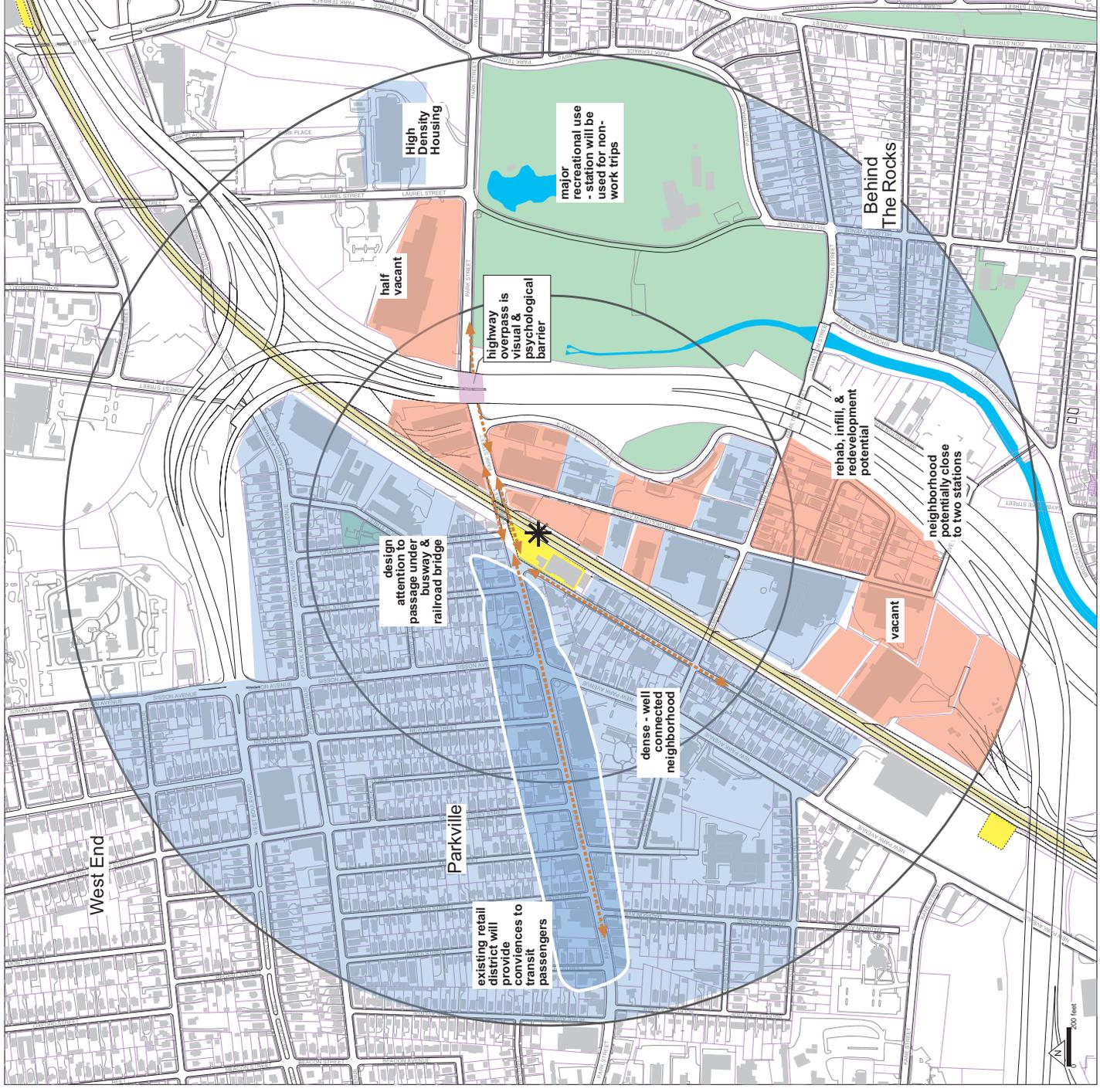


# Issues & Opportunities Parkville



# Design & Development Principles

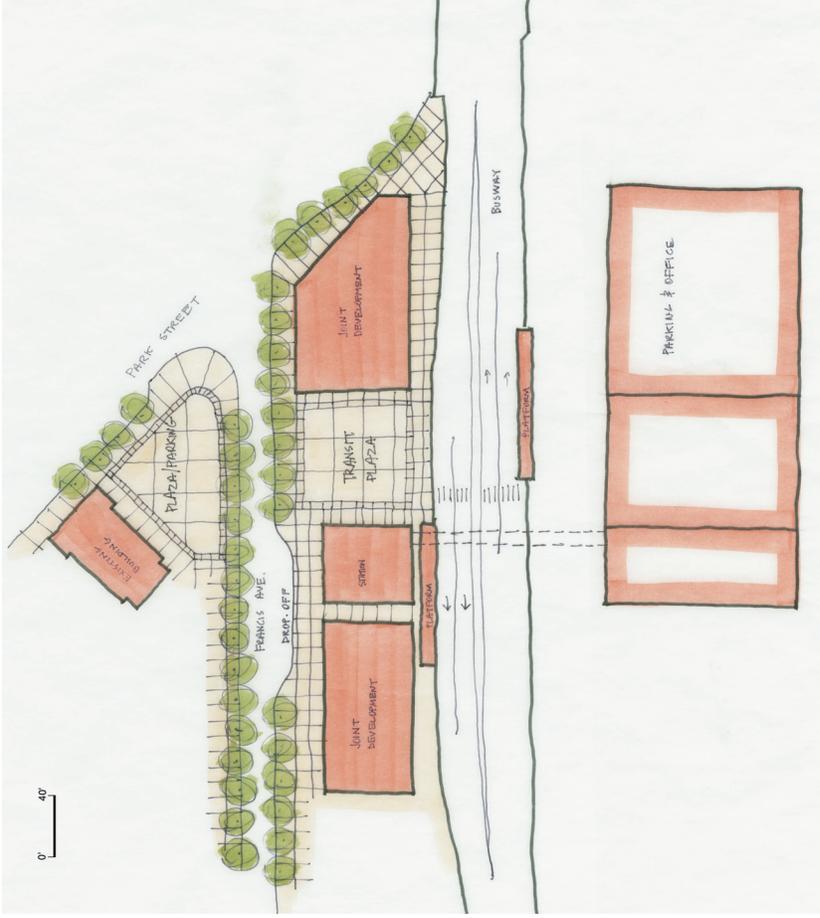
## Parkville

- 1 Encourage development of mid to high density housing, retail, office uses. Encourage development of transit related parking structure. Discourage new industrial or auto-oriented uses. Use new buildings to create consistent street edge. Implement shared and coordinated parking plan outlined in the Parkville Urban Design and Transportation Plan (also applies to 4 & 5).
- 2 Provide direct pedestrian connection over busway.
- 3 Provide pedestrian connection at mid-block to facilitate access to and from station.
- 4 Encourage development of mid to high density housing, retail, office uses. Use new buildings to create consistent streetedge.
- 5 Encourage redevelopment for mid to high density housing, retail, office, and light industrial uses. Discourage new heavy industrial or auto-oriented uses.
- 6 Create amenities to attract new transit oriented-development (plaza, open space, streetscape improvements).
- 7 Create a safe walking environment. Minimize curb cuts and provide designated crosswalks, pedestrian scale lighting, and adequate sidewalk width.
- 8 Improve street lighting.
- 9 Explore opportunities to improve road intersections to provide better circulation.
- 10 Explore opportunities to change street patterns to provide better parcels.
- 11 Improve pedestrian environment at underpass; create gateway (currently underway) at bridge.
- 12 Explore joint development opportunities.
- 13 Create station plaza to enhance transit station appearance and utility (see station site plan).
- 14 Create a safe walking environment (adequate sidewalk width, pedestrian scale lighting, designated crosswalks, limited curb cuts), as illustrated in the Parkville Urban Design and Transportation Plan.

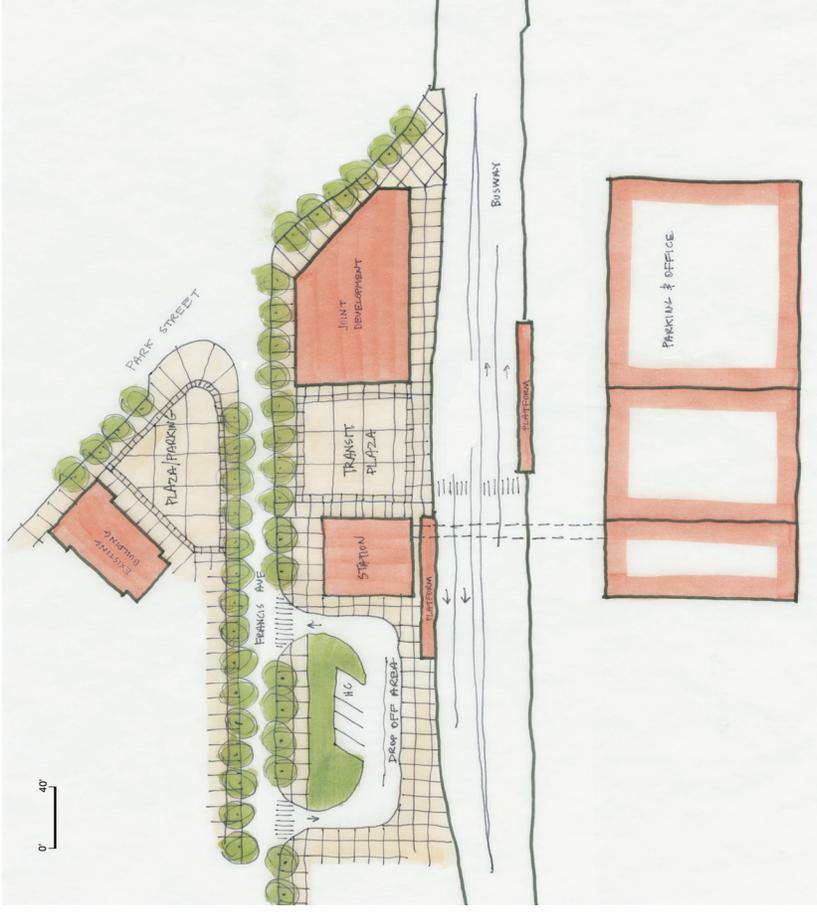


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# Busway Station Concept Parkville



option 1 with new joint development to west of station



option 2 with on-site parking

Note: additional design work for the station and station area will occur during subsequent project phases

## **New Park**

### *Existing Environment*

The New Park Avenue Station area is located at the southern end of Stop and Shop supermarket parking lot. To the south of the station is a large undeveloped parcel that contains some wetland area. Further south along New Park Avenue is a large cinema complex and associated parking area. East of the busway is a large underutilized scrap metal yard and other industrial properties that provide a significant redevelopment opportunity. Development directly across New Park Avenue to the west of the station includes auto-oriented uses with large parking areas and numerous curbcuts.

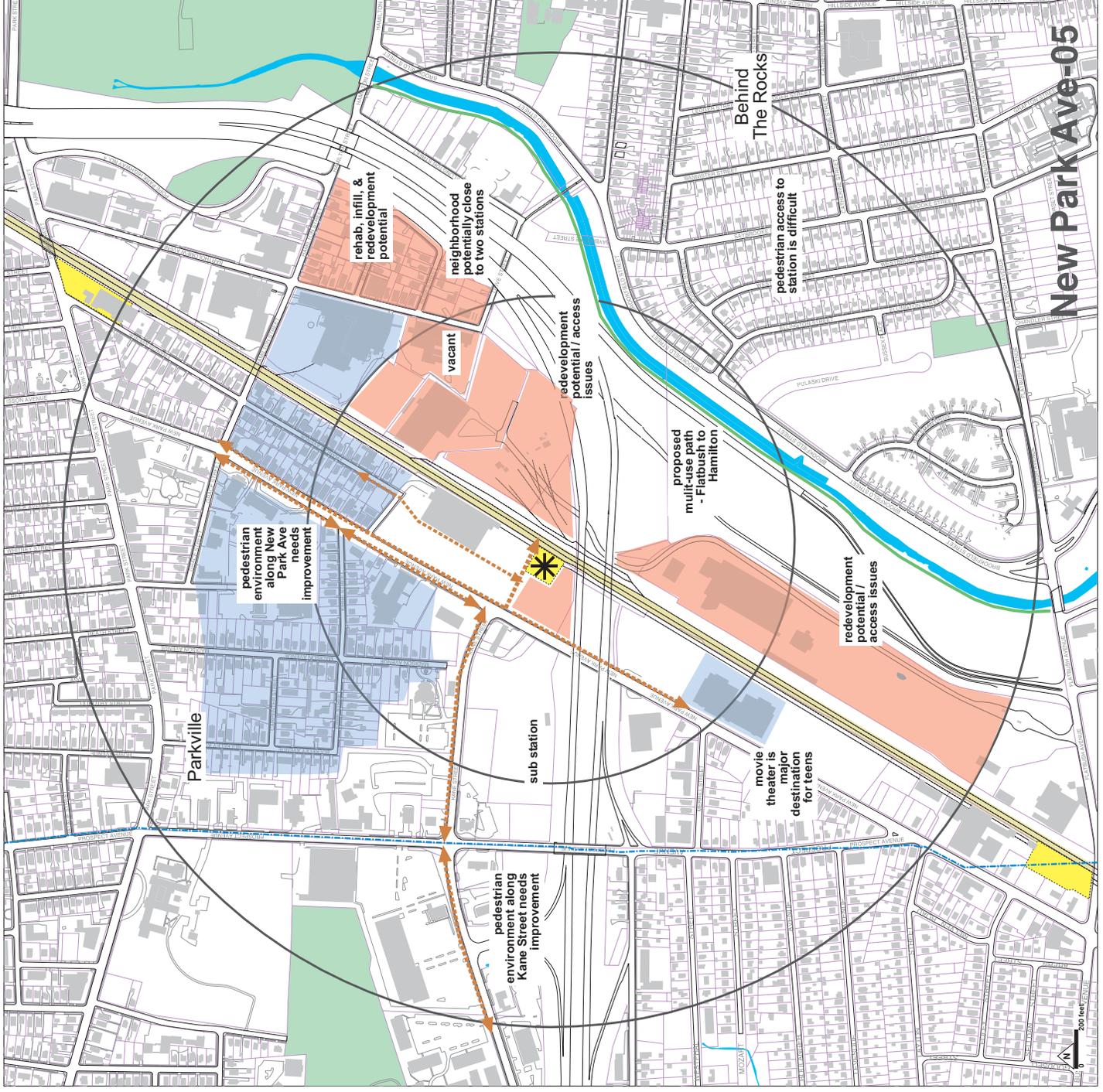
North and west of the station is a dense residential neighborhood.

### *Design Principle Recommendations*

The following recommendations, specific to the New Park Station Area, are in addition to the general principles on pages 1 and 2, which apply to all of the stations:

1. Discourage plans to move the station to the parcel under the I-84 underpass.
2. Explore the potential of joint development for transit-supportive uses on the south side of the station access road. Development along this access drive would greatly improve the pedestrian environment for neighborhood residents walking to the station.
3. Provide a direct pedestrian connection from Francis Avenue through the Stop and Shop parking lot to the station to improve access from the residential neighborhood to the north.
4. Rezone the industrial property east of the busway to encourage long-term redevelopment for medium to high density residential or office use. Design the station to accommodate a future pedestrian connection over the Amtrak line to provide access from this parcel to the station.
5. Improve the pedestrian environment along New Park Avenue, limiting curb cuts and providing designated crosswalks, pedestrian scale lighting and sidewalks (see attached prototypical roadway sections). These improvements will improve pedestrian access to the station from the neighborhood and could encourage moviegoers to use the busway. These improvements are outlined in the recently completed *Parkville Urban Design and Transportation Plan*.
6. Encourage ConnDOT to work with Stop and Shop and Crown Theater on a plan for shared parking.
7. Continue to explore funding for a redevelopment plan for properties east of the busway.

# Issues & Opportunities New Park Ave



-  quarter and half mile radius (5 & 10 minute walk)
-  potential development opportunity
-  transit patron origins and destinations
-  key pedestrian routes to transit stations
-  station site
-  other issues or opportunities - see note

# Design & Development Principles

## New Park Avenue

- 1 Explore joint development opportunities. Encourage commuter and neighborhood uses immediately adjacent to the station.
- 2 Discourage new auto-oriented uses, encourage change of use. Encourage infill development to fill gaps in street edge. Site buildings at street edge to enliven pedestrian environment.
- 3 Encourage development of mid to high density housing and office uses. Work with ConnDOT to ensure station design will allow for future pedestrian bridge over railroad tracks.
- 4 Create a safe walking environment (adequate sidewalk width, pedestrian scale lighting, designated crosswalks, limited curb cuts as shown in the Parkville Urban Design and Transportation Plan).
- 5 Provide direct pedestrian connection from residential neighborhood to station.
- 6 Provide pedestrian connection from Madison Avenue to Kane Street.
- 7 Improve pedestrian crossing at intersection of Grace Street and New Park Avenue.
- 8 Improve pedestrian environment at underpass.
- 9 Station and parking access integrated with potential development (note 1)
- 10 Encourage shared commuter parking with the Crown Plaza Theater, and Stop & Shop.



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## **Flatbush**

### *Existing Environment*

The Flatbush Station is located within West Hartford although much of the quarter mile station area is located within Hartford. The east side of the busway is characterized by large underutilized parcels and industrial development. The quarter mile radius includes the large recently cleared parcel designated for development of a WalMart. The development of WalMart and adjacent outparcels along Flatbush Avenue create the potential for significant improvements to the pedestrian environment in this area. New Park Avenue in the vicinity of the station area is dominated by auto-dependent uses with numerous curbcuts. Overall, the area is not pedestrian friendly.

East of New Park Avenue, the land in West Hartford is zoned General Industrial. The west side of New Park Avenue is zoned General Business, with much of the remainder of the quarter mile radius zoned for multi-family use at densities consistent with TOD (approximately 10-30 units per acre allowed based on required square footage/unit; parking, lot coverage, open space and FAR requirements would reduce the actual achievable densities). As described above, both of these West Hartford zones exclude residential development and are designed to accommodate auto-oriented, pedestrian unfriendly uses such as motor vehicle sales, service and repair, wholesale business and store warehouses, and industrial/manufacturing uses. In Hartford, east of Newfield Avenue, the land south of Flatbush is zoned B-3 Linear Business District to approximately the back of the proposed WalMart; south of the proposed WalMart, the land is zoned for Industrial Use. West of Newfield Ave., the land is zoned CI Commercial, allowing uses such as warehouses, wholesalers, laboratories, auto repair, construction storage and printing. North of Flatbush, the land is zoned I-2 Industrial, allowing medium to heavy industry.

### *Design Principle Recommendations*

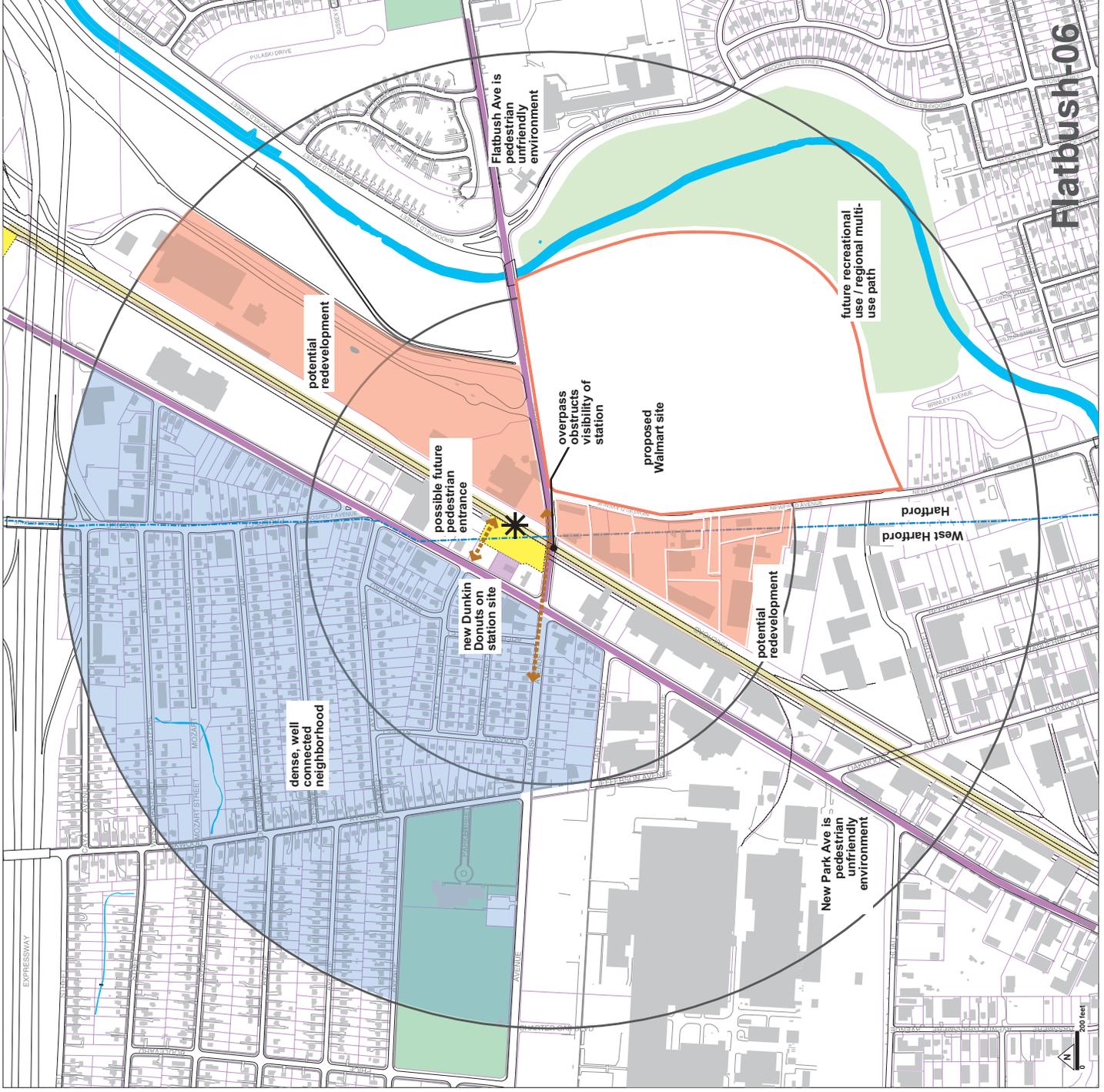
The following recommendations, specific to the Flatbush Station Area, are in addition to the general principles on pages 1 and 2, which apply to all of the stations:

1. Encourage West Hartford and Hartford to work together to develop a master plan for the station area parcels focusing on high density, transit-related land uses.
2. Use the prominence of the new busway viaduct to create a gateway into the Flatbush area.
3. Improve pedestrian access along Flatbush Avenue from the east, with particular attention to the environment under the new viaduct.
4. Improve pedestrian access from the neighborhoods west of the station across New Park Avenue.
5. Reconfigure the station site plan to provide attractive pedestrian connections from Flatbush Avenue and New Park Avenue. Because the station will be behind other uses on New Park Avenue, it should be designed as a prominent vertical architectural element among primarily one-story structures to provide visibility from the street. A building on a new development parcel at the intersection of New Park Avenue and Flatbush Avenue will help to anchor the corner.
6. Rezone both sides of New Park Avenue to encourage long-term TOD uses and discourage/prohibit auto-oriented uses.\*

7. Rezone the land west of Newfield Avenue (in both Hartford and West Hartford) to encourage long-term TOD uses and discourage auto-oriented uses.\*
8. Rezone the land north of Flatbush Avenue (in Hartford) to encourage long-term TOD uses and discourage auto-oriented uses. These uses could include medium to high density office or retail; the parcels could also be developed for industrial use with higher employment densities.\*

\*More detailed recommendations for parcel usage and related zoning changes will be developed during the next phase of the project.

# Issues & Opportunities Flatbush



-  quarter and half mile radius (5 & 10 minute walk)
-  potential development opportunity
-  transit patron origins and destinations
-  key pedestrian routes to transit stations
-  station site
-  other issues or opportunities - see note