

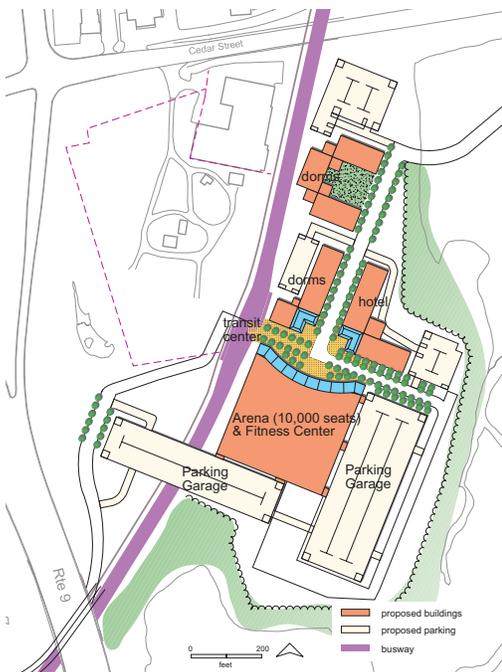
Executive Summary: Cedar South Station Area



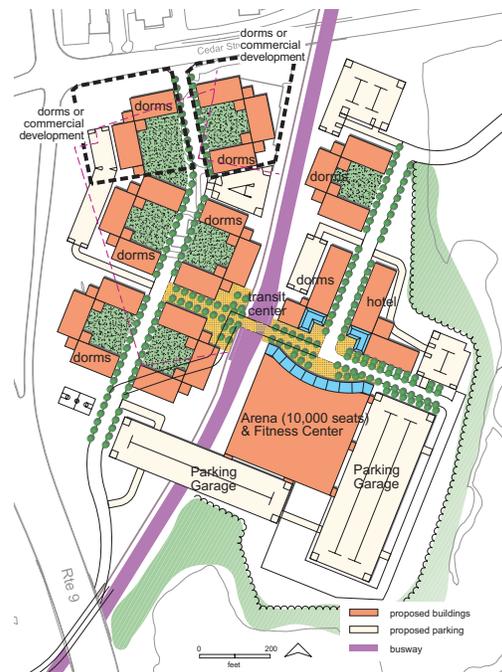
Option 1 – Housing Option on Publicly-Owned Land Only



Option 2 – Housing Option on Public and Private Land



Option 3 – Arena Option on Publicly-Owned Land Only



Option 4 – Arena Option on Public and Private Land

Creating a Transit-Supportive College Hub

The four development options shown here are based on CCSU's master plans for a new arena and more dorms. Several locations have been discussed as potential sites for the arena and it is unknown whether or where an arena will be built. The Station Area Plan for the downtown New Britain station also shows the arena near that station.

The options accommodate varying combinations of an arena, student housing, a hotel/conference center, commercial space and structured parking.

East of the busway, all of the options include the CCSU property, as well as a portion of the WPOP parcel for an access road. Dorms face landscaped open spaces, with streets and sidewalks laid out to facilitate easy, safe and pleasant pedestrian access.

ConnDOT would consider developing an additional busway station in this area should a high-density, mixed-use development occur on the site. The transit plaza is shown as a central element of each plan.

The concepts integrate the development of the property south of Cedar Street with ConnDOT's investment in transit, providing opportunities for public/private partnerships that will benefit CCSU, ConnDOT, and private property owners.

What Do “Transit Oriented Development” (TOD) Districts Look Like?

Successful TOD districts have a blend of housing, retail, and/or office and a good measure of density, whether job density or housing density. Development is more compact and less dependent on parking and auto use. Infrastructure costs for streets, water, sewer, and utilities are reduced while property values are typically increased.

Other key elements include an attractive, safe and inviting pedestrian environment as well as public space integrated with the transit station and commercial space to create a “sense of place.” Buildings are located near the street edge with several windows and doors on the ground floor. Public streets and walkways are organized in a grid pattern that creates comfortably sized blocks. The districts are usually within a ¼ to ½ mile radius around a station, or a comfortable five to ten minute walking distance.

Municipal Advisory Committee

Douglas Whalen, Committee Chairperson - Newington Planning & Zoning Commission

Edmund Meehan - Planning Department, Town of Newington

Michael Mancini - Public Works, Town of Newington

Laurie Leonard - Newington Economic Development Commission

Dan Moran - Central Connecticut State University

Dennis Hebert - Newington Planning & Zoning Commission

Tom Ganley - Newington Planning & Zoning Commission

Michael Fox - Newington Planning & Zoning Commission

David Marsden - Newington Economic Development Commission

Development Summary Table

Use	Total
Hotel/Conference Center	192 rooms/10,000 sq. ft.
Arena (Options 3 & 4)	6,000-10,000 seats
Dorms	450-2,976 beds
Retail	3.4 acres in Options 2 & 4

Capitol Region Council of Governments

241 Main Street • Hartford, CT 06106-5310 • www.crcog.org

For more information or to see the full report contact CRCOG at 860-522-2217 or go to CRCOG’s or Newington’s websites:

www.crcog.org; www.ci.newington.ct.us

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Economic Benefits

The Cedar Street South development in Newington is expected to consist primarily of public sector uses constructed for and by CCSU. This would consist of up to 2,976 dormitory beds, 3,000 structured parking spaces, 192 private sector hotel rooms and possibly a 10,000-seat arena.

This level of development would have an estimated construction value of approximately \$139 million generating an estimated \$7 million dollars in payroll as well as creating 145 person years of employment.

The private sector component (retail and hotel) once fully marketed represents 348 direct and indirect jobs, \$28 million in payroll, and \$311,000 in property taxes.

Next Steps

Development south of Cedar Street is essentially contingent upon CCSU moving forward with its master plan. Opportunities may exist for the University to encourage a public/private partnership that could acquire the privately-owned parcels to be incorporated into the University plans. Development of these parcels is unlikely without the major investment and development of new access roads. The following summarizes the phasing of the key development components:

Short-Term: 2004-2009

- Work with ConnDOT, CCSU, CRCOG and CCRPA on access and congestion issues in the station area
- Consider incorporating station area plan into Plan of Conservation and Development
- Consider adopting zoning district as outlined in Appendix C
- Identify sources of funds for capital improvements
- Work with ConnDOT, CCSU, CRCOG and CCRPA on access improvements, including design of new access road from the south and ensuring that pedestrian infrastructure is prioritized in all plans for area roadways
- Explore potential for collaboration with private property owners (WPOP, Coal Yard Enterprises, L&L/Legere)

Medium-Term: 2010-2019

- Work with ConnDOT on consideration of a new busway station if warranted by the type and density of development on these parcels

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

Suggested Citation: Capitol Region Council of Governments (CRCOG), 2004. *New Britain - Hartford Station Area Planning Project Executive Summary: Cedar South Station Area*. CRCOG, 241 Main Street, Hartford, CT 06106. www.crcog.org.