Executive Summary: Cedar North Station Area

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 - Planning & Zoning Commission, Town of Newington
Edmund Meahan - Planning Department, Town of Newington
Michael Mancini - Public Works, Town of Newington
Dan Moran - Central Connecticut State University
Dennis Hebert - Planning & Zoning Commission, Town of Newington
Michael Fox - Planning & Zoning Commission, Town of Newington
David Marsden, Economic Development Commission, Town of Newington

Implementation

The key to implementation involves coordinating development of two privately owned parcels. One is along Fenn Road south of the shopping center and the other is the former National Acme site, a brownfield site. Securing funding for clean-up of the brownfield site will be an important step. The following summarizes the phasing of the key development components:

Short-Term: 2004-2009

- Work with CCSU, ConnDOT, CRCOG and Central Connecticut Regional Planning Agency on access improvements
- Consider incorporating station area plan into Plan of Conservation and Development
- Consider adopting a TOD zoning district.
- Identify sources of funds for capital improvements
- Identify sources of funds for environmental clean-up
- Conduct environmental assessment and develop media tion plan for National Acme parcel
- Issue RFP for Clean-up
- Develop an RFP for development the National Acme parcel (if acquired by the Town)
- Begin clean-up of National Acme parcel
- Work with Hayes-Kaufman on developing a TOD plan for the Kozcera parcel, or for the Kozcera and National Acme parcels
- Work with the State to amend the Brownfields Funding Programs to allow funds to be spent on site cleanup for projects that will include a housing component.

Medium to Long-Term: 2010-2025

- Work with CCSU, ConnDOT, CRCOG and CCRPA on access improvements
- Complete clean-up of National Acme parcel
- Issue RFP for development of the National Acme parcel
- Work with developer of National Acme parcel

Station Area Planning Project

The Capitol Region Council of Governments, working with citizens and the Town of Newington, has developed plans for the areas near stations for the New Britain - Hartford busway. Please examine the development plan shown here to learn how the Cedar North station area could change. The ideas presented here are designed to make the most out of the proposed transportation investment and are intended to stimulate discussion.

Planning around transit (bus or rail) stations is known as Transit Oriented Development and it has been successful throughout the country. The Pittsburgh busway and the Washington D.C. Metro are examples where districts surrounding the rapid transit systems thrive, adding to the quality of life in these communities.

The New Britain-Hartford Busway Project is a new rapid transit facility being built by the Connecticut Department of Transportation. It is an exclusive 9.4-mile long busway, linking downtown New Britain with downtown Hartford’s Union Station. The busway has stops in New Britain, Newton, West Hartford and Hartford.

The goal of this Station Area Planning project is to coordinate transportation and land use planning for the areas around proposed stations in order to enhance economic benefits to Newton while increasing ridership. Development concepts are focused on strategies to create vibrant walkable districts with easy access to regional transit. This summary provides an overview of the plan for the Cedar North station area.
**The Bones / Key Development Principles**

The Plan shown here is conceptual. As individual projects evolve over time in response to market conditions, funding opportunities and parcel availability, it will be important that the project designs adhere to the following guiding principles - “the bones” - of the plan:

- Create pedestrian accessible mixed-use development adjacent to transit station.
- Take advantage of access to bike path (shown in yellow on plan at right) by providing a direct visible connection to proposed east/west street.
- Connect mixed-use district to neighboring shopping center with sidewalks, crosswalks, and streetscape.
- Encourage planning, design, and development of the entire site as one project even if it is developed in two phases.
- Create pedestrian-scaled streets with housing and/or retail situated at the back of sidewalk.
- Housing density should be a minimum of 12 units/acre; research shows that starting at this density, the dependence on the automobile begins to decline.
- Create streets with pedestrian amenities, rather than driveways, to both serve the new development and link the mix of uses on the site.

**Economic Benefits**

Based on the development summary outlined below, this plan will have an estimated construction value of approximately $35 million, which would generate an estimated $7 million dollars in payroll, as well as 145 years of employment.

Once development was fully absorbed, the annual, permanent sustained economic and fiscal impact would represent 348 direct and indirect jobs, $5 million in payroll, 326 residents and $880,000 in property taxes.

All amounts are in constant 2004 dollars and do not include any impact from inflation and are based upon current construction costs, payroll levels and property tax rates.

**Development Summary Table**

<table>
<thead>
<tr>
<th>Use</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hotel</td>
<td>120 rooms</td>
</tr>
<tr>
<td>Residential</td>
<td>152 units</td>
</tr>
<tr>
<td>Retail</td>
<td>$1,853 sq. ft.</td>
</tr>
</tbody>
</table>

**A New Village in Newington**

The development site is composed of two parcels. This plan assumes that developers of both sites are willing to work together (or that there is one developer for both sites) to create mixed-use, transit-adjacent development that is denser and includes more uses than could be accommodated if each parcel was developed in isolation.

The plan includes the introduction of a north-south street and an east-west street creating building frontage along pedestrian friendly streets. These streets have wide sidewalks, pedestrian amenities and on-street parking to create an attractive pedestrian and retail environment.

A portion of the retail development faces the existing shopping center and the remainder is organized along both sides of the new street. Some retail buildings have housing on the second and third floors. The development also includes a 120-room hotel that could serve CCSU as well as other area destinations.

The entire development is within a two to five minute walk to the Cedar Street transit station and is connected to the multi-use path running from New Britain to Newington Junction. Parking is accommodated on-street, in surface lots, and in a garage.

The eastern portion of the site includes 88 two-story townhouses oriented around a new “green” or park with parking underneath or behind the units. Additional townhouses line the new east/west street that slopes down from the mixed-use district. Units have views of the new green as well as the large open wetland to the east.