shuttle - Regular dash service operates every weekday from 7:00 a.m. to 7:00 p.m., departing every 15 minutes from the Connecticut Convention Center. During major downtown events, enhancements may include later evening service on weekdays, as well as service on Saturdays and Sundays. This service supplements regular bus service.</p> <p>▶ Excellent on-street bus service available in the station area.</p> <p>▶ More local bus service is provided to the station with the 60 and 70 series bus stopping on Spruce Street and several east of the river routes using the new transit center at Union Place.</p> <p>▶ CRCOG and CTDOT are working toward completion of a Comprehensive Transit Service Analysis of CTtransit's Hartford Division. The study assesses the effectiveness and efficiency of existing transit services to provide recommendations to improve transit service, complement recent and planned transit investment and ensure CTtransit operates as efficiently as possible.</p>	<p>▶ Continue to encourage the most accessible transit options in the vicinity of Union Station Transit Hub.</p> <p>▶ Improvements to routing and scheduling of on-street bus service will be based on future system evaluations.</p> <p>▶ Work with CTtransit, CTDOT and other partners to consider the recommendations of the Comprehensive Transit Service Analysis.</p>

ROADS	
<ul style="list-style-type: none"> ▶ In February 2015, the city approved the realignment of Gold Street utilizing their state statute 8-29 privileges to accomplish a piece of the I-Quilt Plan vision to create a Gateway to Bushnell Park and the area surrounding Union Station and the State Capitol. ▶ The City plans to complete 1 and 2 way conversions of Columbus and Market Streets. 	<ul style="list-style-type: none"> ▶ Implement realignment of Gold Street. ▶ Implement 2 way conversions of Columbus and Market Streets.
COMPLETE STREETS	
<ul style="list-style-type: none"> ▶ TIGER Intermodal Triangle Project – Streetscape improvements which commenced construction in 2014 and are in and around the Union Station Area, will greatly enhance the pedestrian experience getting to and from the transit station. ▶ Metro Hartford Region Bike Share Plan, 2014 – This study on the feasibility of a bike sharing system identifies Downtown Hartford and Union Station area as a good area to pilot a larger regional scale system. ▶ CRCOG Active Transportation Audit was developed to determine the walkability and bikability of key locations in the Capitol Region. As it will be important to connect pedestrians and bicyclists to Union Station, and all other CT<i>fastrak</i> and C<i>Trail</i> stations, an intersection within each station area was audited in the fall of 2016. The CRCOG audit gave the Asylum Avenue and Spruce Street intersection a pedestrian score of 80 and a bike Score of 62, both out of 100. The well-established street grid, sidewalks, pedestrian crossings and mix of uses contributed positively to these scores. The bike score is not as high due to a lack of bike lanes and auto-dominated intersection at Spruce Street and Asylum Street. Highway overpasses also contribute to a feeling of intimidation for pedestrians and bicyclists. ▶ The I-84 project includes Complete Streets design for city streets in the vicinity of Union Station. ▶ The City Council approved the City’s first Complete Streets Policy in September 2016. 	<ul style="list-style-type: none"> ▶ Construction of the streetscape improvements associated with the TIGER Intermodal Triangle Project are slated for completion in 2016. ▶ Continue to advocate for implementation of the Metro Hartford Regional Bike Share Program. ▶ As potential new development occurs in the area of this station, consider the incorporation of bicycle and pedestrian improvements, connectivity and accessibility to new developments and in the area surrounding the station. ▶ Work toward implementation of the I-84 Project complete streets designs in the vicinity of Union Station. ▶ Work toward implementation of the Hartford Complete Streets Policy.
Land Assembly	
<ul style="list-style-type: none"> ▶ The city acquired 1-7 Myrtle Street, completed abatement and demolition of an approximately 140,000 square foot, seven story office building. Site is currently vacant. 	<ul style="list-style-type: none"> ▶ Evaluate 1-7 Myrtle Street for transit-oriented development potential. Uncertainties relative to I-84 project make development here less likely

	<ul style="list-style-type: none"> ▶ Keep an eye on surface parking for potential.
Economic Analysis	
<ul style="list-style-type: none"> ▶ Making It Happen: Opportunities and Strategies for Transit-Oriented Development in the Knowledge Corridor, 2013 – briefly describes the TOD potential for Union Station and the challenges to overcome in the station area. The report finds that Union Station has great transit-oriented development potential such as a strong housing market, new downtown investment and proximity to anchor institutions such as state offices, the new UCONN Hartford Campus (under construction), and two major hospitals. 	<ul style="list-style-type: none"> ▶ Work toward addressing the challenges and capitalize on the opportunities outlined in the Making it Happen report. Utilize the strategies outlined in this report for transit-oriented development. ▶ Apply for Innovation Place funding from CTNext.
Development	
<ul style="list-style-type: none"> ▶ Capital Region Development Authority (CRDA) currently has \$247.91 million worth of investment in housing downtown. Some of the projects are: <ol style="list-style-type: none"> 1. 777 Main Street – 285 units, 80 percent market rate, 20 percent affordable (complete) 2. 201 Ann Ucello Street – 26 one bedroom market rate units (complete) 3. Front Street Lofts – 121 units apartment building ranging in rents from \$1,300 to \$2,500 (complete) 4. 179 Allen Street – 63 units (complete) 5. 5 Constitution Plaza (Sonesta) – 193 units (complete) <p>Others include 99 Pratt Street, 3 Constitution, Capewell, 390 Capitol, 36 Lewis, 360 Main and 40 Elm.</p> ▶ CRDA has other development projects in Downtown including UCONN, State Office Building relocations and the redevelopment of the XL Center. 	<ul style="list-style-type: none"> ▶ The CRDA housing development projects are currently in various stages of construction or remediation with some already being open. ▶ Complete CRDA Housing, State Office Buildings, UCONN and other Downtown projects. ▶ Evaluate market for more housing as units come on line.

MUNICIPALITY..... Hartford

SERVICE CTfastrak

STATION Sigourney Station

LEAD MUNICIPAL CONTACT Sean Fitzpatrick, Director of Development Services

DESCRIPTION OF STATION AREA: The Sigourney Street Station is located less than a mile from Union Station on the west side of I-84. The station area is fairly walkable, containing a mix of commercial and residential uses, mostly multi-family apartments. There are several large-scale employers in the study area, including Aetna headquarters and St. Francis Hospital.

Summary of TOD Progress

COMPLETED/UNDERWAY	NEXT STEPS
Comprehensive Plans	
<ul style="list-style-type: none"> ▶ One City, One Plan, 2010 – The City’s Plan of Conservation and Development has a goal related to enhancing mobility through transportation, transit and pedestrian and bike systems city wide. ▶ I-84 Viaduct Study – CRCOG Study to examine the urban design implications of replacing the aging I-84 Viaduct through downtown Hartford. Several of the alternatives in this study recommend restructuring the viaduct in a manner that would repair the connection between Downtown and the Station area and the Asylum Hill Neighborhood making a walkable, mixed-use vibrant area supporting both the transit hub of Union Station as well as the area leading up to the Sigourney Station. ▶ I-84 Hartford Project – The I-84 Hartford project is building upon work done in a 2009-2010 CRCOG study with the City of Hartford. As a result of the CRCOG study, four alternatives for the future of the viaduct are the basis for the detailed analysis being conducted in the present I-84 study. As many as hundreds of alternatives have now grown out of the original four. All permutations and combinations are being analyzed and vetted through a technical and robust public process. The project features an interactive website at www.i84hartford.com. The project includes complete streets designs for City streets in the vicinity of the viaduct work. ▶ Asylum Hill Neighborhood Plan – LISC has worked with NINA to develop a Neighborhood Plan for the Asylum Hill 	<ul style="list-style-type: none"> ▶ Continue to encourage a walkable, bikeable downtown and station area that serves multiple modes and creates the greatest mobility for city residents, employees and visitors. ▶ Work with partners on the next steps to moving forward with the recommendations of the I-84 Viaduct Study. ▶ Complete and seek funding to implement the I-84 Project. ▶ Work to implement the LISC/NINA Plan for the Asylum Hill Neighborhood.

<p>Neighborhood which includes goals to eliminate blight, establish a foundation for economic development, create education facilities and foster a walkable neighbourhood that is a destination for community stakeholders.</p>	
Zoning	
<ul style="list-style-type: none"> ▶ ZoneHartford Project – The city has adopted the first phase of a new Form Based Code that supports mixed-use, dense, walkable development in transit station areas. This code is a rewrite of the Hartford Zoning Regulations. 	<ul style="list-style-type: none"> ▶ Implement the Form Based Code as applications are reviewed by the planning and zoning commission. ▶ Continue to fine tune the Form Based Code over time.
Transportation and Complete Streets	
TRANSIT SERVICE	
<ul style="list-style-type: none"> ▶ Excellent on-street bus service available in the station area. ▶ CRCOG and CTDOT are working toward completion of a Comprehensive Transit Service Analysis of <i>CTtransit</i>'s Hartford Division. The study assesses the effectiveness and efficiency of existing transit services to provide recommendations to improve transit service, complement recent and planned transit investment and ensure <i>CTtransit</i> operates as efficiently as possible. 	<ul style="list-style-type: none"> ▶ Improvements to routing and scheduling of on-street bus service will be based on future system evaluations. ▶ Work with <i>CTtransit</i>, CTDOT and other partners to consider the recommendations of the Comprehensive Transit Service Analysis.
ROADS	
<ul style="list-style-type: none"> ▶ Greater Hartford Transit District (GHTD) and the City of Hartford are working on several roadway improvements currently underway in the station area that will improve circulation for cars, pedestrians and bicyclists: ▶ Hawthorn Street – improvements include pedestrian scale lighting; street parking reconfiguration, curb bump outs and intersection improvements at Hawthorn Street and Laurel Street. ▶ Capitol Avenue & Laurel Street - Improvements include sidewalk enhancements with brick pavers/edging and eliminating asphalt in public right of way; extension of the bike lane to Putnam Street. ▶ Capitol Avenue – improvements include handicap accessibility enhancements on the north side of Capitol just east of Laurel Street; improvements under Sigourney overpass (over Capitol) to create a more pleasant environment for pedestrians. 	<ul style="list-style-type: none"> ▶ Complete roadway improvements in the vicinity of Sigourney Station. (expected to be complete Fall 2016). ▶ Continue to work with the CTDOT on the Sigourney cycle track project.

<ul style="list-style-type: none"> ▶ Russ Street/Park Terrace Roundabout and Sigourney Street Cycle Track – the City and CTDOT are working jointly on these two projects. 	
COMPLETE STREETS	
<ul style="list-style-type: none"> ▶ GHTD/City of Hartford Road Improvements - Roadway improvements mentioned above will add to the pedestrian and bike friendliness of the station area (mentioned above in “Roads” section). ▶ Bike Racks installed at Sigourney Station as part of station development ▶ Metro Hartford Region Bike Share Plan, 2014 – This study on the feasibility of a bike sharing system identifies Downtown Hartford and Union Station area as included in phase 1b of a larger regional scale system. ▶ CRCOG Active Transportation Audit was developed to determine the walkability and bikability of key locations in the Capitol Region. As it will be important to connect pedestrians and bicyclists to the Sigourney Street Station and all other <i>CTfastrak</i> and <i>CTrail</i> stations, an intersection within each station area was audited in the fall of 2016. The CRCOG audit gave the Sigourney Street and Hawthorn Street intersection a Pedestrian score of 93 and a Bike Score of 78, both out of 100. These scores have improved greatly since the first audit took place in 2014. A significant investment has been made in pedestrian infrastructure around the station and the station. The attention to pedestrians has also made the area better for bicyclists. ▶ The City Council approved the City’s first Complete Streets Policy in September 2016. 	<ul style="list-style-type: none"> ▶ Complete roadway improvements in the vicinity of Sigourney Station. ▶ Encourage future multi-modal enhancements at the station and in the station area. ▶ Continue to advocate for implementation of the Metro Hartford Bike Share Program. ▶ As potential new development occurs in the area of this station, consider the incorporation of bicycle and pedestrian improvements, connectivity and accessibility into new site plans and in the area surrounding the station. ▶ Work toward implementation of the Hartford Complete Streets Policy.
Brownfields	
<ul style="list-style-type: none"> ▶ Municipal Brownfield Assessment Grant administered by CRCOG for 85 Hawthorn Street. ▶ Abatement, demolition and remediation of approximately three buildings on 111, 135-137 Homestead Avenue, 314, 319 and 325 Sigourney Street is currently underway. 	<ul style="list-style-type: none"> ▶ Complete brownfield assessment and remediation projects currently underway.
Economic Analysis	
<ul style="list-style-type: none"> ▶ Making It Happen: Opportunities and Strategies for Transit-Oriented Development in the Knowledge Corridor, 	<ul style="list-style-type: none"> ▶ Work toward addressing the challenges and capitalize on the opportunities outlined in the <i>Making it Happen</i> report. Utilize

<p>2013—briefly describes the TOD potential for Sigourney Station and the challenges to overcome in the station area. The report indicates that the Sigourney Station area is challenged by an unfavorable real estate market for new development, but does have the opportunity to collaborate with nearby anchor institutions such as the Aetna and The Hartford on transit-oriented development.</p> <ul style="list-style-type: none"> ▶ CTfastrak TOD Capacity Study – this CTDOT study assesses the degree of capacity for TOD within the CTfastrak corridor and will further flesh out opportunities in this station area. 	<p>the strategies outline in this report for transit-oriented development.</p> <ul style="list-style-type: none"> ▶ Work with CTDOT to move TOD evaluation forward.
Development	
<ul style="list-style-type: none"> ▶ NINA has completed the redevelopment of one unit of housing at 1 Imlay Street. 	<ul style="list-style-type: none"> ▶ Asylum Hill Neighborhood Revitalization Zone would like to see 111, 135-137 Homestead Avenue, 314, 319 and 325 Sigourney Street develop as retail/housing which would support Sigourney Station as transit-oriented development.

MUNICIPALITY.....	Hartford
SERVICE	CTfastrak
STATION	Parkville Station
LEAD MUNICIPAL CONTACT	Sean Fitzpatrick, Director of Development Services

DESCRIPTION OF STATION AREA: The Parkville Station will be located on a busy arterial near Interstate 84 and situated in an older, neighborhood adjacent to downtown, containing single-family homes, multifamily units, parks, and neighborhood retail.

Summary of TOD Progress

COMPLETED/UNDERWAY	NEXT STEPS
Comprehensive Plans	
<ul style="list-style-type: none"> ▶ One City, One Plan, 2010 – The City’s Plan of Conservation and Development has the goal of enhancing mobility through transportation, transit and pedestrian and bike systems city wide. ▶ 2009 Parkville Municipal Development Plan – Plan covering a 295 acre area to accomplish three main goals: support existing businesses, attract additional private investment and provide necessary infrastructure. ▶ 2004 Parkville TOD Plan – Plan recommended new townhouses along Pope Park West with active new mixed-use district on Bartholomew Avenue connected to the Station. ▶ Frog Hollow Neighborhood Plan – LISC in collaboration with Mutual Housing Association of Greater Hartford – MHAGH and SINA collaborated on a neighbourhood plan with the vision of providing a variety of affordable housing options, accessible employment and educational opportunities, a feeling of safety, a set of well maintained homes and a sense of an engaged community. 	<ul style="list-style-type: none"> ▶ Continue to encourage the implementation of plans and visions for more transit-oriented development in the areas around Hartford’s transit stations. ▶ Continue to encourage a walkable, bikeable station area that services multiple modes and creates the greatest mobility for city residents, employees and visitors. ▶ Continue to encourage the implementation of recommendations in the Parkville Municipal Development Plan. (See further notes in “Development” section). ▶ Work to implement the LISC/MHAGH/SINA Plan for the Asylum Hill Neighborhood.
Zoning	
<ul style="list-style-type: none"> ▶ ZoneHartford Project – The city has adopted the first phase of a new Form Based Code that supports mixed-use, dense, walkable development in transit station areas. This code is a rewrite of the Hartford Zoning Regulations. 	<ul style="list-style-type: none"> ▶ Implement the Form Based Code as applications are reviewed by the planning and zoning commission. ▶ Continue to fine tune the Form Based Code over time.

Transportation and Complete Streets	
TRANSIT SERVICE	
<ul style="list-style-type: none"> ▶ Excellent on-street bus service available in the station area along Park Road. ▶ CRCOG and CTDOT are working toward completion of a Comprehensive Transit Service Analysis of <i>CTtransit</i>'s Hartford Division. The study assesses the effectiveness and efficiency of existing transit services to provide recommendations to improve transit service, complement recent and planned transit investment and ensure <i>CTtransit</i> operates as efficiently as possible. 	<ul style="list-style-type: none"> ▶ Improvements to routing and scheduling of on-street bus service will be based on future system evaluations. ▶ Work with <i>CTtransit</i>, CTDOT and other partners to consider the recommendations of the Comprehensive Transit Service Analysis.
ROADS	
<ul style="list-style-type: none"> ▶ The city has recently completed a streetscape enhancement project between Pope Park Highway and Laurel Street creating a more pedestrian friendly environment. ▶ Bartholomew Avenue TOD Project – the City has received DECD funding to undertake storm sewer improvements and streetscape improvements on Bartholomew Avenue and Hamilton Street. 	<ul style="list-style-type: none"> ▶ Proceed with design and implementation of the Bartholomew Avenue improvements.
COMPLETE STREETS	
<ul style="list-style-type: none"> ▶ In approximately 2008, the City of Hartford striped bike lanes along a section of Park Street in the vicinity of the station area. ▶ As part of the <i>CTfastrak</i> project, a segment of Park Street was restriped with sharrows. ▶ Bike Racks installed at Station as a part of the <i>CTfastrak</i> Station development ▶ Metro Hartford Region Bike Share Plan, 2014 – This study on the feasibility of a bike sharing system identifies the Parkville Station area as included in phase 1b of a larger regional scale system. ▶ CRCOG Active Transportation Audit was developed to determine the walkability and bikability of key locations in the Capitol Region. As it will be important to connect pedestrians and bicyclists to the Parkville Station and all other <i>CTfastrak</i> and <i>CTrail</i> stations, an intersection within each station area was audited in the fall of 2016. The CRCOG audit gave the Park Street and Francis Avenue intersection Pedestrian score of 	<ul style="list-style-type: none"> ▶ Encourage future multi-modal enhancements at the station and in the station area. ▶ As opportunities arise, seek to extend the bike lanes on Park Street further eastward. ▶ Continue to advocate for implementation of the Metro Hartford Bike Share Program. ▶ As potential new development occurs in the area of this station, consider the incorporation of bicycle and pedestrian improvements, connectivity and accessibility into new site plans and in the area surrounding the station. ▶ Work toward implementation of the Hartford Complete Streets Policy.

<p>87 and a Bike Score of 65, both out of 100. Existing bike lanes and sidewalks along Park Road and sidewalks on Francis Street contributed in a positive manner to these scores. More infrastructure has been set in place for pedestrians than cyclists.</p> <ul style="list-style-type: none"> ▶ The City Council approved the City’s first Complete Streets Policy in September 2016. 	
Brownfields	
<ul style="list-style-type: none"> ▶ Municipal Brownfield Assessment Grant awarded for environmental assessment of a proposed roadway connecting Flatbush and Bartholomew Avenue 	<ul style="list-style-type: none"> ▶ Complete assessment of proposed connector roadway.
Economic Analysis	
<ul style="list-style-type: none"> ▶ Making It Happen: Opportunities and Strategies for Transit-Oriented Development in the Knowledge Corridor, 2013—briefly describes the transit-oriented development potential for Parkville Station and the challenges to overcome in the station area. The report indicates that this area is challenged by low rents and sale prices, but has an opportunity to develop new affordable and mixed-income housing which could spur new investment. ▶ CTfastrak TOD Capacity Study – this CTDOT study assesses the degree of capacity for TOD within the CTfastrak corridor and will further flesh out opportunities in this station area. 	<ul style="list-style-type: none"> ▶ Work toward addressing the challenges and capitalize on the opportunities outlined in the Making it Happen report. Utilize the strategies outlined in this report for transit-oriented development. ▶ Work with the CTDOT to move TOD evaluation forward.
Development	
<ul style="list-style-type: none"> ▶ Hands-On-Hartford, a Hartford based non-profit has acquired 1.5 Acres on Bartholomew Avenue in the station area. Two buildings are to be redeveloped into Hands-on-Hartford Administrative Offices and a Job Training Facility as well as Supportive Housing. 	<ul style="list-style-type: none"> ▶ Hands-On-Hartford – Continue to progress with development of affordable and supportive housing. ▶ Parkville Municipal Development Plan has thirteen priority projects for this plan area, which demonstrate opportunities for transit-oriented development.

MUNICIPALITY..... Hartford

SERVICE CTfastrak

STATION Kane Street Station

LEAD MUNICIPAL CONTACT Sean Fitzpatrick, Director of Development Services

DESCRIPTION OF STATION AREA: The Kane Street Station is located near the intersection of two major arterial roads lined by commercial establishments including two medium size shopping centers and several auto-oriented light industrial establishments. The remainder of the area is surrounded by older single-family homes and small-scale multi-family housing largely located within a well-connected network of streets.

Summary of TOD Progress

COMPLETED/UNDERWAY	NEXT STEPS
Comprehensive Plans	
<ul style="list-style-type: none"> ▶ One City, One Plan, 2010 – The City’s Plan of Conservation and Development has the goal of enhancing mobility through transportation, transit and pedestrian and bike systems city wide. ▶ 2009 Parkville Municipal Development Plan – Plan covering a 295 acre area to accomplish three main goals: support existing businesses, attract additional private investment and provide necessary infrastructure. 	<ul style="list-style-type: none"> ▶ Continue to encourage the implementation of plans and visions for more transit-oriented development in the areas around Hartford’s transit stations. ▶ Continue to encourage a walkable, bikeable station area that services multiple modes and creates the greatest mobility for city residents, employees and visitors. ▶ Continue to encourage the implementation of recommendations in the Parkville Municipal Development Plan.
Zoning	
<ul style="list-style-type: none"> ▶ ZoneHartford Project – The city has adopted the first phase of a new Form Based Code that supports mixed-use, dense, walkable development in transit station areas. This code is a rewrite of the Hartford Zoning Regulations. 	<ul style="list-style-type: none"> ▶ Implement the Form Based Code as applications are reviewed by the planning and zoning commission. ▶ Continue to fine tune the Form Based Code over time.
Transportation and Complete Streets	
MULTIMODAL TRANSPORTATION ENHANCEMENTS	
<ul style="list-style-type: none"> ▶ Bike Racks installed at Station as part of station development. 	<ul style="list-style-type: none"> ▶ Encourage future multi-modal enhancements at the station and in the station area.
TRANSIT SERVICE	

<ul style="list-style-type: none"> ▶ On-street bus service available in the station area along New Park Avenue. ▶ CRCOG and CTDOT are working toward completion of a Comprehensive Transit Service Analysis of CT<i>transit</i>'s Hartford Division. The study assesses the effectiveness and efficiency of existing transit services to provide recommendations to improve transit service, complement recent and planned transit investment and ensure CT<i>transit</i> operates as efficiently as possible. 	<ul style="list-style-type: none"> ▶ Improvements to routing and scheduling of on-street bus service will be based on future system evaluations. ▶ Work with CT<i>transit</i>, CTDOT and other partners to consider the recommendations of the Comprehensive Transit Service Analysis.
COMPLETE STREETS	
<ul style="list-style-type: none"> ▶ Bike Racks installed at Station as part of station development. ▶ In 2006/2007 The City of Hartford striped bike lanes along the New Park Avenue Corridor which run through the station area. ▶ CRCOG Active Transportation Audit was developed to determine the walkability and bikability of key locations in the Capitol Region. As it will be important to connect pedestrians and bicyclists to the Kane Street station and all other CT<i>fastrak</i> and CT<i>Trail</i> stations, an intersection within each station area was audited in the fall of 2016. The CRCOG audit gave the New Park Avenue and Kibbe Street intersection a pedestrian score of 77 and a bike score of 76, both out of 100. Existing bike lanes and sidewalks which are in good condition along New Park Avenue contributed in a positive manner to these scores. However, the land uses surrounding the station and layout of the area still caters to the automobile. Pedestrian crossings and bicycle circulation could still use improvement. ▶ The City Council approved the City's first Complete Streets Policy in September 2016. 	<ul style="list-style-type: none"> ▶ Encourage future multi-modal enhancements at the station and in the station area. ▶ As potential new development occurs in the area of this station, consider the incorporation of bicycle and pedestrian improvements, connectivity and accessibility into new site plans. ▶ Work toward implementation of the Hartford Complete Streets Policy.
Land Assembly	
<ul style="list-style-type: none"> ▶ City acquired 126 and 130 New Park Avenue, 8 Francis Court and 161 Francis Avenue. These parcels are being assessed for future development potential. 	<ul style="list-style-type: none"> ▶ This acquired land is in an area zoned for a mixture of uses, residential and neighborhood business. The Neighborhood Revitalization Zone would like to see housing and retail developed on these sites.
Economic Analysis	
<ul style="list-style-type: none"> ▶ Making It Happen: Opportunities and Strategies for Transit-Oriented Development in the Knowledge Corridor, 2013—briefly describes the TOD potential for the Kane Street Station and the challenges to overcome in the station area. The 	<ul style="list-style-type: none"> ▶ Work toward addressing the challenges and capitalize on the opportunities outlined in the Making it Happen report. Utilize the strategies for transit-oriented development outlined in the report.

<p>report indicates that Kane Street Station area’s rental and sales prices are comparable to that of the rest of the CTfastrak corridor as a whole, but it is challenged by auto-oriented uses. An opportunity exists in that the station area has excellent potential for affordable and mixed-income apartment development.</p> <p>▶ CTfastrak TOD Capacity Study – this CTDOT study assesses the degree of capacity for TOD within the CTfastrak corridor and will further flesh out opportunities in this station area.</p>	<p>▶ Work with CTDOT to move TOD evaluation forward.</p>
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MUNICIPALITY.....	West Hartford
SERVICE	CTfastrak, CTrail – Hartford Line
STATION	Flatbush Station
LEAD MUNICIPAL CONTACT	Ron Van Winkle, Town Manager, Town of West Hartford

DESCRIPTION OF STATION AREA: The West Hartford—Flatbush Avenue Station for CTrail’s Hartford Line and CTfastrak will be located near the intersection of New Park Avenue and Flatbush Avenue in a densely populated area along the southeast border of West Hartford and Hartford. The station area is near the intersection of two commercial corridors and adjacent to two large shopping centers.

Summary of TOD Progress

COMPLETED/UNDERWAY	NEXT STEPS
Comprehensive Plans	
<ul style="list-style-type: none"> ▶ The 2009-2019 Plan of Conservation and Development (POCD) focuses on creating sustainable development and promoting high quality development standards for the diverse needs of the entire population. The following policies pertain to encouraging transit-oriented development in the CTfastrak corridor on New Park Avenue which includes the Flatbush Station: ▶ Land Use Section Policy 4c: to promote investment and private redevelopment of underutilized properties in the southeast area of town by developing a new comprehensive long range plan, and through select revision to zoning ordinances applicable to this area. ▶ Land Use Section Policy 4d: to initiate an amendment to the zoning regulations to eliminate the Industrial Park Zone and rezone to a more flexible zoning district. ▶ Plan Implementation Section, Action 1: Amend the General Business (BG) Zone and General Industrial Zone Districts to permit residential uses through the Special Use Permit process. This action was completed by the Town Council in July 2013 for the BG zone and in May 2014 for the IG and IR zones. Residential uses are now permitted in both zones as part of any mixed-use development. ▶ CRCOG TOD On-Call Assistance Planning – CRCOG utilized consultant assistance to work with the City of Hartford and the Town of West Hartford to determine the development 	<ul style="list-style-type: none"> ▶ Examine the option of transit-oriented development zoning language for the New Park corridor, and adopt changes. ▶ Consider the recommendations of the TOD On-Call Project.

<p>capacity in the station area on both sides of the West Hartford/Hartford municipal boundary. This study was finalized in December 2015.</p>	
Zoning	
<ul style="list-style-type: none"> ▶ Town has utilized a Special Development District (SDD) designation, which permits greater control by the town over building design, use, and tenant mixes in 2 designated districts in the vicinity of the station. ▶ The town recently added residential and thus mixed use back into BG and IG zones to support more flexible development in the area of Flatbush Station as well as the rest of the CTfastrak/CTrail corridor. ▶ West Hartford POCD - Implementation Section, Action 1: Amend the General Business (BG) Zone and General Industrial Zone Districts to permit residential uses through the Special Use Permit process. This action was completed by the Town Council in July 2013 for the BG zone and in May 2014 for the IG and IR zones. Residential uses are now permitted in both zones as part of any mixed-use development. ▶ New Park Avenue Transit Area Complete Streets Study (Funded through State Transit-Oriented Development Grant, 2015) - A portion of the study will examine existing zoning ordinances in the corridor and propose amendments to support transit-oriented development. Selected project consultant's Fuss & O'Neill have begun data collection, analysis, and public outreach/meetings and are preparing alternative scenarios for review. One additional public workshop is expected and it is anticipated that the study will conclude in November 2016. 	<ul style="list-style-type: none"> ▶ Continue to preserve the quality and integrity of land use and zoning regulations, which will encourage and provide better opportunities for private redevelopment in the southeast area of town where the CTfastrak and CTrail corridor is located. ▶ Continue to advocate for the elimination of the Industrial Park (IP) Zone in the southeast area of town and replace it with a more flexible zoning district that encourages transit-oriented development reinvestment. ▶ Finish and implement the recommendations of the New Park Avenue Transit Area Complete Streets Study.
Transportation and Complete Streets	
MULTIMODAL TRANSPORTATION ENHANCEMENTS	
<ul style="list-style-type: none"> ▶ Bike infrastructure at the station area includes bike racks. ▶ Metro Hartford Region Bike Share Plan, 2014 – This study on the feasibility of a bike sharing system identifies the Flatbush Station area as included in phase 2b of a larger regional scale system. 	<ul style="list-style-type: none"> ▶ Encourage future multi-modal enhancements at the station and in the station area. ▶ Continue to advocate for the implementation of the Metro Hartford Bike Share Program.
TRANSIT AND RAIL SERVICE	

<ul style="list-style-type: none"> ▶ On-street bus service available in the station area along New Park Avenue and Flatbush Avenue. ▶ CRCOG and CTDOT are working toward completion of a Comprehensive Transit Service Analysis of CT<i>transit</i>'s Hartford Division. The study assesses the effectiveness and efficiency of existing transit services to provide recommendations to improve transit service, complement recent and planned transit investment and ensure CT<i>transit</i> operates as efficiently as possible. 	<ul style="list-style-type: none"> ▶ Improvements to routing and scheduling of on-street bus service will be based on future system evaluations. ▶ Work with CT<i>transit</i>, CTDOT and other partners to consider the recommendations of the Comprehensive Transit Service Analysis.
ROADS	
<ul style="list-style-type: none"> ▶ \$23.1 million Flatbush Avenue Bridge completed to carry vehicular and pedestrian traffic over the Amtrak rail line and CT<i>fastrak</i> system. Completed October 2013. ▶ New Park Avenue Transit Area Complete Streets Study (Funded through State Transit-Oriented Development Grant, 2015) - A portion of the study will examine changes to the current roadway to encourage a stronger complete streets and more transit-oriented development supportive configuration. Selected project consultant's Fuss & O'Neill have begun data collection, analysis, and public outreach/meetings and are preparing alternative scenarios for review. It is anticipated that the study will conclude in September 2016. 	<ul style="list-style-type: none"> ▶ Finish and implement the recommendations of the New Park Avenue Transit Area Complete Streets Study.
COMPLETE STREETS	
<ul style="list-style-type: none"> ▶ West Hartford Bicycle Plan, 2008 – includes recommendations for bike lanes extending south of the Hartford municipal boundary on New Park Avenue. ▶ Complete Streets Policy (Adopted July 2015) calls for a transportation network that is safe, accessible and convenient for all transportation users, including pedestrians, bicyclists, transit riders and motorists of all ages and abilities. ▶ Town Wide Bicycle Facilities Plan (BFP) (Adopted in May 2016) calls for additional bicycle improvements in the New Park Avenue Corridor. The BFP is a component of the Town's Complete Streets Policy. ▶ 2009-2019 POCD renewed the town's focus on building complete street networks which would help motorists, pedestrians, cyclists, and others share the road and coexist with the least amount of inconvenience for everyone. ▶ New Park Avenue Transit Area Complete Streets Study (Funded through State Transit-Oriented Development Grant, 	<ul style="list-style-type: none"> ▶ Examine the feasibility of extending bike lanes on New Park Avenue corridor in West Hartford. ▶ Seek funding sources to implement the recommendations of the New Park Avenue Transit Area Complete Streets Study. ▶ Continue to advocate for the implementation of the Metro Hartford Bike Share Program. ▶ As potential new development occurs in the area of this station, consider the incorporation of bicycle and pedestrian improvements, connectivity and accessibility into new site plans and in the area surrounding the station. ▶ Implement the recommendations of the Bicycle Facilities Plan. ▶ Work toward Silver level Bike Friendly Community status.

<p>2015) - A portion of the study will examine changes to the current roadway to encourage a stronger complete streets and more transit-oriented development supportive configuration. Selected project consultant's Fuss & O'Neill have begun data collection, analysis, and public outreach/meetings and are preparing alternative scenarios for review. It is anticipated that the study will conclude in September 2016. Metro Hartford Region Bike Share Plan, 2014 – This study on the feasibility of a bike sharing system identifies Flatbush Station area as included in Phase 2b of a larger regional scale system.</p> <ul style="list-style-type: none"> ▶ CRCOG Active Transportation Audit was developed to determine the walkability and bikability of key locations in the Capitol Region. As it will be important to connect pedestrians and bicyclists to the Flatbush station and all other <i>CTfastrak</i> and <i>CTrail</i> stations, an intersection within each station area was audited in the fall of 2016. The CRCOG audit gave the New Park Avenue and Flatbush Avenue intersection Pedestrian score of 89 and a Bike Score of 67, both out of 100. The marked crossings for pedestrians at this intersection and emphasis on pedestrian improvements with station development and bridge reconstruction had a positive impact on the pedestrian score. Very little bike infrastructure exists at this intersection. Bike lanes on New Park Avenue are not present in this section of the corridor which had a negative impact on the bike score. ▶ West Hartford became a League of American Bicyclists Bronze level Bike Friendly Community in 2014. 	
Other Infrastructure	
	<ul style="list-style-type: none"> ▶ Identify reasonable and feasible public improvements to stimulate private redevelopment in the southeast area of town where the <i>CTfastrak</i> and <i>CTrail</i> corridor is located. ▶ Encourage private property owners to work together as they reinvest in properties by providing shared parking and other shared infrastructure improvements.
Economic Analysis	
<ul style="list-style-type: none"> ▶ Making It Happen: Opportunities and Strategies for Transit-Oriented Development in the Knowledge Corridor, 2013—briefly describes the TOD potential for Flatbush Station and the challenges to overcome in the station area. The report indicates that this area is challenged by limited development 	<ul style="list-style-type: none"> ▶ Work toward addressing the challenges and capitalize on the opportunities outlined in the Making it Happen report. Utilize the strategies for transit-oriented development outlined in the report.

<p>potential due to built-out low density auto-oriented land uses. Opportunities include an established retail market and proximity to Trinity College.</p> <ul style="list-style-type: none"> ▶ CTfastrak TOD Capacity Study – this CTDOT study assesses the degree of capacity for TOD within the CTfastrak corridor and will further flesh out opportunities in this station area. 	<ul style="list-style-type: none"> ▶ Consider a transit-oriented development master plan for the Flatbush Station area. ▶ Complete CTDOT Transit Oriented Development Capacity Study.
Development	
<ul style="list-style-type: none"> ▶ Construction completed on the Cumberland Farms convenience store/gas station under construction on a site adjacent to the CTfastrak/CTrail station. New 4,650 square foot retail store, 20 parking spaces, 12 gas pumps under a canopy structure and associated site drainage and landscaping improvements. ▶ New Chick-Fil-A restaurant with drive-thru to be located at 503-511 New Park Avenue approved. Proposal includes an outdoor dining area with direct pedestrian and bicycle access from New Park Avenue. Construction began in August 2016 and is anticipated to open for business in early 2017 – January of February. ▶ A major development site includes approximately 30 acres located at 500 Flatbush Avenue (in Hartford, but within half mile of Flatbush Station). 	<ul style="list-style-type: none"> ▶ Continue to encourage and support development proposals that maintain quality design standards, reflect the character of the community, and strive to achieve a more unified sense of place within neighborhoods. ▶ Work with the City of Hartford to evaluate the site at 500 Flatbush Avenue for transit-oriented development potential.

MUNICIPALITY..... West Hartford

SERVICE CTfastrak

STATION Elmwood Station

LEAD MUNICIPAL CONTACT Ron Van Winkle, Town Manager, Town of West Hartford

DESCRIPTION OF STATION AREA: The Elmwood Station is located in an area dominated by small and medium sized light industrial businesses, with many oriented towards the automobile needs. The station area also contains retail and food services, and some single-family residential units.

Summary of TOD Progress

COMPLETED/UNDERWAY	NEXT STEPS
Comprehensive Plans	
<ul style="list-style-type: none"> ▶ The 2009-2019 Plan of Conservation and Development (POCD) focuses on creating sustainable development and promoting high quality development standards for the diverse needs of the entire population. The following policies pertain to encouraging transit-oriented development in the CTfastrak corridor on New Park Avenue which includes the Elmwood Station: ▶ Land Use Section Policy 4c: to promote investment and private redevelopment of underutilized properties in the southeast area of town by developing a new comprehensive long range plan, and through select revision to zoning ordinances applicable to this area; and ▶ Land Use Section Policy 4d: to initiate an amendment to the zoning regulations to eliminate the Industrial Park Zone and rezone to a more flexible zoning district. ▶ Plan Implementation Section, Action 1: Amend the General Business (BG) Zone and General Industrial Zone Districts to permit residential uses through the Special Use Permit process. This action was completed by the Town Council in July 2013 for the BG zone and in May 2014 for the IG and IR zones. Residential uses are now permitted in both zones as part of any mixed-use development. 	<ul style="list-style-type: none"> ▶ Examine the option of TOD zoning language for the New Park Avenue corridor.

Zoning	
<ul style="list-style-type: none"> ▶ Town has utilized a Special Development District (SDD) designation, which permits greater control by the town over building design, use, and tenant mixes in 2 designated districts in the New Park Avenue Corridor. ▶ The town recently added residential and thus mixed use back into BG and IG zones to support more flexible development in the area of Flatbush Station as well as the rest of the CTfastrak/CTrail corridor. ▶ West Hartford POCD - Implementation Section, Action 1: Amend the General Business (BG) Zone and General Industrial Zone Districts to permit residential uses through the Special Use Permit process. This action was completed by the Town Council in July 2013 for the BG zone and in May 2014 for the IG and IR zones. Residential uses are now permitted in both zones as part of any mixed-use development. ▶ New Park Avenue Transit Area Complete Streets Study (Funded through State Transit-Oriented Development Grant, 2015) - A portion of the study will examine existing zoning ordinances in the corridor and propose amendments to support transit-oriented development. Selected project consultant's Fuss & O'Neill have begun data collection, analysis, and public outreach/meetings and are preparing alternative scenarios for review. One additional public workshop is expected and it is anticipated that the study will conclude in November 2016. 	<ul style="list-style-type: none"> ▶ Continue to preserve the quality and integrity of land use and zoning regulations, which will encourage and provide better opportunities for private redevelopment in the southeast area of town where the CTfastrak and CTrail corridor is located. ▶ Continue to advocate for the elimination of the Industrial Park (IP) Zone in the southeast area of town and replace it with a more flexible zoning district that encourages TOD reinvestment. ▶ Examine the option of TOD zoning language for the New Park Avenue corridor. ▶ Finish and implement the recommendations of the New Park Avenue Transit Area Complete Streets Study.
Transportation and Complete Streets	
MULTIMODAL TRANSPORTATION ENHANCEMENTS	
<ul style="list-style-type: none"> ▶ Bike infrastructure at the station area includes bike racks. ▶ Metro Hartford Bike Share Plan, 2014 – This study on the feasibility of a bike sharing system identifies the Elmwood Station area as included in phase 2b of a larger regional scale system. 	<ul style="list-style-type: none"> ▶ Encourage future multi-modal enhancements at the station and in the station area. ▶ Continue to advocate for the implementation of the Metro Hartford Bike Share Program.
TRANSIT SERVICE	
<ul style="list-style-type: none"> ▶ On-street bus service available in the station area. ▶ CRCOG and CTDOT are working toward completion of a Comprehensive Transit Service Analysis of CTtransit's Hartford Division. The study assesses the effectiveness and 	<ul style="list-style-type: none"> ▶ Improvements to routing and scheduling of on-street bus service will be based on future system evaluations.

<p>efficiency of existing transit services to provide recommendations to improve transit service, complement recent and planned transit investment and ensure <i>CTtransit</i> operates as efficiently as possible.</p>	<ul style="list-style-type: none"> ▶ Work with <i>CTtransit</i>, CTDOT and other partners to consider the recommendations of the Comprehensive Transit Service Analysis.
ROADS	
<p>New Park Avenue Transit Area Complete Streets Study (Funded through State Transit-Oriented Development Grant, 2015) - A portion of the study will examine changes to the current roadway to encourage a stronger complete streets and more transit-oriented development supportive configuration. Selected project consultant's Fuss & O'Neill have begun data collection, analysis, and public outreach/meetings and are preparing alternative scenarios for review. One additional public workshop is expected and it is anticipated that the study will conclude in November 2016.</p>	<ul style="list-style-type: none"> ▶ Finish and implement the recommendations of the New Park Avenue Transit Area Complete Streets Study
COMPLETE STREETS	
<ul style="list-style-type: none"> ▶ Complete Streets Policy (Adopted July 2015) calls for a transportation network that is safe, accessible and convenient for all transportation users, including pedestrians, bicyclists, transit riders and motorists of all ages and abilities. ▶ Town Wide Bicycle Facilities Plan (BFP) (Adopted in May 2016) calls for additional bicycle improvements in the New Park Avenue Corridor. The BFP is a component of the Town's Complete Streets Policy. ▶ New Park Avenue Transit Area Complete Streets Study (Funded through State Transit-Oriented Development Grant, 2015) - A portion of the study will examine bicycle needs along the New Park Avenue Corridor and in the station areas of Elmwood and Flatbush. Selected project consultant's Fuss & O'Neill have begun data collection, analysis, and public outreach/meetings and are preparing alternative scenarios for review. It is anticipated that the study will conclude in September 2016. ▶ Metro Hartford Region Bike Share Plan, 2014 – This study on the feasibility of a bike sharing system identifies Elmwood Station area as included in Phase 2b of a larger regional scale system. ▶ 2009-2019 POCD renewed the town's focus on building complete street networks which would help motorists, 	<ul style="list-style-type: none"> ▶ Examine the feasibility of extending bike lanes on New Park Avenue corridor in West Hartford. ▶ Seek funding sources to implement the recommendations of the New Park Avenue Transit Area Complete Streets Study ▶ Continue to advocate for the implementation of the Metro Hartford Bike Share Program. ▶ As potential new development occurs in the area of this station, consider the incorporation of bicycle and pedestrian improvements, connectivity and accessibility into new site plans and in the area immediately surrounding the station. ▶ Implement the recommendations of the Bicycle Facilities Plan.

<p>pedestrians, cyclists, and others share the road and coexist with the least amount of inconvenience for everyone.</p> <p>► CRCOG Active Transportation Audit was developed to determine the walkability and bikability of key locations in the Capitol Region. As it will be important to connect pedestrians and bicyclists to the Elmwood station and all other <i>CTfastrak</i> and <i>CTrail</i> stations, an intersection within each station area was audited in the fall of 2016. The CRCOG audit gave the New Park Avenue and New Britain Avenue a Pedestrian score of 84 and a Bike Score of 67, both out of 100. The presence of some marked crossings for pedestrians at this intersection and emphasis on pedestrian improvements with station development had a positive impact on the pedestrian score. Very little bike infrastructure exists at this intersection. Although there is a trail that intersects New Park Avenue in the vicinity of the station, bike lanes on New Park Avenue are not present in this section of the corridor and are also not present on New Britain Avenue which had a negative impact on the bike score.</p>	
Other Infrastructure	
	<ul style="list-style-type: none"> ► Identify reasonable and feasible public improvements to stimulate private redevelopment in the southeast area of town where the <i>CTfastrak</i> and <i>CTrail</i> corridor is located. ► Encourage private property owners to work together as they reinvest in properties by providing shared parking and other shared infrastructure improvements.
Economic Analysis	
<ul style="list-style-type: none"> ► Making It Happen: Opportunities and Strategies for Transit-Oriented Development in the Knowledge Corridor, 2013—briefly describes the TOD potential for Elmwood Station and the challenges to overcome in the station area. The report indicates opportunity associated with strong market conditions for medium density development in the station area. ► CTfastrak TOD Capacity Study – this CTDOT study assesses the degree of capacity for TOD within the <i>CTfastrak</i> corridor and will further flesh out opportunities in this station area. 	<ul style="list-style-type: none"> ► Work toward addressing the challenges and capitalize on the opportunities outlined in the Making it Happen report. Utilize the strategies for transit-oriented development outlined in the report. ► Complete CTDOT Transit Oriented Development Capacity Study
Development	

<p>▶ Trout Brook Realty Advisors – Mixed-use, transit-oriented development containing 54 residential units and approximately 3,300 square feet of ground floor retail to be located at 610-620 New Park Avenue. Project received site plan approval October 2015, construction expected to begin later summer 2016</p>	<p>▶ Continue to encourage and support development proposals that maintain quality design standards, reflect the character of the community, and strive to achieve a more unified sense of place within neighborhoods.</p>
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MUNICIPALITY.....	Newington
SERVICE	CTfastrak, CTrail – Hartford Line
STATION	Newington Junction Station
LEAD MUNICIPAL CONTACT	Andrew Brecher, Director of Economic Development, Town of Newington

DESCRIPTION OF STATION AREA: Newington Junction Station is located on a busy arterial road near the northern border with West Hartford at the intersection of two stable residential areas. The station area is immediately surrounded by low-density commercial development; however the larger surrounding area is primarily low-density, single-family housing with a few multi-family apartment complexes.

Summary of TOD Progress

COMPLETED/UNDERWAY	NEXT STEPS
Comprehensive Plans	
<ul style="list-style-type: none"> ▶ Newington Plan of Conservation and Development (POCD) characterizes the area surrounding the Newington Junction Station as a transit-oriented development area that should consider smaller mixed land uses adjacent to the station when it is established. The plan also states that this area should develop without the usage of high density housing ▶ CRCOG TOD On-Call Assistance Project, Completed May 2014 examined the area immediately surrounding the station for development potential, potential use mix and provided recommendations for next steps to implement transit-oriented development 	<ul style="list-style-type: none"> ▶ Develop a transit-oriented development plan for the Newington Junction Station area for incorporation in the POCD. ▶ Consider the recommendations of the TOD On-Call Assistance project.
Zoning	
<ul style="list-style-type: none"> ▶ The station area currently includes a mix of zones including industrial, residential and a small amount of business commercial zoning. ▶ In July 2016, a Moratorium on high density residential housing was renewed for the Newington Junction Station area for twelve more months for more thought to go into the vision for housing and TOD in the community as development of the station area progresses. ▶ A TOD overlay district has been proposed by TPZ for the area within ½ mile of the CTfastrak station. The overlay district will allow smaller-scale mixed-use development by special 	<ul style="list-style-type: none"> ▶ Consider zoning for transit-oriented development in the area of the Newington Junction Station and what the mix of land uses are appropriate for the station area.

<p>permit, with incentives such as density bonuses and parking relief.</p>	
Transportation and Complete Streets	
MULTIMODAL TRANSPORTATION ENHANCEMENTS	
<ul style="list-style-type: none"> ▶ As part of the station development, a multi-use trail was built alongside the fixed guideway. The trail starts at the Newington Junction Station. ▶ Bike racks are included at the station as part of station development. 	<ul style="list-style-type: none"> ▶ Encourage future multi-modal enhancements at the station and in the station area.
TRANSIT AND RAIL SERVICE	
<ul style="list-style-type: none"> ▶ On-street bus service available in the station area along Willard Avenue. ▶ CRCOG and CTDOT are working toward completion of a Comprehensive Transit Service Analysis of CT<i>transit</i>'s Hartford Division. The study assesses the effectiveness and efficiency of existing transit services to provide recommendations to improve transit service, complement recent and planned transit investment and ensure CT<i>transit</i> operates as efficiently as possible. 	<ul style="list-style-type: none"> ▶ Improvements to routing and scheduling of on-street bus service will be based on future system evaluations. ▶ Work with CT<i>transit</i>, CTDOT and other partners to consider the recommendations of the Comprehensive Transit Service Analysis.
ROADS	
<ul style="list-style-type: none"> ▶ Just north of the rail and guideway overpass bridge on Willard Avenue, adjacent to the Newington Junction Station, DOT has installed bus bays on both sides of the street to enable busses to pull out of the travel lane for drop-off and pick-up of passenger as well as 29 parking spaces. 	<ul style="list-style-type: none"> ▶ The early success of CT<i>fastrak</i> has shown a need to provide more parking – examine strategies for accomplishing this.
COMPLETE STREETS	
<ul style="list-style-type: none"> ▶ As part of the station development, Willard Avenue leading up to the station has improved crossings and sidewalks on both sides of the street and at the intersection of Willard Avenue and West Hill Road. ▶ CRCOG Active Transportation Audit was developed to determine the walkability and bikability of key locations in the Capitol Region. As it will be important to connect pedestrians and bicyclists to the Newington Junction station and all other 	<ul style="list-style-type: none"> ▶ Continue to promote a walkable and bikable station area at Newington Junction Station. ▶ As potential new development occurs in the area of this station, consider the incorporation of bicycle and pedestrian improvements, connectivity and accessibility into new site plans and in the area surrounding the station.

<p>CTfastrak and CTrail stations, an intersection within each station area was audited in the fall of 2016. The CRCOG audit gave the Willard Avenue and West Hill Road intersection a Pedestrian score of 76 and a Bike Score of 69, both out of 100. The improvements made to pedestrian crossings and sidewalks at this intersection as a part of station development as well as the existing sidewalks along the south side of West Hill Road had a positive impact on the pedestrian score for this intersection. While West Hill appears to be a quieter neighborhood street to ride on, the lack of bicycle infrastructure and inconsistent road shoulders on Willard Avenue had a negative impact on the bicycle score for this intersection.</p>	
Land Assembly	
<ul style="list-style-type: none"> ▶ TOD On-Call Assistance Project, Completed May 2014 – the final memo for this project provided some guidance on potential land assembly and the challenges and opportunities that exist. 	<ul style="list-style-type: none"> ▶ Continue to identify and assemble opportunity sites along transportation gateway and transit corridors.
Economic Analysis	
<ul style="list-style-type: none"> ▶ Making It Happen: Opportunities and Strategies for Transit-Oriented Development in the Knowledge Corridor, 2013—briefly describes the TOD potential for Newington Junction Station and the challenges to overcome in the station area. The report highlights high housing values as an opportunity to attract lower density rental or for-sale housing development which could also support new retail. ▶ 2010-2020 POCD outlines town’s position as a regional economic center and that job growth has been substantial since 1963. The town considers itself a “jobs exporter” to the region as Newington employers supported 17,664 jobs in 2007 and has 16,649 residents in the labor force. 	<ul style="list-style-type: none"> ▶ Work toward addressing the challenges and capitalize on the opportunities outlined in the Making it Happen report. Utilize the strategies for transit-oriented development outlined in the report.

MUNICIPALITY.....	Newington
SERVICE	CTfastrak
STATION	Cedar Street Station
LEAD MUNICIPAL CONTACT	Andrew Brecher, Director of Economic Development, Town of Newington

DESCRIPTION OF STATION AREA: The Newington Cedar Street **CTfastrak** station is located just east of the Central Connecticut State University (CCSU) campus, and its large concentration of employees and students. Some additional features include small retail development and large acreage of open space owned by CCSU and smaller parcels for retail and housing development.

Summary of TOD Progress

COMPLETED/UNDERWAY	NEXT STEPS
Comprehensive Plans	
<ul style="list-style-type: none"> ▶ 2010-2020 Newington Plan of Conservation & Development (POCD) outlines opportunities associated with transit-oriented development around the Cedar Street Station area, including rezoning, road improvements, and appropriate land use and assembly to accommodate transit-oriented development along proposed CTfastrak corridor. 	<ul style="list-style-type: none"> ▶ Continue to work in cooperation with CCSU, local advocates and residents, and appropriate agencies to finalize a CCSU Capital Improvement Plan (CIP) that could provide for increased grand list growth potential through public/private partnerships based on TOD principles.
Zoning	
<ul style="list-style-type: none"> ▶ The Planning and Zoning Commission is currently considering a TOD Overlay District for the Cedar Street Station Area. The regulations keep the underlying I and PD zoning and the overlay adds incentives for pedestrian-friendly, TOD which promotes the goals of the overlay district. ▶ In 2015 a moratorium on high density residential housing in Newington was enacted allowing for more thought to go into the vision for housing and TOD in the community as development of the station area progresses. 	<ul style="list-style-type: none"> ▶ Adopt the TOD Overlay District for the Cedar Street Station Area. ▶ The Newington POCD encourages establishing an interchange design zone for the Cedar Street/Fenn Road area that would permit Special Exception transit-related development for both residential and commercial uses.
Transportation and Complete Streets	
MULTIMODAL TRANSPORTATION ENHANCEMENTS	
<ul style="list-style-type: none"> ▶ Multi-use trails installed from the Cedar Street Station to throughways near local businesses, residences, and the CCSU campus. 	<ul style="list-style-type: none"> ▶ Encourage future multi-modal enhancements at the station and in the station area.

<ul style="list-style-type: none"> ▶ Bike racks have been installed at the station as part of station development. ▶ Metro Hartford Bike Share Plan, 2014 – This study on the feasibility of a bike sharing system identifies Cedar Street Station area as included in phase 2b of a larger regional scale system. 	<ul style="list-style-type: none"> ▶ Continue to advocate for the implementation of the Metro Hartford Bike Share Program.
TRANSIT AND RAIL SERVICE	
<ul style="list-style-type: none"> ▶ On-street bus service available in the station area full time along Cedar Street and part time along Fenn Road. ▶ CCSU, in conjunction with <i>CTtransit</i>, established a program to provide free unlimited bus passes (UPass) to students at CCSU in 2014. ▶ CRCOG and CTDOT are working toward completion of a Comprehensive Transit Service Analysis of <i>CTtransit</i>'s Hartford Division. The study assesses the effectiveness and efficiency of existing transit services to provide recommendations to improve transit service, complement recent and planned transit investment and ensure <i>CTtransit</i> operates as efficiently as possible. 	<ul style="list-style-type: none"> ▶ Improvements to routing and scheduling of on-street bus service will be based on future system evaluations. ▶ Work with <i>CTtransit</i>, CTDOT and other partners to consider the recommendations of the Comprehensive Transit Service Analysis.
ROADS	
<ul style="list-style-type: none"> ▶ In January 2013 Fenn Road was widened near the station to accommodate greater access and pedestrian-friendly features, including new sidewalks, a new road traffic signal, on-site drainage, and traffic calming upgrades. ▶ The roadway to and from the station from Fenn Road has been completed. In addition, the station includes 45 new parking spaces and a drop off area for passengers. 	<ul style="list-style-type: none"> ▶ Roadway to the station from Fenn Road to be deeded to the Town and accepted as a town road, to promote commercial development along both sides of the roadway. ▶ The early success of <i>CTfastrak</i> has shown the need to provide more parking. Examine strategies to accomplish this.
COMPLETE STREETS	
<ul style="list-style-type: none"> ▶ In January 2013 Fenn Road was widened near the station to accommodate greater access and pedestrian-friendly features, including new sidewalks, a new road traffic signal, on-site drainage, and traffic calming upgrades. ▶ CCSU installed a sidewalk along East Street that connects CCSU to Fenn Road providing students a safer connection to <i>CTfastrak</i> and the shopping plaza adjacent to the station on Fenn Road. ▶ Metro Hartford Bike Share Plan, 2014 – This study on the feasibility of a bike sharing system identifies Cedar Street 	<ul style="list-style-type: none"> ▶ Continue to promote a walkable and bikable station area at Cedar Street Station. ▶ Continue to advocate for the implementation of the Metro Hartford Bike Share Program. ▶ As potential new development occurs in the area of this station, consider the incorporation of bicycle and pedestrian improvements, connectivity and accessibility into new site plans and in the area surrounding the station.

<p>Station area as included in phase 2b of a larger regional scale system.</p> <ul style="list-style-type: none"> ▶ CRCOG Active Transportation Audit was developed to determine the walkability and bikability of key locations in the Capitol Region. As it will be important to connect pedestrians and bicyclists to the Cedar Street station and all other <i>CTfastrak</i> and <i>CTrail</i> stations, an intersection within each station area was audited in the fall of 2016. The CRCOG audit gave the Cedar Street and Fenn Road intersection a 47 Pedestrian score and a 51 Bike score, both out of 100. The pedestrian improvements to street crossings and sidewalks on Fenn Road and leading to the station on the new access road had a positive impact on the pedestrian score for this intersection; however, the auto-oriented uses and design of the roadways and existing development in this area had a negative impact on the pedestrian score. The lack of bike infrastructure or considerations on the roadways at this intersection had a negative impact on its bike score; however, there is a multi-use trail that connects this area to New Britain to the west and the Newington Junction Station to the East. 	
Other Infrastructure	
	<ul style="list-style-type: none"> ▶ The Newington POCD recommends protecting residential neighborhoods and transitional zoning areas adjacent to commercial properties with increased landscape buffers and controls to mitigate potential issues.
Brownfields	
<ul style="list-style-type: none"> ▶ In May 2013, Newington received \$2 million DECD grant from the Brownfield Remediation and Development Office to remove above ground and soil contaminants from the former National Welding site at 690 Cedar Street. ▶ Phase I of 690 Cedar Street project is underway which includes tearing down the building and removing contaminated materials from the site. 	<ul style="list-style-type: none"> ▶ Complete Phase II of the brownfields remediation project which will include crushing the foundation, excavation, a removal of soil contaminants. The expected completion date is in March, 2016.
Land Assembly	
<ul style="list-style-type: none"> ▶ Town of Newington acquired a 4 acre parcel of land at the former National Welding site at 690 Cedar Street, located near the intersection of Cedar Street and Fenn Road, adjacent to the Cedar Street Station. 	<ul style="list-style-type: none"> ▶ Solicit a developer for the National Welding site. ▶ Develop the former National Welding site as a transit-oriented development.

	<ul style="list-style-type: none"> ▶ Continue to identify and assemble opportunity sites in this gateway station area.
Economic Analysis	
<ul style="list-style-type: none"> ▶ Making It Happen: Opportunities and Strategies for Transit-Oriented Development in the Knowledge Corridor, 2013—briefly describes the TOD potential for Cedar Street Station and the challenges to overcome in the station area. The report indicates an opportunity for CCSU to lead university directed transit-oriented development in the Cedar Street Station area. ▶ 2010-2020 POCD states that Newington employers supported 17,664 jobs in 2007 and has 16,649 residents in the labor force; therefore, Newington is an important town for the region in terms of providing jobs. 	<ul style="list-style-type: none"> ▶ Work toward addressing the challenges and capitalize on the opportunities outlined in the Making it Happen report. Utilize the strategies for transit-oriented development outlined in the report.
Development	
<ul style="list-style-type: none"> ▶ The Newington POCD The former National Welding site is called out as an “Opportunity Site” and a “Gateway Site” for transit-oriented development. ▶ The former National Welding building on Cedar Street has been demolished and remediation is complete. 	<ul style="list-style-type: none"> ▶ Uphold the vision of the POCD by continuing to enhance and improve appearance and quality of development at major commercial gateways, including Cedar Street and Fenn Road. ▶ The Town Council is considering a Request for Expressions of Interest for the development of this site.

MUNICIPALITY.....	New Britain
SERVICE	CTfastrak
STATION	East Street Station
LEAD MUNICIPAL CONTACT	Mark Moriarty, Director of Public Works, City of New Britain

DESCRIPTION OF STATION AREA: This station is located southeast of the Central Connecticut State University (CCSU) campus and its large concentration of students and employees. However, the East Street station is evolving into a more pedestrian-friendly environment. With the opening of the CTfastrak facility, the multi-use trail that parallels the guideway passes right by the East Street Station. Bike lanes line Paul Manford Drive which connects the station to the campus and a CTfastrak shuttle (RT 140) operates between the Cedar and East Street Stations and the CCSU Campus. The stop is immediately adjacent to a mix of larger multifamily residential buildings, a community of single-family homes, and light industrial uses.

Summary of TOD Progress

COMPLETED/UNDERWAY	NEXT STEPS
Comprehensive Plans	
<ul style="list-style-type: none"> ▶ 2010 New Britain Plan of Conservation and Development (POCD) – Supports the formulation of Incentive Housing Zones (IHZ's) geared to promoting higher-density mixed use in the vicinity of the East Street and the other two CTfastrak stations in New Britain. ▶ The City of New Britain received a \$500,000 CT DECD TOD Assistance Grant awarded in 2014, \$200,000 of which is being used to conduct station area planning to create a more livable station areas. ▶ The City of New Britain received a \$250,000 CT OPM TOD Grant in 2015 for planning work around the city's three CTfastrak Stations. The work of this grant is augmenting the budget for the TOD planning work funded by the DECD planning grant mentioned above. The city has hired Milone & MacBroom (M&M) as its planning consultant. The projects is approximately 75% complete, and the existing conditions analysis, market analysis, and CTfastrak ridership survey phases of the project have been completed as well as initial develop workshops. M&M is currently working with the community on outreach and visioning, establishing development incentives, and is also working on TOD overlay plans. Recommendations and an Implementation strategy will 	<ul style="list-style-type: none"> ▶ Work to implement Incentive Housing Zones in each of the three New Britain Station areas, including the East Street Station area. ▶ Complete and implement recommendations of Transit-Oriented Development Assistance Grant. ▶ Complete the CTDOT TOD Capacity Study.

<p>completed by the mid-fall of 2016 and the results will be summarized in a final report.</p> <ul style="list-style-type: none"> ▶ A CTDOT TOD Capacity Study is nearing completion by Parsons Brinkerhoff to determine market and community readiness for TOD. The study will highlight next steps for making <i>CTfastrak</i> station areas more ready for transit-oriented development opportunities. 	
Zoning	
<ul style="list-style-type: none"> ▶ The area around the East Street Station currently includes a mix of zones such as residential (medium to higher density), industrial and neighborhood business. ▶ 2011 Incentive Housing Zone (IHZ) Project Plan recommended establishing three IHZ zones, including East Street. The IHZ report also recommended zoning changes in those areas to allow for workforce housing development. ▶ OPM TOD Assistance grant – working to establish TOD overlay plans. (See Project Description under, “Comp Plans.”) 	<ul style="list-style-type: none"> ▶ Formally establish an IHZ overlay in the East Street Station area. ▶ Complete and implement zoning recommendations generated through the Transit-Oriented Development Assistance grant.
Transportation and Complete Streets	
MULTIMODAL TRANSPORTATION ENHANCEMENTS	
<ul style="list-style-type: none"> ▶ Bicycle Connectivity and Traffic Calming Study (2013)— This study addressed the city’s needs, methodology, standards, and recommendations to connect <i>CTfastrak</i> and transit hubs with bike-able routes and multi-use trails to green spaces, residential areas, and the New Britain central business district. ▶ Metro Hartford Region Bike Share Plan (2014) – This study looked at the potential for starting a bike share program in the greater Hartford region. The study proposed a phased approach with bike share stations being developed in the vicinity of New Britain’s <i>CTfastrak</i> stations in the second phase. ▶ Bike Racks have been installed at the station as a part of station development. 	<ul style="list-style-type: none"> ▶ Continue to implement the recommendations from the Bicycle Connectivity and Traffic Calming Study including better bicycle and pedestrian connectivity from CCSU to the East Street <i>CTfastrak</i> BRT Station, and reducing Ella Grasso Blvd from four travel lanes to two travel lanes and installing buffered bike lanes, and installing street trees in the center median. ▶ Identify funding to implement the recommendations of the Metro Hartford Region Bike Share Plan with the goal of expanding it along the <i>CTfastrak</i> corridor, including locations in the New Britain station areas. ▶ As potential new development occurs in the area of this station, consider the incorporation of bicycle and pedestrian improvements, connectivity and accessibility into new site plans and in the area surrounding the station.
TRANSIT AND RAIL SERVICE	

<ul style="list-style-type: none"> ▶ Bus Sign Installation – CTtransit is in the process of installing signs along bus routes in the New Britain system. These signs will provide greater visibility for the bus system and allow fixed bus stops to be established. ▶ CCSU UPass program – CCSU, in conjunction with CTtransit, established a program to provide free unlimited bus passes to students at CCSU in 2014. A significant number of students live in the East Street Station area. ▶ CRCOG and CTDOT are working toward completion of a Comprehensive Transit Service Analysis of CTtransit’s Hartford Division. The study assesses the effectiveness and efficiency of existing transit services to provide recommendations to improve transit service, complement recent and planned transit investment and ensure CTtransit operates as efficiently as possible. 	<ul style="list-style-type: none"> ▶ Complete bus sign installation project. ▶ Improvements to routing and scheduling of on-street bus service will be based on future system evaluations. ▶ Work with CTtransit, CTDOT and other partners to consider the recommendations of the Comprehensive Transit Service Analysis.
COMPLETE STREETS	
<ul style="list-style-type: none"> ▶ Bicycle Connectivity and Traffic Calming Study (2013)— This Study addressed the city’s needs, methodology, standards, and recommendations to connect CTfastrak and transit hubs with bike-able routes and multi-use trails to green spaces, residential areas, and the New Britain Central Business District. Paul Manafort Drive, to the north of the station, now has a bike lane. ▶ In 2014, CCSU completed a sidewalk extension along East Street from Wells Street to Fenn Road. ▶ New Britain was named a Bronze level Bicycle Friendly Community by the League of American Bicyclists. ▶ CRCOG Active Transportation Audit was developed to determine the walkability and bikability of key locations in the Capitol Region. As it will be important to connect pedestrians and bicyclists to the East Street Station and all other CTfastrak and CTrail stations, an intersection within each station area was audited in the fall of 2016. The CRCOG audit gave the East Street at the Station a 73 Pedestrian score and a 76 Bike score, both out of 100. Both existing and new sidewalks and pedestrian crossings in the immediate vicinity of the station and leading into Paul Manafort Drive had a positive impact on the pedestrian score. The new bike lane on Paul Manafort drive as well as the multi-use trail access contributed positively to the bike score at this location. 	<ul style="list-style-type: none"> ▶ Continue to implement the Bicycle Connectivity Plan by starting phases three and four of the plan, which propose bike routes in the station area that connect to the rest of the city’s bicycle network. ▶ Work toward achieving Silver level Bicycle Friendly Community status. ▶ As potential new development occurs in the area of this station, consider the incorporation of bicycle and pedestrian improvements, connectivity and accessibility into new site plans and in the area surrounding the station. ▶ Planning for implementing a road diet on Ella Grasso Blvd which will reduce the travel lanes along the eastern side of the CCSU campus from 4 travel lanes to 2 travel lanes and also install buffered bike lanes. Project also plans to install street trees in the center median along Ella Grasso Blvd.
Other Infrastructure	

<ul style="list-style-type: none"> ▶ DECD and OPM Transit-Oriented Development Assistance grants awarded to build upon past planning efforts and produce recommendations relating to various other actions desirable and necessary for place-making and creating an attractive and vibrant urban or neighborhood environment. 	<ul style="list-style-type: none"> ▶ Complete and implement infrastructure recommendations generated through transit-oriented assistance grants.
Land Assembly	
<ul style="list-style-type: none"> ▶ DECD and OPM Transit-Oriented Development Assistance grants awarded to build upon past planning efforts and produce recommendations and identification of various programs and fiscal resources for aiding in land assembly. 	<ul style="list-style-type: none"> ▶ Complete and implement land assembly recommendations generated through transit-oriented assistance grants.
Economic Analysis	
<ul style="list-style-type: none"> ▶ Making It Happen: Opportunities and Strategies for Transit-Oriented Development in the Knowledge Corridor, 2013—briefly describes the TOD potential for the East Street Station and the challenges to overcome in the station area. The report indicates this station area is challenged by limited development potential but could have the opportunity to develop university-related uses over time. ▶ A CTDOT TOD Capacity Study is nearing completion by Parsons Brinkerhoff to determine market and community readiness for TOD. The study will highlight next steps for making CTfastrak station areas more ready for transit-oriented development opportunities 	<ul style="list-style-type: none"> ▶ Work toward addressing the challenges and capitalize on the opportunities outlined in the Making it Happen report. Utilize the strategies for transit-oriented development outlined in the report. ▶ Milone and MacBroom completed an economic market analysis for this, and the two other CTfastrak Station areas as part of their TOD Study which will be completed overall by the mid-fall of 2016. ▶ Complete the CTDOT TOD Capacity Study for CDOT.
Development	
<ul style="list-style-type: none"> ▶ A new commercial development is nearing completion on East Street between Wells Street and Paul Manafort Drive. The development is expected to open in the spring of 2015. 	<ul style="list-style-type: none"> ▶ Work with private developers to secure tenants for the new shopping plaza on East Street.

MUNICIPALITY.....	New Britain
SERVICE	CTfastrak
STATION	East Main Street Station
LEAD MUNICIPAL CONTACT	Mark Moriarty, Director of Public Works, City of New Britain

DESCRIPTION OF STATION AREA: The East Main Street CTfastrak Station area is largely an older residential area including single-family and smaller multifamily homes, with a few businesses, schools, and a medium size auto dealer distributed throughout. Fairview Cemetery and Connecticut Route 9 occupy much of the area to the north of the station. Street connectivity is good, but few amenities are within easy walking distance.

Summary of TOD Progress

COMPLETED/UNDERWAY	NEXT STEPS
Comprehensive Plans	
<ul style="list-style-type: none"> ▶ 2010 New Britain Plan of Conservation and Development (POCD) Supports the formulation of Incentive Housing Zones (IHZ's) geared to promoting higher-density mixed use TOD in the vicinity of the East Main Street Station and the other two CTfastrak stations in New Britain. ▶ The City of New Britain received a \$500,000 CT DECD TOD Assistance Grant awarded in 2014, \$200,000 of which is being used to conduct station area planning to create a more livable station areas. ▶ The City of New Britain received a \$250,000 CT OPM TOD grant in 2015 for planning work around the city's three CTfastrak Stations, and the city hired Milone & MacBroom (M&M) as its planning consultant. The projects is approximately 75% complete, and the existing conditions analysis, market analysis, and CTfastrak ridership survey phases of the project have been completed as well as initial develop workshops. M&M is currently working with the community on outreach and visioning, establishing development incentives, and is also working on TOD overlay plans. Recommendations and an Implementation strategy will be completed by the mid-fall of 2016 and the results will be summarized in a final report. ▶ A CTDOT TOD Capacity Study is underway by Parsons Brinkerhoff to determine market and community readiness for 	<ul style="list-style-type: none"> ▶ Work to implement Incentive Housing Zones in each of the three New Britain Station areas including the East Main Street Station area. ▶ Complete and implement recommendations of Transit-Oriented Development Assistance Grant. ▶ Complete the CTDOT TOD Capacity Study. ▶ Consultant interviews were held for the BAR Grant funded project. Need to get selected consultant under contract, and begin work.

<p>TOD. The study will highlight next steps for making <i>CTfastrak</i> station areas more ready for transit-oriented development opportunities.</p> <ul style="list-style-type: none"> ▶ 2016 – City was awarded a Brownfields Area-Wide Revitalization (BAR) Planning Grant from the State of Connecticut DECD for detailed site planning, environmental analyses, and preparation of a Master Redevelopment Plan in the vicinity of the East Main Street <i>CTfastrak</i> station connection to the New Britain-Hartford Busway. (See more information under “Brownfields” Section”) 	
Zoning	
<ul style="list-style-type: none"> ▶ The area around the East Main Street Station currently includes a mix of zones such as residential, industrial and secondary business. ▶ 2011 – Incentive Housing Zone (IHZ) Project Plan – recommended establishing three zones, including the area of East Main Street Station. The IHZ report also recommended zoning changes in those areas to allow for workforce housing development. ▶ OPM Transit-Oriented Development Assistance Grant awarded to build upon past planning efforts and produce zoning recommendations for the East Main Street Station as well as the two other <i>CTfastrak</i> stations in New Britain. 	<ul style="list-style-type: none"> ▶ Formally establish an IHZ in the East Main Street area. ▶ Complete and implement zoning recommendations generated through the Transit-Oriented Development Assistance Grant.
Transportation and Complete Streets	
MULTIMODAL TRANSPORTATION ENHANCEMENTS	
<ul style="list-style-type: none"> ▶ Bike Racks have been installed at the East Main Street Station a part of station development. ▶ Bicycle Connectivity and Traffic Calming Study (2013)— This study addressed the city’s needs, methodology, standards, and recommendations to connect <i>CTfastrak</i> and transit hubs with bike-able routes and multi-use trails to green spaces, residential areas, and the New Britain CBD. ▶ Metro Hartford Region Bike Share Plan (2014) – This study looked at the potential for starting a bike share program in the greater Hartford region. The study proposed a phased approach with bike share stations being developed in the vicinity of New Britain’s <i>CTfastrak</i> stations in the second phase. 	<ul style="list-style-type: none"> ▶ Continue to implement the Bicycle Connectivity Plan by starting phases three and four of the plan, which propose bike routes on Smalley Street, Stanley Street, and Newington Avenue, complementing the <i>CTfastrak</i> multi-use trail. ▶ Identify funding to implement the recommendations of the Metro Hartford Region Bike Share Plan with the goal of expanding it along the <i>CTfastrak</i> corridor, including locations in the New Britain station areas. ▶ As potential new development occurs in the area of this station, consider the incorporation of bicycle and pedestrian improvements, connectivity and accessibility into new site plans and in the area surrounding the station.
TRANSIT AND RAIL SERVICE	

<ul style="list-style-type: none"> ▶ Bus Sign Installation – CTtransit is in the process of installing signs along bus routes in the New Britain system. These signs will provide greater visibility for the bus system and allow fixed bus stops to be established. ▶ On-street bus service available in the station area along East Main Street. ▶ CROCOG and CTDOT are working toward completion of a Comprehensive Transit Service Analysis of CTtransit's Hartford Division. The study assesses the effectiveness and efficiency of existing transit services to provide recommendations to improve transit service, complement recent and planned transit investment and ensure CTtransit operates as efficiently as possible. 	<ul style="list-style-type: none"> ▶ Complete bus sign installation project. ▶ Improvements to routing and scheduling of on-street bus service will be based on future system evaluations. ▶ Work with CTtransit, CTDOT and other partners to consider the recommendations of the Comprehensive Transit Service Analysis.
ROADS	
	<ul style="list-style-type: none"> ▶ Consideration is being given to a larger scale construction project that will realign Rt. 174 just east of the East Main Street CTfastrak Station.
COMPLETE STREETS	
<ul style="list-style-type: none"> ▶ Bicycle Connectivity and Traffic Calming Study (2013)— This study addressed the city's needs, methodology, standards, and recommendations to connect CTfastrak and transit hubs with bike-able routes and multi-use trails to green spaces, residential areas, and the New Britain Central Business District. ▶ CROCOG Active Transportation Audit was developed to determine the walkability and bikability of key locations in the Capitol Region. As it will be important to connect pedestrians and bicyclists to the East Main Street Station and all other CTfastrak and CTrail stations, an intersection within each station area was audited in the fall of 2016. The CROCOG audit gave the East Main Street and Harvard Street intersection a Pedestrian Score of 76 and a Bicycle Score of 65, both out of 100. Pedestrian improvements to sidewalks and street crossings in the immediate vicinity of the station as well as the addition of the multi-use trail along the CTfastrak guideway positively 	<ul style="list-style-type: none"> ▶ Continue to implement the Bicycle Connectivity Plan by starting phases three and four of the plan, which propose bike routes in the station area that connect to the rest of the City's bicycle network. ▶ Work on achieving silver status as a Bike Friendly Community ▶ The City is looking at using Community Development Block Grant funds to complete sidewalk improvements on East Main Street.

<p>impacted the pedestrian score at this intersection as did the scale and mix of uses surrounding the station. The multi-use trail, a great bicycle asset had a positive impact on the bike score; however, implementing on-road bicycle infrastructure such as bike lanes would improve the score in the future.</p> <ul style="list-style-type: none"> ▶ The city has been awarded bronze status as Bike Friendly Community by the League of American Bicyclists. 	
Other Infrastructure	
<ul style="list-style-type: none"> ▶ DECD and OPM Transit-Oriented Development Assistance Grants awarded to build upon past planning efforts and produce recommendations relating to various other actions desirable and necessary for placemaking and creating an attractive and vibrant urban or neighborhood environment. 	<ul style="list-style-type: none"> ▶ Complete and implement infrastructure recommendations generated through Transit-Oriented Assistance Grants.
Brownfields	
<ul style="list-style-type: none"> ▶ 2016 – City was awarded a Brownfields Area-Wide Revitalization (BAR) Planning Grant from the State of Connecticut DECD for detailed site planning, environmental analyses, and preparation of a Master Redevelopment Plan in the vicinity of the East Main Street CTfastrak station connection to the New Britain-Hartford Busway. ▶ Catalyze revitalization of East Main Street transit-oriented development neighborhood with mixed-income housing ▶ Achieve longstanding City objectives for planning of the relocation of the Department of Public Works facility and realignment of East Main/ Newington Ave. ▶ Continue active engagement of TOD planning stakeholders ▶ Capitalize on CTfastrak investment in neighbourhood ▶ Leverage ongoing State planning support from DECD, OPM and DOT. 	<ul style="list-style-type: none"> ▶ Consultant interviews were held for the BAR Grant funded project. Need to get selected consultant under contract, and begin work.
Land Assembly	
<ul style="list-style-type: none"> ▶ DECD and OPM Transit-Oriented Development Assistance Grant awarded to build upon past planning efforts and produce recommendations and identification of various programs and fiscal resources for aiding in land assembly. 	<ul style="list-style-type: none"> ▶ Complete and implement land assembly recommendations generated through Transit-Oriented Development Assistance Grants.
Economic Analysis	

<ul style="list-style-type: none"> ▶ Making It Happen: Opportunities and Strategies for Transit-Oriented Development in the Knowledge Corridor, 2013—briefly describes the TOD potential for the East Main Street Station and the challenges to overcome in the station area. The report indicates that East Main Street Station area is challenged by a weak market for transit-oriented development, but over time could have the opportunity for lower density housing and employment development. ▶ DECD and OPM Transit-Oriented Development Assistance Grants awarded to build upon past planning efforts and produce recommendations and identification of various programs and fiscal resources for financing of residential and mixed-use developments consistent with transit-oriented development principles. 	<ul style="list-style-type: none"> ▶ Work toward addressing the challenges and capitalize on the opportunities outlined in the Making it Happen report. Utilize the strategies for transit-oriented development outlined in the report. ▶ Complete and implement development financing recommendations generated through transit-oriented assistance grant.
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MUNICIPALITY.....	New Britain
SERVICE	CTfastrak
STATION	Downtown New Britain Station
LEAD MUNICIPAL CONTACT	Mark Moriarty, Director of Public Works, City of New Britain

DESCRIPTION OF STATION AREA: The Downtown New Britain CTfastrak station will be located in a traditional small downtown, featuring a walkable streetscape and a concentration of retail and service business. Residential concentrations are located outside the downtown core. Notably, large employers, such as The Hospital of Central Connecticut and the CCSU Institute of Technology and Business Development are located with the TOD area.

Summary of TOD Progress

COMPLETED/UNDERWAY	NEXT STEPS
Comprehensive Plans	
<ul style="list-style-type: none"> ▶ 2010 New Britain Plan of Conservation and Development (POCD) Supports the formulation of Incentive Housing Zones (IHZ's) geared to promoting higher-density mixed use TOD in the vicinity of the Downtown New Britain Station and other two CTfastrak stations in New Britain. ▶ In 2012, the City of New Britain received a \$1.6 million Bus Livability Grant to fund the Main Street Overpass, Phase V of the city's Complete Streets Capital Projects Plan. Construction of the overpass. ▶ The City of New Britain received a \$500,000 CT DECD TOD Assistance Grant awarded in 2014, \$200,000 of which is being used to conduct station area planning to create a more livable station areas. \$180,000 is being used to complete the design of Phase 4 of the Complete Streets Improvement Plan to relocate the pulse point (local bus station) from Bank Street to Columbus Boulevard and implementing an intersection roundabout. The remaining \$120,000 is being used to augment funding for Phase 5 of the plan which consists of the Main Street Overpass over Route 72. A plan for the Main Street Overpass and conceptual design of the Beehive Bridge was completed in January 2015 ▶ The City of New Britain received a \$250,000 CT OPM TOD grant in 2015 for planning work around the city's three CTfastrak Stations, and the city hired Milone & MacBroom 	<ul style="list-style-type: none"> ▶ Work to implement Incentive Housing Zones in each of the three New Britain Station areas including the East Main Street Station. ▶ Complete and implement recommendations of Transit-Oriented Development Assistance Grants. ▶ Implement the recommendations of the Downtown Plan and Strategy and the Downtown New Britain Station Area Plan. ▶ Complete the CTDOT TOD Capacity Study.

<p>(M&M) as its planning consultant. The projects is approximately 75% complete, and the existing conditions analysis, market analysis, and CTfastrak ridership survey phases of the project have been completed as well as initial develop workshops. M&M is currently working with the community on outreach and visioning, establishing development incentives, and is also working on TOD overlay plans. Recommendations and an Implementation strategy will be completed by the mid-fall of 2016 and the results will be summarized in a final report.</p> <ul style="list-style-type: none"> ▶ Downtown Plan and Strategy (2008)—completed preliminary plan outlining opportunities for residential development, creating an inventory of cultural and historic assets, market analysis, infrastructure investments, and financing options for the downtown station area. ▶ New Britain-Hartford Area Planning Project—Downtown New Britain Station Area Plan—report focused on station area and the potential goals for localized mixed-use development, infill housing, and downtown revitalization in the central business district along Main Street, Bank Street, East Main Street, and Columbus Boulevard. ▶ A CTDOT TOD Capacity Study is nearing completion by Parsons Brinkerhoff to determine market and community readiness for TOD. The study will highlight next steps for making CTfastrak station areas more ready for transit-oriented development opportunities. ▶ Comprehensive Parking Study and Parking Strategy – the city is currently seeking funding to conduct this study. 	
Zoning	
<ul style="list-style-type: none"> ▶ The Downtown Station area currently includes a mixture of zones, but is predominantly zoned as a “Central Business District” zone. Some residential and industrial zones are also present in the station area. ▶ Downtown Plan and Strategy (2008) proposed special exceptions change to zoning boundary for B-4 Central Business District, which encompasses pedestrian linkages, street level appropriate use, and exterior façade requirements to preserve cultural character for much of the transit-oriented development area around CTfastrak station, later amended in 2009. 	<ul style="list-style-type: none"> ▶ Formally establish an IHZ in downtown and change zoning regulations to permit development in the zone. ▶ Complete and implement zoning recommendations generated through the Transit-Oriented Development Assistance Grants.

<ul style="list-style-type: none"> ▶ 2011 – Incentive Housing Zone development recommended establishing three zones, including one in downtown. The IHZ report also recommended zoning changes in those areas to allow for workforce housing development. ▶ DECD and OPM Transit-Oriented Development Assistance Grant awarded to build upon past planning efforts and produce zoning recommendations for the East Main Street Station as well as the two other <i>CTfastrak</i> stations in New Britain. 	
Transportation and Complete Streets	
MULTIMODAL TRANSPORTATION ENHANCEMENTS	
<ul style="list-style-type: none"> ▶ Bicycle Connectivity and Traffic Calming Study (2013)— addressed the city’s needs, methodology, standards, and recommendations to connect <i>CTfastrak</i> and transit hubs with bikeable routes and multi-use trails to green spaces, residential areas, and the New Britain Central Business District. ▶ Metro Hartford Region Bike Share Plan (2014) – This study looked at the potential for starting a bike share program in the greater Hartford region. The study proposed a phased approach with bike share stations being developed in the vicinity of New Britain’s <i>CTfastrak</i> stations in the second phase. ▶ Bike Racks have been installed at the station as a part of station development. ▶ Bike Infrastructure Improvements – In 2015 the City completed a great deal of bike connectivity work better connecting the downtown area to the <i>CTfastrak</i> Downtown Station. Some of the highlights include installing bike lanes & significant road diets on Main Street across the overpass over RT 72 and along nearly a 1 mile stretch of Columbus Boulevard. ▶ The Farmington Canal Heritage Trail Gap Closure Study is currently underway and looking at determining a defined corridor to close the Gap in the Farmington Canal Heritage Trail through Plainville and provide a connection to the downtown <i>CTfastrak</i> station in New Britain. When complete, the FCHT will be a continuous 84 mile long multi-use trail from New Haven to Northampton. 	<ul style="list-style-type: none"> ▶ Continue to implement the recommendations from the Bicycle Connectivity and Traffic Calming Study. ▶ Identify funding to implement the recommendations of the Metro Hartford Region Bike Share Plan with the goal of expanding it along the <i>CTfastrak</i> corridor, including locations in the New Britain station areas. ▶ As potential new development occurs in the area of this station, consider the incorporation of bicycle and pedestrian improvements, connectivity and accessibility into new site plans and in the area surrounding the station. ▶ Continue to implement better bicycle infrastructure connecting downtown and surrounding neighborhoods to the <i>CTfastrak</i> Downtown Station Area. ▶ Complete and implement the recommendations of the Farmington Canal Heritage Trail Gap Closure Study.
TRANSIT SERVICE	

<ul style="list-style-type: none"> ▶ Bus Sign Installation – CTtransit is in the process of installing signs along bus routes in the New Britain system. These signs will provide greater visibility for the bus system and allow fixed bus stops to be established. ▶ On-street bus service available in the station area along multiple streets in Downtown New Britain in the station area. ▶ Plans are underway to move local buses from Bank Street to Columbus Boulevard, easing transfers to CTfastrak. ▶ CCSU UPass program – CCSU, in conjunction with CTtransit, established a program to provide free unlimited bus passes to students at CCSU in 2014. ▶ Phase IV Complete Streets Project – The City is in design with its Phase IV Complete Streets Project which among other improvements will relocate the existing downtown “Central Station” bus hub onto Columbus Boulevard greatly improving the local bus service’s connectivity to the downtown CTfastrak Station. ▶ CRCOG and CTDOT are working toward completion of a Comprehensive Transit Service Analysis of CTtransit’s Hartford Division. The study assesses the effectiveness and efficiency of existing transit services to provide recommendations to improve transit service, complement recent and planned transit investment and ensure CTtransit operates as efficiently as possible. 	<ul style="list-style-type: none"> ▶ Complete bus sign installation project. ▶ Improvements to routing and scheduling of on-street bus service will be based on future system evaluations. ▶ Implement the shift of local busses from Bank Street to Columbus Boulevard. ▶ Work with CTtransit, CTDOT and other partners to consider the recommendations of the Comprehensive Transit Service Analysis.
COMPLETE STREETS & RELATED	
<ul style="list-style-type: none"> ▶ Through the assistance of the 2011 HUD Sustainable Communities Grant for \$212,500, the City developed a Complete Streets Master Plan for Downtown New Britain. This plan just won an Engineering Excellend Award from ACEC CT which will be presented in January 2016. ▶ Phase III of the Complete Streets Improvements Plan is funded by \$4.2 million from two grants – a Transportation, Community and System Preservation (TCSP) grant through FHWA at \$1.3 million and an STP Urban Grant at \$2.5million. One of the major outcomes of this phase is a remodel of Central Park in downtown to increase the green space by 50 percent. Project will be complete by the mid fall of 2016. ▶ Phase IV of the Complete Streets Improvements Plan is funded by a \$3 million streetscape grant for Columbus Boulevard, Main Street, and Bank Street from the State of CT Accident Reduction Program. Project will realign Bank Street 	<ul style="list-style-type: none"> ▶ Implement the recommendations of the Complete Streets Master Plan for Downtown New Britain. ▶ Complete Streetscape planning and improvements included in the Downtown Streetscape Improvements Phase IV and V project. ▶ Continue to implement the Bicycle Connectivity Plan by starting phases three and four of the plan, which propose bike routes in the station area that connect to the rest of the City’s bicycle network. ▶ Work on achieving Silver status as a Bike Friendly Community ▶ Future implementation and construction of traffic calming features in the immediate downtown area, including speed humps, speed tables, small traffic circles, bulb-outs, line narrowing, raised crossings, and bike lanes, in accordance with the city’s Bicycle Connectivity and Traffic Calming Study.

<p>and Columbus Boulevard, provide pedestrian improvements on Main Street and Columbus Blvd., and introduce a roundabout gateway and traffic signals to streetscape. Project finalizing design & will be advertised for bidding in the early fall of 2016. Construction is expected to be complete in 2018.</p> <ul style="list-style-type: none"> ▶ Phase IV of the Complete Streets Improvements Plan is funded by a \$3 million streetscape grant for Columbus Boulevard, Main Street, and Bank Street from the State of CT Accident Reduction Program. Project will realign Bank Street and Columbus Boulevard, provide pedestrian improvements on Main Street and Columbus Blvd., and introduce a roundabout gateway and traffic signals to streetscape. Project finalizing design & will be advertised for bidding in the early fall of 2016. Construction is expected to be complete in 2018. ▶ Phase V of the Complete Streets Improvements Plan involves implementing a major road diet, streetscape enhancements, and historically inspired art & architectural features along the Main Street overpass over Route 72. Project is funded through a \$1.6 Mil. FTA Bus Livability Grant, \$2.1 Mil. in State Bonds Funds, CDOT bridge maintenance funds, and City Funds. Project scheduled to be advertised for construction in January of 2017 and expected to involve two complete construction seasons. ▶ Broad Street (Little Poland) Reconstruction Phase II - LTC Construction Company awarded contract. Project cost is \$3.7 million & involves Complete Streets style improvement including streetscape enhancements, road diets, and the reconstruction of Pulaski Park. ▶ CRCOG Active Transportation Audit was developed to determine the walkability and bikability of key locations in the Capitol Region. As it will be important to connect pedestrians and bicyclists to the East Main Street station and all other <i>CTfastrak</i> and <i>CTrail</i> stations, an intersection within each station area was audited in the fall of 2016. The CRCOG audit gave the Main Street and Columbus Boulevard intersection a Pedestrian Score of 74 and a Bicycle Score of 82, both out of 100. Pedestrian improvements to sidewalks and street crossings in the immediate vicinity of the station, as well as all around the downtown area, in conjunction with the city's Complete Streets Master Plan, and the addition of the multi-use trail along the <i>CTfastrak</i> guideway positively impacted the pedestrian score at this intersection, as did the scale and mix of uses surrounding the station. The city's commitment to the 	<ul style="list-style-type: none"> ▶ Complete Broad Street/Little Poland Reconstruction Phase II.
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<p>bicycle as well as the pedestrian in its complete streets implementation as well as the multi-use trail, a great bicycle asset, had a positive impact on the bike score.</p> <ul style="list-style-type: none"> ▶ The city has been awarded Bronze status as Bike Friendly Community by the League of American Bicyclists, and received a number 3 ranking by Bike-Walk CT of all CT's 169 municipalities. 	
Other Infrastructure	
<ul style="list-style-type: none"> ▶ New Britain Downtown District (NBDD) began a Façade Improvement Plan which would allow eligible property owners or tenants to improve signage up to \$3,000, with reimbursement of up to 50% of the cost by NBDD, upon approval. ▶ 2013 -New Britain Police Department completed a new 87,000 square foot complex on Chestnut Street in TOD area, with classrooms and training facilities, dispatch center, emergency operation command center, and 100 seat community room for community meetings. Also includes 2,100 sq. ft. of street level retail space. ▶ DECD and OPM Transit-Oriented Development Assistance Grant awarded to build upon past planning efforts and produce recommendations relating to various other actions desirable and necessary for placemaking and creating an attractive and vibrant urban or neighborhood environment ▶ The City completed the project funded by a National Park Service Grant of \$110,000 to create signage and wayfinding mechanisms for pedestrians and cyclists the downtown area. With the completion of this project, the City installed signage for the Historic New Britain Walking Trails which establishes three district cultural walking trails throughout downtown New Britain. This project involves a Downtown Gold loop, a Museum Green loop, and a Little Poland red loop. ▶ 2016 – City awarded a \$3 Million Congestion Mitigation Air Quality (CMAQ) Grant to upgrade and modernize 13 downtown traffic signals, and establish a traffic control center for the downtown area. 	<ul style="list-style-type: none"> ▶ Utilize the Façade Improvement for existing developments that are interested in the program. ▶ Complete and implement infrastructure recommendations of the Transit-Oriented Development Assistance Grants. ▶ Promote the use of the newly created Historic New Britain Walking Trails. ▶ Implement the projects funded by the recent CMAQ grant.
Brownfields	
<ul style="list-style-type: none"> ▶ 2010 & 2014 DECD Brownfields Grants – The City was awarded over \$3.4 Million in DECD Brownfields Grants to help with assessment, abatement and remediation of several 	<ul style="list-style-type: none"> ▶ Work toward infill of former brownfield properties in the vicinity of the Downtown New Britain CTfastrak Station.

<p>parcels in the vicinity of the Downtown CTfastrak Station associated with the city's downtown urban infill project. All clean-up projects associated with this funding are complete.</p>	
Land Assembly	
<ul style="list-style-type: none"> ▶ June 2012—acquired the former 24,552 sq. ft. Berkowitz Building at 608 Main Street for \$22,000. The City of New Britain also acquired the enterprise zone property at 24 Washington Street for redevelopment. ▶ DECD and OPM Transit-Oriented Development Assistance grant awarded to build upon past planning efforts and produce recommendations and identification of various programs and fiscal resources for aiding in land assembly. 	<ul style="list-style-type: none"> ▶ The city has posted all available properties and is awaiting developer interest to redevelop or rebuild on the selected properties acquired and owned by the Municipal Economic Development department. ▶ Complete and implement land assembly recommendations of the Transit-Oriented Development assistance grants.
Economic Analysis	
<ul style="list-style-type: none"> ▶ Making It Happen: Opportunities and Strategies for Transit-Oriented Development in the Knowledge Corridor, 2013—briefly describes the TOD potential for the New Britain Downtown Station and the challenges to overcome in the station area. The report indicates that the Downtown New Britain Station is challenged by low rents and sale prices as well as vacancies, but has the opportunities of excellent physical characteristics to support transit-oriented development and potential institutional partnerships. ▶ Milone and MacBroom completed an economic market analysis for this, and the two other CTfastrak station areas as part of their TOD Study which will be completed overall by the mid-fall of 2016. ▶ Parsons Brinkerhoff also performed economic market analysis for the four communities along the CTfastrak corridor as part of their TOD Capacity Study for CDOT. 	<ul style="list-style-type: none"> ▶ Work toward addressing the challenges and capitalize on the opportunities outlined in the Making it Happen report. Utilize the strategies for transit-oriented development outlined in the report. ▶ Finalize both the PB and M&M TOD Plans, and implement action items from each.
Development	
<ul style="list-style-type: none"> ▶ A new website www.newbritainidd.com was created in 2014 to show available vacant space for mixed-use properties in the New Britain CBD and transit-oriented development area. The site includes interactive maps, photos, and includes additional civic and educational sites in the area, linked to the available spaces for restaurants, retail, residential, and office development. 	<ul style="list-style-type: none"> ▶ Continue to publicize www.newbritainidd.com to potential developers and Downtown investors. ▶ Complete work at The Rao Building at 160 Main Street. ▶ Seek development opportunities at the old Burritt Bank Building on Main Street and former police station on Columbus Boulevard.

<ul style="list-style-type: none"> ▶ Café Beauregard and Main Pub opened in 2013 at 2 Main Street and 136 Main Street respectively. Café Beauregard famously hosted the President of the United States, prior to a speech he made across town at CCSU in 2014. ▶ The Rao Building, 160 Main Street, which includes street-level retail space and upper floor office space. The building will include five new apartments in late 2014 or early 2015. ▶ The old Burritt Bank Building on Main Street and former police station on Columbus Boulevard are prepared for additional redevelopment opportunities in the transit-oriented development area. ▶ The city is currently seeking proposals from developers interested in turning the site of the former police headquarters on Columbus Boulevard into a mix of housing and retail space. The plans call for proposals to be submitted by February 11th, 2016. ▶ The Old New Britain Herald Building – The developer of the Landmark building one occupied by the New Britain Herald is just weeks away from leasing to its first tenant. Project scheduled to be completed by late summer of 2016. ▶ 27-39 Main Street – The 29,000 sf property transferred for \$875,000 cash to a developer from Brooklyn, NY. The new owner plans on converting the vacant two upper floors into New York style lofts and artist studios. ▶ 2016 – East Main Street - JASKO Development is converting a 4,200 SF old Taco Bell building into a urgent care medical facility. Project is scheduled to be complete in the fall of 2016. Project is close walking distance to the downtown NB CTfastrak station. ▶ July 2016 - 125 Columbus Boulevard This parcel involves the City's old Police Station site which has just been remediated and had the building demolished. The went out to bid for the redevelopment of this parcel, and accepted a plan for a \$58 million, mixed use redevelopment called "Columbus Commons" of the 2.26 acre site by POKO Partners LLC. The project will involve 2 phases of construction, and is expected to take 4 to 5 years to complete. 	
<div>Other</div>	

<ul style="list-style-type: none"> ▶ In February 2014 the City of New Britain was awarded a Connecticut Main Street Center Program/Come Home to Downtown pilot program grant to receive customized technical help to turn vacant or underused buildings in the downtown district into mixed-use spaces. The pilot program was awarded by the CT Housing Finance Authority and administered by CT Main Street Center to help develop 99 West Main Street. This first phase of this project is now complete and a report has been published, Come Home to Downtown, New Britain. ▶ 2015 - Tax Increment Financing (TIF) - The City of New Britain Connecticut was awarded a \$10k grant from CT Main Street to help with establishing TIF financing for development projects. 	<ul style="list-style-type: none"> ▶ Implement the recommendations of the Come Home to Downtown New Britain report. ▶ Implement the TIF District in Downtown New Britain.
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SECTION 2

C*Trail*-Hartford Line Stations

(Minus Hartford Union Station, Flatbush Station and Newington Junction Station
which are included in the Previous Section)

MUNICIPALITY..... Enfield

SERVICE CTrail – Hartford Line

STATION Thompsonville Station

LEAD MUNICIPAL CONTACT Peter Bryanton, Director of Community Development

DESCRIPTION OF STATION AREA: The Thompsonville station area will be located on the western border of the Thompsonville neighborhood, on the Connecticut River. The station will be adjacent to a large multifamily residential complex, with low density residential neighborhoods, industrial uses, and small-scale retail nearby.

Summary of TOD Progress

COMPLETED/UNDERWAY	NEXT STEPS
Comprehensive Plans	
<ul style="list-style-type: none"> ▶ Thompsonville Revitalization Strategy and Plan, 1992. ▶ Thompsonville Revitalization Action Plan Strategy, 2010. ▶ Thompsonville revitalization plans were incorporated into municipal plan of conservation and development. 	<ul style="list-style-type: none"> ▶ Prepare TOD Master Plan for Thompsonville (TOD Planning Grant Awarded January 2015). <ul style="list-style-type: none"> ○ Transportation: Complete Streets Network/Multimodal Transportation/Parking ○ Housing: Needs Assessment & Incentive Housing Zones ○ Zoning: Expansion of Mixed-use and Multifamily Development ○ Redevelopment: Brownfields/Adaptive Reuse/Historic Preservation ○ Economic Development: Job Creation and Private Investment ○ Citizen Participation: Actively engage residents and community leaders
Zoning	
<ul style="list-style-type: none"> ▶ March 2009-adopted guidelines for historic preservation in Thompsonville. ▶ Thompsonville Zoning Study, June 2013. Calls for three distinct zones: multifamily residential, mixed-use, and riverfront district. ▶ Staff are working with PZC to rezone these areas. 	<ul style="list-style-type: none"> ▶ Conduct housing needs assessment and develop and adopt Incentive Housing Zone (IHZ) (\$20,000 IHZ planning grant awarded June 2014). ▶ Additional rezoning as may be recommended by TOD Master Plan.

Transportation and Complete Streets	
MULTIMODAL TRANSPORTATION ENHANCEMENTS	
<ul style="list-style-type: none"> ▶ 2006 FTA \$2.5 million grant for center planning and development: ▶ 2009 Feasibility Study Report ▶ 2009 FTA \$974,000 for land acquisition ▶ 2010 Real Estate Appraisal Report of Key Parcels ▶ 2012 Conceptual Plans and Design ▶ Jan. 2014 Enfield Community Development Corporation (ECDC) acquired 33 North River Street to be centerpiece of Transit Center ▶ Thompsonville Parking Assessment, to serve Transportation Center to be completed early 2015. 	<ul style="list-style-type: none"> ▶ Complete brownfields environmental assessment and remediation at 33 North River Street ▶ Construct Multimodal Transportation Center--\$3.5 million in funding already secured ▶ ECDC is investigating feasibility of utilizing upper floors of 33 North River Street for mixed-income housing development <p>Hartford Line CTrail Service</p> <ul style="list-style-type: none"> ▶ Continue to advocate for completion of Phase 3b of NHHS (Now CTrail Hartford Line) Project.
TRANSIT AND RAIL SERVICE	
<ul style="list-style-type: none"> ▶ 3 bus services in area: CT Transit Express Bus, Pioneer Valley Transit Authority (PVTa) service from Springfield to MassMutual, and Magic Carpet Circulator Bus Service (started January 2013). ▶ Enfield Transit Study, 2012 (focus on Thompsonville, included service planning for Magic Carpet Service). 	<ul style="list-style-type: none"> ▶ Continue to advocate for further transit service improvements in Thompsonville.
ROADS	
<ul style="list-style-type: none"> ▶ November 2014 voters approved \$60 million referendum for ROADS 2015 Capital Improvement Program (CIP), which includes several Thompsonville Streets. 	<ul style="list-style-type: none"> ▶ Complete Thompsonville part of ROADS 2015 CIP.
COMPLETE STREETS	
<ul style="list-style-type: none"> ▶ Town Council resolution to develop Complete Streets Policy. ▶ Spring 2016 – Town awarded a \$698,000 LOTCIP application to fill in the gaps in the multi-purpose trail between the Route 190 Bridge and the transit center/riverfront district ▶ CRCOG Active Transportation Audit was developed to determine the walkability and bikability of key locations in the Capitol Region. As it will be important to connect pedestrians and bicyclists to Enfield Station, and all other CTfastrak and CTrail stations, an intersection within each station area was audited in the fall of 2016. The CRCOG audit gave the Route 5 and Franklin Street intersection a pedestrian score of 77 and a bike Score of 73, both out of 100. The existing sidewalks and pedestrian crossings contributed positively to the pedestrian 	<ul style="list-style-type: none"> ▶ Complete transportation components of TOD Master Plan, to include planning for complete streets network, multimodal transportation, and parking. ▶ Complete LOTCIP to fill in key trail gaps between Route 190 and the transit center/riverfront district. ▶ As potential new development occurs in the area of this station, consider the incorporation of bicycle and pedestrian improvements, connectivity and accessibility to new developments and in the area surrounding the station. ▶ Work with CTDOT to mark bike lanes on U.S. Route 5 as part of repaving or road reconstruction projects.

<p>score, but the auto-dominated character of this roadway had a negative impact. The bicycle score was likely a bit lower, due to the fact that there are few and inconsistent shoulders for cyclists on the roads.</p> <ul style="list-style-type: none"> ▶ Completed CTDOT Road Safety Audit for Route 5 Bike Lane striping project June 2016. 	
Brownfields	
<ul style="list-style-type: none"> ▶ 2012 DECD Regional Brownfields Grant for acquisition, environmental assessment and remediation of 33 North River Street (Multimodal Transportation Center site). Building acquired, Phase II ESA, Phase III ESA and Remediation Action Plan are complete. Remediation of hazardous materials is underway. ▶ 2014 DECD Municipal Brownfields Assessment Grant for former oil tank recovery business and former CL&P power plant (\$300,000). Work to begin soon. ▶ 2016 DECD Remediation Action Grant for 98 Prospect Street for industrial redevelopment project along rail line. 	<ul style="list-style-type: none"> ▶ Complete remediation at 33 North River Street. ▶ Obtain clean-up grant for and conduct remediation at site of former oil tank recovery business and former CL&P power plant. ▶ Acquire 98 Prospect property, remediate site and use to expand existing distribution center along rail line.
Land Assembly	
<ul style="list-style-type: none"> ▶ Enfield is working to acquire key parcels along rail line. ▶ Municipality and partners are reaching out to village area property owners to discuss future plans for their properties. 	<ul style="list-style-type: none"> ▶ Acquire former CL&P Power Plant site. ▶ Identify preferred developer(s) for TOD demonstration project. ▶ Acquire 98 Prospect Street for redevelopment project.
Economic Analysis	
<ul style="list-style-type: none"> ▶ Economic analysis of potential impact of the Multimodal Transit Center and proposed Springfield MGM Casino on Enfield and Thompsonville completed January 2015. 	<ul style="list-style-type: none"> ▶ Take next steps toward implementation of the TOD Master Plan, to include planning for job creation and private investment.
Development	
<ul style="list-style-type: none"> ▶ Bigelow Commons Housing Development (1988)—existing housing development adjacent to planned rail station (470 high-end apartments). 	<ul style="list-style-type: none"> ▶ ECDC is investigating feasibility of utilizing upper floors of 33 North River Street for mixed-income housing development.
Other	
<ul style="list-style-type: none"> ▶ Secured \$3.4 million for river access and recapture activities in vicinity of Multimodal Transportation Center. 	<ul style="list-style-type: none"> ▶ Develop plans for high-speed rail crossing and reconnect community to the Connecticut Riverfront and Transit Center.

MUNICIPALITY..... Windsor

SERVICE CTrail – Hartford Line

STATION Windsor Center Station

LEAD MUNICIPAL CONTACT Peter Souza, Town Manager

DESCRIPTION OF STATION AREA: The Windsor Center station area is located just south of the Central Street grade crossing. The station will also be complemented by a pedestrian bridge to connect both sides of the track. The station is immediately surrounded by a cluster of small to medium size commercial and residential development and town services as well as the Windsor Art Center and Studios.

Summary of TOD Progress

COMPLETED/UNDERWAY	NEXT STEPS
Comprehensive Plans	
<ul style="list-style-type: none"> ▶ New Haven-Hartford-Springfield Commuter Rail Implementation Study Final Report (June, 2005) ▶ \$250,000 TOD Pilot Program grant awarded in 2011 to for development of station area plan related to NHHS rail line. ▶ Windsor Center Transit-Oriented Development: Master Plan and Redevelopment Strategy (2014) ▶ September 2015 – Town Center TOD Master Plan strategies incorporated into POCD. 	<ul style="list-style-type: none"> ▶ Continue to engage, educate, and incorporate feedback from Windsor residents regarding their vision for the downtown TOD area and adjust plans accordingly.
Zoning	
<ul style="list-style-type: none"> ▶ <i>Master Plan and Redevelopment Strategy (Appendix B: Regulatory Framework)</i>-proposed recommendations and guidelines that support urban redesign and multi-modal transportation in strategic development areas in Windsor Center. ▶ Windsor Zoning Ordinance Revisions (2012) ▶ Current Zoning Regulations permit 450,000 square feet of retail space, as well as, 320,000 square feet of office space. ▶ Town amended parking regulations to permit change of use without adding parking and to expand opportunities for joint use of parking. 	<ul style="list-style-type: none"> ▶ <i>Preliminary Administrative Design Review</i>—proposal to develop a Design Review Subcommittee to review all new construction or reconstruction located along public roadways, including: <ul style="list-style-type: none"> ▶ Site Planning and Architectural design to promote sensible and strategic development. ▶ Review of design standards, both in terms of clarity and flexibility in their application. ▶ Communication and transparency plans between developers, town officials, and residents regarding zoning and siting changes. ▶ Promote quality of life standards that allow for access, walkability, and livability.
Transportation and Complete Streets	

TRANSIT AND RAIL SERVICE	
<ul style="list-style-type: none"> ▶ Windsor Center is slated to increase its 5 weekday roundtrip trains to 11-12 roundtrip trains when service begins in 2018. ▶ The Master Plan and Redevelopment Strategy projects upward of 26 weekday roundtrips by 2030. ▶ CROCOG and CTDOT are working toward completion of a Comprehensive Transit Service Analysis of CTtransit's Hartford Division. The study assesses the effectiveness and efficiency of existing transit services to provide recommendations to improve transit service, complement recent and planned transit investment and ensure CTtransit operates as efficiently as possible. 	<ul style="list-style-type: none"> ▶ Pursue formation of Transportation Management Association in partnership with private sector to create shuttle system to/from Windsor Station and corporate employment centers on Day Hill Road. ▶ Work with CTtransit, CTDOT and other partners to consider the recommendations of the Comprehensive Transit Service Analysis.
ROADS	
<ul style="list-style-type: none"> ▶ Repaving and sewer piping replaced in the TOD area along Maple Ave., Spring St., and Court St. Project was completed in July 2014. ▶ Batchelder Road Reconstruction – In 2016 pavement rehabilitation, new sidewalk construction, curbing, drainage improvements, and decorative lighting. In addition, a sidewalk has been installed along Mechanic St. Reconstruction of brick walkways and plaza near historic Train Station area completed December 2015. 	<ul style="list-style-type: none"> ▶ Continue to seek grant opportunities through Main Street Investment program, STP grants (federal), and congestion mitigation and air quality funding (federal).
COMPLETE STREETS	
<ul style="list-style-type: none"> ▶ Master Plan and Redevelopment Strategy, 2014—includes road diet plan for Rt. 159 to remove excess paving and lanes, reconfigure streetscapes for pedestrian and bicycle mobility, and track traffic patterns and circulation. ▶ Plan discusses installation of traffic calming features (neck-downs, crosswalks), cross section standards, narrowing residential streets, and pedestrian oriented districts along Maple and Mechanic Streets. ▶ Main Street Investment Fund Grant application submitted in May 2016 for pedestrian safety and streetscape improvements on Broad St. ▶ CROCOG Active Transportation Audit was developed to determine the walkability and bikability of key locations in the Capitol Region. As it will be important to connect pedestrians and bicyclists to Windsor Center Station, and all other CTfastrak and CTrail stations, an intersection within each station area was audited in the fall of 2016. The CROCOG audit 	<ul style="list-style-type: none"> ▶ Focus on reducing motor vehicle traffic and pavement, wider sidewalks, preservation of green space, and reallocation of parking areas. ▶ Install pedestrian safety signals at two mid-block locations in Windsor Center during FY 2017.

<p>gave the Broad Street and Maple Avenue intersection a pedestrian score of 89 and a bike Score of 82, both out of 100. The well-established sidewalk network, pedestrian crossings and mix of uses in an accessible town center contributed positively to these scores.</p>	
Other Infrastructure	
	<ul style="list-style-type: none"> ▶ The <i>TOD Master Plan and Redevelopment Strategy</i> suggests potential areas for funding and financing infrastructure improvements in the TOD area, including: ▶ Special Assessment or Tax Increment Mini-Districts ▶ Historic Tax Credit Financing ▶ Façade and Signage Improvement Program ▶ Application to state and federal grant programs.
Brownfields	
<ul style="list-style-type: none"> ▶ DECD—Connecticut Office of Brownfield Remediation and Development Grant Awards. ▶ 2009--\$150,000 awarded for brownfield remediation at Best Cleaners site, 292 Poquonock Avenue. ▶ 2011--\$50,000 awarded for brownfield remediation at former Battistons' Dry Cleaning on Broad Street. ▶ 2015 – CRCOG Metro Hartford Brownfield Grant for 26 & 149 Poquonock Avenue. ▶ 2014 – DECD Targeted Brownfield Loan for Windsor Station (130 unit new development). ▶ 2016 – OPM Responsible Growth and TOD Grant of \$993,000 awarded to create a development-ready site near the station. 	<ul style="list-style-type: none"> ▶ Continue to seek grant opportunities that offset any costs of remediation or assessments that would otherwise affect the local tax burden on residents.
Land Assembly	
	<ul style="list-style-type: none"> ▶ Continue to align the town and state approaches to the station area design and TOD opportunities ▶ Continue to identify and use surplus land to support development opportunities for multi-family housing and repurposing of land along Mechanic St., Poquonock Ave., and Palisado Ave.
Economic Analysis	
<ul style="list-style-type: none"> ▶ Making It Happen: Opportunities and Strategies for Transit-Oriented Development in the Knowledge Corridor, 2013—briefly describes the TOD potential for the Windsor 	<ul style="list-style-type: none"> ▶ Work toward addressing the challenges and capitalize on the opportunities outlined in the Making it Happen report.

<p>Center Station. The report indicates that Windsor’s Market Conditions are fairly strong, with potential for market-rate development in the station area. New development could likely consist of lower-density ownership housing and rental apartments, with a small amount of supporting retail.</p>	
Development	
<ul style="list-style-type: none"> ▶ 55-69 Mechanic St. Redevelopment Project—Construction initiated in Summer of 2015 for 130 unit apartment project near commuter rail station. Leasing expected late 2016/early 2017. ▶ 280 Broad Street – Mixed use renovation project – 9 unit residential, 8,000 square feet first floor retail and 450 seat theatre. ▶ Façade Improvement Program – Town funded program to provide 50% match for commercial projects in Town center. ▶ 2016- OPM Responsible Growth and TOD Grant awarded to Town to create development-ready site adjoining station area by relocating animal shelter, clearing buildings and completing environmental assessment and remediation planning. 	<ul style="list-style-type: none"> ▶ The station is immediately surrounded by a cluster of small to medium size commercial development and town services. The town will continue to advocate for smart development and evaluate mixed-use capabilities in the immediate TOD station area. ▶ Begin to utilize the 2016 Responsible Growth Grant to create a development ready site.

MUNICIPALITY.....	Windsor Locks
SERVICE	C <i>Trail</i> – Hartford Line
STATION	Windsor Locks Station
LEAD MUNICIPAL CONTACT	Patrick McMahon, Economic Development Consultant; Jennifer Rodriguez, Town Planner

DESCRIPTION OF STATION AREA: The area surrounding the Windsor Locks Station consists of low-density single-family neighborhoods, with two small shopping centers nearby. Heavy industrial uses, some of which are vacant, are present along the Connecticut River. This station area will offer connections via shuttle bus to Bradley International Airport, which is approximately two miles away.

Summary of TOD Progress

COMPLETED/UNDERWAY	NEXT STEPS
Comprehensive Plans	
<ul style="list-style-type: none"> ▶ Windsor Locks Once and Future, Transit-Oriented Development Study, 2013 – The town undertook this study to understand the potential for transit-oriented development opportunities associated with the town’s downtown station location, to identify properties for shovel-ready, market-based implementation and to position itself for coordinated, controlled growth into the future. ▶ Windsor Locks Plan of Conservation and Development – The 2007 Plan of Conservation and Development states the desire to explore re-establishing the historic train station in Downtown Windsor Locks as the town’s main rail station on the New Haven – Hartford – Springfield Rail Line, now known as C<i>Trail</i>’s Hartford Line. ▶ The Town is restoring the historic train station which the town now owns per recent agreements with Amtrak. Goman & York conducted a Re-Use study to determine the best future use of the historic station (museum/co-working/café/civic meetings space, etc.) utilizing a \$10,000 Preservation of Place Grant from the Connecticut Main Street Center. 	<ul style="list-style-type: none"> ▶ Implement the recommendations of the Windsor Locks Once and Future, Transit-Oriented Development Study. ▶ Implement the recommendations of the Windsor Locks Plan of Conservation and Development and seek to incorporate the concepts of the Once and Future TOD Study into the upcoming update of the POCD. ▶ Implement the Re-Use Study for the historic train station.
Zoning	
<ul style="list-style-type: none"> ▶ Incentive Housing Zone (IHZ) Study, 2014 – The town has completed its incentive housing zone study to look at Incentive Housing Zones in Windsor Locks including transit-oriented 	<ul style="list-style-type: none"> ▶ Implement the zoning recommendations of the IHZ study.

<p>locations near the Windsor Locks <i>CTrail</i> station where there is potential for 675 households to rent or buy housing in downtown over the next five years. The planning and zoning commission is considering its adoption.</p>	
Transportation and Complete Streets	
TRANSIT AND RAIL SERVICE	
<ul style="list-style-type: none"> ▶ The Reuse Study of the Historic Train Station has been completed. ▶ The town has submitted a \$500,000 Small Town Economic Assistance Program grant for the restoration of the historic train Station. ▶ Roof work on the historic station has commenced. ▶ CRCOG and CTDOT are working toward completion of a Comprehensive Transit Service Analysis of <i>CTtransit</i>'s Hartford Division. The study assesses the effectiveness and efficiency of existing transit services to provide recommendations to improve transit service, complement recent and planned transit investment and ensure <i>CTtransit</i> operates as efficiently as possible. 	<ul style="list-style-type: none"> ▶ Implement the recommendations of the Reuse Study of the Historic Station. ▶ Secure STEAP grant for the restoration of the historic train station. ▶ Complete roof work on the historic station. ▶ Work with <i>CTtransit</i>, CTDOT and other partners to consider the recommendations of the Comprehensive Transit Service Analysis.
COMPLETE STREETS	
<ul style="list-style-type: none"> ▶ The Once and Future TOD Study, recommends multi-modal bicycle and pedestrian connections to the potential Downtown Station and bicycle facilities and storage. ▶ As a result of a community walkability audit, the North Central Health District coordinated with Windsor Locks schools and a local iron-work artisan to implement a bike rack program for the downtown area. ▶ CRCOG Active Transportation Audit was developed to determine the walkability and bikability of key locations in the Capitol Region. As it will be important to connect pedestrians and bicyclists to Windsor Locks Station, and all other <i>CTfastrak</i> and <i>CTrail</i> stations, an intersection within each station area was audited in the fall of 2016. The CRCOG audit gave the Main Street and Bridge Street intersection a pedestrian score of 64 and a bike Score of 56, both out of 100. The well-established street grid and accessible residential neighborhood, sidewalks, existing pedestrian crossings contributed positively to these scores. The bike score is not as high due to a lack of bike lanes and bike amenities at the time of the audit and the auto-oriented shopping centers along Main Street. 	<ul style="list-style-type: none"> ▶ Implement the pedestrian and bicycle recommendations of the Once and Future TOD Study. ▶ Continue efforts to make Windsor Locks more bike friendly and encourage partnerships like the one between the school system and the North Central Health District and local businesses. ▶ As potential new development occurs in the area of this station, consider the incorporation of bicycle and pedestrian improvements, connectivity and accessibility to new developments and in the area surrounding the station. ▶ Implement LOTCIP Funded streetscape improvements.

<ul style="list-style-type: none"> ▶ The Town was awarded a LOTICIP grant for \$3 Million for streetscape and traffic enhancements in the area of the station. 	
Other Infrastructure	
<ul style="list-style-type: none"> ▶ Windsor Locks was awarded a state grant to do Canal Trail Enhancements paralleling the Canal in the downtown area. ▶ Several property owners have implemented or been inspired by recommendations of the Once and Future TOD Study in the Downtown area such as: ▶ 60 Main Street has implemented Façade Improvement to add awnings and new signage. ▶ Dexter Plaza on Main Street is considering implementing a new parking layout. 	<ul style="list-style-type: none"> ▶ Continue to seek funding and work with local property owners to implement the recommendations of the Once and Future TOD Study.
Brownfields	
<ul style="list-style-type: none"> ▶ A Brownfields Assessment Grant was awarded to Windsor Locks in 2014 by the CT DECD for a Phase II Environmental Assessment, Phase III and Remedial Action Plan. Also funded was a Hazardous Building Materials Survey for the Montgomery Mill Complex. This project is currently underway. ▶ An application is pending to demolish a deteriorated and contaminated garage building at the river's edge – part of Montgomery Mill. ▶ 2 North Main Street, a former gas station, was privately remediated and redeveloped into a dance studio. Additionally sidewalks were added to access the property. 	<ul style="list-style-type: none"> ▶ Continue the Brownfields Remediation process to ready the Montgomery Mill Complex for redevelopment. ▶ Encourage any further private investment in cleaning brownfield sites in the vicinity of the station.
Economic Analysis	
<ul style="list-style-type: none"> ▶ Making It Happen: Opportunities and Strategies for Transit-Oriented Development in the Knowledge Corridor, 2013—briefly describes the TOD potential for the Windsor Locks Station and the challenges to overcome in the station area. The report indicates that the Windsor Locks Station is challenged by lower market potential than the other stations on the corridor; however, the TOD study that the town completed, the former industrial building which is ripe for adaptive reuse and the connection that this station will have to Bradley International Airport are opportunities that this station could capitalize on. 	<ul style="list-style-type: none"> ▶ Work toward addressing the challenges and capitalize on the opportunities outlined in the Making it Happen report. Utilize the strategies for transit-oriented development outlined in the report.

Development

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| <ul style="list-style-type: none">▶ The Town submitted a Smart Growth/TOD grant in the amount of \$2 Million for predevelopment costs for several parcels across from the future train stop and was awarded \$137,000 for acquisition, environmental site assessment and design. | <ul style="list-style-type: none">▶ Implement predevelopment initiative for parcels near train stop. Prepare for next round of funding for construction costs of retaining walls and grading. |
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MUNICIPALITY.....	Berlin
SERVICE	CTrail – Hartford Line
STATION	Berlin Station
LEAD MUNICIPAL CONTACT	Chris Edge, Director of Economic Development

DESCRIPTION OF STATION AREA: The Berlin-Kensington Village station area is centered on Depot Road, located just off of Farmington Avenue in the Kensington section of Berlin. The station is near banks, small food establishments, small retail and service establishments, a pharmacy, multi-family and mixed use developments and a stable single-family residential neighborhood.

Summary of TOD Progress

COMPLETED/UNDERWAY	NEXT STEPS
Comprehensive Plans	
<ul style="list-style-type: none"> ▶ Berlin Plan of Conservation and Development, 2013 - describes the future vision for the train station area including a blend of residential and commercial development. Also identifies potential areas for medium density and mixed-use development with expanded and shared parking, which promote the TOD as a location for job creation. ▶ South Central Regional TOD Feasibility Analysis – This regional study is currently underway and will be completed by June 2015. This study will look at development strategies and potential, street connectivity, potential for bike and pedestrian enhancements, parking availability, potential for regulatory change, development constraints and the regional context of all CTrail - including Hartford Line Stations - in the SCRCOG region. ▶ TOD Master Plan— CivicMoxie has been chosen as the Town’s consultant to create a more comprehensive TOD plan as well as an implementation strategy for the Berlin Tran Station/Kensington Village area. This work will encompass TOD opportunities as they relate to small properties, larger properties, land assembly, public parking, zoning, modelling, public participation, marketing development constraints, and open space and pedestrian access. 	<ul style="list-style-type: none"> ▶ July 2016 begin process with CivicMoxie on TOD Master Plan.
Zoning	

<ul style="list-style-type: none"> ▶ Planning and Zoning Commission— P&Z approved special permit for Depot Crossing site. Town conveyed contract to acquire and redevelop the Depot Crossing site, 848 Farmington Ave. to CIL for mixed-use residential and commercial space. The project was completed in September of 2014 and as of February 2015 14 of the 16 residential units are rented. This project was assisted by CHFA and CHIF. ▶ The Berlin Plan of Conservation and Development, 2013, supports the establishment of a Village District to enhance the TOD opportunities. 	<ul style="list-style-type: none"> ▶ Zoning Amendments—TOD zoning amendments are competed through PZC, including: ▶ Designation of Kensington Village as a Village District, in accordance with C.G.S. ▶ Approval of a 20 unit per acre zoning in a specified section of the Kensington Village area. ▶ Analysis of TOD zoning proposals that maintain community character and promote redevelopment of properties.
Transportation and Complete Streets	
TRANSIT AND RAIL SERVICE	
<ul style="list-style-type: none"> ▶ The train station is expected to provide bi-directional service along the NHHS line for round trip and commuter services for people who live, work, and visit the area around the station. CTDOT has awarded the contracts for improvements to the Berlin Train Station including restoration of the historic station, and construction of the up and over and expansion of parking. Three adjacent properties were acquired and two substandard buildings were demolished. ▶ CRCOG and CTDOT are working toward completion of a Comprehensive Transit Service Analysis of CT<i>transit</i>'s Hartford Division. The study assesses the effectiveness and efficiency of existing transit services to provide recommendations to improve transit service, complement recent and planned transit investment and ensure CT<i>transit</i> operates as efficiently as possible. 	<ul style="list-style-type: none"> ▶ Encourage connectivity efforts from the station via pedestrian and bicycle friendly enhancements to the nearby Metacomet Trail and New England National Scenic Trail (NET). ▶ Work with CT<i>transit</i>, CTDOT and other partners to consider the recommendations of the Comprehensive Transit Service Analysis.
COMPLETE STREETS	
<ul style="list-style-type: none"> ▶ Main Street Streetscape— two separate Department of Housing grants (2012 & 2014), totaling \$463,570, and \$35,000 in LOCIP funds awarded to make streetscape improvements within the station area. Construction will be complete in late July 2016. ▶ Town Center Streetscapes—Phase I of Town Center area completed using \$550,000 in STEAP funds and local LOCIP and Road and Bridge Funds. Phase I included adding street trees, lighting, signage, sidewalk repair, park construction, and crosswalk painting. ▶ In September 2016, Berlin received a \$500,000 STEAP Grant for the revitalization of the Downtown Village Streetscape. The streetscape improvement project in the Main 	<ul style="list-style-type: none"> ▶ Kensington Village/Train Station Area Sidewalks—received a STEAP grant focused on 7,000 linear feet of sidewalk to connect local neighborhoods to the train station, commercial, and public services. Planning is now underway by Milone & Macbroom, the Town's Consultant ▶ Main Street Grant Project—plan to reconfigure existing parking on Main Street and investigate other areas within the TOD area that would be suitable for public parking and shared use of private parking areas. ▶ Open Space and Pedestrian Connections—proposed STEAP grant application to secure funding for additional pedestrian routes between Town Hall and Percival Field and to the Land Trust behind Kensington Fire House. Additional study is

<p>Street area of Kensington is the second phase of a project now in construction. The construction of streetscape improvements in this area will be an important element in the continuing effort to create a community center in the Berlin Train Station area.</p> <ul style="list-style-type: none"> ▶ CRCOG Active Transportation Audit was developed to determine the walkability and bikability of key locations in the Capitol Region. As it will be important to connect pedestrians and bicyclists to Berlin Station, and all other <i>CTfastrak</i> and <i>CTrail</i> stations, an intersection within each station area was audited in the fall of 2016. The CRCOG audit gave the Main Street and Kensington Road intersection a pedestrian score of 76 and a bike Score of 65, both out of 100. Sidewalks, crosswalks and a mix of commercial and residential uses in the neighborhood contributed positively to the pedestrian score. Lack of infrastructure for cyclists brought the bicycle score down. 	<p>proposed on pedestrian connections between Berlin Steel Company and Old Brickyard Lane.</p> <ul style="list-style-type: none"> ▶ Bike and Pedestrian Connectivity - As potential new development occurs in the area of this station, consider the incorporation of bicycle and pedestrian improvements, connectivity and accessibility to new developments and in the area surrounding the station.
Other Infrastructure	
<ul style="list-style-type: none"> ▶ Police Station - A \$21 million proposed police station was considered by the Town Council in July 2016 for a location adjacent to the Train Station. ▶ Façade and Landscape Improvement Plan— received a \$500,000 STEAP grant in 2013 to assist in upgrades to façade and landscape improvements. As of July 1, 2016, 23 projects have been approved and 17 of these were completed. The Town received notice in early June 2016 that it has been awarded an additional \$500,000 through the Transit-Oriented Development and Responsible Growth Grant through OPM. 	<ul style="list-style-type: none"> ▶ The TOD proposal calls for analysis of smaller and larger properties alike with a goal of approving the physical attractiveness of downtown as a viable business areas. This would include façade improvements as part of the STEAP-funded Façade and Landscape Improvement program.
Brownfields	
<ul style="list-style-type: none"> ▶ Municipal and Regional Brownfield Grants - \$1,288,557 has been awarded for 889 Farmington Ave site to complete demolition of buildings, hazardous material/asbestos abatement, and completion of a remedial action plan (RAP) and engineered control variance (ECV). Building demolition is complete and a part 1 ECV has been approved by DEEP. ▶ Brownfield Grants— Received \$75,000 for assessment of two properties which have been underutilized. Assessments are close to completion on both. An additional \$100,000 assessment grant was received for a 75 acre parcel of land which is a short distance to the Train Station 	<ul style="list-style-type: none"> ▶ Continue to apply for state and federal agency grants that work to assess and remediate brownfield properties. ▶ Complete brownfields assessments that are currently underway on two underutilized properties.

Land Assembly	
<ul style="list-style-type: none"> ▶ 2011—demolition of properties at 851 & 857 Farmington Avenue by CTDOT. ▶ 2014— Town completed demolition for 1.65 acre property at 889 Farmington Avenue for new development site. Planned reuse of 889 Farmington Avenue is for “boulevard” to train station and for 1.2 acre redevelopment site. 903 & 913 Farmington Avenue remain available for proposed Berlin Police Station. ▶ 2016 – CIL chosen as preferred developer of the 889 Farmington Avenue site. Discussions and planning continue with CIL. 	<ul style="list-style-type: none"> ▶ The TOD proposal includes a land assembly analysis to address land use for parking cooperatives among businesses and the acquisition of land for small public parking areas adjacent to existing properties. ▶ Work with CIL on development of the 889 Farmington Avenue site.
Economic Analysis	
<ul style="list-style-type: none"> ▶ Making It Happen: Opportunities and Strategies for Transit Oriented Development in the Knowledge Corridor, 2013—includes brief economic market analysis of Berlin’s potential as a gateway between Hartford and New Haven NHHS areas. 	<ul style="list-style-type: none"> ▶ TOD proposal includes an additional marketing component to formalize a program to support marketing efforts for sale and leasing of private properties through a portal on the Berlin town website. ▶ Further analysis is proposed to develop a planned tenant mix with what business mix is missing or under-represented in the TOD area.
Development	
<ul style="list-style-type: none"> ▶ July 2015—WMC Consulting Engineers hired to prepare plans and specifications for the STEAP funded “boulevard” through 889 Farmington Avenue to Berlin Train Station. The Town is working closely with CIL, DOT and WMC on the design. ▶ Veterans Park/Legion Square Area Projects—completion of Phase I and I(a.) redevelopment to improve public spaces and demolish substandard buildings in station area to make way for new private development including notably businesses like Stop & Shop and Walgreens Pharmacy. ▶ Depot Crossing Project—848 Farmington Avenue project completed under new developer with assistance from CHIF/CHFA funds, tax waivers, and \$40,000 façade grant. Sold to Corporation for Independent Living in February 2014 for site development and the project was completed in September of 2014. 15 of 16 apartments rented as of October 2015. ▶ Main Street Streetscape – construction to be completed in July 2016. 	<ul style="list-style-type: none"> ▶ Veterans Park/Legion Square Projects—phase 2 of the Veterans Park has been completed by LaRosa Earth Group in June 2016. The park now encompasses two parcels, a foot bridge, a memorial with flags for each service and two gazebos.

MUNICIPALITY.....	Meriden
SERVICE	CTrail – Hartford Line
STATION	Meriden Station
LEAD MUNICIPAL CONTACT	Juliet Burdelski, Economic Development Director

DESCRIPTION OF STATION AREA: The new Meriden Transit Center will be located along State Street and will be integrated into the TOD development area on Colony Street. The station will be adjacent to large multifamily residential complexes, community health and social services offices, industrial manufacturing, and small-scale retail nearby.

Summary of TOD Progress

COMPLETED/UNDERWAY	NEXT STEPS
Comprehensive Plans	
<ul style="list-style-type: none"> ▶ Plan of Conservation and Development, 2009-2019—outlined application of smart growth principles to the TOD sub-districts that incorporate a sustainable mix of residential and commercial development through urban infill. ▶ Meriden Transit-Oriented Development Master Plan, 2012 included current condition analysis, design concepts for the Meriden Intermodal Center, station-area market analysis, long-term public/private strategic plans, and recommendations for improving traffic patterns and parking. ▶ Choice Neighborhoods Transformation Plan – The city recently completed this plan in 2015 to transform downtown Meriden into a vibrant neighborhood where people desire to live, work, shop and play while also being economically and environmentally sustainable and socially equitable. ▶ South Central Regional TOD Feasibility Analysis – Completed in June 2015, this study looks at development strategies and potential, street connectivity, potential for bike and pedestrian enhancements, parking availability, potential for regulatory change, development constraints and the regional context of all CTrail - including Hartford Line Stations - in the SCRCOG region. ▶ DECD Brownfields Area-Wide Remediation (BAR) Grant – The City was awarded a \$100,000 grant to develop a commercial retail and arts plan for the downtown and for site reuse planning at three downtown locations (16 Church Street, 25 Colony and 1 King Place). 	<ul style="list-style-type: none"> ▶ 11 original planning tasks completed by the city (June 2015). Documents available for public review at: http://www.meriden2020.com/FileRepository/. Additional tasks to be completed include: ▶ Implement 2014/2015 TOD Planning Grant including completion of 100% engineering design plans for phased roadway improvements in the TOD zoning district and continued management/oversight of development of City-owned properties in the TOD District. ▶ Implement the recommendations of the Choice Neighborhoods Plan. ▶ Promote public awareness of the City’s plans through www.meriden2020.com. ▶ Work with SCRCOG to help with the completion of the South Central Regional TOD Feasibility Analysis. ▶ Implement the recommendations of the Meriden Transit-Oriented Development Master Plan. ▶ Work with SCRCOG and Milone and MacBroom to complete “first mile/last mile study” related to Meriden’s NHHS rail station project. ▶ Work toward developing the commercial retail and arts plan funded by the BAR Grant.

Zoning	
<ul style="list-style-type: none"> ▶ HUD Sustainable Communities Initiative Grant, 2012 \$216,722.85 awarded to city to study TOD Zoning Regulation changes for Meriden TOD District; rezoning completed. ▶ February 2013—City adopted Transit-Oriented Development Sub-District Zoning Regulations to establish 5 such districts within the city, focusing on site development standards. 	<ul style="list-style-type: none"> ▶ Work toward implementation of TOD zoning regulations as proposals are submitted to the Planning Department.
Transportation and Complete Streets	
MULTIMODAL TRANSPORTATION ENHANCEMENTS	
<ul style="list-style-type: none"> ▶ Meriden Transportation Center Intermodal Station, 2011 concept included high speed rail access, commuter rail access, “up and over” bridge design, transit bus access commuter parking, traffic circulation, drop-off/pick-up areas, pedestrian and bicycle access. Design plans finalized and approved by CTDOT, 2013. Construction underway and scheduled to be completed in 2017. 	<ul style="list-style-type: none"> ▶ Secure local, state and federal funds to finalize 100% engineering design plans and complete roadway improvements to ensure the public has multi-modal access to public transit service. ▶ Finalize development agreements for properties located within the TOD zoning district and within walking district to the Meriden Transit Center.
TRANSIT AND RAIL SERVICE	
<ul style="list-style-type: none"> ▶ NHHS rail service will increase current service from 6 trips daily to 12-17 round trip trains in 2018. ▶ 45 minute frequency during peak hours. The service will also include a bi-directional commuter rail service. ▶ 7 new bus bays would accommodate existing three <i>CTtransit</i> services, 1 Middletown (M-Link), 1 bay for the Meriden Express (commuting to Hartford), and 1 bay for regional/interstate buses. 	<ul style="list-style-type: none"> ▶ Implement downtown shuttle bus to serve businesses and establishments in the TOD zoning district. ▶ Use \$25,000 in 2014/2015 CTDOT Planning Grant funds for continued project management and oversight of the program, includes awareness programs and prep for rail service in 2018. ▶ Coordinate City and State parking policies for parking located near the MTC/rail area.
ROADS	
<ul style="list-style-type: none"> ▶ Two-way traffic restoration engineering planning is 40 percent complete to date. 	<ul style="list-style-type: none"> ▶ Utilize \$100,000 in 2014/2015 CT DOT Planning Grant funds to complete 100% engineering design plans for West Main Street and Colony Street and use \$750,000 in local funds to complete construction. Continue to pursue local, state and federal funds to complete design plans and construct improvements to Cook Ave., Hanover St. and Perkins Sq. ▶ Identify funds to complete TOD Multi-modal Roadway improvement project, a \$15 million project to complete 100% design plans and implement all proposed roadway improvements in TOD district by 2018. ▶ Utilize \$3 million in CMAQ funds and \$3 million on LOTCIP funds to implement signalization and Pratt Street Blvd. Project.

COMPLETE STREETS	
<ul style="list-style-type: none"> ▶ TOD Traffic/Streetscape Preliminary Design, March 2014—New roadway configuration to provide pedestrian and bicycle friendly connections and enhance traffic calming features with visual streetscape treatments to increase visibility. 	<ul style="list-style-type: none"> ▶ Continue to seek and secure local, state and federal funds to finalize 100% engineering design plans and complete roadway improvements to ensure the public has multi-modal access to public transit service. ▶ Advocate for improvements to streetscapes, traffic plans, and sidewalks.
Other Infrastructure	
<ul style="list-style-type: none"> ▶ 2012-2018 Capital Improvement Plan—approved \$21.75 million in multiphase Harbor Brook Flood Control Projects. ▶ Meriden HUB Park and Flood Control Project—Completed \$14 million project in September 2016 including public park with gathering places and links to greenway, pedestrian improvements to the Meriden transit center, and amphitheatre for public events. ▶ 88 State St. (former YMCA and Stone Insurance building) was demolished October through November 2014. 	<ul style="list-style-type: none"> ▶ Continue to identify up to \$35 million for flood control improvements with the goal to reduce 100-year flood plain from 225 acres to 95 acres and remove 150 properties/structures from list, and reduce flood insurance risk. ▶ Complete Phase III/IV of Quinnipiac River Linear Trail into Downtown Meriden as funds are identified.
Brownfields	
<ul style="list-style-type: none"> ▶ USEPA Brownfields Assessment & Clean-Up Grants—for phase I, II, & III remediation activities for HUB site at 50 East Main Street, 116 Cook Avenue, Mills Memorial Apartments “Mega Block”, and former Meriden-Wallingford Hospital site at 1 King Place. ▶ City awarded \$200,000 in USEPA funds to complete citywide brownfields assessments and to complete site reuse planning at brownfield sites. Activities to be completed from Oct 2015-2018. ▶ City awarded \$979,000 in DECD funds to complete assessment and clean-up of redevelopment sites located within the TOD District, including the Mills Memorial Housing Complex, the HUB, 177 State Street, 1 King Place, 11 Crown Street, and 116 Cook Ave. Assessment and clean-up to be completed in 2015/2016. ▶ City awarded \$1.72 million in DECD funds to complete demo and remediation at 11 Crown Street. Demo to be completed in 2017. ▶ City awarded \$2 million in DECD funds to complete demo at 144 Pratt Street (Mills Memorial Public Housing Complex). Demo to be completed in 2017 following the relocation of all residents. 	<ul style="list-style-type: none"> ▶ Continue to utilize Brownfields funding granted from US EPA and DECD to assess, clean and demo properties in the vicinity of the station. ▶ Work toward developing the commercial retail and arts plan funded by the BAR Grant.

<ul style="list-style-type: none"> ▶ DECD Brownfields Area-Wide Remediation (BAR) Grant – The City was awarded a \$100,000 grant to develop a commercial retail and arts plan for the downtown and for site reuse planning at three downtown locations (16 Church Street, 25 Colony and 1 King Place). ▶ Completed assessment of 62 Cedar St, 161 State Street, 144 Mills Memorial and clean-up of 177 State St. prior to redevelopment. 	
Land Assembly	
<ul style="list-style-type: none"> ▶ City acquired or assembled sites totaling 25 acres for TOD District Redevelopment: 116 Cook Ave., 25-33 Colony St., Former Factory H site on Cooper St., remaining parts of the Meriden HUB site, Record Journal building at 11 Crown St., and former Meriden-Wallingford Hospital at 1 King Pl. 	<ul style="list-style-type: none"> ▶ July 20, 2015, City formally designated Pennrose Properties is the preferred developer of the HUB site, the Michaels Organization as the preferred developer of 11 Crown Street, and POKO as the preferred developer of 116 Cook Ave. and Factory H.
Economic Analysis	
<ul style="list-style-type: none"> ▶ 2012 CTDOT TOD Pilot Grant substantially completed all TOD Pilot tasks, including the completion of TOD Market, Financial and Economic Assessments and a TOD developer RFQ/RFP. 	<ul style="list-style-type: none"> ▶ Finalize development plans with developers selected through the TOD RFQ/RFP process for the development of 116 Cook Ave., Factory H, the HUB and 11 Crown Street.
Development	
<ul style="list-style-type: none"> ▶ The City selected three developers for four city owned sites in the Meriden, CT TOD District – Pennrose, Michaels and POKO. ▶ Awarded HUD Choice Neighborhoods Planning Grant (2012) to transform Mills Memorial Public Housing Complex. The Choice Neighborhoods Transformation Plan for the redevelopment of the Mills Memorial Public Housing project was finalized in June 2016. ▶ Awarded \$797,000 for assessment and cleanup of sites related to redevelopment of the Mills Memorial Housing Complex. ▶ Awarded \$22 million from state and federal funds for mixed-use development at 24 Colony Street approved which has formally commenced construction. A mixed use TOD development in partnership with the Meriden Housing Authority, Westmount Development, the City of Meriden and the State of CT (DOT, CHFA, DOH) is expected to generate 	<ul style="list-style-type: none"> ▶ Work toward implementation of the Choice Neighborhoods Transformation Plan. ▶ Continue clean-up work on the Mills Memorial Housing Complex. ▶ Finish development of 24 Colony Street. ▶ Finalize development agreements for 116 Cook Ave. and Factory H.

<p>\$36.67 million in regional economic activity and create 259 new jobs.</p> <ul style="list-style-type: none"> ▶ NHHS Rail Program Tax Credits—program identified 70 Britannia Street property eligible for redevelopment tax credits for historic properties along the <i>CTrail</i> Hartford Line. ▶ Finalized development agreements with developers selected through the TOD RFQ/RFP process for the development of the HUB and 11 Crown Street. Development agreements for 116 Cook Ave. and Factory H are pending. 	
Other	
<ul style="list-style-type: none"> ▶ February 2014—City awarded Connecticut Main Street Center Program/Come Home to Downtown Pilot Program to receive customized technical help to turn vacant or underused buildings in the downtown district into mixed-use spaces. The pilot program was awarded by the CT Housing Finance Authority and will be administered by CT Main Street Center. ▶ Worked with CT Main Street Center to complete a building analysis and feasibility study for 21 Colony Street. Seeing public and private financing to implement mixed use project including 12 housing units and 6,000 sf commercial/retail. 	<ul style="list-style-type: none"> ▶ Work toward development of 21 Colony Street.

MUNICIPALITY.....	Wallingford
SERVICE	CTrail – Hartford Line
STATION	Wallingford Station
LEAD MUNICIPAL CONTACT	Kacie Costello, Town Planner

DESCRIPTION OF STATION AREA: The Wallingford Station is located just north of the historic downtown of Wallingford, along the old industrial and commercial Route 5 corridor. The half mile radius around the station includes residential areas with the highest density in town, numerous governmental, educational and religious institutions, downtown restaurants, shops and professional services and private employers occupying older industrial buildings

Summary of TOD Progress

COMPLETED/UNDERWAY	NEXT STEPS
Comprehensive Plans	
<ul style="list-style-type: none"> ▶ OPM Grant for TOD/Station Area Plan of Development – Wallingford was awarded \$75,000 from the Connecticut Office of Policy and Management TOD grant program in January 2015 to conduct a TOD/Station Area Planning Process. The TOD Plan and associated Market Analysis were completed in June 2016. Recommendations include: creation of a TOD zone or modifying/updating the existing Incentive Housing Overlay Zone; encouraging mixed-used development south of the new platform; street enhancements; and encouraging new higher-density housing along North Colony St. (Route 5). ▶ South Central Regional TOD Feasibility Analysis – Completed in June 2015, this study looks at development strategies and potential, street connectivity, potential for bike and pedestrian enhancements, parking availability, potential for regulatory change, development constraints and the regional context of all CTrail - including Hartford Line Stations - in the SCRCOG region. ▶ Wallingford Plan of Conservation and Development, 2015 includes a section that discusses, and makes recommendations regarding Wallingford center which is directly linked to the TOD area. Recommendations supports building framework for TOD with elements such as housing development, establishing zoning specific to the Town center, reductions in parking requirements, encouraging mixed-use development, and exploration of roles Town could play in catalysing development. 	<ul style="list-style-type: none"> ▶ Prioritize implement the recommendations of the TOD/Station Area Plan of Development. ▶ Coordinate with SCRCOG on the links between the Regional TOD Feasibility Analysis and the Wallingford TOD/Station Area Plan. ▶ Coordinate implementation of the TOD Plan with the recommendations in the 2015 POCD related to the Town center.

<ul style="list-style-type: none"> ▶ Economic Development Recommendations include a policy to concentrate development efforts in downtown as well as one other areas. 	
Zoning	
<ul style="list-style-type: none"> ▶ Wallingford has recently implemented an Incentive Housing Zone (IHZ) in Downtown Area adjacent to CTrail Station to allow for/promote greater housing affordability, promote mixed-use development and TOD-appropriate housing, and lower parking requirements. ▶ Wallingford's current zoning regulations include language allowing Adaptive Reuse of any building in any zoning district to multi-family dwelling subject to special permit. This flexibility in the city's current zoning will allow for easier redevelopment in the area of the CTrail station. ▶ The Wallingford Planning and Zoning Commission is currently in the process of reducing parking requirements in the CA-6 Zone, which encompasses a portion of the TOD Plan area. Adoption of the change is expected for the end of 2016/beginning of 2017. 	<ul style="list-style-type: none"> ▶ Explore development of TOD Zoning Regulations and/or modification to the existing IHZ. ▶ Approve changes to parking requirements in existing CA-6 zone ▶ Develop "Town Center" specific zone which incorporates new CA-6 parking requirements. ▶ Make use of the existing Adaptive Reuse regulation to maximize development opportunities in the vicinity of the station.
Transportation and Complete Streets	
TRANSIT AND RAIL SERVICE	
<ul style="list-style-type: none"> ▶ The Station has been relocated north of current location. ▶ A new drop-off/pick-up location for CTtransit's C route has been shown on DOT's preliminary designs for the station's soon-to-be-built South Parking Lot. 	<ul style="list-style-type: none"> ▶ Continue to explore options for multi-modal connections to the station.
ROADS	
<ul style="list-style-type: none"> ▶ The TOD/Station Area Planning Process will include a study of circulation patterns around the downtown in the vicinity of the station. 	<ul style="list-style-type: none"> ▶ Implement any roadway and circulation recommendations stemming from the TOD/Station Area Planning Process.
COMPLETE STREETS	
<ul style="list-style-type: none"> ▶ Town currently requires that sidewalks be installed in all residential developments. ▶ The Town has a Streetscape Enhancement Program which has been implemented in portions of the TOD area; additional improvements are currently being pursued along portions of Hall Avenue. 	<ul style="list-style-type: none"> ▶ As part of the TOD/Station Area Plan of Development, incorporate a delineation of clear and inviting bicycle and pedestrian infrastructure from the station platform to surrounding areas. ▶ Pursue funding for, and implementation of, street improvements in TOD Plan

<ul style="list-style-type: none"> ▶ The TOD Plan makes several specific recommendations for street improvements within the TOD area. ▶ The TOD Plan includes recommendations for bicycle connectivity enhancements ▶ The Incentive Housing Zone requires certain streetscape improvements for new developments 	
Other Infrastructure	
<ul style="list-style-type: none"> ▶ Currently parking requirements are universal throughout town based on use, with the exception of a reduction in requirements in the Incentive Housing Zone. Wallingford is pursuing a modification of parking requirements in the CA-6 zone which encompasses a portion of the TOD area. 	<ul style="list-style-type: none"> ▶ As part of the TOD/Station Area Plan of Development, incorporate a study of parking requirements in the station area. ▶ Consider improvements to existing public parking lots; consider creation of fund for maintenance/enhancement
Land Assembly	
<ul style="list-style-type: none"> ▶ Currently the mixture of zones (eleven different zones in the station area) and multiple ownerships create hurdles for land assembly in the area of the station. 	<ul style="list-style-type: none"> ▶ As part of the TOD/Station Area Plan of Development, identify usable options to overcome such hurdles as property assemblage in an area where there are multiple owners. ▶ Identify funding assistance that may be available to private developers for property assemblage
Economic Analysis	
<ul style="list-style-type: none"> ▶ Market Assessment – Wallingford TOD Potential (2016) was developed as part of the TOD Station Area Plan, and provided in-depth information regarding market potential in the area, estimating that there is strong support for retail/service in the area, especially food service and convenience based retail/service, as well as for rental housing. 	<ul style="list-style-type: none"> ▶ Continue to explore zoning changes that are in line with the Market Assessment ▶ Consider pursuit of funding sources as recommended in the TOD and POCD
Development	
<ul style="list-style-type: none"> ▶ The TOD/Station Area Development Plan outlines development strategies in the area of Wallingford Station, and identifies several sites with high development potential as examples. ▶ The Town is currently discussing potential tax incentives for development in the Incentive Housing Zone ▶ The former Mill on Parker Place was converted into 120 condominiums across the street from the station; an additional 195 units have been approved for that property and the adjacent property. 	<ul style="list-style-type: none"> ▶ Implement the development strategies outlined in the TOD/Station Area Plan of Development once it is complete. ▶ Continue to consider tax incentives in the IHZ ▶ Continue to seek development opportunities in the area of the station.

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| <ul style="list-style-type: none">▶ The former factory on Judd Square was converted to 255 condominiums half a mile to the south of the station abutting the rail line. | |
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MUNICIPALITY..... North Haven

SERVICE CTrail – Hartford Line

STATION North Haven Station

LEAD MUNICIPAL CONTACT Jonathan Bodwell, Town Engineer

DESCRIPTION OF STATION AREA: The North Haven station will be located at the southeast corner of Devine St. and State St. The dominant land uses in the area are industrial and medical complexes. The Yale-New Haven Hospital, a medical office complex, and the Central Animal Hospital of New England, are all within the area. A small, but growing, number of residential developments are also located in the area. The station enjoys good highway access via Interstate 91, Route 40, Route 5, and Route 15.

Summary of TOD Progress

COMPLETED/UNDERWAY	NEXT STEPS
Comprehensive Plans	
<ul style="list-style-type: none"> ▶ Application to OPM for TOD Master Plan - The Town submitted an application to OPM for a grant to develop a TOD Master Plan. ▶ South Central Regional TOD Feasibility Analysis – Completed in June 2015, this study looks at development strategies and potential, street connectivity, potential for bike and pedestrian enhancements, parking availability, potential for regulatory change, development constraints and the regional context of all CTrail - including Hartford Line Stations - in the SCRCOG region. ▶ North Haven Plan of Conservation and Development – an update of this plan is currently underway. 	<ul style="list-style-type: none"> ▶ The project was not chosen for funding. Continue to seek funding for the TOD Master Plan. ▶ Follow-up on the South Central Region TOD Feasibility Study to develop local recommendations ▶ Work toward implementing and incorporating TOD recommendations into further planning efforts by the municipality such as in the Plan of Conservation and Development.
Zoning	
<ul style="list-style-type: none"> ▶ Zoning in the station area is a mix of industrial, commercial, and office zones including a new overlay zone (May 2013) entitled Medical Epicenter Elderly Residential Zone. Residential zones exist on the edges of the station area. 	<ul style="list-style-type: none"> ▶ Study zoning designations in the station area and consider changes to respond to market demands.

Transportation and Complete Streets	
TRANSIT AND RAIL SERVICE	
<ul style="list-style-type: none"> ▶ Transit Alternatives Analysis - The Greater New Haven Transit District (GNHTD) is planning to undertake a study to identify and enhance transit in New Haven and immediate surrounding communities. The study will review transit needs and explore options for improving access and mobility. 	<ul style="list-style-type: none"> ▶ Work with GNHTD and the City of New Haven on the Transit Alternatives Analysis to ensure that transit access in the North Haven station area is considered.
COMPLETE STREETS	
<ul style="list-style-type: none"> ▶ The State of Connecticut has hired a consultant to develop a “walkability” plan for the North Haven Station area. The process is underway. 	<ul style="list-style-type: none"> ▶ Complete “walkability” study and seek funding to implement recommendations.
Brownfields	
<ul style="list-style-type: none"> ▶ Pfizer Upjohn facility remediation - Pfizer is in the process of remediating the site of its former Upjohn facility (directly adjacent to the rail line and just south of the station). The site will be home to a park with hiking trails and a large business park. 	<ul style="list-style-type: none"> ▶ Pfizer continues to work on remediation plans. The Town continues to work with Pfizer to develop a business park on the site and secure tenants.
Land Assembly	
<ul style="list-style-type: none"> ▶ Pfizer Upjohn facility remediation - Pfizer is in the process of remediating the site of its former Upjohn facility (directly adjacent to the rail line and just south of the station). The site will be home to a park with hiking trails and a large business park 	<ul style="list-style-type: none"> ▶ Work with Pfizer to develop the business park and find tenants.
Economic Analysis	
<ul style="list-style-type: none"> ▶ Retail Market Study for Upper Washington Avenue: This study looked at market conditions in a retail corridor in the north part of the town (not in the TOD area). The study determined that Quinnipiac University’s expansion in the town, and the redevelopment of a former Pratt & Whitney site could spur further development throughout town. 	<ul style="list-style-type: none"> ▶ Follow up on the Upper Washington Avenue study to look at retail and office markets in the TOD area.
Development	
<ul style="list-style-type: none"> ▶ Continued expansion of medical complexes: A new 14,000 square foot medical services building has been approved by the Town and will begin construction in the spring of 2015. 	<ul style="list-style-type: none"> ▶ Work with medical complexes to ensure integration with the rail station.

<ul style="list-style-type: none">▶ Housing developments underway: A 55 and over residential development is under construction in the TOD area.	<ul style="list-style-type: none">▶ Work with new 55 and over residential development to ensure infrastructure is in place to provide connections to the TOD area.
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MUNICIPALITY.....	New Haven
SERVICE	CTrail – Hartford Line
STATION	Union Station & State Street Station
LEAD MUNICIPAL CONTACT	Doug Hausladen, Director of Traffic, Transportation & Parking

DESCRIPTION OF STATION AREA: The 11th busiest Amtrak station for the entire Amtrak system and an important link for MetroNorth in Connecticut, Union Station is within walking distance of redevelopment site at the former coliseum, part of the Downtown Crossing redevelopment project. The station is in close proximity to approximately 1500 new housing units and retail space over the next several years. Just a mile northeast The State Street Station was opened in 2002 to serve the State Street Metro-North/Shore Line East lines. In 2006, the City of New Haven worked alongside the developer, Becker & Becker, to redevelop 360 State Street, a 1.6 acre brownfield site adjacent to the station. 360 State Street represents what is achievable in a TOD area where urban infill is the main objective. The site is now home to 500 high-end residential apartments with many amenities, parking and car sharing, and street level retail and service businesses. Municipal government offices, private professional offices, and Yale University are all concentrated in the TOD area.

Summary of TOD Progress

COMPLETED/UNDERWAY	NEXT STEPS
Comprehensive Plans	
<ul style="list-style-type: none"> ▶ Hill-to-Downtown: Community Plan, The Hill-to-Downtown Community Plan is a joint effort of the US Department of Housing and Community Development, the Connecticut Department of Economic and Community Development and the City of New Haven. The plan was approved by the Board of Alders in 2015. Built with strong community engagement, this concept plan to focuses on five key areas of the Hill and Downtown area to optimize opportunities for smart growth and development enabled by greater mobility and neighborhood connectivity. ▶ Wooster Square / Water Street Plan, With grant assistance from the Connecticut Office of Policy and Management, the City is working with a local stakeholder committee to develop a land use plan for the southern half of historic Wooster Square. This is an area with significant TOD opportunities due to its proximity between Union and State Street Stations. ▶ CDBG-NDR – The City worked in partnership with the Connecticut Department of Housing to complete work on the Hill to Downtown Stormwater Management Study. The study will lead to design and implementation of green infrastructure and capacity enhancements within the drainage basin. These 	<ul style="list-style-type: none"> ▶ Work toward implementation of the Hill to Downtown Community Plan. Recent accomplishments include the Downtown South-Hill North development agreement and the Church Street South Redevelopment. (See “Development” section for more details). ▶ Wooster Square / Water St: Work toward implementation of future land use and transportation concepts for the Wooster Square/Water Street area. Utile, Nelson/Nygaard and Ninigret Partners lead the consulting team, which is working on an aggressive schedule to complete the project by December, 2016. The first community meeting was held in July, 2016 and the second community meeting is scheduled for October 4, 2016. As part of this project, the City is exploring a redesign of State Street, which would open up development opportunities within walking distance of both stations. ▶ CDBG-NDR: Storm modeling and conceptual design tasks were completed earlier this year with a final report expected in the 4th quarter of 2016. ▶ Long Wharf: The grant agreement was signed and work has started on the Long Wharf Drive improvements. Later in the year, the City will seek consultant services for the streetscape,

<p>improvements are intended to address the dual challenges of tidal influences and storm drainage issues, particularly on Union Avenue.</p> <ul style="list-style-type: none"> ▶ Long Wharf Responsible Growth Plan – The City was awarded a \$935,000 planning and construction grant to extend transit-oriented investment into the Long Wharf District. This is a 300+ acre area located to the south and east of Union Station. Tasks include a transportation plan and streetscape improvements, an economic study and enhancements to the Long Wharf Drive/Long Wharf Park environment. 	<p>transportation and economic studies. A community meeting will be held in late Fall or early 2017.</p>
Zoning	
<ul style="list-style-type: none"> ▶ BD Zoning Ordinance Revisions. The City Plan Department and City Plan Commission completed work on the new Vision 2020 Comprehensive Plan and are now working on the zoning implementation. ▶ Hill to Downtown: As part of the Downtown South Hill North Agreement, a tandem zone change to BD-3 was approved by the Board of Alders. BD-3 is a high density mixed use zone consistent with community plan recommendations. 	<ul style="list-style-type: none"> ▶ The City successfully defended its land use decisions for new two residential developments in the Wooster Square neighborhood. Although the Appellate Court has refused to hear any further appeals, the plaintiff (PMC Development) has filed a request for injunction on the first of the two projects: 243 Chapel Street, 220 units new market rate residential proposed by Spinnaker Development. There will be a hearing on the injunction later this month. ▶ The City Plan Department is preparing a comprehensive amendment to the residential use standards for all of the Business zones (BA, BD-1, BD-2, BD-3, etc.). A communication to the BOA is expected in October, 2016.
Transportation and Complete Streets	
MULTIMODAL TRANSPORTATION ENHANCEMENTS	
<ul style="list-style-type: none"> ▶ State Street Station currently serves 11 connecting trains on Shoreline East and Future CTrail Hartford Line service to and from New York City each day with 8 Additional CT Transit bus lines serve the State Street Station and an additional morning commuter connection is available to Sargent Drive. The Yale Shuttle also connects to the State Street Station. September, 2013--\$10 million TIGER grant awarded to CTDOT for State Street Station to minimize delays and to improve the flow of commuter traffic through the construction of a second platform. This funding is and project is needed for the CTrail Hartford Line Service. ▶ There is no station parking available at the State Street Station – there is some surface lot parking and a public garage at 360 Sate Street. 	<ul style="list-style-type: none"> ▶ City provided input to CTDOT on State Street Station Design and Union Station second garage design. State Street, in particular, will include enhanced bike parking facilities and shuttle access. ▶ Continue to explore multi-modal connections to Union Station and State Street Station. ▶ CTDOT has just completed a 30% design package for the second garage at Union Station. The City and State continue to discuss design, traffic, intermodal and functional aspects of the project.
TRANSIT AND RAIL SERVICE	

<ul style="list-style-type: none"> ▶ Transit Alternatives Analysis - The Greater New Haven Transit District (GNHTD) is planning to undertake a study to identify and enhance transit in New Haven and immediate surrounding communities. The study will review transit needs and explore options for improving access and mobility. ▶ Yale University and Yale-New Haven Hospital supplement public bus service by providing campus shuttles to and from the Stations. Medical district users are required to encourage public transit demand in the TOD area. ▶ Gateway Community College has received a \$250,000 Alexion Pharmaceuticals grant to subsidize CT<i>transit</i> student bus passes for the next five years. 	<ul style="list-style-type: none"> ▶ Work with GNHTD and surrounding communities on the Transit Alternatives Analysis and future implementation of recommendations. The consultant VHB is now under contract and work has started on this 2-year intensive project. ▶ Continue to coordinate with Gateway Community College to encourage connections between the campus and the station areas. ▶ City and PARK New Haven, with OPM grant assistance, have contracted with Nelson/Nygaard to develop a coordinated TDM program with the City's largest Downtown Crossing employers. This initiative, part of the broader efforts associated with the tear down of Route 34, is intended to implement nationally-recognized best practices, consistently by many employers. A final report was completed in September, 2016. The employers will continue to meet as part of the City's goNewHavengo partnership.
ROADS	
<ul style="list-style-type: none"> ▶ Downtown Crossing (Route 34 expressway tear-down) ▶ Hill to Downtown (minor roadway work in support of Hill to Downtown Plan) ▶ Long Wharf (I-95 "leave-behind" activities) ▶ Wayfinding (new directional signs) 	<ul style="list-style-type: none"> ▶ Downtown Crossing, Phase 1: All roads in final Phase 1 traffic pattern configuration. Project closeout activities underway. ▶ Downtown Crossing, Phase 2: City is progressing semi-final design for Phase 2 (reconnecting Orange Street at grade-level to Ninth Square District, the former, NH Coliseum site and Union Station). ▶ Downtown Crossing, Phase 3: City is progressing preliminary design (connecting Church and Temple St, the frontage roads, MLK Blvd, and South Frontage Rd.) Earlier this year, a \$20 million Tiger 8 grant was awarded to the City for design and construction. ▶ Hill to Downtown: The concept plan for Union Avenue completed as part of the Hill to Downtown Community Plan is being updated to match design work for Downtown Crossing Phase 2, Church St South and Union Station projects. ▶ Long Wharf: City continues to work with CDOT on roadway conditions post-I-95 project, including off-street bikeway for Farmington Canal, Long Wharf Drive cycle track and road diet. ▶ Wayfinding Signs: TCSP project – Phase 1 final design approved; construction start in late 4th quarter, 2016.
COMPLETE STREETS	
<ul style="list-style-type: none"> ▶ The New Haven Complete Streets Design Manual, adopted in 2010, contains the city's Complete Streets Policy and defines 	<ul style="list-style-type: none"> ▶ Continue negotiations and resolve contract terms with the selected vendor to start a Bike Share program in New Haven.

<p>the administrative process and engineering considerations for designing complete streets when working on roadway projects in the city. The Manual also makes recommendations for measuring progress on complete streets implementation and outlines a strategy for complete streets funding.</p> <ul style="list-style-type: none"> ▶ In 2013 the Yale Bike Share Program launched in partnership with Zagster. Ten bicycle pods have been installed in locations across the Yale Campus in the City of New Haven. ▶ Transportation Demand Management Study funded by \$125,000 in 2015 will produce recommendations to alleviate the expected increase in traffic from new development and changing traffic patterns over the next two decades. It will work in tangent with the PARK New Haven Mobility Study and the FTA Alternatives Analysis. ▶ As part of I-95 “leave behind” a new bike lane was marked on Hamilton Street between Grand Avenue and Chapel Street and a new protected bike facility will be constructed on Long Wharf Drive between Sargent Drive and East Street. Also as part of this project, an off-street multi-use path is being constructed on Brewery Street and Canal Dock Road. This improvement stitches together the Farmington Canal Greenway, Water Street and Long Wharf Drive bicycle infrastructure. ▶ Currently, \$16 million in TIGER II funds, \$3.95 million in CT DECD funding, and \$4.9 million CTDOT funds have been committed to improve infrastructure related to Downtown Crossing, Phase 1. Phase 2 is funded by a \$12.0 M City Bond and \$21.5 M DECD grant. Phase 3 is funded in part by a \$20 M TIGER VIII grant. ▶ In 2014, the City of New Haven received Bronze Level Bicycle Friendly Community Status from the League of American Bicyclists. 	<ul style="list-style-type: none"> ▶ Implement the recommendations of the Transportation Demand Management Study. ▶ Implement the recommendations for the Farmington Canal Greenway in New Haven with Phase IV scheduled to start in early 2017. ▶ Continue to support the Façade Improvement Grant Program as an important effort to eliminate blight and support private investment. ▶ Continue advocacy for programs that align with HUD federal entitlement program goals of providing a decent housing infrastructure, a sustainable living environment, and expand economic opportunities facilitated by TOD areas in the city. ▶ Work toward Silver Level Bicycle Friendly Community Status.
Brownfields	
<ul style="list-style-type: none"> ▶ City received \$1,000,000 in US EPA Grant Funds for Brownfield Remediation to establish a Revolving Brownfield Remediation Fund. Additional planning considerations allow for a \$200,000 local match to supplement and negotiate cost-share sources. ▶ The pending vacancy of the C. Cowles manufacturing company site opens up opportunity for potential transit-oriented development. 	<ul style="list-style-type: none"> ▶ Utilize the revolving remediation fund to address brownfields at key sites within the Union Station and State Street station areas. ▶ Preferred developer selected for C. Cowles: RMS of Stamford.

Land Assembly	
<ul style="list-style-type: none"> ▶ The city acquired the former New Haven Coliseum in 2002 and the arena structure demolition was completed in 2007, increasing TOD for 4.5 new acres. ▶ I95 Land Reclamation – continue to work with the State to reclaim excess land used as part of the I-95 construction project but not needed for highway purposes following project completion, including Long Wharf parking lots, 424 Chapel and former Brewery Ramp site. 	<ul style="list-style-type: none"> ▶ Complete the redevelopment of the former New Haven Coliseum site (LWLP)
Development	
<ul style="list-style-type: none"> ▶ 360 State Street was completed in 2010 and includes 500 apartments and 25,000 square feet of commercial space within walking distance of the State Street transit station. The building gained LEED Platinum status from the United States Green Building Council – the first in the state to do so. ▶ New Gateway Community College campus, opened 2012—\$200 million state of the art campus serving 11,500 students enrolled in the community college system on Church St, less than ½ mile from the Stations. ▶ 100 College Street: Alexion Pharmaceuticals has started to move in to the first building associated with Downtown Crossing, bringing over 1,000 jobs to the TOD district. ▶ State Street: Frontier Communications has announced plans to dispose of its surface parking lot to Spinnaker Development for a mixed-use project. ▶ The Live, Work, Learn, Play redevelopment project at the former New Haven Coliseum site, along with two private developments along Olive Street, will result in approximately 1,500 new housing units over the next several years. ▶ Hill-to-Downtown: The first development agreement (Downtown South – Hill North) was approved by the Board of Alders in August, 2016. This agreement with RMS of Stamford, is for mixed-use infill on eight surface parking lots along Lafayette Street and Church Street and the adaptive reuse of the former Prince School into 40 residential units. The agreement includes a number of community benefits, highlighted by construction- and small contractor requirements and a 30% affordable housing provision in support of working families. ▶ Hill-to-Downtown: The second major project is the redevelopment of Church Street South, a 300-unit publicly- 	<ul style="list-style-type: none"> ▶ Continue implementation of the LWLP Development Agreement for the Coliseum site, the RMS Development Agreement for the surface parking lots in the Hill and coordinate zoning/land use and financial assistance as needed to support State/Frontier Site redevelopment. ▶ Pursue development at Downtown Crossing, Phase 2 (101 College Street). ▶ Work with developer Spinnaker on new project at Grove/State Streets, which is within walking distance of State Street Station. The project contemplates up to 500 market-rate units. ▶ Work toward execution of the elements of the development agreement for Downtown south – Hill North. ▶ Secure the HUD for a Choice Implementation Grant for the Church Street South redevelopment project.

assisted and severely-deteriorated housing complex. Working with State officials, neighborhood stakeholders and the owner (Northland Development), the City submitted a \$35 million application to HUD for a Choice Implementation Grant. A decision on the grant is expected in the 4 th quarter of 2016.	
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