

Executive Summary: East Street Station Area



Creating a Gateway

The concept for the East Street station area is development that creates an attractive, mixed-use district at this important gateway. With the opening of the busway station, East Street will become an important pedestrian link between the CCSU Campus and the busway. This plan shows approximately 18,000 square feet of convenience retail and restaurant opportunities with up to 132 housing units close to the busway station.

The commercial buildings are sited at the back of the sidewalk with parking accommodated in the rear. Street trees help to create an attractive pedestrian environment. Two floors of apartments are located above the retail space.

The residential component includes two-story townhouses oriented along a new east-west drive. The orientation takes advantage of views to the brooks along the southern and eastern edges of the site. Residents are within a three minute walk of both the East Street station and the multi-use path.

Although this plan encompasses only a few parcels, it represents the first step in creating a pedestrian friendly East Street. Transit oriented redevelopment on this site could be a catalyst for transit friendly development along the west side of East Street.

East Street Site, looking north. Station location shown in red.



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

Arthur Helfgott, Chairperson - Common Council, City of New Britain

Barbara Yezierski - Common Council, City of New Britain

Steve Schiller - Planning Department, City of New Britain

Kenneth Malinowski - Department of Municipal Development, City of New Britain

Ned Statchen - Zoning Board of Appeals, City of New Britain

William Carroll - Department of Municipal Development, City of New Britain

Margaret Baylock - East Side Neighborhood Revitalization Zone Committee

William Millerick - New Britain Chamber of Commerce

Joe Barbeau - Central Connecticut Regional Planning Association

Development Summary Table

Use	Units
Residential	142 units
Retail	18,000 sq. ft.

Capitol Region Council of Governments

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

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Economic Benefits

The redevelopment of the East Street area in New Britain is expected in the medium-term to result in approximately 18,000 square feet of retail space and 132 new dwelling units.

In constant 2004 dollars this would have an estimated construction value of approximately \$19 million that would generate an estimated \$4 million in payroll as well as 80 person years of construction employment.

After the development was fully marketed the annual, permanent, sustained economic and fiscal impact would represent 72 direct and indirect jobs, \$855,000 in payroll, 290 residents and \$710,000 in property taxes. All amounts are in constant 2004 dollars and do not include any effect from inflation. Factors are based upon current construction costs, payroll levels and property tax rates.

Implementation and Next Steps

The East Street Area is in multiple land ownership and the implementation plan is focused on parcel consolidation. Property owners should be encouraged to consolidate their parcels in order to receive approval for higher density development and potential public sector assistance in the provision of infrastructure and improvement to the streetscape.

The following summarizes the phasing of the key development components:

Short-Term: 2004-2009

- Consider incorporating station area plan into Plan of Conservation and Development
- Consider adopting TOD zoning district
- Identify sources of funds for capital improvements
- Work with property owners and/or potential developers on parcel consolidation and relocation of existing businesses

Medium-Term: 2010-2019

- Continue to work with property owners and/or potential developers on parcel consolidation and relocation of existing businesses

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

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