Implementation

Implementation is focused on long-term planning for the Ann Street Corridor and putting in place a framework for future development.

Developments in the Ann Street Corridor would involve longer-term acquisition and repositioning strategies that are premature to describe at this time. The City owns several of the parcels north of I-84 and should initiate planning activities to determine the additional potential for the utilization of any tax lien property.

Short-Term: 2004-2009

- Consider incorporating station area plan into Plan of Conservation and Development
- Consider adopting a TOD zoning district
- Identify sources of funds for capital improvements and land assembly
- Plan and program the Union Station Intermodal Center/Garage/Office Building
- Develop a master plan for the Ann Street Corridor
- Conduct a major traffic/pedestrian circulation study around Union Station and design appropriate changes to roadways and the pedestrian environment

Medium-Term: 2010-2019

- Develop the Intermodal Center/Garage/Air-Rights Office Building
- Plan and design the I-84 decks and parks
- Assemble parcels for development
- Assist property owners and developers in relocation activities as required
- Prepare RFPs for development of publicly owned parcels

Long-Term: 2020-2025

- Build the I-84 decks and parks
- Develop the Ann Street Corridor north of I-84

Planning around transit (bus or rail) stations is known as Transit Oriented Development and it has been successful throughout the country. The Pittsburgh busway and the Washington D.C. Metro are examples where districts surrounding the rapid transit systems thrive, adding to the quality of life in these communities. The New Britain-Hartford Busway Project is a new rapid transit facility being built by the Connecticut Department of Transportation. It is an exclusive 9.4-mile long busway, linking downtown New Britain with Hartford’s Union Station. The busway has stops in New Britain, Newington, West Hartford and Hartford.

The goal of this Station Area Planning project is to coordinate transportation and land use planning for the areas around proposed stations in order to enhance economic benefits to Hartford while increasing ridership. Development concepts are focused on strategies to create vibrant walkable districts with easy access to regional transit. This summary provides an overview of the plan for Ann Street and the Union Station area.
The bold vision is to use the proximity to transit, employment and entertainment retail to revitalize the north side of I-84. The large amount of developable property within five to ten minutes of the heart of the city creates a rare opportunity to redevelop a neglected district.

The plan includes decking over I-84 between High and Trumbull Streets, reclaiming unused land, reconnecting the Clay Arsenal neighborhood to downtown, and developing Ann Street with a series of small and mid-sized parks connecting Bushnell Park on the south to Tunnel Park on the north.

Development on vacant parcels between Church Street and Albany Avenue, including air-rights over I-84, extends downtown to the north with new residential and office uses. New parks on I-84 air rights provide an elegant front door for surrounding buildings as well as for new housing on the air rights.

North of I-84, two options were studied. The preferred plan (shown here) leverages the forthcoming construction of a public safety complex in this area by proposing a consolidation of some additional city offices, which are currently in separate locations around the city, into a new City Government Center. The Center has a large indoor atrium over Ann Street. The atrium splits the building and provides a publicly accessible portion of the building with transaction counters and assembly spaces on the east side of Ann Street, and a “back office” portion of the building for administrative offices on the west side.

The other option is a series of new residential buildings along Ann and Pleasant Streets, and rehabilitation of many existing residential structures. Both plans include development of a proposed City Public Safety Complex on the west side of High Street.

At Union Station, on the triangular parcel bound by Spruce Street, Asylum Street and I-84, currently in use for surface parking, a new mixed-use building is proposed. The building combines an expanded parking supply for the transit station, an air-rights office building, and neighborhood service retail along the Asylum Street frontage. The retail and office space on Asylum Street will add activity and a sense of security along this heavily traveled pedestrian route.

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**Development Summary Table**

<table>
<thead>
<tr>
<th>Use</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Office</td>
<td>567,920 sq ft</td>
</tr>
<tr>
<td>Residential</td>
<td>1,159 units</td>
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<tr>
<td>Government Center</td>
<td>218,706 sq ft</td>
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<tr>
<td>Retail</td>
<td>13,000 sq ft</td>
</tr>
<tr>
<td>Structured Parking</td>
<td>907 spaces</td>
</tr>
</tbody>
</table>

**“The Bones” - Key Development Principles**

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

- Encourage development corridor along Ann Street with new buildings tied together by a series of small parks.
- Take advantage of large underutilized sites close to downtown for both office and residential development.
- Fill gap created by I-84 thereby connecting Clay Arsenal to Downtown Hartford.
- Create a mixed-use facility at Union Station that accommodates busway needs and provides private development opportunities.
- Require new housing to be at densities of 12 or more dwelling units per acre and commercial development to be at densities of 25 or more employees per acre to create a more active 18 hour downtown.

**Economic Benefits**

The potential tax and economic benefits of the Union Station joint development project have been quantified. Given their indeterminate nature and timing, the fiscal and economic development impacts of the Ann Street initiative have not been examined.

The proposed joint development project would consist of an estimated 104,000 square feet of office space, 20,000 s.f. of retail space and 400 structured parking spaces. This would have an estimated construction value of $17.1 million, generating an estimated 129 direct and indirect person years of employment, and $6.1 million direct and indirect payroll dollars. Once fully occupied 300 permanent, sustained jobs would be created, generating an annual payroll of $14.8 million. Assuming the building was leased to the private sector and paid full property taxes, annual property tax revenues would be $716,773. All figures are in constant 2004 dollars and do not include any impact from inflation and are based upon current payroll and tax rates.