



PARKVILLE MUNICIPAL DEVELOPMENT PLAN HARTFORD, CONNECTICUT



ADOPTED:
MAY 26, 2009, CITY OF HARTFORD
COURT OF COMMON COUNCIL
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COMMISSIONER OF ECONOMIC DEVELOPMENT

**PARKVILLE
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HARTFORD, CONNECTICUT**

The Parkville Municipal Development Plan was adopted by three separate entities on the following dates:

- **City of Hartford Court of Common Council – May 26, 2009**
- **Hartford Redevelopment Agency – March 12, 2009**
- **City of Hartford Planning and Zoning Commission – January 13, 2009**

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Acknowledgements

Office of the Mayor

Eddie A Perez, Mayor
Matthew Hennessy, Chief of Staff
Lee Erdmann, Chief Operating Officer

Department of Development Services

David B. Panagore, Director of Development Services

Economic Development Division

Mark K. McGovern, Director of Economic Development
Wayne Benjamin, Senior Project Manager, Economic Development Division
Judy Reynolds, Project Manager, Economic Development Division

Planning Division

Roger J. O'Brien, Ph.D., AICP, Director of Planning
Kim E. Holden, Chief Staff Planner
Ken Anderson, Chief Staff Planner
Gerry Maine, Principal Planner (Retired)

Parkville Advisory Committee

Joe Langlais	Carlos Mouta
Rory Poole	Margaret Merriman
Ellen Morse	Bill Howard
Robert Walsh	Joe Ramondeta
Virgil Guzulescu	Ray Casavant
Ruth Schaefer	John Ahern
Gabriela Galarza-Block	

Consultants

TPA Design Group- Principal Consultant
AMS Consulting, LLC-Market/Real Estate Analyses
Tighe & Bond-Traffic & Environmental Engineering

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Table of Contents

I. Municipal Development Plan

A. Executive Summary	1
B. Environmental Evaluation Study	10
C. Connecticut Environmental Policy Act.....	15
D. Marketability Study/Analysis	16
E. Compiled Boundary Map/Legal Description	22
F. Topography	24
G. Present Condition and Uses of Land..... Figure 2 Flood Zones	25
H. Existing Streets, Sidewalks, Water and Sewerage Systems, Drainage Systems and Other Utilities	28
I. Type and Location of Proposed Land Uses	32
J. Existing and Proposed Zoning/Subdivision Status of the Proposed Area	40
K. Testing Borings and Soils Analysis	42
L. Acquisition/Disposition	43
M. Appraisals	49
N. Title Searches	50
O. Financing Plan	51

P. Administrative Plan	53
Q. Relocation	59
R. Public Benefits	61
S. Determination of Findings	66
T. Affirmative Action/Minority Participation Plan	67

II. MAPS

- Map No. 1. Project Location
- Map No. 2. Compiled Perimeter
- Map No. 3. Existing Topography
- Map No. 4. Existing Land Use
- Map No. 5. Existing Sanitary Sewer
- Map No. 6. Existing Storm Drainage
- Map No. 7. Existing Water Service
- Map No. 8. Existing Gas Service
- Map No. 9. Electric and Telephone Facilities
- Map No. 10. Projects Plan
- Map No. 11. Existing Streets and Sidewalks
- Map No. 11A Proposed Streets and Sidewalks
- Map No. 12. Existing and Proposed Zoning
- Map No. 13. Acquisition/Disposition Parcels

III. Figures

- Figure 1 Action Area A Project 1: Flatbush Avenue Connection
- Figure 2 Action Area A Project 2: Clean Up 45 – 49 Olive Street
- Figure 3 Action Area B Project 3: 230 Hamilton Parking Expansion
- Figure 4 Action Area B Project 4: Gateway Signage
- Figure 5 Action Area B Project 5: Bartholomew Avenue Streetscape
Action Area E Project 13: Building Demolition
- Figure 6 Action Area B Project 6: 17-35 Bartholomew Parking
- Figure 7 Action Area C Project 7: Site Preparation – Business Park
- Figure 8 Action Area C Project 8: 237 Hamilton – Parking
- Figure 9 Action Area D Project 9: Pope Park Highway
- Figure 10 Action Area E Project 10: Wellington Reconnection
- Figure 11 Action Area E Project 11: 148 Bartholomew Parking
- Figure 12 Action Area E Project 12: 190 Bartholomew Assistance

IV. Appendices

- A Environmental Review Documents
- B Stage 1 Plan Review Comments
- C Market Assessment Report
- D Traffic Assessment Report
- E Pertinent City of Hartford Zoning Regulations
- F City of Hartford Planning Division Responses to
DEP Stage II Comments

A. Executive Summary

Overview

The 295-acre Parkville Municipal Development Plan (MDP) Project Area (Map 1) is located in a neighborhood on the west side of Hartford that is a mix of small businesses, industry, offices and residences. The neighborhood's manufacturing past, spurred by the presence of the railroad, was impacted by construction of I-84 and the exodus of manufacturers from the state in the 1960s and 70s. The remnants of this industrial past are coming alive again as the area capitalizes on its period architecture and I-84 access.

Park Street continues to be a vibrant commercial area, with its physical appearance greatly enhanced through the city's façade improvement program. The area boasts a critical mass of restaurants featuring Portuguese and Spanish foods. In recent years New Park Avenue and Flatbush Avenue have experienced major redevelopment initiatives through the coming of Stop & Shop, at the former Royal Typewriter site, Charter Oak Marketplace, occupying a portion of the former Charter Oak Terrace public housing complex and Bow-Tie Theatres on one of the former Heublein Corporation parcels. Continuing the momentum built by the transformation of 56 Arbor Street into an eclectic mix of office and art space, a private developer has invested in 1429 and 1477 Park Street, once the home of Hartford Rubber Co. and Barridon Corporation, respectively.

The New Britain-Hartford Busway, proposed to have three station locations available to Parkville, will provide increased accessibility and present more opportunities for economic growth along New Park Avenue, Park Street, and the industrialized Bartholomew Avenue corridor through transit-oriented development.

The Bartholomew Avenue corridor, beginning at Park Street and ending at Olive Street, forms the spine of a very active industrial-business sector of Parkville. The intersection of Hamilton and Bartholomew forms its main crossroad. This sector, inclusive of Arbor Street to the north, is comprised of more than 60 acres of land and in excess of 50 businesses. Similar to many urban industrial areas, this area also includes residential enclaves that continue to provide a local labor force for businesses in the area. The residents living within Parkville reflect an incredible diversity of cultures including Brazilian, Thai, Portuguese, Vietnamese and Spanish.

Since the completion of the Neighborhood Revitalization Plan in 1998, the City of Hartford and the Parkville Revitalization Association have worked proactively to improve the area economically as well as aesthetically. The neighborhood provided the primary impetus for the completion of “Shifting Gears: Parkville Industrial Corridor” which studied the industrial sector and “Picture It Better Together” directed toward physical improvements and enhancing pedestrian and bicycling connections and since has become an active participant in on-going planning for the New Britain-Hartford Busway.

In 2002 the “Parkville Economic Opportunities Report” was commissioned by the Parkville Neighborhood Revitalization Association to focus more intently on revitalization and economic development. With Urban Act funding supplemented by the Connecticut Economic Development Fund, this report analyzed market and real estate conditions along the Park Street, New Park Avenue and Capitol Avenue corridors and assessed the redevelopment potential of Bartholomew Avenue. A series of recommended actions set the course for implementation.

In the interim, City planning staff researched various approaches to allowing housing in older industrial buildings. As a result, the City adopted Industrial Reuse Overlay District regulations. In May 2003, these regulations were used for the redevelopment of 1407 and 1429 Park Street.

Not wanting to lose momentum, the City and the neighborhood decided to pursue state funding. Representatives of the Connecticut Department of Economic and Community Development (DECD) were given a tour of Bartholomew Avenue. With assistance from CEDF, City and neighborhood representatives subsequently visited several of DECD’s successes in New Haven and Bridgeport to gain an understanding of the use of state statutes in securing a state planning grant and preparing a MDP. In 2004, the City submitted a pre-application to DECD for a planning grant to implement specific goals.

Plan Preparation

In December 2005, the City of Hartford issued a Request for Proposal (Bid #3920) to retain the assistance of a consultant to prepare a Municipal Development Plan. Interviews were conducted in May 2006 and an agreement was executed in September 2006 (Contract # 3960).

After obtaining electronic data files from the City, the consultant initiated existing condition assessments including the following:

- Market
- Real Estate
- Contamination
- Traffic & Parking
- Utilities
- Land Use & Zoning
- Neighborhood Context
- Historic Properties

By April 2007, the existing condition analyses were complete and the consultant began the process of identifying potential MDP Actions with a Advisory Committee consisting of members of the Parkville Revitalization Association, residents, local businesses and property owners. Through a series of meetings and a site walk, needs and issues were identified. The consultant then translated these into potential implementation actions and presented them to the Steering Committee. The Advisory Committee independently met and prioritized the actions and provided feedback to the City.

The City reviewed the priorities and concurred. The consultant prepared the required components of the MDP and completed a working draft in November 2007.

Goals and Actions

Since the pre-application for a DECD Planning Grant was accepted, the Project Area continues to attract new businesses. Through the joint efforts of the City of Hartford and the Advisory Committee, this Project Plan was prepared to accomplish three major goals:

- **Support Existing Businesses**

There has been significant reinvestment in a number of buildings and businesses within the MDP project boundary. Many of which followed the lead of the adaptively reused Arbor Street area. As the study area continues to evolve as destination for the design

industry and has become recognized for its eclectic mix of office space and lofts, parking has become a premium. Several of the projects presented in this Plan will expand both private and public parking facilities. Additionally, this Plan includes a project to visually unify the Bartholomew Avenue corridor where the critical mass of businesses exists. The improvements will also help to convey a safe, secure and inviting environment to those who visit and work in the area.

- **Attract Additional Private Investment**

While there are a number of buildings that have been restored and successfully leased, the southern end of Bartholomew Avenue in particular casts a negative shadow on the City given the visibility from Interstate 84. The City wishes to continue the momentum gained at the northern end by acquiring specific parcels and/or partnering with property owners to encourage private revitalization of buildings or redevelopment of properties for a mix of uses.

- **Provide Necessary Infrastructure**

Roads, utilities, and site preparation activities are the building blocks of any development. New or improved Infrastructure is intended to support the new businesses expected to locate in the Project Area. These improvements, while enhancing the function of operations and services, will achieve a higher level of aesthetic appearance than is currently found in the area, and will improve environmental sustainability.

Thirteen specific actions have been identified to meet these three goals and are presented below in prioritized order. Based on preliminary estimates, the total funding required for implementation is \$25.9 million. The City anticipates that Actions 1 & 2 comprising the first phase of implementation will total \$8.3 million.

Action 1: Bartholomew Avenue/Flatbush Avenue Connector(\$6.5m)

One of the primary development goals continuously expressed by residents and businesses in Parkville is to connect Bartholomew Avenue to Flatbush Avenue. Regionally, the location of I-84 as it traverses the Parkville MDP area presents an opportunity to utilize the expressway to further enhance and support the anticipated redevelopment and achieve the desired local roadway network connection. Locally, the existing city roadway network is fractured in the MDP area. Direct and easy public access between parcels

located to the north and south of I-84 is currently unavailable. In addition to the lack of roadway connectivity in the overall MDP area, access to potential redevelopment parcels is also restricted due to the lack of a suitable roadway network. Given the redevelopment value of 500 Flatbush Avenue (Metals Management/Aerospace), major roadway improvements may be mandated by the State Traffic Commission. This connector conceivably could assist with dissipating traffic.

The proposed roadway extends Bartholomew Avenue to the south, under I-84 before connecting with Flatbush Avenue adjacent to the existing I-84 ramp alignment. An alternative is to construct the connecting roadway along the West edge of the Metals Management Parcel along the AMTRAK rail line.

The new city street created as a result of this connection would further enhance the viability of the Parkville area for redevelopment. Direct public access to the Metals Management/Aerospace parcel could be provided from the extended Bartholomew Avenue. A new access driveway into a development parcel would have direct access to I-84 to and from the east.

This effort will require cooperative efforts of the City, State Traffic Commission, and the Department of Transportation. Given the breadth and complexity of this undertaking, this project would benefit from DECD involvement.

Action 2: 45 – 49 Olive Street (\$1.8m)

These two parcels, which are under one ownership, are presently being used for some type of scrap metal/bulky waste operation, although there is no confirmation that regulatory permits are in place for this purpose. Illegal dumping at the end of Bartholomew is exacerbating the negative image from the street side as well as westbound Interstate 84. The relocation of the operation, if it is a legitimate operation, and subsequent clean up will allow at least two scenarios to unfold: the property could be part of the Bartholomew Avenue Business Park that is proposed for the southern end of the corridor and/or the property may accommodate a portion of the proposed connector road to Flatbush Avenue with the remaining land available for economic development.

Action 3: Parking Expansion – 230 Hamilton Street (\$2.1m)

The fully leased Parkville Business Center presently relies on a satellite surface parking between Hamilton and Belmont Streets for an additional 90 spaces. Expansion of the 238-space on-site lot would alleviate the need for employee use of more than 30 on-street spaces along Bartholomew. On-site parking and loading at Hartford Oil & Ice (101 Pope Park Highway) would be significantly improved under this specific project as well.

Action 4: Gateway Signage (\$47K)

One of the actions discussed by Parkville civic and business groups over the past years includes the need to brand the area. As part of this effort, gateway signage announcing the arrival into the area is being proposed at three prominent locations. The signs would reflect an overall image or logo.

Action 5: Bartholomew Avenue Streetscape Improvements (\$1.6m)

As the MDP area continues to develop as a destination, there is a heightened need to create a human-scaled atmosphere that creates a positive setting for employees and patrons. While the buildings that have been revitalized convey re-investment, the physical appearance of the street and public right-of-way remain gritty, fueling a perception of an unsafe and disenfranchised area. The streetscape elements proposed along Bartholomew Avenue will complement the area's industrial heritage while establishing a design vocabulary to unify the corridor. By working with private property owners, it is hoped that the streetscape vocabulary could then tie into adjacent properties. The streetscape will also provide a backdrop for future transit-oriented options such as the proposed Busway. The proposed improvements will also create a safer more inviting experience as pedestrian traffic increases. The streetscape improvements will tie into the scheduled improvements along Park Street and ultimately will provide a means of connecting businesses with other destinations such as Pope Park.

Action 6: 17-35 Bartholomew Avenue Parking Reconstruction (\$800K)

After the City demolished the building at 17-35 Bartholomew in anticipation of utilizing the property for transit-oriented development, an immediate need for parking for several properties at the northern end of Bartholomew Avenue became evident. At the same time,

both the City and the neighborhood realized that the entire heart of the Parkville neighborhood was ripe for transit oriented development. The property was subsequently sold to a business partnership and a private parking lot was constructed. Because of its location, this surface lot functions as a gateway to surrounding businesses and retail operations. Improvements to this lot, including adjustments to internal circulation and planted islands would further define this as a safe and inviting destination in support of the adjacent businesses. The reconfigured parking would also allow the establishment of 24 diagonal public on-street parking spaces. By offering immediate and accessible parking to patrons, a "downtown" feel is created along the initial entry point.

Action 7: Site Preparation Activities – Bartholomew Avenue Business Park (\$7.9m)

Several properties at the southern end of Bartholomew Avenue are underutilized and/or blighted. By assembling these properties, a critical mass can be created to continue economic development in the Project Area. Present conditions deter private developer interest. With state assistance, activities needed to prepare for redevelopment or assist owners with revitalization would be accomplished. The creation of the Bartholomew Avenue Business Park would require land assembly, environmental remediation and site clearing and grading activities. In turn, the resulting development would attract a significant amount of jobs, improve the business climate and return underutilized properties to productive use.

Action 8: 237 Hamilton Street – Parking/Site Improvements (\$930K)

This property sits adjacent to the land assemblage designated for the Bartholomew Avenue Business Park. The property is not fully leased at the present time and has ample parking. The rear portion of the property is essentially unimproved. Improvements to this property will help to formalize the alternative access points to the Bartholomew Avenue Business Park and could serve as an auxiliary or shared parking resource.

Action 9: Pope Park Highway No. 4 Improvements/Greenspace Connection (\$1.9m)

This road serves as a transition between several rehabilitated multi-use buildings and a yet to be improved portion of Pope Park that has been truncated by Interstate 84. Pope Park Highway No. 4 provides an alternate means of access to Park Street from Hamilton Street.

Several businesses have access drives off the west side of this roadway. Although it has been recently repaved, there is currently no water service, catch basins are in disrepair, there are no defined shoulders or curbing and the chain link fencing is in disrepair. Improvements are expected to enhance the frontage along Pope Park and provide at least one pedestrian crossing to initiate pedestrian connections with adjacent businesses.

Action 10: Olive Street-Wellington Street Reconnector (\$660K)

Wellington Street is a city street located on the east side of I-84. Access underneath I-84 between Bartholomew Avenue and Wellington Street is provided by Olive Street. However the portion of Olive Street from the west side of I-84 to Wellington Street has been closed off by an attempt to control illegal dumping activities, which continue to occur in the area. Minor repaving of the closed off roadway section is required to restore the degraded condition of the existing pavement and extending sidewalks and adding pedestrian – scaled lighting will help to tie it to the businesses and greenspace within the corridor. Creating a more visible and thus "defensible" area will be critical to continuing to attract businesses to the area.

Action 11: 148 Bartholomew Avenue – Public Parking Lot (\$1.2m)

Under this proposal, the building that presently occupies virtually the entire site would be demolished, environmental remediation would be completed and a 28 space public parking lot with a corner pocket park would be constructed. If alternative sources of funding were secured, the property may be developed for housing.

Action 12: 190 Bartholomew Avenue – Site Preparation Assistance (\$130K)

This property is presently owned by CL&P and could become a business resource since the brick two-story structure is in good condition. Only two transformers will remain on site. Utility connections, storm water handling, access aprons and security lighting could be part of a public incentive for private development.

Action 13: Demolition of Former Power Plant at Railroad (\$300K)

As obsolete former power plant, this small multi storied structure is not conducive to adaptive reuse. Its demolition would provide more land area for parking adjacent to Action 6 – 17-35 Bartholomew Avenue.

Alternative Approaches

For the last several years, the City has directed its attention and directed financial support to the Parkville neighborhood. In addition to devoting planning staff to various planning initiatives, the City established the Parkville Loan Fund for small businesses which has assisted several establishments including:

- Funding part-time staff for the Parkville Business Association
- Annual grants to Real Art Ways, an arts organization within the MDP boundary
- Implementation of a Façade Improvement Program which has benefited several commercial properties within the neighborhood and 3 properties within the MDP boundary:
 - 1390 Park Street (\$23,085)
 - 1400 Park Street (\$34,928)
 - 1429 Park Street (\$81,454)
- Assistance with a design competition and subsequent fabrication and installation of PARKVILLE sign on railroad trestle (\$30,000)
- Conducted Phase I Environmental Site Assessment at 169 Bartholomew Avenue using U.S. EPA Brownfields Assessment funds administered by the Capitol Region Council of Governments.
- Restriped New Park Avenue to reduce speeding and create bike lanes.
- Demolished the blighted, vacant 17-35 Bartholomew Avenue and offered the property to adjacent property owners who subsequently constructed a surface parking lot to attract tenants and patrons of newly renovated buildings.

While these measures have had positive impact within the MDP area, there remains a number of blighted underutilized industrial buildings within the core of the neighborhood. The City believes that an overall strategic plan with state support is needed to accomplish these goals.

B. Environmental Evaluation Study

INTRODUCTION

An environmental overview/site screening was conducted to identify environmental issues affecting the potential redevelopment of sites within the study area. A search of commercial databases, reviews of historic Sanborn mapping, CTDEP and City records and available environmental reports, and windshield site inspections were conducted to assess properties within the MDP area. The complete results of this effort are found in Appendix A.

The environmental overview collected publicly available information on current and historic site uses. The information compiled was derived from multiple public sources:

- Historic mapping (e.g. Sanborn Maps; topographic maps; aerial photographs).
- Tax assessor cards.
- Historic phone directories.
- Files at the CT Department of Environmental Protection (CTDEP).
- Electronic environmental file search utilizing Electronic Data Resources, Inc (EDR) services.
- Available environmental reports for the sites.
- Windshield surveys of the sites.

Individual site visits were not part of the scope of the effort. Therefore, observations of potential environmental concerns (e.g. underground storage tanks, floor drains, and drywells) could not be determined. Interviews of property owners were not conducted, limiting the conclusiveness of current and past site activities. This assessment did not include the collection and analysis of soil, water, air, building material or waste samples. Additionally, no radon, asbestos, or lead-based paint testing was performed.

Potential Areas of Concern

The following potential areas of concern (pAOCs) and contaminants of concern (COCs) were identified during the investigation. It should be noted that without site interviews and a site walkthrough the list of pAOCs is not comprehensive. Additional pAOCs are likely to be identified upon

site-specific investigations. Similarly, some pAOCs and associated COCs may be removed with additional site information.

■ Loading Docks

Loading docks are potential areas of concern because they are shipping and receiving points for COCs. In addition, chemical storage is often near loading docks to facilitate transit. Since loading docks are often high traffic areas for COCs they may be included in release areas. Loading dock locations visible from the street were identified during the windshield survey.

■ Coal Storage

Many of the industrial buildings utilized coal for heat and power. There is a potential that coal constituents have historically leached into the soil and groundwater. Historically, some coal storage was not covered. Sanborn maps depict an open coal pile along side a railroad spur at the Whitney Chain Building (237-245 Hamilton Street). Additional historic coal storage areas were observed at the following locations:

- 166 Francis Avenue, 150 New Park Avenue
- 330 New Park Avenue
- 17 Bartholomew Avenue
- 45-55 Bartholomew Avenue
- 118 New Park Avenue

■ Underground Storage Tanks

Based on CTDEP records, there are 35 underground storage tanks (USTs) within the study area. Five additional underground storage tanks were identified with the Sanborn file review. Additional USTs may be present within the study area but not on file with the CTDEP. All USTs represent a potential release area. COCs associated with the UST are dependent on the contents. Likely, COCs included petroleum hydrocarbons, metals, and volatile organic compounds (VOCs).

■ Filled Pond and Site-Wide Fill Materials

Review of the 1900 Sanborn map identified a former pond located to the west of Bartholomew Avenue. The pond was filled by 1923. Contaminated industrial byproducts were commonly mixed with soil to use as fill materials. The materials to fill the pond may have contained similar contaminated materials. In addition to the filling of the pond, extensive site grading activities have occurred within the study area. The addition of Interstate 84, routing of the Park River, and construction leveling have all

required fill materials. Historic fill materials often contained high levels of petroleum hydrocarbons, metals and polyaromatic hydrocarbons (PAHs) and should be considered COCs.

■ Spills

Thirteen recorded spills within the study area were identified in the regulatory search. It is likely that additional spills are present within the study area but not on file with the CTDEP. Many of the spills were minor in nature. However, the following addresses contained releases that should be considered significant and investigated further:

- 1477 Park Street.
- 45 Olive Street.
- 245 Hamilton Street

Aerospace Metals Site

In addition to the review of publicly available environmental data, the environmental overview for the Aerospace Metals site included review of multiple Phase I, II and III environmental site assessment reports completed for this approximately 30 acre site that consists of 6 buildings, open storage areas and process equipment. The site (which includes 500 Flatbush Avenue, 173 Bartholomew Avenue and 201 Bartholomew Avenue) has been developed since the early 1900s and has been used for metal recycling for approximately 60 years. The following findings were noted in the review of site documentation:

- Historical operations including the staging of scrap metal have resulted in site wide contamination of the soil.
- Multiple relatively small releases of regulated substances have been documented between the periods of 1986 to 2005.
- The majority of COCs related to historic releases of petroleum-related products. Documented releases of PCBs and 1,1,1-Trichloroethane should also be considered site COCs. The metals lead, arsenic, and chromium may have been released through leaching of on-site metals or have been present in the fill used on-site.
- Remediation activities of impacted soils including the excavation of approximately 20,000 tons of soil between June and November 1998.
- Geotechnical borings have been completed throughout the site. The majority of the site was developed on fill material varying

from 2 to 15 feet. Low permeability, fine-grained clay exists beneath the fill material. The existence of clay exhibiting these characteristics has been documented site wide (geotechnical pre-construction boring logs) and extends to depths of greater than 100 feet below grade. The nature of this material would restrict vertical migration of groundwater and confines releases to shallow depths.

- Groundwater in the local area is characterized by the State of Connecticut as "GB" primarily because of the historical land use for industrial activities. The state designates ground water in three classes with "A" the highest and "C" the lowest. The groundwater is not considered useable for direct human consumption.
- Contaminants in the perched water appear to be localized around the Main Building Area and may be contained through the use of the interceptor trench installed by Weston in 1989.
- Subsequent environmental reports prepared by Weston Solutions state the interceptor trench system has demonstrated the ability to properly contain and collect the oily water without off-site release.
- In 2000, an Environmental Land Use Restriction and Grant of Easement were filed restricting development at the site.

The CTDEP cited additional actions required at the site to achieve regulatory closure:

- A Licensed Environmental Professional must verify addressing releases that may have contributed to floating product at the site after the remedial actions were approved.
- The remedial system (trenches) continues to collect oil and therefore complete remediation has not occurred.
- Insufficient groundwater data exists indicating the site groundwater complies with applicable Remediation Standard Regulations (RSRs).

Environmental Sensitivity Index

Based on the initial data collection, an Environmental Sensitivity Index for the properties within environmental overview Sub-areas 1 and 2 was created to identify the relative potential for a current or historic release to be encountered. A number 1 constitutes a minor risk, number 2 a moderate risk, and number 3 a high risk. The results appear in Table B-1.

Table B-1
Environmental Sensitivity Index

Sub-area 1

Parcel ID	Street Address	Address	Landuse Description	ESI
316-002-010	27	FRANCIS AV	RESIDENTIAL ONE FAMILY	1
320-004-011	103	FRANCIS AV	RESIDENTIAL THREE FAMILY	1
320-004-012	1566	PARK ST	RESIDENTIAL THREE FAMILY	1
320-004-013	1572	PARK ST	APARTMENT/COMMERCIAL	1
319-001-002	17	BARTHOLOMEW AV	VACANT LOT	2
319-001-001	45	BARTHOLOMEW AV	RESTAURANT	2
316-004-001	69	BARTHOLOMEW AV	OTHER STORAGE, WAREHOUSE FACILITY	2
317-003-002	175	BARTHOLOMEW AV	PARKING LOT	2
316-003-013	14	FRANCIS AV	OTHER STORAGE, WAREHOUSE FACILITY	2
319-001-003	1477	PARK ST	MANUFACTURING OPERATION	2
320-004-009	1534	PARK ST	HOUSING AUTHORITY	2
316-002-008	1575	PARK ST	PARKING LOT	2
316-004-002	81	BARTHOLOMEW AV	MANUFACTURING OPERATION	3
317-003-003	169	BARTHOLOMEW AV	MANUFACTURING OPERATION	3
316-003-014	10	FRANCIS AV	AUTOMOTIVE REPAIR	3
316-002-009	17	FRANCIS AV	MANUFACTURING OPERATION	3
317-003-001	237	HAMILTON ST	MANUFACTURING OPERATION	3

Sub-area 2

317-002-001	166	FRANCIS AVENUE	SUPERMARKET - PARKING	1
106-002-003	502H	FLATBUSH AV	STATE ADMINISTRATION	2
301-003-004	330	NEW PARK AV	MOTION PICTURE THEATER	2
106-001-004	406	NEW PARK AV	OTHER STORAGE, WAREHOUSE FACILITY	2
106-001-002	0440H	NEW PARK AV	OTHER STORAGE, WAREHOUSE FACILITY	2
318-001-001	45	OLIVE STREET	VACANT LAND INDUSTRIAL	2
106-002-002	500	FLATBUSH AV	MANUFACTURING OPERATION	3
106-002-001	540	FLATBUSH AV	MANUFACTURING OPERATION	3
106-001-001	420	NEW PARK AV	AUTOMOTIVE DEALERSHIP	3

Environmental Sensitivity Index

"1" current or historic use constitutes a minor risk that a release of a COC has occurred to the environment

"2" current or historic use constitutes a moderate risk that a release of a COC has occurred to the environment

"3" current or historic use constitutes a high risk that a release of a COC has occurred to the environment

C. Connecticut Environmental Policy Act

As the State agency sponsor of the Parkville Municipal Development Plan, Department of Economic and Community Development (DECD) funding involvement triggers compliance with the Connecticut Environmental Policy Act (CEPA) and requires an evaluation of potential effects of the proposed publicly-funded activity on natural and built environments. DECD conducted an environmental assessment in conformance with the department's Environmental Classification Document and consideration of Stage 1 Plan Review comments in February 2005 and determined that the project did not warrant a CEPA study (Appendix B).

D. Marketability Study/Analysis

A summary of a Market Assessment (March 2007), prepared by AMS Consulting LLC is summarized below. The report appears in Appendix D.

Economic Profile

Parkville's population has remained relatively stable compared to other neighborhoods in Hartford. A continued, albeit moderated rate of growth is projected for Parkville through 2011. Household incomes in Parkville are generally low to moderate (43% earn under \$25,000 compared to 17% for the State); its median income is slightly higher than that of the City as a whole but only one-half of the State median, with per capita income remaining stubbornly low. Parkville's housing is primarily rental (72%) and multi-family (84.6%). Most Parkville residents are relatively new to the area, with growing numbers coming from outside the country, adding to the broad ethnic base of the neighborhood.

Although Parkville's residential occupational profile very closely resembles the city there are a number of differences of note. Higher job concentrations are found in retail trade and services, typically lower paying jobs, while less representation is found in insurance and finance and public administration. Meanwhile, a greater percentage of residents report construction jobs compared to the city, indicative of the well established business base in trades located in the Parkville area. One of every three employed Parkville residents are employed in services compared to one of every five in the state. White collar jobs account for 44% of all Parkville resident employment.

A total of 847 businesses are located within a 2 minute drive of Park Street and Bartholomew Avenue in Parkville. This business base supports 9,208 employees, almost 10% of the total employment in the city. Insurance carriers and agents constitute the most sizable employment base in the Parkville area with 25% of total jobs, followed by government with 19%, and retail trade with 15.6% a likely source of jobs for local residents as noted in the previous section on resident occupational profile. Construction, manufacturing and wholesale trade are also well represented in the 2 minute trade area with 89 businesses and 646 jobs.

Expanding the drive time to 3 minutes triples the business base to 2,582 companies and 45,479 employees. Major shifts occur in employment share with the increased trade area with service employment jumping to 42% of total jobs as compared to 29% in the 2 minute trade area. The share in retail trade jobs, on the other hand, drops to 6% as compared to 16% in the smaller business base.

Data gathered by the US Department of Labor in its Consumer Expenditure Survey and reported by ESRI to identify sources of retail spending in the area, city and region were reviewed. Data is presented in both terms of average annual dollars spent per household and also compared to the national profile (US Index) as a measure of strength or weakness for a range of consumer goods and services.

For the purposes of this analysis, consumer spending patterns were identified for areas within 1 mile, 3 miles and 5 miles of the intersection of Park Street and Bartholomew Avenue.

Based on the data presented, retail capacity within a one mile radius incorporating roughly half of Hartford and eastern border of West Hartford is relatively modest as compared to the national index with most spending categories ranking close to half the US index. Some improvement occurs with expansion to the 3 mile radius that takes in Hartford and parts of West Hartford, East Hartford, Bloomfield and Wethersfield. At the 5 mile radius, often used as trade area for larger retailers, the retail consumption reaches near parity with US index.

The presence of a viable retail district in Parkville area located both on Park Street and along New Park Avenue and more recently on Flatbush Avenue, with Charter Oak Marketplace, attests to the capacity of the area to draw from a large trade area. Within the five mile trade area, major retail and service strengths were identified for apparel products and services, entertainment and recreation, financial services, moving and storage services, and food (both at home and away).

Market Assessment

As noted in research completed by AMS in 2002, Parkville has been the focus of much commercial investment activity even as the market softened with the onset of the 2001-2 recessions. Over a three year period between 1999 and 2001, a total of \$16.4 million was recorded in 54 commercial and industrial sales, although not surprisingly, most activity occurred in the first two years. A recent analysis of sales reveals no let up in activity with a total of \$45 million in investment on a total of 45 sales.

The mix of sales is diverse. A greater percentage of mixed-use property sales are noted compared to three years ago reflecting the rising interest in housing as an investment. Numerous industrial or mixed-industrial sales are also observed, including many within the Project Area, indicative of the importance of this land use in the neighborhood. Meanwhile, New Park Avenue continues to be the focal point for much of the sale of retail and commercial properties, with the largest transaction occurring at 330 New Park Avenue for \$14 million (originally developed as Crown Theatres). More recently, retail growth and pressures have emerged along Flatbush Avenue with the recent opening of Charter Oak

Marketplace, a 328,000 SF retail development anchored by Wal-mart that has spun off other retail, services and dining.

The market assessment completed by AMS is designed to serve as a base for review of proposed concepts and any market findings and conclusions prepared by any project developers by determining market capacity and thresholds for proposed concepts. Three market categories were selected for evaluation: industrial, retail-commercial and office.

Conclusions on Industrial Market Assessment

- Although some moderating trends are emerging, the industrial market within the nation and region has generally experienced positive growth over the last three years that has translated to declining vacancies. For the most part, new construction has been modest keeping any overhang of existing inventory in balance. Analysts project a generally favorable market environment will continue short term although wholesaling and distribution will be the primary beneficiary.
- Hartford's net absorption of industrial space of 110,000 square feet in 2006, (representing 12% of total absorption in the region) coupled with steady sales activity of industrial property since 2001 demonstrates a relatively strong market in the city. Hartford's industrial performance in the past couple of years was comparable to other more suburban communities with well established industrial markets that include Berlin and South Windsor suggestive of Hartford's capacity to compete in the marketplace.
- Much of the inventory in the immediate region is found in larger buildings that are difficult to convert to smaller sub-tenant and multi-lease format. Mid-range 30,000 to 50,000 square feet also exhibiting leasing – sales softness. Core demand in the area is for smaller facilities of under than 10,000 square feet which are in less supply.
- Hartford does not appear to have a great inventory of already zoned, ready to build industrial sites. A popular listing site identified only three available sites in Hartford, all situated near the Brainard Industrial Park.
- Although the Project Area has excellent visibility from Interstate 84, its lack of direct or easy access from the highway is a marketing disadvantage made worse by the fact that trucks are not able to pass under the railroad overpass on Park Street. Circulation in and out of the Project area is also hampered to some degree by the rail line which closes access to Hamilton Street when trains pass through and by on-street parking that further narrows already narrow roadways.

- To the extent access and circulation issues are resolved, the Subject Area could expect to capture demand for industrial space primarily from small to mid-size users ranging from 1,000 to 5,000 square feet in size, with expansion options (in existing multi-tenanted facilities). Stand alone facilities are expected to fall within the 10,000 to 15,000 SF range with expansion potential (warehousing and distribution facilities of course much larger). Moreover, it is anticipated that demand will come from an eclectic business mix that is more often than not service-based users looking for low cost but functional space as opposed to traditional industrial users.
- Despite the continued signs of a steady industrial demand in Hartford, the market thresholds for rents averaging \$3.50 to \$6.50 make undertaking new construction of investment property (multi-tenanted) problematic particularly in light of the cost of new construction and land costs averaging \$90,000 to 100,000 an acre. More likely will be interest from single-owned businesses, more often than not already located in Hartford, looking to purchase land for expansion of facilities.

Conclusions on Retail Market Assessment

- Competitive retail pressures are expected to be intense in the trade area where over 11 million square feet in retail centers currently exist and another 900,000 square feet is in planned or concept stage.
- Areas with the greatest ability to attract retail development at present are suburbs east and west of Hartford. In the case of eastern Hartford retail market, its strength is primarily in South Windsor and Manchester in areas where clustering and or co-location of retail, particularly national chains, can be accomplished.
- Longer term, retail stability and growth is expected to favor expansion east of the river indicative of the shift in population base that is occurring in the Hartford region to this area where population is growing at an annual rate of 0.72% a year versus 0.5% or less a year west of the river.
- An analysis of retail leakage versus supply points to a potentially saturated environment in all three market areas when all retail is considered. Oversupply appears to be acute in the 1 and 3 mile radius which both include all or portions of the major regional centers in the area.
- While the data indicated the presence of a possible over-stored environment in the region, unmet demand for food and drink

and food stores retail dollars was evident in all 3 and 5 mile markets. Grocery and food stores ranked highest in potential demand along with food and beverage establishments and at the southern end of the Project Area likely to benefit from the strategic location to New Park and Flatbush Avenue and I-84 and the high traffic counts produced in the area.

- Although there are indications of oversupply, an argument can be made for retail in terms of support for convenience based retail and food and drink establishments as well as the potential spin-off success from nearby Charter Oak Marketplace. With respect to the latter, an important maxim in the trade is that retail likes to follow retail and the presence of anchors Wal-Mart and Marshalls at Charter Oak Marketplace immediately opposite of the Project Area to the south along with more than 20 other establishments greatly enhance the retail opportunity for sites nearby. For the southern area of the Project Area off Flatbush, retail opportunities will be defined to large extent by site capacity and access but could potentially support up to 50,000 to 75,000 feet that could include food-related stores, drug store, restaurant or business to business type establishments. Branch banks, which in the 1990s experienced wholesale closings, now rank highest in service-based new construction and are continually seeking locations on heavy traffic corridors. Other possible uses for this area could include facilities for recreation, health and fitness which have seen significant growth, most notably seen in the rapid rise of LA Fitness Center.
- The Bartholomew Project area has already established a strong nexus of household trades/retail outlets and design showroom centers that represents an opportunity for expansion. This base is most recently highlighted by the development of the Design Center at the former Barradon building (1409 Park Street) which houses 13 different showrooms for various home-related goods and services the largest of which is DesignSource CT featuring luxury home décor. Nearby as well are older establishments that include Lyman Kitchens (moved to area in 1995) and R.L. Fisher Home (linens, bedding, fabrics, and home accessories). With consumers, vendors and distributors often appreciating the convenience of finding resources for home improvements and upgrades in close proximity of each other, a strong potential exists for building on this base and attracting additional businesses that cater to home improvements ranging from tile and flooring centers to plumbing outlets.

Conclusions on Office Market Assessment

- The region and the country are moving into a more favorable office market environment with vacancies stabilizing and rents nudging up. Moreover, new construction, thus new inventory, continues to be restrained, particularly in the Hartford area by slow job growth of under 0.7% a year.
- Contributing to the health of the local office market is the conversion of hundreds of thousands of square feet of office to residential or other uses, which has especially decreased the amount of B and C space.
- Despite significant inventory of available office space in the city, the Parkville-Bartholomew location offers a potentially favorable alternative to the downtown and other areas of the city for B and C space based on location and accessibility to major thoroughfares that include Park Street, New Park Street and I-84. While office properties in the area report some success in capturing a share of the city's office market, this market would be greatly enhanced by improvements to circulation, parking, and streetscape appearance.
- Despite an improving market environment for office, prospects for new office development would appear to be limited in the Project Area outside of R&D and flex-office potential. Special niche markets that include educational and medical office are unlikely for the Bartholomew area due to marginal access to its constituent market base. Nor does the Parkville-Bartholomew area support the level of rents necessary to consider new construction of conventional office space with baseline rents ranging between \$10.00 to \$15.00 a square foot while new office construction would need \$25.00 SF or more.

E. Compiled Boundary Map/Legal Description

Beginning at a point whose Northing is 831140.33 and whose Easting is 1009453.10 ;
thence bearing N 0-12-45.611 W a distance of 199.23 feet ;
thence bearing N 30-53-35.179 E a distance of 463.59 feet ;
thence bearing N 59-1-30.333 W a distance of 277.62 feet ;
thence bearing N 29-2-19.590 E a distance of 303.58 feet ;
thence bearing N 5-43-53.919 W a distance of 119.29 feet ;
thence bearing N 28-29-17.621 E a distance of 2854.65 feet ;
thence bearing N 29-30-45.904 E a distance of 278.69 feet ;
thence bearing N 31-19-35.283 E a distance of 185.73 feet ;
thence bearing S 51-44-6.763 E a distance of 188.01 feet ;
thence bearing N 31-56-37.451 E a distance of 394.08 feet ;
thence bearing N 31-28-42.541 E a distance of 335.98 feet ;
thence bearing N 31-30-6.921 E a distance of 183.51 feet ;
thence bearing N 44-43-4.997 E a distance of 53.75 feet ;
thence bearing N 19-51-57.262 E a distance of 427.77 feet ;
thence bearing S 48-23-1.061 E a distance of 22.16 feet ;
thence bearing N 30-4-34.812 E a distance of 50.38 feet ;
thence bearing N 52-2-44.792 W a distance of 30.44 feet ;
thence bearing N 19-18-47.749 E a distance of 128.11 feet ;
thence bearing N 75-52-2.352 E a distance of 192.20 feet ;
thence bearing N 14-18-23.836 W a distance of 88.96 feet ;
thence bearing N 75-49-6.902 E a distance of 219.70 feet ;
thence bearing N 30-24-3.665 E a distance of 176.57 feet ;
thence bearing S 75-31-0.517 W a distance of 159.94 feet ;
thence bearing N 5-52-24.513 W a distance of 197.59 feet ;
thence bearing N 84-40-4.992 E a distance of 271.13 feet ;
thence bearing N 59-12-43.576 E a distance of 55.87 feet ;
thence bearing N 84-52-57.654 E a distance of 84.09 feet ;
thence bearing S 70-21-52.806 E a distance of 31.25 feet ;
thence bearing S 89-38-37.989 E a distance of 135.53 feet ;
thence bearing N 31-31-18.463 E a distance of 147.94 feet ;
thence bearing N 27-43-40.269 E a distance of 159.99 feet ;

thence bearing N 30-12-3.215 E a distance of 126.23 feet ;
thence bearing N 36-14-32.033 E a distance of 635.60 feet ;
thence along a curve to the RIGHT, having a radius of 639.41 feet, a delta angle of 29.02, and whose long chord bears S 6-0-24.413 W a distance of 320.45 feet;
thence along a curve to the LEFT, having a radius of 1265.00 feet, a delta angle of 25.03, and whose long chord bears S 8-0-9.308 W a distance of 548.29 feet ;
thence bearing S 4-30-48.975 E a distance of 953.04 feet ;
thence along a curve to the RIGHT, having a radius of 2000.00 feet, a delta angle of 22.40, and whose long chord bears S 6-41-14.591 W a distance of 777.01 feet ;
thence bearing S 17-53-18.157 W a distance of 60.86 feet ;
thence bearing S 72-6-41.843 E a distance of 510.16 feet ;
thence along a curve to the LEFT, having a radius of 1105.00 feet, a delta angle of 20.93, and whose long chord bears S 24-28-17.015 W a distance of 401.44 feet ;
thence bearing S 14-0-20.745 W a distance of 230.42 feet ;
thence along a curve to the RIGHT, having a radius of 660.00 feet, a delta angle of 37.34, and whose long chord bears S 32-40-35.447 W a distance of 422.57 feet ;
thence bearing S 51-20-50.150 W a distance of 360.46 feet ;
thence along a curve to the RIGHT, having a radius of 400.00 feet, a delta angle of 24.86, and whose long chord bears S 63-46-40.284 W a distance of 172.21 feet ;
thence bearing S 76-12-30.418 W a distance of 387.58 feet ;
thence along a curve to the LEFT, having a radius of 612.49 feet, a delta angle of 40.92, and whose long chord bears S 56-4-26.475 W a distance of 428.23 feet ;
thence bearing S 36-0-18.643 W a distance of 1259.23 feet ;
thence along a curve to the LEFT, having a radius of 700.00 feet, a delta angle of 4.45, and whose long chord bears S 33-46-43.020 W a distance of 54.39 feet;
thence bearing S 31-33-7.397 W a distance of 743.20 feet ;
thence along a curve to the LEFT, having a radius of 700.00 feet, a delta angle of 25.47, and whose long chord bears S 18-49-8.321 W a distance of 308.57 feet ;
thence bearing S 6-5-9.244 W a distance of 133.21 feet ;
thence bearing S 80-22-27.503 W a distance of 566.28 feet ;
thence bearing S 78-38-33.966 W a distance of 562.24 feet ;
thence bearing S 84-36-32.081 W a distance of 393.08 feet to the point of beginning.

F. Topography

The Parkville MDP area is located in the northerly section of the southwestern quadrant of the City of Hartford. The area is relatively flat and exhibits little topographic relief. The elevation of the study area is approximately 80-90 feet above sea level (USGS, 1964 and Revised 1992). Elevations range from 20 feet along portions of the Park River to high points of 70 feet. Existing topography is shown on Map 3.

G. Present Condition and Uses of Land

Area Context

Parkville is a compact and densely developed mixed use neighborhood (Map No. 4) that has remained ethnically diverse. Residential development in the neighborhood is predominantly rental housing in structures containing two to four units, most of which were built prior to 1917. In spite of its age, the neighborhood maintains a fairly sound housing stock. Residential uses bracket the northern portion of the industrial area that forms the core of the MDP area.

Non-residential uses in the neighborhood are concentrated in the Park Street, New Park Avenue, Flatbush Avenue and Bartholomew Avenue areas (all in or bordering the MDP area). Other non-residential development located in the neighborhood but outside the MDP area include Kane Street, Prospect Avenue, are to a lesser degree, Capitol Avenue. An arts and creative industries enclave is located in the Arbor Street area.

Park Street is the focus for neighborhood service facilities such as supermarkets, banks, a PK-6 elementary school, a branch library, a day care center, a senior center and a post office. In recent years regional scale commercial development such as Stop and Shop, the Crown Theaters and Wal-Mart have located on New Park Avenue and Flatbush Avenue in the Project Area. Significant revitalization efforts on the Park Street portion of the Project Area include The Design Center, a mixed-use adaptive rehab of a former manufacturing building to include restaurants, retail and office uses targeted to home furnishing services, and apartments on the fourth and fifth floors of the building. The Design Center development is adjacent to and complements similar types of home furnishing businesses located in former manufacturing buildings at the northern end of Bartholomew Avenue. The underutilized and deteriorated Bradlee's shopping plaza at the corner of Park and Laurel Streets has been purchased by the owner/developer of The Design Center who is intending on redeveloping the site.

The MDP Area

The Bartholomew Avenue corridor sits at the center of the MDP area and is the primary focus of revitalization efforts. The *Parkville Industrial Corridor* study prepared by McCabe Enterprises indicated that this area is an important employment base in the neighborhood.

An estimated 1.6 million square feet of industrial/business space in over 25 buildings exists in the corridor. Many of the buildings located in this sector are multi-storied brick industrial structures that date back to the turn of the century. The buildings at the northern end of the corridor enjoy higher levels of occupancy than those on lower Bartholomew Avenue,

where vacant or marginally utilized structures are found, including blighted and underutilized 169 Bartholomew Avenue. The businesses in the corridor are generally small in size and include light assembly manufacturers, machine shops, storage businesses, non-profits, state agencies, retail operations, restaurants/pub, construction firms, professional firms, and distributors.

Water Resources

The site is located within the Park River Sub-Regional Basin (#4001-00-3-R2). Drainage from the project area eventually discharges to the Connecticut River, which is associated with the Connecticut Major Basin that empties into the Long Island Sound (CTDEP Environmental GIS Data for Connecticut, 2005).

According to the NRCS soil data the study area does contain poorly drained soil which may qualify as hydric. The areas along the Park River contain vegetation characteristic of wetland habitat.

Floodplain

The Federal Emergency Management Agency (FEMA) classifies flood zones for flood insurance and flood management purposes. The South Branch of the Park River traverses the easterly edge of the MDP area. Areas of special flood hazard (100 year flood inundations) for which flood elevations have been determined (Zone AE) form a narrow band along both banks of the river. In addition, two pockets of 100 year flood areas for which flood elevations have not been determined (Zone A) are located west of the river and south of I-84; other areas determined to be outside the 500 year flood plain (Zone X) are found on both sides of the river.

At the northerly end of the MDP area just south of Park Street, the South Branch of the river enters an underground conduit that joins with a similar conduit containing the North Branch of the river. The conduit system, constructed in phases by the U.S. Army Corps of Engineers (ACOE), flows more than 9 miles via a huge box-shaped tunnel to join the Connecticut River. Under a formal agreement between the ACOE and the City of Hartford, a flood storage area has been delineated. As a result no net fill can be placed below 51.92 feet NGVD. In addition, any activity proposed within the flood storage area must be reviewed by the Greater Hartford Flood Commission.

A Zone A area (100 year flood area for which elevations have not been determined) associated with Kane Brook, a tributary to the South Branch of the Park River, is located in the area of New Park Avenue north of I-84 and south of Kane Street. Map No. 4 includes the FEMA classifications within the MDP area.

Historic/Archaeologic Resources

The MDP area does not include any national register historic districts, properties listed on the National Register of Historic Places or individual state historic properties. The one National Register property that was located in the MDP area, the Royal Typewriter Factory, was destroyed in a fire and was redeveloped as a Stop & Shop (Royal Plaza) on New Park Avenue. The closest National Register property to the MDP area is the Temple Zion Pentecostal Church, located at 1886-1906 Park Street (formerly St. Paul Methodist Episcopal Church). The MDP area is separated from the Frog Hollow Historic District to the east by I-84.

Extant examples of buildings and sites in Parkville and the MDP area of historic interest have been featured in "Connecticut An Inventory of Historic Engineering and Industrial Sites" (Roth, 1981) and "Structures and Styles Guided Tours of Hartford Architecture" (Andrews and Ransom, 1988). Relevant structures within the MDP area include:

- 4-8 New Park Avenue (corner New Park Avenue) – one of the first multi-story structures in Parkville built to combine retail and residential components. c1905.
- 30 Bartholomew Avenue – Hartford Rubber Works. c1900.
- 81-99 Bartholomew Avenue – Pope Tube Company. c1895.
- 169 Bartholomew Avenue – Whitney Manufacturing Company 1906, 1919, 1923, 1939, 1941
- 238-250 Hamilton Avenue – Hart Manufacturing Company c1911

Several of the buildings in the Bartholomew Avenue corridor are associated with the Pope Manufacturing Company and the manufacture of bicycles and later automobiles.

In April 2006 the Court of Common Council of the City of Hartford amended the Hartford Municipal Code to establish an Historic Preservation Commission. The Commission will identify, preserve, and enhance distinctive areas, sites, structures and objects that have historic, cultural, architectural and archaeological significance. The ordinance applies to buildings and neighborhoods which are listed in the National or State Registers of Historic Places. The ordinance applies to demolition, new construction and exterior alteration of covered properties if the activity requires a building or demolition permit and if the alteration is visible from a public street, including areas where a National Registry application is pending. "Guidelines for Renovations and Additions to Historic Buildings: Building on Hartford's Historic Heritage" have been prepared to give guidance to property owners.

H. Existing Streets, Sidewalks, Water and Sewerage Systems, Drainage Systems and Other Utilities

Streets and Sidewalks

The Project Area includes a number of local city streets in addition to the following collector roadways which serve the area.

Park Street: Park Street runs west/east through the Project Area. Park Street, east of Bartholomew Avenue, is comprised of two lanes in each direction with no available on-street parking. West of Bartholomew Avenue, Park Street varies from one lane in each direction as the roadway passes under the Amtrak bridge over Park Street before widening out to two lanes in each direction with available on-street parking along both sides of the roadway. The roadway width varies within the study area from 42 feet to 52 feet.

New Park Avenue: New Park Avenue provides a single lane of travel in each direction. In addition, New Park Avenue also provides a center two-way left turn lane (TWLTL) to accommodate vehicles attempting to access the numerous curb cuts along the roadway. New Park Avenue also provides roadway width along both sides of the roadway for bicycle lanes. The bike lanes vary between 5 to 6 feet in width. On-street parking is permitted within signed segments of the roadway. The roadway has a cross-section of approximately 54 feet in total width between Grace Street/Hamilton Street and Park Street. At the four legged intersections with Grace Street/Hamilton Street and Sisson Avenue and Park Street, vehicles are controlled by traffic signal control.

Sisson Avenue: Sisson Avenue is a city collector street that intersects Park Street from the north. Sisson Avenue provides a full directional interchange with I-84. The intersection of Sisson Avenue/New Park Avenue and Park Street is a four-way traffic signal controlled intersection. Sisson Avenue is approximately 38 feet in width within the limits of the intersection with New Park Avenue.

Flatbush Avenue: Flatbush Avenue runs east/west along the southern perimeter of the Project Area. Interstate 84 has a

directional interchange intersecting Flatbush Avenue east of New Park Avenue. Within the Project Area Flatbush Avenue provides between one and two travel lanes in each direction. Heading east from the intersection of New Park Avenue are intersections with Newfield Avenue, a shopping plaza, the Flatbush Avenue interchange with I-84 and Brookfield Street. All of the aforementioned intersections operate under traffic signal control.

Bartholomew Avenue:

Bartholomew Avenue is a local street which intersects Park Street as a “T” intersection. Bartholomew Avenue is stop controlled as it approaches its intersection with Park Street. Bartholomew Avenue has one lane in each direction with an approximate roadway width of 31 feet. On-street parking is permitted along the east side of the roadway.

Hamilton Street: Running east/west through the study area, Hamilton Street intersects New Park Avenue. Within the Project Area, Hamilton Street intersects with Francis Avenue, Bartholomew Avenue, Pope Park Highway and Wellington Street. The intersection of Hamilton Street and Bartholomew operates under a traffic control signal, while the other intersections are under two-way stop control for the intersecting side roads. On-street parking is available along sporadic segments of Hamilton. Hamilton Street within the Project Area is approximately 30 feet in width.

Posted speed limits in the Project Area are 25 mph except for Park Street, New Park Avenue and Flatbush Avenue, which are posted at 35 mph. A portion of Francis Avenue is the only one-way street in the Project Area.

There are sidewalks located throughout the Project Area with the exception of Pope Park Highway.

CT Transit operates an extensive bus network within the City of Hartford. Currently, two existing bus routes service the Parkville area. The K Bus provides service along New Park Avenue and Park Street. The Q Bus provides service along the south side of the Municipal Development Area as the route traverses Flatbush Avenue.

The current inventory of parking in the MDP area is a mix of both on-site and on-street parking. In the Bartholomew Avenue corridor, a redevelopment focus area, there are a total of approximately 830 spaces in off-street parking areas ranging in size from individual small business areas to large lots with over 200 spaces per lot.

Traffic volumes and Level of Service (LOS) analyses were conducted by Tighe & Bond for the following intersections in the area in November 2006: Park Street/Sisson Avenue and New Park Avenue; Park Street and Bartholomew Avenue; Park Street/Laurel Street; and New Park Avenue/Grace Street/Hamilton Street. The full study and related data is available in Appendix D.

In summary the study showed that AM and PM peak hours varied slightly with AM peaks ranging from 7:30 to 9:00 and PM peaks ranging from 4:15 to 5:45. The Level of Service analysis indicated that the signalized intersections (all except Park Street/Bartholomew Avenue are signalized) operate at an acceptable level (AM/PM LOS of C/D or better). The Park Street/Bartholomew Avenue intersection experienced a northbound LOS of "C" in the AM and "F" in the PM. Overall, the study indicates that existing traffic operations within the study area are acceptable and may be able to support an increased level of development with improved intersections and more off street parking.

Sewerage System

The MDP Area is served by a piped sewerage system owned and operated by the Metropolitan District Commission. MDC owns and operates four treatment facilities: Hartford, East Hartford, Rocky Hill and Windsor. Hartford's system is old and a number of areas still have combined sewers, including the Project Area. Sewer separation projects have been completed along Flatbush Avenue, a portion of New Park Avenue, Francis Avenue to Park Street to the Park River, on a portion of Hamilton Street and along portions of Belmont/Rose/Olive Streets. Sewer sizes range from 8" to 36". The remainder of the system is currently a combined sanitary/storm system. There are two MDC interceptor systems located within the Project Area; both are separated systems. The New Park Avenue Interceptor bisects the Project Area in an east-west direction in the vicinity of I-84/Kane Street and intersects with the New Southwest Branch Interceptor, which runs north-south at the easterly edge of the Project Area. There are 5 combined sewer outfalls (to the Park River and Kane Brook) located in the Project Area. Map No. 5 depicts the existing sanitary sewer system.

Drainage System

As a result of the above-referenced sewer separation projects, portions of the MSP Area have Metropolitan District Commission (MDC) storm drains discharging to the Park River and Kane Brook (Map No. 6). The MDC

requires that all new structures provide separate sewer laterals for domestic sewerage and stormwater runoff, and has an approved facilities plan in place that provides for phased combined sewer overflow (CSO) abatement in the City.

Water System

The MDP Area is served by a piped water system owned and operated by the Metropolitan District Commission (MDC) as shown in Map No. 7. There is a 30" main in Park Street; the major proportion of the Project Area is served by 8" and 12" mains. Two surface water bodies are the supply sources for the system; water flows by gravity to treatment facilities in West Hartford and Bloomfield. Fire hydrants are located throughout the area with the exception of Pope Park Highway No. 4, which does not have any water service.

Other Utilities

Gas service is provided throughout the Project Area by Connecticut Natural Gas (CNG). Map No. 8 depicts the location and size of pipes serving the Project Area.

Electric power is supplied by CL&P. The electrical facilities in the Project Area are comprised of both overhead and underground facilities with primary voltages of 23 kV, 11 kV and 4.8 kV. A major distribution substation located on Bartholomew Avenue between Rose Street and Olive Street is being phased out with a schedule to de-energize and remediate the site in 2008. The area will then be served by the substation at New Park Avenue/Kane Street, with two switch boxes remaining at the Bartholomew Avenue location. The Bartholomew Avenue substation is currently fed by 4 – 23 kV circuits that are transformed down to 11 kV and 4.8 kV voltages. There are 10 – 11 kV circuits and 8 – 4.8 kV circuits that exit the substation and feed the local area load. Map No. 9 indicates locations of overhead and underground facilities. Due to the number of circuits in the area, most of the underground facilities include more than one circuit, Bartholomew Avenue being the prime example with 14 underground circuits. CL&P anticipates adequate capacity in the area to serve additional development.

AT&T provides voice and data circuit service to the Project Area. Comcast also currently has service available.

I. Type and Location of Proposed Land Uses

Project Plan Improvements/Activities

Projects targeted as business retention, infrastructure or economic development have been identified for the Parkville MDP area. These projects have been grouped into Action Areas based on City and neighborhood goals and objectives. The projects depicted in Map 10 include:

Action Area A

- Construct connector road between Bartholomew Avenue and Flatbush Avenue (**Project 1**)
- Cleanup of 45-49 Olive Street in preparation of redevelopment (**Project 2**)

Action Area B

- Expand off street parking at 230 Hamilton to free up public on-street parking and improve parking, roadway and access to 101 Pope Park Highway (**Project 3**)
- Erect three gateway signs at strategic locations (**Project 4**)
- Install streetscape amenities along Bartholomew Avenue including new sidewalks, curbing, lighting, landscaping and decorative fencing (**Project 5**)
- Improve and expand a former City owned parking area now utilized by several businesses for employee parking and develop on-street diagonal patron parking to create a "downtown" environment and convey a sense of security (**Project 6**)

Action Area C

- Remediation, site preparation, selective demolition and site improvements to lay the ground work for a business park (**Project 7**)
- Improve/expand parking and improve rear yard at 237-245 Hamilton (**Project 8**)

Action Area D

- Reconstruct Pope Park Highway with new curbing, catch basins, decorative fencing, extend water service, separate combined sewers and provide pedestrian connections (**Project 9**)

Action Area E

- Re-establish the connection between Olive Street and Wellington Street to facilitate truck circulation and create a defensible space in and around Bartholomew Avenue businesses **(Project 10)**
- Acquire 148 Bartholomew, demolish the existing building, remediate and construct a public parking area **(Project 11)**
- Assist developer of 190 Bartholomew with access, circulation, and utility connections **(Project 12)**
- Demolish former power plant at railroad **(Project 13)**

Design Guidelines

The following design guidelines are intended as flexible criteria to guide and orient the development during project design and the design review process, in order to ensure that the desired image and high quality of environment are achieved throughout the Parkville MDP Area.

a. Buildings

1). Orientation

New buildings fronting public streets should be oriented toward roadways to create an urban street wall that activates the streetscape and fosters pedestrian activity.

2). Access

Primary access to buildings should be from the street or landscaped areas accessible to the public. Secondary access should be located on secondary streets to the greatest extent possible.

3). Materials

Building materials should include a combination of contemporary and traditional building materials such as brick, stone, glass or masonry cladding. A consistent level of detail and finish is required on all sides of the building. Reflective/shiny/mirrored materials and non decorative concrete finishes are prohibited.

4). Architectural Character

Architectural features should reinforce the character of the corridor and create a sense of place. Primary building corners and facades should address view corridors, important street intersections and other significant urban spaces to create a sense of neighborhood.

5). **Historic Character**
The Planning Division of the City of Hartford shall be contacted regarding the applicability of the provisions of the Hartford Preservation Ordinance whenever demolition, new construction and/or exterior alteration of buildings is proposed. In addition, the “Guidelines for Renovations and Additions to Historic Buildings – Building on Hartford’s Historic Heritage” shall be consulted as a guide to the City’s overall design goals.

6). **Electrical and Mechanical Equipment**
All electrical and mechanical equipment, except electrical transformers, should be located inside or on top of the building roofs wherever feasible. All equipment shall be screened with architecturally appropriate materials to minimize visibility from streets or other public spaces.

b. Site Considerations

1). **Transit-oriented Connections**
Where appropriate, walkways or interconnected parking areas shall provide physical linkages to adjacent transit nodes.

2). **Public Spaces and Greenways**
In development fronting public streets, safe and well designed public plazas or courtyards are encouraged. Wherever appropriate, connections to greenways or other public spaces should be provided.

3). **Public Art**
Property Owners are encouraged to provide outdoor sculptures, designed to be in harmony with the buildings, landscaping and plantings of the property.

4). **Fencing Material**
The use of chain link, open weave or razor/barbed wire along public streets or adjacent to a residential property is prohibited.

5). **Dust, Fumes, Vapors, and Gases**
Emissions of dust, dirt, fly ash fumes, vapors, or gases shall be prohibited at any point beyond the lot line of the establishment creating that emission. All such activities shall comply with applicable Federal and State regulations.

- 6). Trash Enclosures
Dumpsters or other containers used for waste or recycling purposes shall be located away from the street front and screened from view of rights-of-way, sidewalks, and abutting properties.
- 7). Outdoor Storage
Outdoor storage areas in front yards are prohibited; areas visible from public streets shall be appropriately screened.

c. Landscaping

- 1). Planting
A line of shade trees planted at regular intervals should be provided along primary sidewalks and pedestrian routes. Trees should be drought tolerant and set back from the curb to avoid damage from vehicles and permit snow plowing to occur. Low growing plant materials such as shrubs, small trees and perennials with seasonal interest, preferably of flowering varieties, should be included in the landscaping of each property.
- 2). Materials and Colors
Hard-surfaced, durable materials and natural colors are recommended as paving materials for sidewalks, walkways and sitting areas. Materials should include brick, granite, cobblestones, concrete pavers or concrete with details and accents in other materials. The use of bituminous pavement for pedestrian areas is not allowed.
- 3). Site Furniture
All pedestrian sitting areas should be adequately equipped with good quality and durable lighting, benches and trash receptacles, made consistent with approved City standards. The use of decorative elements such as planters, fountains, pergolas or trellises is encouraged.
- 4). Buffering and Screening
Electrical transformers, underground utility feeds, site mechanical equipment (if necessary), outdoor storage areas, and private residential courtyards should be screened with natural materials compatible with the materials of the adjacent buildings. These would include brick and other fired-clay masonry units, natural stone, painted or stained wood and/or vegetation. Where feasible, fences or walls facing the street should be setback from the property line, and the front of the fence or wall should be landscaped with low plantings.

5). Site Utilities

All utility connections shall be designed to coordinate with the architectural elements of the site so as not to be exposed except where necessary. Pad-mounted transformers and/or meter box locations shall be included in the site plan with an appropriate screening treatment. All new and existing utility connections within the boundaries of the project shall be placed underground with the exception of existing overhead power transmission lines in excess of 34.5 KV and long-distance and main trunk communications facilities. Transformers, terminal boxes, meter cabinets, pedestals, concealed ducts and other facilities may be placed above ground provided they are screened with landscaping.

d. Lighting

- 1). Exterior lighting shall be of low intensity with cutoff features to prevent encroachment onto adjacent properties. Light fixtures (including pole and base) shall be compatible with the architectural character and color of the proposed development.

Operational Standards

- a. All refuse, trash, and scrap materials shall be kept in containers in a neat, safe manner and shall not be allowed to accumulate. If stored outside, all materials shall be totally enclosed or screened from general view.
- b. If trucks or service vehicles are stored outside, they must be parked neatly in a planned and designated area at the rear or side of buildings.
- c. All exterior surfaces requiring periodic painting, cleaning, washing or other maintenance shall be given such attention regularly and thoroughly so as to maintain a neat and clean appearance at all times.
- d. All lawns and plantings shall be kept neat and trim at all times. Lawns and plantings shall be cared for to ensure good appearance, including such preventive maintenance as fertilizing, watering, cutting, pruning, reseeding, and replacement of broken, dead, or diseased materials.
- e. All private gutters, storm drains, culverts, and the like are to be kept operational and free of debris and obstructions at all times.

- f. Snow removal from all private walks, drives, drainage structure, entrances, and parking and loading areas will be the responsibility of the occupant. All areas shall be cleared neatly and promptly and in such a manner as not to interfere with public traffic or private access for employees.
- g. The general good appearance, neatness and tidiness of all land, buildings, and appurtenances shall be maintained at all times. This includes, but is not limited to, prompt repair of paved and unpaved yard areas, soil erosion, curbs, gutters, downspouts, windows, awnings, signs, visible interior fixtures, and roof units.

Policy Guidelines for Publicly-Funded Development

Development in the Parkville MDP area will conform to applicable DEP regulations and permits, and adhere to best management practices (BMPs) recommended by DEP. These shall include but not be limited to the following:

- a. Stormwater Management
 - 1). Sediment/oil/grease collection systems;
 - 2). Non-structural measures to dissipate and treat runoff such as pervious paving and vegetated swales;
 - 3). Gross particle separators incorporating cyclonic or swirl technology;
 - 4). Deep sump catch basins with oil/grease hoods; and/or
 - 5). Detention/retention basins;
 - 6). Maintenance plan to insure continued effectiveness of control measures
 - 7). Specifically for parking garages:
 - (a.) Two separate collection systems designed to treat runoff from different types of parking areas (i.e., exposed areas such as rooftops vs. interior levels).
 - (b.) Use of oil-water separators and advanced cyclonic design gross particle separators.
 - (c.) A licensed waste oil hauler shall clean the oil-water separator tank at least once a year.
 - (d.) A long-term maintenance plan including reduction of total suspended solids (TSS) before discharge to the municipal storm water system and proper management of discharges from parking garages, e.g. discharges from parking garage floors may be directed to sanitary sewers, after use of an oil-

water separator, while in contrast discharges from garage roofs may be directed to storm sewers.

b. Redevelopment Activities

- 1). Prior to demolition, a comprehensive survey of the project area shall be conducted to identify rodent nesting/feeding areas. An extermination plan shall be developed in coordination with municipal health officials and implemented before demolition activities commence. After demolition, the project site and surrounding areas shall be monitored to confirm the success of the extermination efforts and investigate any reports of rodents. Additional extermination efforts shall be implemented, if necessary.
- 2). Development plans that entail soil excavation shall include a protocol for sampling and analysis of potentially contaminated soil. Soil with contaminant levels that exceed the applicable criteria of the Remediation Standard Regulations shall be handled as special waste. The disposal of special wastes requires written authorization from the Waste Engineering and Enforcement Division of DEP prior to delivery to any solid waste disposal facility in Connecticut. If clean fill is to be segregated from waste material, there shall be strict adherence to the definition of clean fill, as provided in Section 22a-209-1 of the RCSA. In addition, State regulations prohibit the disposal of more than 10 cubic yards of stumps, brush or woodchips on the site, either buried or on the surface.
- 3). Inspection for asbestos-containing materials and removal of any such materials shall be required prior to demolition of any commercial, industrial, public buildings or buildings containing 5 or more residential units. The Federal EPA must be notified 10 working days prior to demolition.
- 4). The approval of the Waste Engineering and Enforcement Division of DEP may be required prior to disposal of material containing asbestos; proper disposal technique requires that the material be bagged, labeled and placed in an approved secure landfill.
- 5). Disposal of demolition waste shall be handled in accord with applicable solid waste statutes, regulations and disposal procedures.

- 6). Areas to be disturbed during building renovation shall be inspected for the presence of asbestos-containing materials and lead paint; abatement projects or the removal, transport and disposal of such materials shall be required to conform to Federal and State regulations.
- 7). Precautions to protect ground and surface water quality shall be required for the removal of exterior paint; methods of paint stripping and disposal of spent stripping fluid shall be selected to minimize potential impacts.
- 8). Redevelopment sites shall be inspected for any electrical equipment such as transformers or capacitors that contain PCBs. Each PCB transformer in use or stored for reuse shall be required to be registered with the local fire department. PCB transformers shall be prohibited from use in and near commercial and public buildings (e.g. schools, hospitals, offices, etc.)
- 9). Closure of underground storage tanks shall be governed by all applicable State and Federal regulations.
- 10). The removal of underground storage tanks shall follow the procedures outlined in the Code of the National Fire Protection Association (NFPA 30). If contaminated soil, ground water or free product is observed at the site or detected by sample analysis, the DEP shall be immediately notified and corrective action shall be undertaken.

J. Existing and Proposed Zoning/Subdivision Status of the Project Area

Existing Zoning

The predominant zoning in the portion of the MDP area north of Olive Street is I-2 Industrial District (Map No. 12). The purpose of this district is “to provide for medium to heavy industry characterized by a minimum of noise, odor, glare, and pollution, and by moderate traffic upon the public streets.” The entire Bartholomew Avenue corridor, including residential properties, is zoned I-2. The non-conforming residential area includes Belmont, Rose and Olive Streets. Multiple dwellings are permitted by right in the I-2 district after adoption of an Industrial Re-Use Overlay District (IROD).

The southerly portion of the MDP area is a mix of “heavy industry” and commercial zones, predominantly zoned I-1 Industrial District. The purpose of the I-1 district is “to provide for the location of the heavier types of industry common to the city”, e.g. the city incinerator, automobile wrecking yards and similar uses. The core area north and south of the I-84 corridor is zoned I-1.

Business District zones, both B-3 Linear Business Districts and B-4 Neighborhood Shopping Districts are found on Park Street, New Park Avenue and Flatbush Avenue. R-2 Medium Density Residential District zoning is found on Francis Avenue south of Hamilton Street and on the east side of New Park Avenue north and south of Hamilton Street. An area south of the I-84 corridor in the vicinity of the Exit 45 I-84 ramps east to the Park River is zoned P Public Property and Cemetery District. This same area, as well as industrially zoned areas south of Park Street and in the floodplain of the Park River, are designated Flood Plain Districts.

Proposed Zoning

In order to achieve desired redevelopment goals as well as future development consistent with abutting private initiatives recently completed, it is proposed that all MDP areas presently designated I-1 Industrial District be changed to B-3 Linear Business District. This is the zoning designation under which recent redevelopment in the area has occurred. Through the provisions of this MDP, however, the following uses would be prohibited:

- Automobile Rental Services
- Limousine Services
- Automobile, Limited Repairs and Services

- Automobile Wash, Self Service
- Motor Vehicles or Gasoline Fueling Stations
- Tire, Batteries, and Accessories
- Eating Places with Drive-In or Curb Service
- Taxicab Garage and Equipment Maintenance.

Use of the Industrial Re-Use Overlay District (IROD) is recommended in the I-2 zoned Bartholomew Avenue corridor in order to provide for a range of uses that will build on recent private investments, are compatible with and serve to sustain the area's existing businesses, and will allow flexibility to accommodate new uses consistent with the area's potential for transit-oriented development. Thus with the adoption of an IROD, multi-family development would be allowed.

The exception to the I-2/IROD application would be for the two parcels fronting Flatbush Avenue as highlighted in Map 12. The parcels are zoned I-1 and should be changed to B-3 with the prohibited uses stipulated above. Given their visibility and access, drive-throughs would be allowed.

These zoning recommendations will be supplemented by Design Guideline provisions of the MDP (Section I). In addition, the City of Hartford will be undertaking a comprehensive review of its Zoning Regulations and anticipates strengthening its urban and context sensitive design requirements through the use of design overlay districts to encourage development consistent with neighborhood characteristics and context.

A copy of the pertinent zoning regulations can be found in Appendix G.

Subdivision Status

The MDP area is a developed, urbanized area, a major proportion of which has been subdivided and built upon. The redevelopment of the area may involve reparcelization of land areas. It is anticipated that land will be acquired/disposed of in accord with the provisions of this Municipal Development Plan and the applicable ordinances and regulations of the City of Hartford.

K. Testing Borings and Soils Analysis

The Project Area is highly urbanized and land cover is primarily impervious. The predominant soil units in the area are UD Udorthents – Urban Land Complex (approximately 54%) and Ur Urban Land (approximately 46%). Both these soil types reflect areas where changes due to cutting, filling and construction have occurred. The site is composed of sand overlying fines, characterized by layers of well-sorted to poorly sorted gravel, sand, silt and clay. The site is underlain with the Portland Arkose Formation, a sedimentary foundation, usually with well-defined bedding.

L. Acquisition/Disposition

The publicly-funded acquisition activities under the Parkville MDP will allow for the City, under the auspices of the Hartford Redevelopment Authority, to continue to implement specific aspects of a redevelopment and revitalization initiative set in motion in 1998 with the preparation of its Neighborhood Revitalization Plan.

The City anticipates a total of ten acquisitions as indicated in Table L-1 in order to carry out the projects slated for implementation. Four of these involve the full parcel. In the future, the City may, by purchase, tax foreclosure or eminent domain, acquire additional properties within the project area through amendment of this MDP.

As the implementation agency for this Plan, the HRA will carry out all acquisition activities. Consistent with applicable regulations and City, State and Federal policies, HRA will first initiate direct acquisition through the cooperation of the property owner cooperation. The basis of the negotiations will begin through the procurement of title searches and appraisals. The use of eminent domain as recently clarified by Public Act No. 07-141 will not be utilized unless the HRA fails to elicit owner cooperation and the subject property plays a critical role in the implementation of a specific action.

A general description of the intended acquisitions is as follows:

Parcel A-1 Flatbush/I-84 Ramps

Due to the proposed extension of Bartholomew Avenue to Flatbush Avenue, a small portion (0 .59 acres) of Connecticut Department of Transportation right-of-way may be needed. If this proposal moves forward, conceptual design followed by detailed engineering drawings will be needed to confirm the need for this or other property. As part of the preparation of this Plan, a coordination meeting with the DOT was attended to present the initial idea of the extension. The DOT offered positive comments and highlighted the benefits of this proposal in the Department's continuing work in the Hartford-New Britain Busway.

Parcel A-2 500 Flatbush Avenue

Acquisition of an approximately 50 to 65 foot wide portion of this parcel is proposed to implement the Bartholomew Avenue Extension. The owner of the property, Danny Corporation, is aware of this proposal. The intention of this action is to enhance economic development opportunities and improve traffic circulation. Given that the current tenant is considering

major changes to its business model, anticipated redevelopment in accordance with the City's zoning regulations may trigger State Traffic Commission approval which may result in significant road improvements requirements. The Bartholomew Avenue extension may help to alleviate additional traffic generated from the proposed development. The initial road extension concept assumes that the parcel required for the extension would essentially be the relocation of the existing interior roadway, thereby minimizing the net loss of land.

Parcel A-3 45-49 Olive Street

This parcel, presently used as a scrap metal/ bulky waste disposal area, is prominently visible from I-84 and casts a blighted appearance at the street level along Bartholomew Avenue. The City has requested that the CTDEP determine if the site is properly permitted for its current use. The two parcels (.88 acres in total) slated for acquisition are within the intended alignment of the proposed Bartholomew Avenue extension. Residual land could be incorporated into the proposed Bartholomew Avenue Business Park. If the required permits are not current, the City would look to the State to take appropriate action. The City and adjacent residents have a strong desire to remove (if the site has not been permitted) or relocate (if permitted) the operation in order to improve the image of the area, avoid potential health risks associated with the unauthorized dumping that the site seems to attract and increase property values.

Parcel A-4 81 Pope Park Highway

This parcel is only 0.2 acres in size and houses a nightclub which changes hands frequently, and is often raided by the Hartford Police Department. The building itself is a windowless concrete structure and despite its use there is no parking and no amenities. Presently, it is open only weekend nights. Acquisition of this parcel would allow for a larger parking lot to provide for employee parking for area businesses. Expansion of the parking lot will allow for future business development and more employment opportunities for 230 Hamilton Street.

Parcel A-5 101 Pope Park Highway #4

This property includes a multi-story brick building that has been occupied for years by the New England Oil and Ice Company and a vacant one story multi-bay structure last occupied by an automobile transmission service which has been vacant for several years. A partial acquisition of 0.87 acres is part of the proposed on-site parking expansion to benefit 230 Hamilton as well as New England Oil and Ice. As one of the beneficiaries is the property owner, a mutually agreed upon price is expected. If an

agreement cannot be reached, it is not the intent of this Plan to use eminent domain.

Parcel A-6 55 Pope Park Highway #4

This partial acquisition (0.09 acres) is required to accommodate the grade of the proposed expansion of on-site parking at 230 Hamilton. The expanded parking lot will allow for maintaining and attracting tenants to 230 Hamilton Street. If an agreement cannot be reached with the property owner, it is not the intent of this Plan to use eminent domain.

Parcel A-7 17-35 Bartholomew Avenue

This requires an easement of .17 acres from the parking lot which services the neighboring buildings. The owners of these buildings have proposed this concept as a way to get parking on the street to make the area look safer and more inviting. The plan calls for creating 24 diagonal parking spaces on the street. If an agreement cannot be reached, this project will not go forward. This project will not lead to an increase in tax revenue.

Parcel A-8 175 Bartholomew Avenue

This vacant 2.63 acre parcel is zoned industrial and does not have frontage on Bartholomew Avenue. Access is provided through a driveway off Hamilton Street that runs parallel to the railroad tracks. It is directly behind 169 Bartholomew Avenue. This parcel plays a key role in developing the Bartholomew Avenue Business Park. With the present configuration of adjacent properties, this parcel alone has little marketability. Since the owners of 245 Hamilton Street also own this property, they would benefit from the incorporation of this parcel into the Bartholomew Avenue Business Park. The development of this parcel as part of the Bartholomew Avenue Business Park will provide economic development opportunities including increasing employment opportunities as well as increasing tax revenues.

Parcel A-9 169 Bartholomew Avenue

This 2.9 acre industrial property contains an underutilized multi-story brick industrial building that is in poor condition. Presently, the building is partially utilized by a small woodworking business and a moving and storage operation. Based on an initial CTDEP records and a recent Phase I funded by the U.S. EPA under a Brownfields Assessment Grant, remediation may be necessary. This property also plays a strategic role in the Bartholomew Avenue Business Park either as a renovated and adaptively-reused structure or as an economic development opportunity after demolition and site preparation. The owners have been previously

delinquent in their taxes, and despite paying taxes in 2006 are now delinquent. Whether the building is rehabilitated or demolished, the property can be utilized to attract more businesses and capture more employment for the neighborhood.

Parcel A-10 148 Bartholomew Avenue

A one-story industrial building which occupies virtually the entire site has been vacant for several years. There is no parking available at this site, making this parcel in its present configuration very difficult to develop. Two alternatives are being considered for its re-use. One would be to develop public parking that would be available to patrons of adjacent businesses. The other would be to develop housing on the site. There are residential structures on three sides of this property. A parking lot would not directly result in an increase in tax revenue but would support local business viability. If housing was pursued, the City would utilize other mechanisms other than this Plan to develop the site. If an agreement cannot be reached on the purchase of this property, it is not the intent of this Plan to pursue eminent domain.

Table L-1
Parkville Municipal Development Plan
Hartford, Connecticut
Potential Property Acquisitions

Acquisition/ Parcel ID	Address	Owner	Assessed Value (2006)	Existing Use	Acquisition/Need
A1	Flatbush/I-84 Ramps	Connecticut Department of Transportation		Transportation	Partial/ 0.59 Acres Flatbush Connection
A2 106-002-002	500 Flatbush Avenue	Danny Corporation	\$1,922,508	Manufacturing	Partial/4.46 acres 50 -65 ft wide ROW Flatbush Connection
A3 318-001-001 317-003-006	45-49 Olive Street	Rome Recycling Corp.	\$17,388	Junk Yard	Full/0.88 acres Blight removal, Flatbush Connection
A-4 319-002-015	81 Pope Park Highway	Pope Park Highway LLC	\$93,394	Nightclub	Full/0.2 acres Parking lot
A-5 319-002-007	101 Pope Park Highway	SNE Hartford LLC	\$397,642	Automotive	Partial/0.87 acres Parking lot
A-6 319-002-006	55 Pope Park Highway	Link Real Estate LLC	\$244,482	Manufacturing	Partial/0.09 acres Parking lot
A-7 319-001-002	17-35 Bartholomew Avenue	17-35 Bartholomew Ave. LLC	\$105,084	Parking Lot	Easement 0.17 acres On street parking
A-8 317-003-002	175 Bartholomew Avenue	Futuramik Industries Inc.	\$144,326	Vacant Land	Full/2.63 acres Redevelopment
A-9 317-003-003	169 Bartholomew Avenue	Renaissance LLC Et al Partners for Harford	\$242,760 (2005)	Woodworking Shop	Full/2.9 acres Redevelopment
A-10 318-003-005	148 Bartholomew Avenue	Michael Rawski	\$132,888	Vacant Warehouse	Full/0.34 acres Public parking

Total Acq = 13.13. Ac

Table L-2
Parkville Municipal Development Plan
Proposed Disposition Parcels

Disposition Parcel	Project	Intended Recipient	Use
1	A-1	City of Hartford	Flatbush Connector
2	A-2	Private Developer	Redevelopment
3	B-3	230 Hamilton	Private Parking
4	B-3	230 Hamilton	Private Parking
5	B-3	230 Hamilton	Private Parking
6	B-6	City of Hartford	On street parking
7	C-7	Private Developer	Redevelopment
8	E-11	City of Hartford	Public parking

Total Disposition = 13.13 A
Public Use = 5.94 A
Private Development and Parking = 7.19 A
7.19 A. @ \$200,000/Ac = \$1,438,000.00

M. Appraisals

The Hartford Redevelopment Authority will procure appraisals under local and State requirements. The appraised values of specific parcels included in Section Q were based on assumptions developed through previous municipal development projects.

N. Title Searches

Title searches of properties to be acquired will be requested as part of the implementation phase of the project. Acquisition dollars for a property will not be released until the title search is submitted to DECD.

O. Financing Plan

Table O-1 outlines the costs of individual actions and provides total costs for each activity required for implementation.

Table O-2 illustrates the intended sequencing of projects.

P. Administrative Plan

1. Primary Administrator

The City of Hartford has designated the following entity or its successors, as its Development Agency for the Parkville MDP Area in accordance with Section 8-188 of the Connecticut General Statutes:

Hartford Redevelopment Agency (HRA)
250 Constitution Plaza
Hartford, CT 06103-1822
860/757-9070
860/722-6074 (Fax)

The City, acting by and through the HRA, will exercise the powers granted to it under CGS Sec. 8-188.

The HRA is currently managing approximately 20 redevelopment plans throughout the City. The Agency is managed by an Executive Director/Secretary who also serves as the Director of the Department of Development Services. The Agency is overseen by seven commissioners who are appointed by the Mayor/City Council and serve for staggered 5-year terms. Commissioners can be re-appointed.

As the designated agency, the HRA will ensure:

- All physical site improvement specified in the approved Project Plan will be constructed and installed within the project boundaries;
- Land within the development area will be sold at fair market value;
- Project activities will be carried out in conformance with the provisions of this approved Plan,
- All revisions of the project plan, if any, will be submitted to the DECD for prior approval.

2. Administrative Partnerships

- Department of Development Services

David B. Panagore, Director
250 Constitution Plaza
Hartford, CT 06103-1822
860/757-9028
860/722-6444 (Fax)

The Department of Development Services is organized into five divisions: Economic Development, Housing and Property Management, Grants Management, Licenses and Inspections and Planning.

The Planning Division promotes the orderly growth of the City, carries out planning studies, updates the Plan of Conservation and Development and provides professional and administrative services to six City commissions and agencies which operate according to municipal ordinance and state or federal regulations. The Planning Division also supports community groups, neighborhood revitalization committees and civil associations in all of Hartford's 17 neighborhoods. Each neighborhood has a designated liaison from the Planning Division staff.

- Department of Public Works

Clarence W. Corbin, PE – Director
525 Main Street
Hartford, CT
860/757-9900
860/722-6142 (Fax)

The City of Hartford's Public Works Department is responsible for maintaining the City's physical infrastructure including City streets, public right-of-way amenities, City parks and grounds, public buildings (except schools) and all flood control facilities. The City's Traffic Engineer, who heads up the Transportation Services Division, serves as the City's legal traffic authority.

- The Metropolitan District

555 Main Street
P.O. Box 800
Hartford, CT 06142-0800
860/278-7850
860/724-2679 (Fax)

The MDC is a non-profit municipal corporation chartered by the Connecticut General Assembly in 1929 to provide potable water and sewerage services on a regional basis including the City of Hartford.

MDC policies are set by a 29-member of Board of Commissions who are appointed by their representative, Municipal governing body, the Governor or the General Assembly.

The MDC is responsible for maintaining maps of its water and sanitary sewer facilities, conducting flow tests and other evaluations, issuing

permits for water and sewer installation and connections, managing water pollution control facilities and water treatment facilities.

- The Capitol Regional Council of Government (CRCOG)
CRCOG will ensure that all regional planning requirements have been met and the project is consistent with regional planning policies.

3. Oversight Responsibilities

The HRA will administer and oversee the implementation of this Project Plan. Its responsibilities may include but are not limited to the following:

- Carry out real estate acquisition, physical improvements and real estate disposition, as stipulated;
- If required, secure appraisals or update appraisals;
- If required, conduct title searches;
- Coordinate planning and engineering work as necessary;
- Retain professionals using City procurement procedures for environmental assessments, land surveying, design, specifications, and construction inspections. The Scope of Services shall include:
 - Review of the construction schedule and progress chart at least once each month,
 - Provide on-site inspection services,
 - Certify partial payments to contractor
 - Furnish monthly progress reports to City, Grantee/Borrower and the DECD;
 - Notify Grantee/Borrower that the project is complete.
- Obtain permits and approvals or demonstrate conformance with local, state and federal regulations;
- Ensure compliance with Affirmative Action/Equal Opportunity Employment provisions including minority business procurement;
- Transmit copies of reports, documents, drawings, construction plans and specifications to state agencies, as required for approval, permit and review. The City will also submit copies of approvals, permits, or reviews to the DECD;

- Establish dates, times, and locations for opening bid proposals and notify the DECD;
- Open bids and submit results to the DECD;
- Notify the DECD of contract awards and submit the names and addresses of all subcontractors;
- Execute construction contracts and transmit copies to the DECD;
- Establish the date, time, and location of mandatory pre-construction conferences to be attended by representative from the contractor, City, utility companies and the DECD;
- Obtain a construction schedules from contractors and submit copies to the DECD;
- Ensure compliance with prevailing wage rates where applicable (CGS 31-535);
- Obtain a construction schedule from the contractor and submit a copy to DECD;
- Direct a land surveyor to stake out off set lines for construction;
- Erect a suitable sign attributing funding to the State of Connecticut and the DECD;
- Submit copies of each Application for Payment to the DECD;
- Submit monthly progress reports on construction, prepared by the Architect/Engineer, to the DECD;
- Submit change orders to the DECD for review;
- Schedule final acceptance inspection, upon notification by the engineer that improvements have been completed, and notify DECD;
- Direct a land surveyor to prepare as-built drawings and send a copy to DECD;
- Obtain certification from the Architect/Engineer acknowledging construction performance according to plans and specifications and transmit a copy to DECD;
- Ensure Grantee/Borrower schedule final acceptance inspection and notifies DECD;

- Forward a copy of the letter of acceptance when maintenance of public improvements is transferred by the Public Works Department.

4. Administrative Submissions

The HRA will provide and maintain all records, books, papers or documents related to this Plan in accord with the regulations, policies, guidelines and requirements of the DECD. During the implementation of this Plan, HRA will be responsible for administrative submissions to DECD including but not limited to the following:

- Quarterly progress reports;
- Quarterly financial reports;
- Minutes of all HRA meetings at which the MDP or implementation project activities are discussed (include in the quarterly submission);
- Budget revisions;
- Project plan revisions or modifications;
- Audit reports as specified or required;
- Payment Requisitions and Balance Sheets as required.

5. Plan Modifications

In accordance with the General Statutes of the State of Connecticut this MDP may be modified at any time by HRA with the consent of the Commissioner of DECD, provided, if modified after the lease or sale of real property, the modification must be consented to by the lessees or purchasers of such real property or their successor or successors in interest affected by the proposed modification. Where the proposed modification will substantially change the MDP as previously approved, by the City Council, the modification must be similarly approved in the same manner as the original MDP. Where the proposed modification will affect use of land, the modification must be approved by the DECD.

6. Termination

This MDP and/or modification herein shall be in full force and effect for a period of ten (10) years from the date of approval of this Plan by the Common Council of the City of Hartford. The termination of this MDP under this provision shall not effect the provisions of Section I thereof.

7. Severability

In event that any phrase, clause, sentence, paragraph, provision or section of this MDP is held to be illegal, unconstitutional or otherwise unenforceable by the valid judgment or decree of any court, such illegality or unconstitutionality shall not affect the validity of any of the remaining parts of this plan.

Q. Relocation

Through previous strategic planning initiatives, three main goals have been established:

1. Support Existing Businesses
2. Attract Additional Private Investment
3. Provide the Necessary Infrastructure

Through this MDP, specific projects have been identified to achieve these goals. Implementation will require acquisition of certain parcels, two of which will require relocation searches if the properties are occupied at the time of acquisition. However, no residential relocations are necessary.

Table Q-1
Potential Relocations as a Result of Property Acquisition

Address	Owner	Existing Use
81 Pope Park Highway	Pope Park Highway LLC	Club
169 Bartholomew Avenue	Renaissance LLC et al	Woodworking

When public funds are used for the acquisition of real property under the Municipal Development Plan relocation plans are part of pre-development activities. Affected businesses will be offered relocation assistance in accord with the provisions and procedures of the Connecticut Uniform Relocation Assistance Act as set forth in Section 8-266 through 8-282 of the Connecticut General Statutes. Applicable provisions of the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act (42 U.S.C. Sections 4601-4655 and any subsequent amendments) will be complied with for the purposes of participating in a federal or federally assisted project or program. The objectives in providing relocation assistance under these provisions include:

1. To provide the maximum assistance in re-establishing to a suitable location with minimum of delay and loss of income.
2. To provide displaced families and individuals the opportunity to obtain descent, safe, sanitary, and affordable replacement housing adequate to their needs on a non-discriminatory basis (Applicable to residential displacement only).
3. To determine the adequacy of dwelling units and rooming units according to the standards of the local housing code and State and Federal guidelines (Applicable to residential relocation only).

4. To coordinate and execute the relocation activities required in conjunction with other City departments and various other Federal and State agencies as required.
5. To seek suitable replacement business sites in compliance with the City of Hartford's Zoning Regulations.
6. To determine fair and equitable relocation payments and compensation for which families, individuals and businesses may be eligible in accordance with State and Federal guidelines.
7. To ensure that all displacees receive equal treatment in accordance with the Civil Rights Act of 1964 and the Americans with Disabilities Act (ADA) of 1990 and the Equal Opportunity and Housing Order.
8. To inform the displacees of a right to appeal any determination that they consider unfair. If they are denied eligibility for relocation payments for benefits a grievance can be filed which can be appealed up to a judicial review.

To meet these objectives a definitive Relocation Plan will be prepared for each implementation phase of the MDP in accord with C.G.S. 8-281. The plan will outline all activities, procedures, payments and services associated with that implementation phase. All persons and businesses scheduled to be relocated will be informed of relocation benefits, their eligibility, their payments, their right to occupancy and their rights to appeal, etc.

If certain eligibility requirements and conditions are met, displacees may qualify to obtain certain relocation benefits. Payments would be made in conformance with State and Federal procedures as applicable.

R. Public Benefits

Job Creation

Hartford experienced job loss in all sectors from 2001 to 2005, most occurring in the trades (-41%). Hartford also registered major losses in manufacturing jobs when the employment base dwindled to 1,462 in 2005 as compared to 4,300 in 1997. Due to an improved housing market up until 6 months ago, construction jobs expanded by 25% or 369 jobs. The biggest expansion occurred in the service sector with a new increase of 4,440 jobs between 2001 and 2005.

While the overriding goal of economic development within the Project Area is intended to expand the tax base and eliminate blighted underutilized buildings, implementation of the proposed activities is expected to generate new jobs. Given employment trends in the neighborhood, these jobs are expected to be filled with Hartford residents.

To approximate the jobs to be created, the following ranges were assumed:

Construction-related:	1.0 per 1000 SF
Permanent:	1.0 per 1500 SF

The projection of potential permanent employment was calculated using land acquisitions. Using the 11.33 acres (493,665 SF) anticipated for acquisition, and assuming a 50% coverage ratio and three (3) story buildings, a total of 740,496 SF of flex space could potentially result from the implementation of this Plan. Based on 1 job per 1500 SF, a total of 494 permanent jobs may be created.

For construction-related jobs, it is anticipated that between the 493,000 SF of new construction and the anticipated streetscape, roadway and utility work necessary for Plan implementation there may be a range of 500 to 650 jobs created.

Property Taxes

Based on the anticipated 493,665 SF of new construction, the City of Hartford anticipates that \$1,118,854.60 in taxes will be generated. This figure was calculated as follows:

$$\begin{aligned} &493,665 \text{ Square Feet @ } \$45.00 \text{ per foot Market Value} \\ &= \$22,214,925 \times 70\% = \$15,550,447 \text{ (Assessed Value)} \\ &\times .07195 \text{ effective Mill Rate} = \$1,118,854.60 \end{aligned}$$

Housing Availability

According to the 2000 Census, there are 50,644 housing units in Hartford. Only 19% of these are single family houses, so there are many opportunities to rent as well as own. In Parkville, there are 2,856 housing units. Only 10% of these are single family. City-wide, there was an 11.2% vacancy rate in 2000, while the vacancy rate for Parkville was 7.6%. Since 2000, there has been gradual growth in the housing stock. According to DECD's Connecticut New Housing Authorization data, there has been a net gain of 1,190 housing units in Hartford from 2000 through 2006.

There were 832 housing sales in Hartford between July 1, 2006 and June 30, 2007 according to the Connecticut Capitol Region Home Sales Report, prepared by CRCOG. Of these 284 were single family units, 155 were two units, 211 were three units, and 182 were condominium units. The median sales price for the single family units was \$172,750, for the two family units it was \$245,000, for the three family units it was \$258,000, and for the condominium units it was \$85,000.

Compared to the other municipalities in the region, housing prices are much more affordable in Hartford, having the second highest sales affordability index in the region.

Rent levels in the City have increased in recent years, but are less than the levels in the region. A typical two bedroom apartment with utilities in Hartford rents for \$895 and a typical three bedroom apartment rents for \$861, according to a study entitled Fair Market Housing Rental Survey, Hartford, Connecticut by Norman Benedict Associates, 2005. In the cluster of neighborhoods which includes Parkville, rent for a typical two bedroom unit is \$844 and for a typical three bedroom unit is \$877.

Infrastructure

Infrastructure improvements presented in this Plan include the following:

- The extension of Bartholomew Avenue to Flatbush Avenue is a major improvement to the area's infrastructure and is key to opening this area for economic development.
- The expansion of the parking area at 230 Hamilton Street and the parking and site improvements at 237 Hamilton Street improve the business climate for both sides of Hamilton Street.
- Streetscape improvements the length of Bartholomew Avenue which will make this area more pedestrian friendly and accessible as will the reconstruction of the northern end of Bartholomew Avenue in improving parking and making the area feel safer. This

area is adjacent to the proposed Busway station and the improvements would enhance connections.

- Infrastructure improvements to Pope Park Highway #4 are also part of the Plan. Improvements include replacing catch basins, extending water service, separating combined sewers, and decorative fencing. On-street parking is an option which would make this area more accessible to business patrons. Pedestrian connections to the adjacent Pope Park would create a much needed connection to green space.
- Reconnecting Olive Street to Wellington Street will improve traffic circulation and will hopefully impede the illegal dumping that presently plagues both areas due to the dead end configuration.

Remediation & Blight Removal

The property at 45-49 Olive Street is being utilized as a scrap metal and bulky waste yard and is clearly visible from Bartholomew Avenue and I-84. CTDEP's Waste Engineering and Enforcement Division is currently investigating the property. The City will also address this property through its Anti-Blight Ordinance. If the owners refuse to clean up the property, the City can levy daily fines. Relocating this operation, if it is viable through active state and local permits to an area not as visible and not adjacent to residential properties would be a major benefit to the Project Area as well as residents of the neighborhood. Remediation of residual contamination may also be necessary and this would bring increased environmental and public health benefits..

The redevelopment of 500 Flatbush Avenue while not directly proposed by this Plan will improve the visual appearance from I-84. The extension of Bartholomew Avenue to Flatbush Avenue, as proposed in this Plan, is intended to facilitate this redevelopment.

The building at 169 Bartholomew Avenue and the former power plant are large, decaying industrial buildings which are casting a negative effect on the neighborhood. Once remediated and rehabilitated (if feasible) or demolished, the sites will provide an opportunity to attract new businesses to the area.

Land Values

The actions proposed in this MDP will enhance the viability of existing businesses and create new economic development opportunities thereby resulting in the increase of market value of the land within the MDP boundary. Blighting influences in the area such as the scrap metal yard on Olive Street and 169 Bartholomew Avenue will be removed whereas infrastructure improvements and aesthetic improvements will enhance developability. With the construction of the Hartford-New Britain Busway, the MDP area provides the opportunity for transit-oriented development.

Improving the Standard of Living

The implementation of this Plan will improve the standard of living of the Parkville neighborhood as well as all city residents given the anticipated physical improvements, the remediation of contaminated properties, and the expected economic benefits realized through business retention and attraction.

Municipal Competitiveness

Given the location of the development, the significance of this Plan is of vital importance to the revitalization that is currently underway within the City limits and surrounding municipalities. The creation of more commercial space and the availability of additional green space in the area would not only add to the existing inventory but also increase the quality of life and economic well-being of the entire community. This would be accomplished by increasing the number of businesses in the area thereby creating more business opportunities and providing employment for residents.

The Plan would create a more conducive and attractive environment for the current businesses. In addition, the new appearance that would promote, attract and sustain new business ventures.

Consistency with Local, Regional, State Plans

The Parkville MDP is consistent with the City's Plan of Development, CRCOG's "Achieving the Balance: A Plan of Connecticut Conservation and Development Plan – 2005-2010" and the State of Connecticut's Conservation and Development Policies Plan 2005-2010.

A major Finding of the City's Plan is "An emphasis on local economic development initiatives will generate jobs where they are most needed in Hartford's neighborhoods." An Action step adopted in the Plan states: "Assemble available land and buildings to create commercial/industrial development opportunities, particularly in the North and South Meadows and Parkville, where these areas are located."

The following are policy recommendations from the CRCOG Plan:

- Support and help to coordinate existing initiatives for Hartford's revitalization
- Support increased resources for neighborhood-based community renewal and stabilization efforts

- Support efforts to identify, remediate, and redevelop brownfield sites.

The State's Plan designates the entire area of the MDP as a Regional Center. Growth Management Principle #1 states: "Redevelop and revitalize regional centers and areas with existing or currently planned physical structure." The Parkville MDP follows many of these policy recommendations such as pedestrian oriented, transit accessible, land reuse, improving infrastructure, and promoting reutilization of older and vacant buildings, and remediation and redevelopment of brownfield sites.

S. Determination of Findings

(Subject to State and Local review of draft MDP)

Parkville's economic strength has been its small business community. Though some regional scale retail businesses have located in the area in the last several years, the major proportion of the area's businesses continue to be small business entities. The intent of this project is to retain these existing businesses, provide land and building resources for expansion/attraction of new business into an area that has already attracted private investment and improve the image of the neighborhood's commercial areas.

Previous planning studies conducted in conjunction with the Parkville neighborhood, the Parkville Business Association and the Parkville Revitalization Association have demonstrated that visible blight, potential contamination, obsolete buildings and the local roadway network are restricting development potential in the area. This MDP provides an implementation mechanism for the goals and objectives identified by the previous planning efforts.

By approving this Municipal Development Plan, the Harford Redevelopment Agency affirms:

1. the land and buildings within the boundaries of the MDP Area will be used principally for business purposes;
2. the Development Plan is in accordance with the plan of development for the municipality, adopted by its planning commission, and the plan of development of the regional planning agency for the region within which the municipality is located;
3. the Development Plan is not inimical to any state-wide planning program objectives of the state or state agencies as coordinated by the Secretary of the Office of Policy and Management;
4. the Project will contribute to the economic welfare of the municipality and the State; and
5. to carry out and administer the Project, public action under Connecticut General Statutes Chapters 32-220 to 32-234, inclusive, is required.

T. Affirmative Action/Minority Participation Plan

The following pages contain the City of Hartford's policies regarding affirmative action and minority participation.

MAPS

FIGURES

APPENDICES