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 comfortably five to ten minute walking distance.

Municipal Advisory Committee

Robert Painter, Committee Chairperson - City Council, City of Hartford
Gerry Main - Planning Department, City of Hartford
Stephen Jewett - Commission on the City Plan, City of Hartford
Kevin Burnham - Public Works Department, City of Hartford
Glenn Gettens - Hartford Economic Development Commission
John Shemo - MetroHartford Regional Economic Alliance, Inc.
David Morin - Parkville Neighborhood Revitalization Zone Committee
Jennifer Cassidy - Asylum Hill Neighborhood Revitalization Zone Committee
Joseph Barber - North Frog Hollow Neighborhood Revitalization Zone Committee
Jackie Fongemie/Shawn Holloway - Behind The Rocks Neighborhood Revitalization Zone Committee
Joseph Barber - North Frog Hollow Neighborhood Revitalization Zone Committee
Carlos Mouta - Parkville Business Association
Susan McMullen - Hartford Director of Constituent Services

Implementation

The initial implementation steps at Parkville will be to develop a cooperative plan to build the new garages; without additional parking additional development will be difficult. Later phases of development would likely require significant public/private cooperation. Necessary station area improvements must be undertaken, including the renovation of Pope Park West and creation of a pedestrian walkway and plaza network.

Short-Term: 2004-2009
- Neighborhood Revitalization Zone Committee should amend the Parkville Strategic Plan to incorporate the Station Area Plan
- Consider incorporating the station area plan in the Hartford Plan of Conservation and Development
- Consider adoption of TOD zoning district.
- Development of the Barrion Building for mixed-use
- Plan and design the Parkville Station pedestrian bridge
- Continue work on Municipal Development Plan (MDP) application
- Design and construct pedestrian improvements along Park Street
- Plan and implement Special Services District and Tax Increment Financing (TIF) District to fund new parking
- Design and rebuild Pope Park West

Medium Term: 2010-2019
- Design and build pedestrian bridge, plazas, and mid-block walkways
- Construct parking garages
- Develop Bartholomew Street commercial uses and Pope Park townhouses

Long Term: 2020-2025
- Develop mid-rise housing on north side of Park Street and former Bradlees site
- Plan and design the Parkville Station pedestrian bridge
- Continue work on Municipal Development Plan (MDP) application
- Design and construct pedestrian improvements along Park Street
- Plan and implement Special Services District and Tax Increment Financing (TIF) District to fund new parking
- Design and rebuild Pope Park West

Station Area Planning Process

The Capitol Region Council of Governments, working with citizens and the City of Hartford, 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 Parkville 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, Newington, 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 Hartford 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 Parkville station area.

Why Parkville?

Parkville was one of six station areas chosen for detailed study. The station location at the edge of a dense neighborhood, and within walking distance of existing employment and commercial districts, creates opportunities to leverage existing and proposed development to enhance the area wide.
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:

- Consolidate parking in garages to allow for additional retail development along Bartholomew Ave.
- 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.
- Build Pope Park West to provide amenity for new housing.
- Encourage expansion of home furnishings district and the introduction of other uses such as housing.
- Link transit station to Bartholomew Ave. Corridor with pedestrian bridge and new plaza.
- Create pedestrian walkways to connect Bartholomew Ave. to Pope Park West

Economic Benefits

In constant 2004 dollars the development summarized below would have an estimated construction value of approximately $45.1 million dollars, thereby generating an estimated $16.2 million dollars in direct and indirect payroll as well as 343 person years of employment. Once the development was fully absorbed, the annual, permanent, sustained economic and fiscal impact would represent 430 direct jobs, $9.5 million dollars in payroll, 600 residents and $1.9 million dollars of property tax. All amounts are in constant 2004 dollars and do not include any impact from inflation; they 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>Retail</td>
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</tr>
<tr>
<td>Office</td>
<td>40,000 sq. ft.</td>
</tr>
<tr>
<td>Residential</td>
<td>274 units</td>
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