

Hartford, CT

SERVICE: NHHS RAIL, CTFASTRAK, AMTRAK

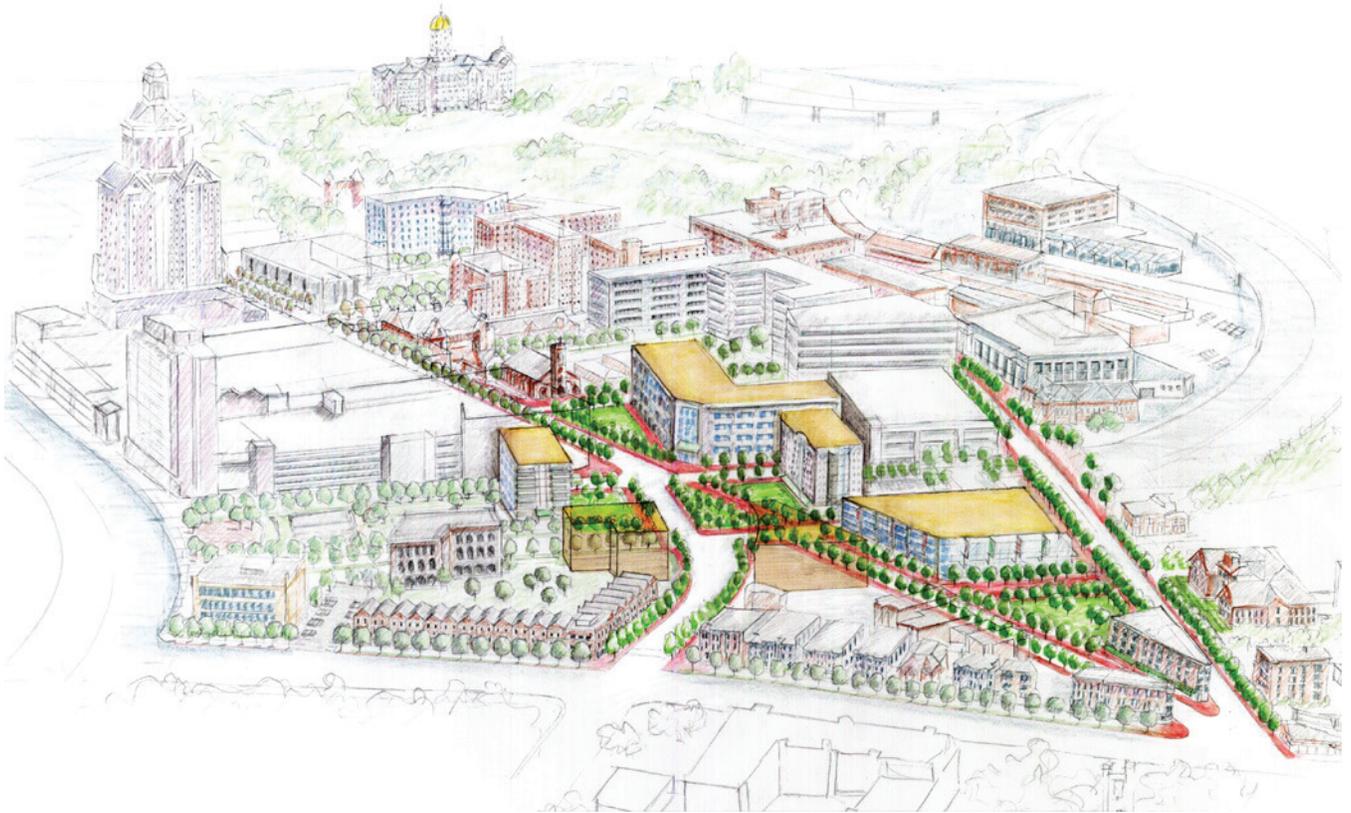
Category	Station Area	NHHS Corridor
Station Area Conditions		
Walkability Rating	High	Medium
Persons / Acre	84.91	18.39
% Commercial / Mixed Land Use	71%	30%
% Industrial Land Use	5%	11%
% Residential Land Use	20%	58%
Market Potential		
Employment	38,681	70,867
Median Residential Sales Price	\$174,333	\$167,746
Median Gross Residential Rent	\$1,112	\$885
Other		
Population	4,030	30,892
Households	2,050	14,348
% Renter Households	95%	75%
% TOD Supportive Jobs	84%	70%
Daily Boardings (2030/2015)	High (NHHS) High (CTfastrak)	7,669

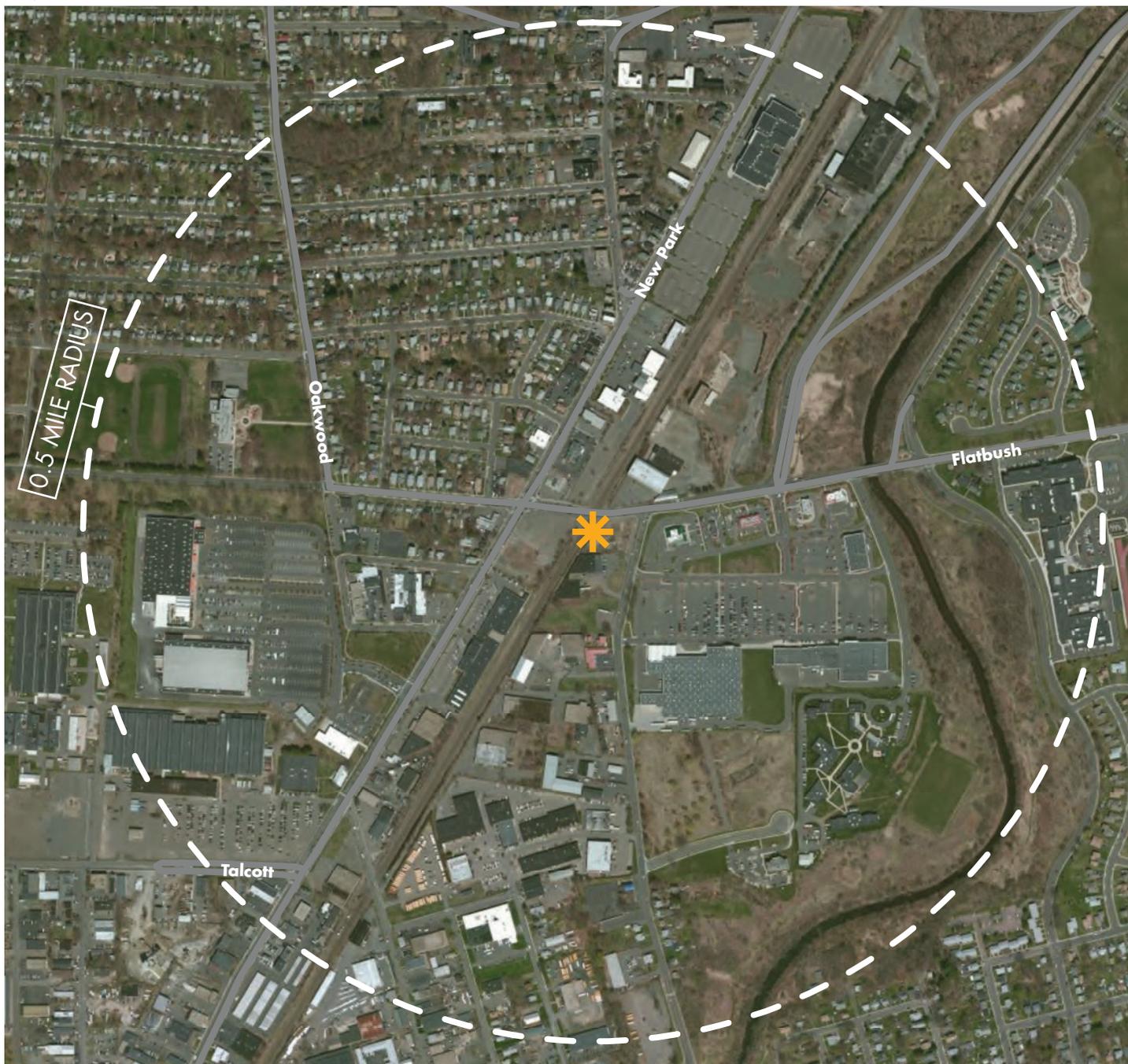
The existing Hartford Amtrak/Union Station depot will be expanded and connected to both NHHS rail (as well as existing Vermonter service), and *CTfastrak*. The station is in the central business district, adjacent to the State Capitol, and has a high Walk Score due to the proximity of a variety of amenities nearby. This station area contains a large proportion of the employment along the NHHS corridor, most of which are in TOD-supportive industries. Most of the land area in the station area is commercial, including insurance firms, government offices, and educational institutions, with a smaller share of residential uses. Connecting NHHS rail, *CTfastrak*, the Vermonter, and many bus lines, this station area is poised to become the region's busiest transit center.

Over the last fifteen years, downtown Hartford has emerged as a center for rental development and entertainment in the region. Thousands of new rental units have been constructed and absorbed, though often requiring government support to overcome the considerable expense of building in the downtown location. Presently, downtown Hartford's housing market is among the strongest on the NHHS corridor, with rents and housing prices above the median. Due to these market factors, as well as the employment concentrations and amenities within walking distance, this station area is more likely to receive transit-oriented development in the short to medium term. There are a number of transformative opportunities present at the Hartford station which make it a catalytic site for the entire region:

- The Capital Region Development Authority has been allocated \$60 million to support creation of new rental housing in downtown Hartford. There are already several projects in pre-development which together comprise over one thousand new units, most notably the proposed adaptive re-use of the iconic Bank of America tower at 777 Main Street into 285 units, 80 percent of which would be market-rate and 20 percent of which would be affordable.
- The nearby presence of Hartford Hospital and St. Francis Hospital continues to provide a growth sector in the Hartford economy, and the *CTfastrak* line will connect these research institutions with the expanding UConn Health complex in Farmington via a one-seat ride. The impact of this connection may be to expand Hartford's research and development economy, as downtown Hartford will serve as the junction between the anchor institutions and the connection to the growing biotech sector in New Haven. Over time, if the Connecticut biotech industry continues to grow, downtown Hartford may be central place to its growth.
- The recent announcement of the relocation of UConn Hartford's campus from West Hartford to downtown Hartford will increase demand for student housing in downtown Hartford and build greater connections between students, professors, businesses, and employers in the downtown area.
- The potential relocation of additional State of Connecticut offices to vacant downtown Hartford office space, and the proposed redevelopment of historic office buildings along Bushnell Park currently occupied by State of Connecticut offices into market-rate housing, will both support downtown Hartford's residential population, grow its retail market, and reduce vacancy in its office market to healthy, sustainable levels.

These significant opportunities make Hartford a critical station area within the NHHS rail and *CTfastrak* corridors, the development of which could also improve the demand for real estate in station areas surrounding Hartford. If downtown Hartford grows into a 24/7 destination and a center for innovation, it will create a presence on the national scale that will benefit all station areas on the transit corridors.





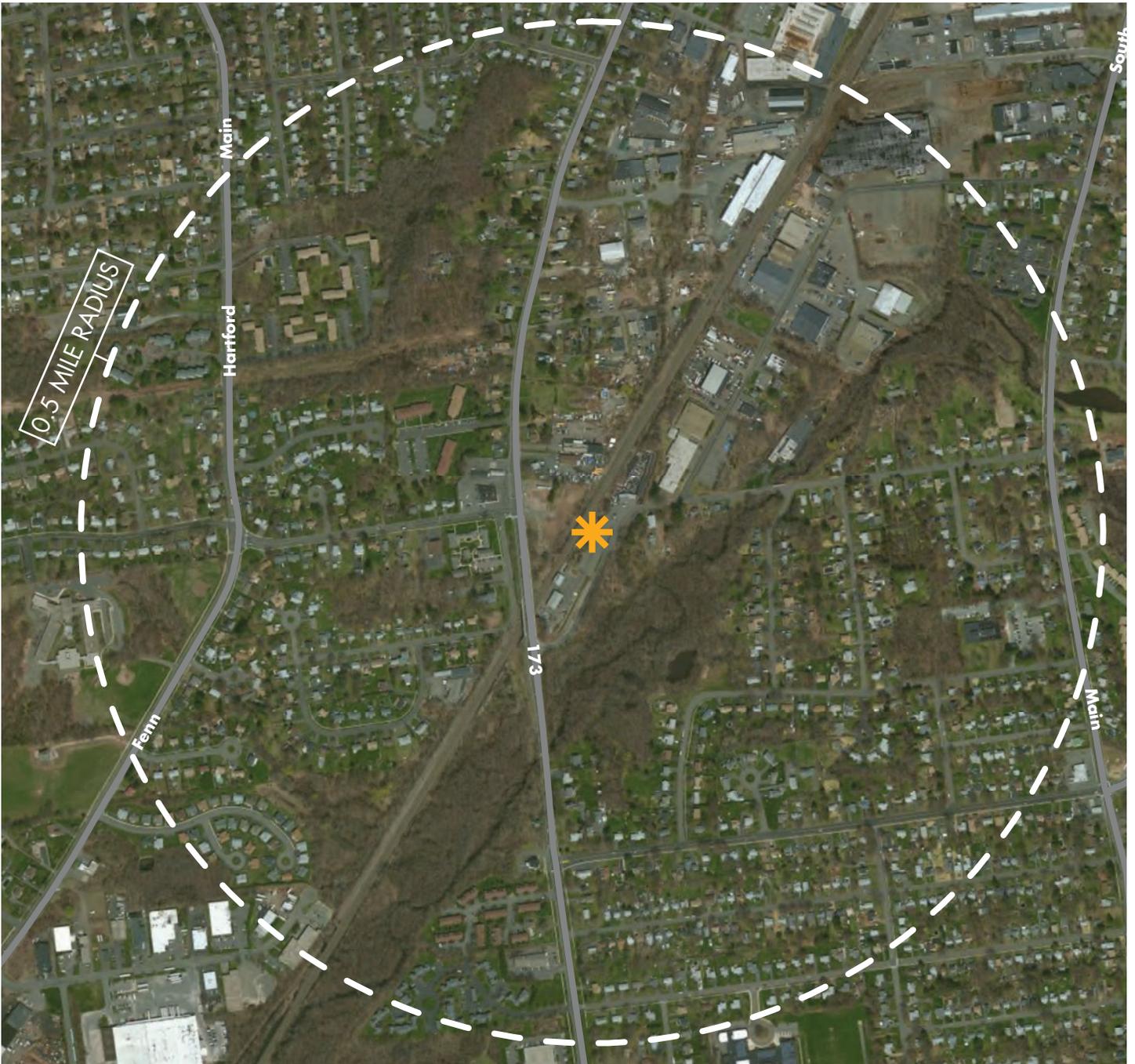
West Hartford, CT

SERVICE: NHHS RAIL, CTFASTRAK

Category	Station Area	NHHS Corridor
Station Area Conditions		
Walkability Rating	Medium	Medium
Persons / Acre	9.48	18.39
% Commercial / Mixed Land Use	36%	30%
% Industrial Land Use	15%	11%
% Residential Land Use	48%	58%
Market Potential		
Employment	2,192	70,867
Median Residential Sales Price	\$191,660	\$167,746
Median Gross Residential Rent	\$992	\$885
Other		
Population	2,576	30,892
Households	909	14,348
% Renter Households	52%	75%
% TOD Supportive Jobs	23%	70%
Daily Boardings (2030/2015)	Low (NHHS), Low (CTfastrak)	7,669

The West Hartford Flatbush Ave. *CTfastrak* and NHHS stations will be located near each other on a busy arterial road in a neighborhood containing a mix of residential, industrial and commercial uses in the southeast corner of West Hartford, adjacent to the Hartford border. The station area is near the intersection of two commercial corridors and adjacent to two large shopping centers anchored by Walmart, Home Depot, and BJ's Wholesale Club. There are also several manufacturing and light industrial facilities, and a surrounding neighborhood of older single-family and multi-family units.

Despite a stronger housing market in this area, TOD development potential is limited by the built-out, low-density, automobile-oriented design of the existing development and high-capacity streets. A strong redevelopment vision will be required to encourage a walkable, mixed-use environment that promotes transit-oriented development in this area. The West Hartford station, though, has a number of strengths that may support new mixed-use development, including an established retail market, relatively close access to Trinity College, which is about a mile away, an established residential neighborhood, and the location within West Hartford, which is a highly desirable town within the region.



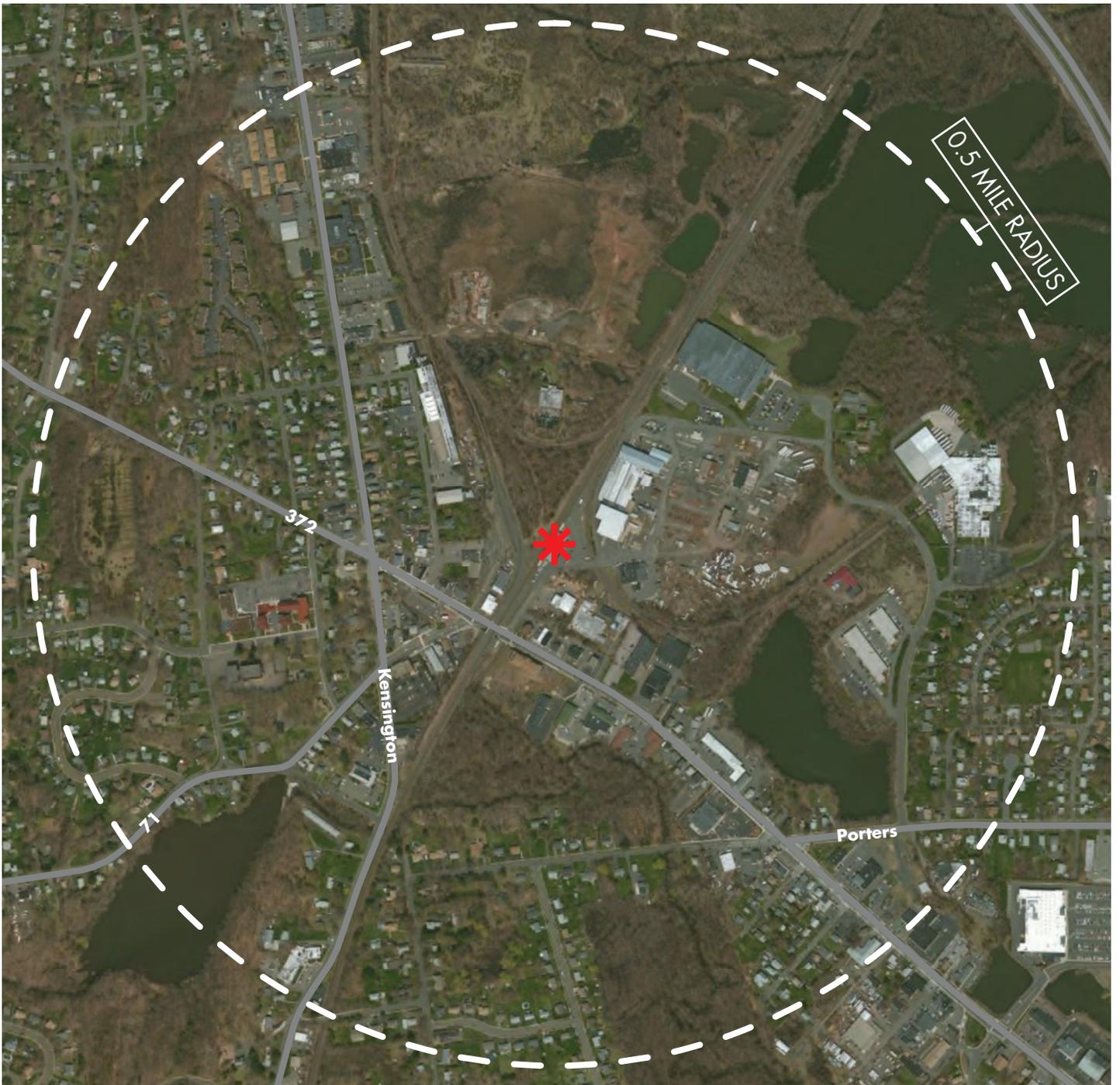
Newington, CT

SERVICE: NHHS RAIL, CTFASTRAK

Category	Station Area	NHHS Corridor
Station Area Conditions		
Walkability Rating	Low	Medium
Persons / Acre	6.5	18.39
% Commercial / Mixed Land Use	13%	30%
% Industrial Land Use	39%	11%
% Residential Land Use	48%	58%
Market Potential		
Employment	1,197	70,867
Median Residential Sales Price	\$232,220	\$167,746
Median Gross Residential Rent	\$1,061	\$885
Other		
Population	2,072	30,892
Households	898	14,348
% Renter Households	18%	75%
% TOD Supportive Jobs	25%	70%
Daily Boardings (2030/2015)	Low (NHHS), Low (CTfastrak)	7,669

The Newington / Newington Junction station is located on a busy arterial road near the northern border with West Hartford at the intersection of two stable residential areas. The station area is immediately surrounded by low-density commercial development and a municipal park; however, the larger surrounding area is primarily low-density, single-family housing with a few multi-family apartment complexes. There are currently few stores or services located within walking distance.

Because of the high housing values in this area, there is an opportunity to attract new lower-density rental or for-sale housing development, which could help to support new retail as well. Newington is conducting some early-stage TOD concept planning for this area.



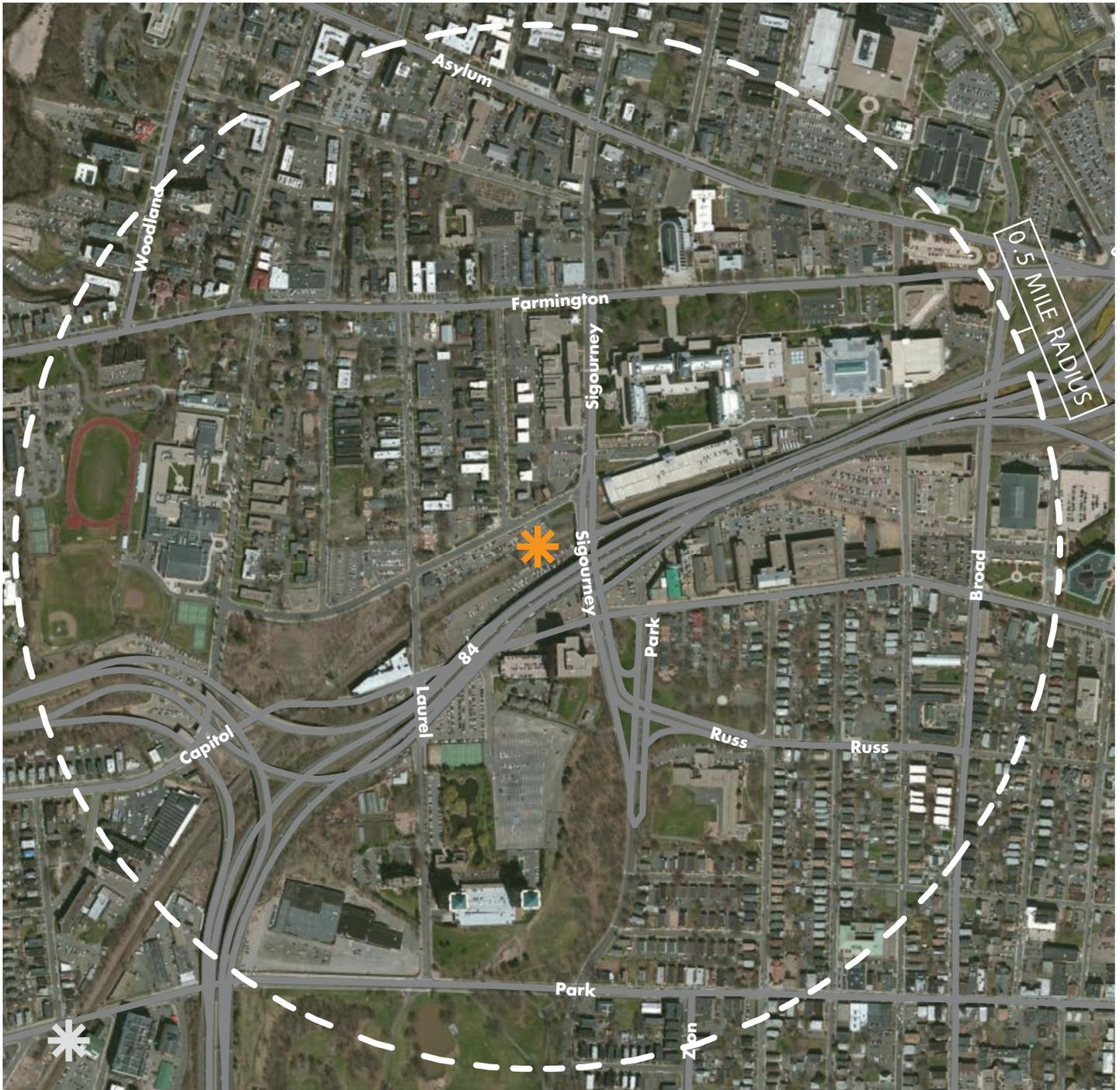
Berlin, CT

SERVICE: NHHS RAIL

Category	Station Area	NHHS Corridor
Station Area Conditions		
Walkability Rating	Low	Medium
Persons / Acre	4.97	18.39
% Commercial / Mixed Land Use	N/A	30%
% Industrial Land Use	N/A	11%
% Residential Land Use	N/A	58%
Market Potential		
Employment	1,050	70,867
Median Residential Sales Price	\$202,518	\$167,746
Median Gross Residential Rent	\$991	\$885
Other		
Population	1,451	30,892
Households	658	14,348
% Renter Households	34%	75%
% TOD Supportive Jobs	38%	70%
Daily Boardings (2030)	Low	7,669

The Berlin station is located at the center of the Kensington neighborhood off a small commercial arterial street. The surrounding area includes small food establishments, a post office and a pharmacy, and is located adjacent to a stable single-family residential neighborhood. The existing station is immediately surrounded by industrial and commercial buildings.

The Berlin station is located within an affluent area and is the last NHHS rail stop before the train continues into the New Haven region. As such, Berlin could potentially benefit strongly from access to both the New Haven and Hartford markets. The rail could unlock the potential for new lower-density rental or for-sale housing developments, including multi-family units to serve young professionals, empty-nesters, and/or retiring seniors with an interest in living near transit. Berlin has been working to revitalize its downtown near the train station, and recently received a state grant to improve pedestrian safety and calm traffic in this area.



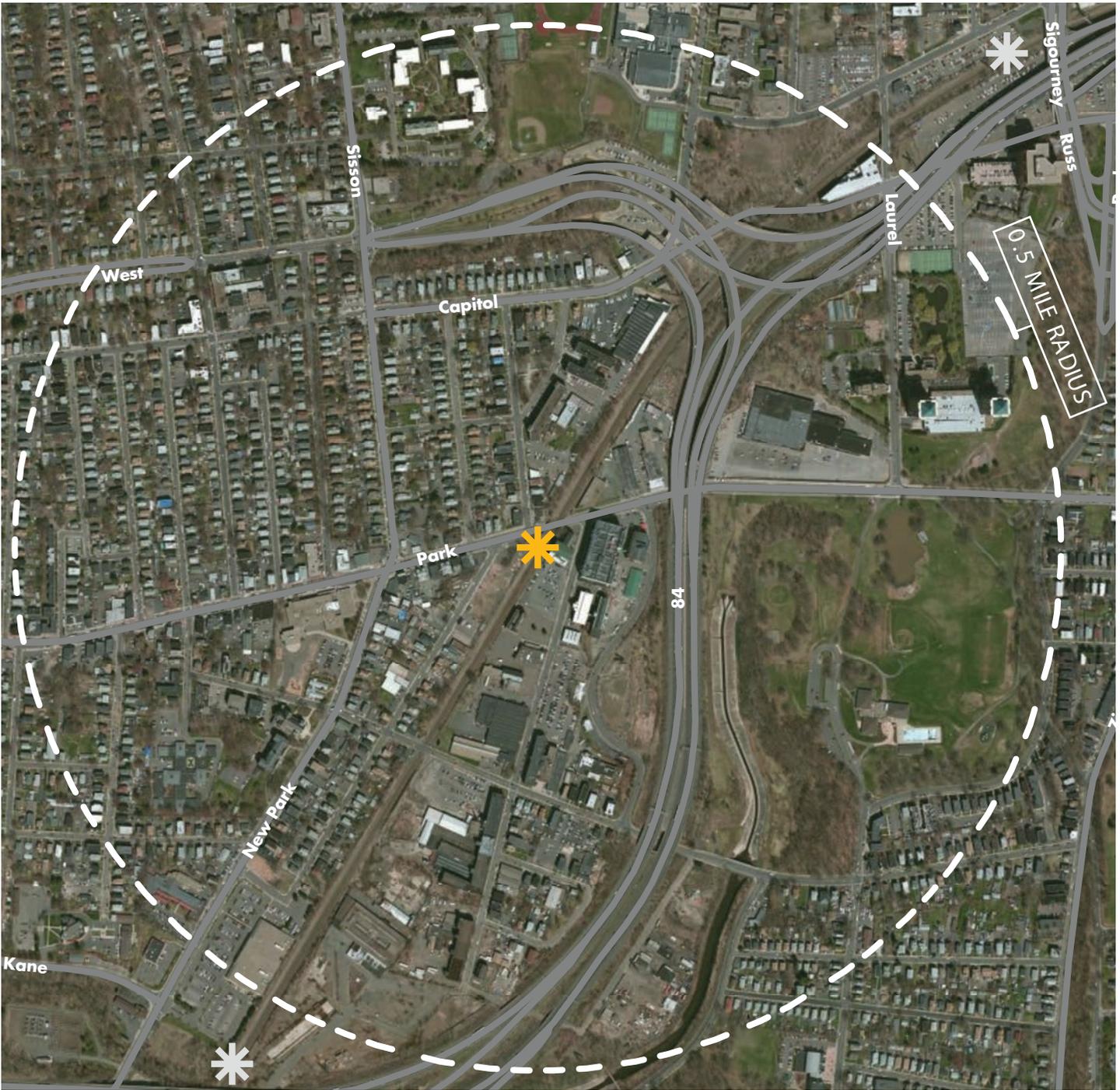
Sigourney Street

SERVICE: CTFASTRAK

Category	Station Area	CTfastrak Corridor
Station Area Conditions		
Walkability Rating	Medium	Low
Persons / Acre	57.85	21.61
% Commercial / Mixed Land Use	47%	35%
% Industrial Land Use	3%	19%
% Residential Land Use	50%	46%
Market Potential		
Employment	19,016	73,990
Median Residential Sales Price	\$144,950	\$160,869
Median Gross Residential Rent	\$777	\$930
Other		
Population	10,085	43,299
Households	4,696	17,744
% Renter Households	94%	78%
% TOD Supportive Jobs	88%	75%
Daily Boardings (2015)	High	8,337

The Hartford Sigourney Street *CTfastrak* station will be located less than a mile from Union Station, on the west side of Interstate 84. The station area is fairly walkable, containing a mix of commercial and residential uses, mostly multi-family apartments. There are several large-scale employers in the study area, including Aetna headquarters and St. Francis Hospital.

The existing real estate market is not favorable to attracting new development, commanding lower housing prices and rents than the *CTfastrak* corridor. However, there is an opportunity to work with the large employers present in the station area, such as Aetna and the Hartford, which may be interested in pursuing transit-oriented development in this station area by targeting employer-assisted housing or redeveloping vacant or under-utilized sites.



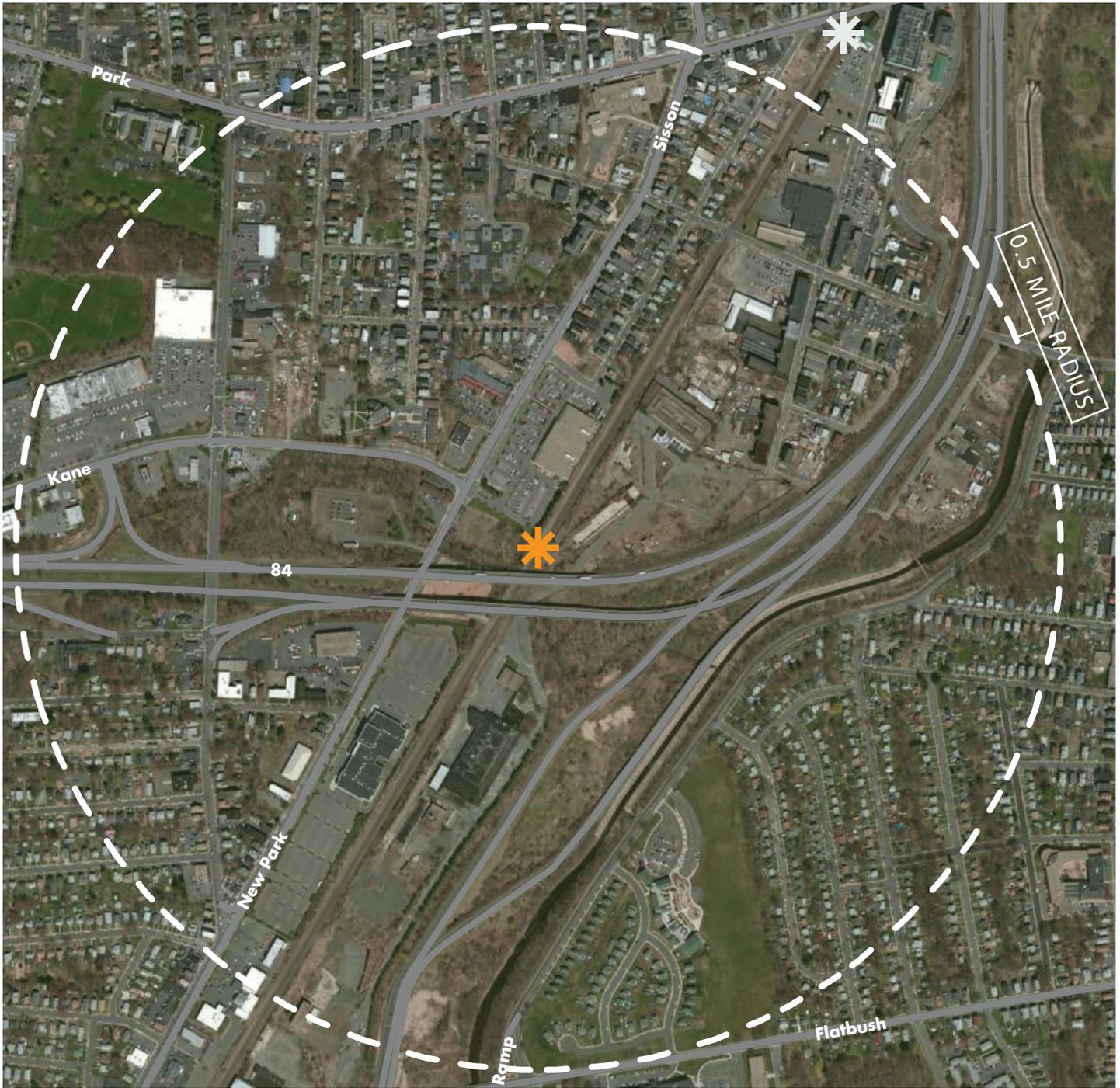
Park Street

SERVICE: CTFASTRAK

Category	Station Area	CTfastrak Corridor
Station Area Conditions		
Walkability Rating	High	Low
Persons / Acre	20.94	21.61
% Commercial / Mixed Land Use	27%	35%
% Industrial Land Use	14%	19%
% Residential Land Use	59%	46%
Market Potential		
Employment	2,138	73,990
Median Residential Sales Price	\$73,600	\$160,869
Median Gross Residential Rent	\$842	\$930
Other		
Population	8,395	43,299
Households	3,455	17,744
% Renter Households	90%	78%
% TOD Supportive Jobs	59%	75%
Daily Boardings (2015)	Medium	8,337

The Hartford Park Street *CTfastrak* station will be located on a busy arterial near Interstate 84, and situated in an older, downtown-adjacent neighborhood containing single-family homes, multifamily units, parks, and neighborhood-serving retail. Several large, multi-story former industrial buildings have been converted to alternative housing and commercial uses, and adjacent lots may serve as potential development opportunities in the future. The existing residential neighborhood features traditional walkable design, but Interstate 84 and parkland create barriers to the east.

Short-term development potential is limited due to low rents and sales prices. Given the presence of the existing neighborhood and the barriers of Interstate 84 and Pope Park to the east, future development will likely consist of smaller-scale residential and commercial uses that enhance the existing neighborhood. Park Street is an excellent location for new affordable and mixed-income development, which will bring new investment and expand the appeal of the station area to a more diverse population.



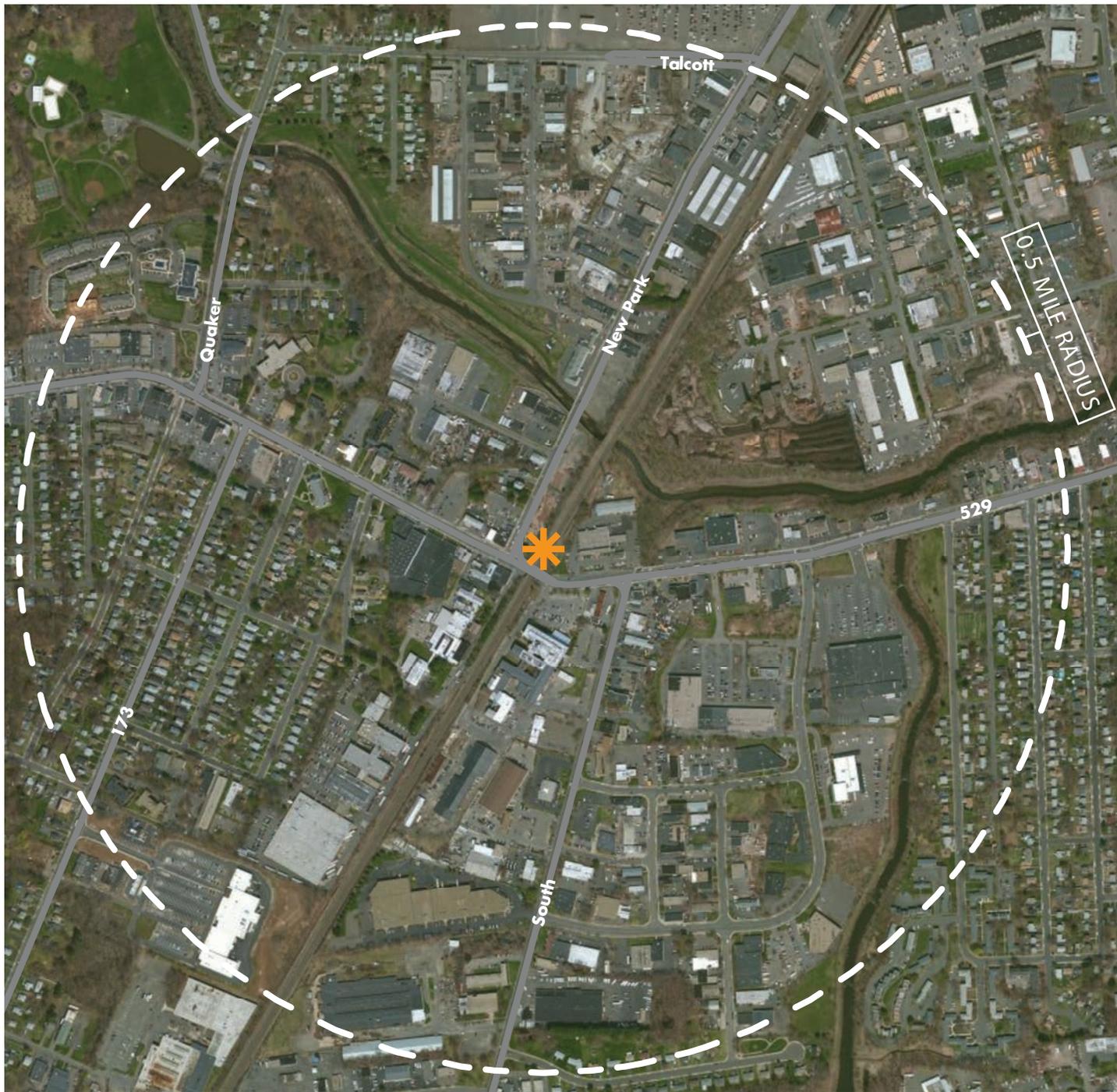
Kane Street

SERVICE: CTFASTRAK

Category	Station Area	CTfastrak Corridor
Station Area Conditions		
Walkability Rating	Medium	Low
Persons / Acre	14.86	21.61
% Commercial / Mixed Land Use	33%	35%
% Industrial Land Use	22%	19%
% Residential Land Use	45%	46%
Market Potential		
Employment	2,495	73,990
Median Residential Sales Price	\$165,000	\$160,869
Median Gross Residential Rent	\$882	\$930
Other		
Population	4,979	43,299
Households	1,756	17,744
% Renter Households	69%	78%
% TOD Supportive Jobs	50%	75%
Daily Boardings (2015)	Low	8,337

The Hartford Kane Street *CTfastrak* station will be located near the intersection of two major arterial roads lined by commercial establishments including two medium size shopping centers and several auto-oriented light industrial establishments. The remaining area is surrounded by older single-family homes and small-scale multi-family housing largely located within a well-connected network of streets.

The Kane Street area's rent and sales prices are comparable to the *CTfastrak* corridor as a whole, but the station area is largely built out with automobile-oriented commercial uses on a major arterial with surrounding low-density neighborhoods. Converting the auto-oriented commercial centers to mixed-use, transit-supportive environment will require investments in place-making and pedestrian infrastructure to encourage transit-oriented development. Similar to Park Street, Kane Street is also an excellent location for affordable or mixed-income developments.



Elmwood

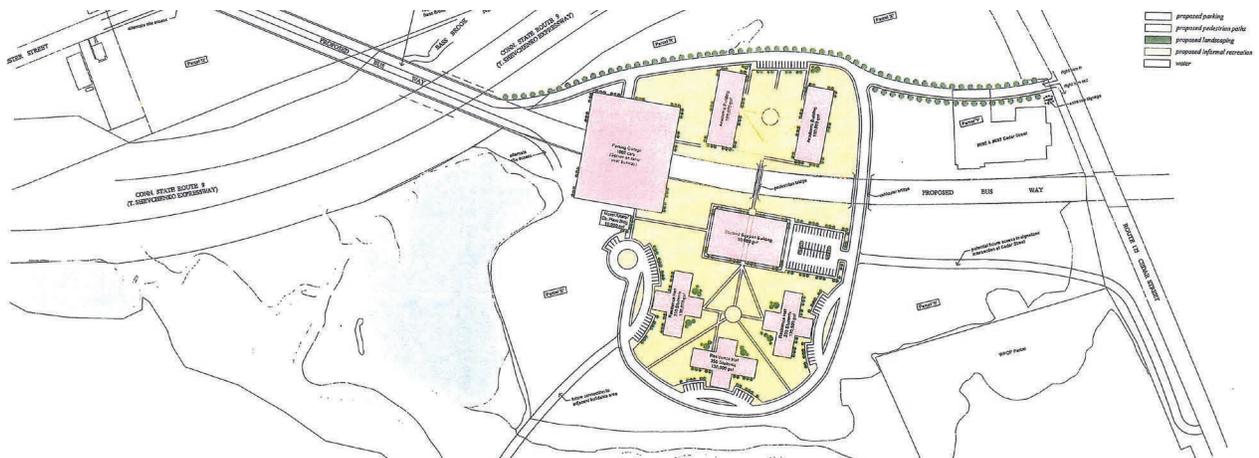
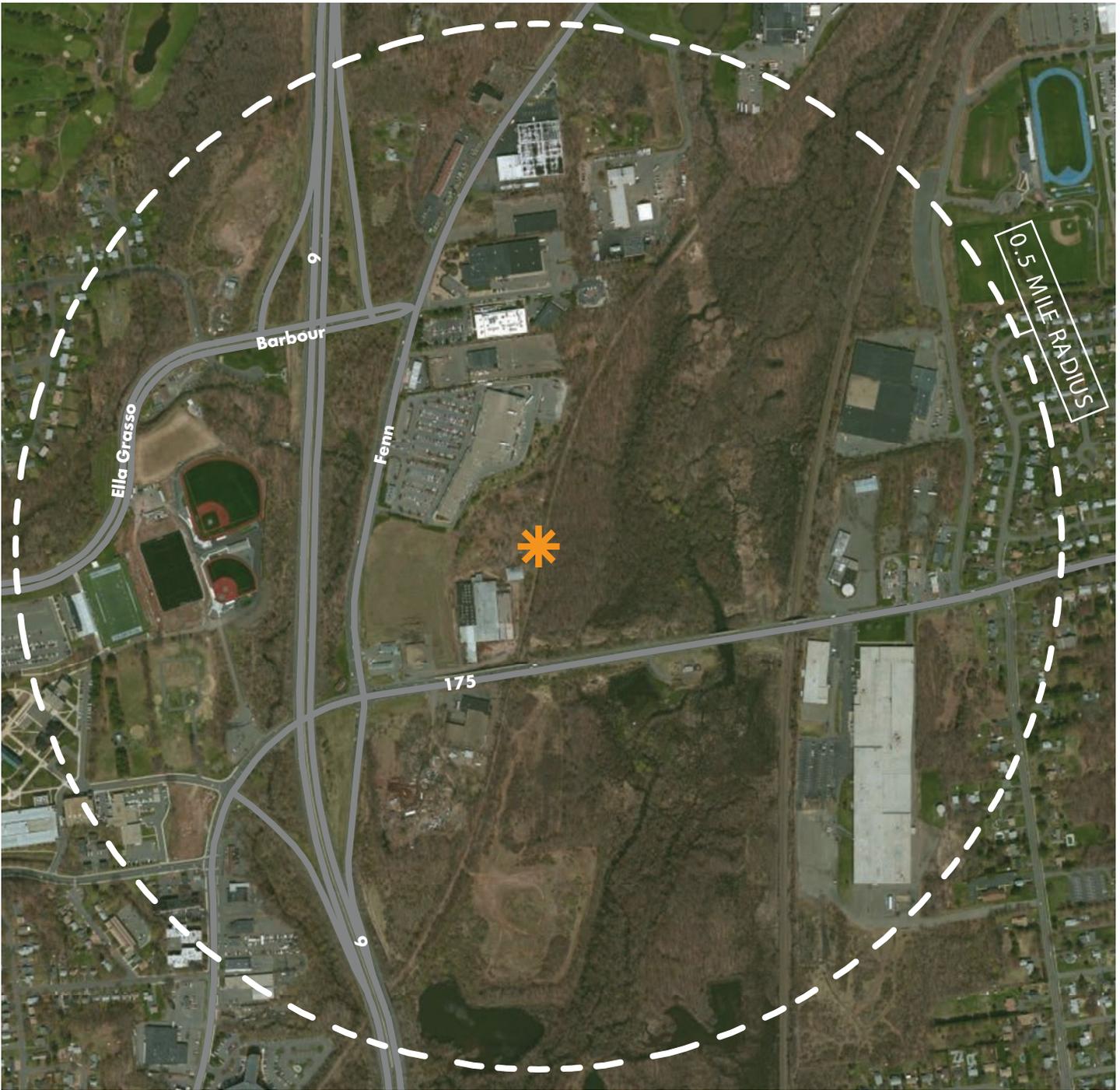
SERVICE: CTFASTRAK

Category	Station Area	CTfastrak Corridor
Station Area Conditions		
Walkability Rating	Medium	Low
Persons / Acre	11.16	21.61
% Commercial / Mixed Land Use	34%	35%
% Industrial Land Use	39%	19%
% Residential Land Use	26%	46%
Market Potential		
Employment	3,695	73,990
Median Residential Sales Price	\$206,020	\$160,869
Median Gross Residential Rent	\$956	\$930
Other		
Population	1,920	43,299
Households	827	17,744
% Renter Households	58%	78%
% TOD Supportive Jobs	29%	75%
Daily Boardings (2015)	Medium	8,337

The West Hartford Elmwood *CTfastrak* station will be located in an area dominated by small and medium sized light industrial businesses, with many oriented towards the automobile needs. The station area also contains retail and food services, and some single-family residential units.

The station area features a relatively strong market, which may provide opportunities for medium-density development in this area, including residential and office uses, potentially by redeveloping the existing low-density industrial land uses and introducing a street network more conducive to TOD.

One example of the potential for new redevelopment is the recent ground-breaking of a 47-unit apartment building that will include 15 units of affordable housing.



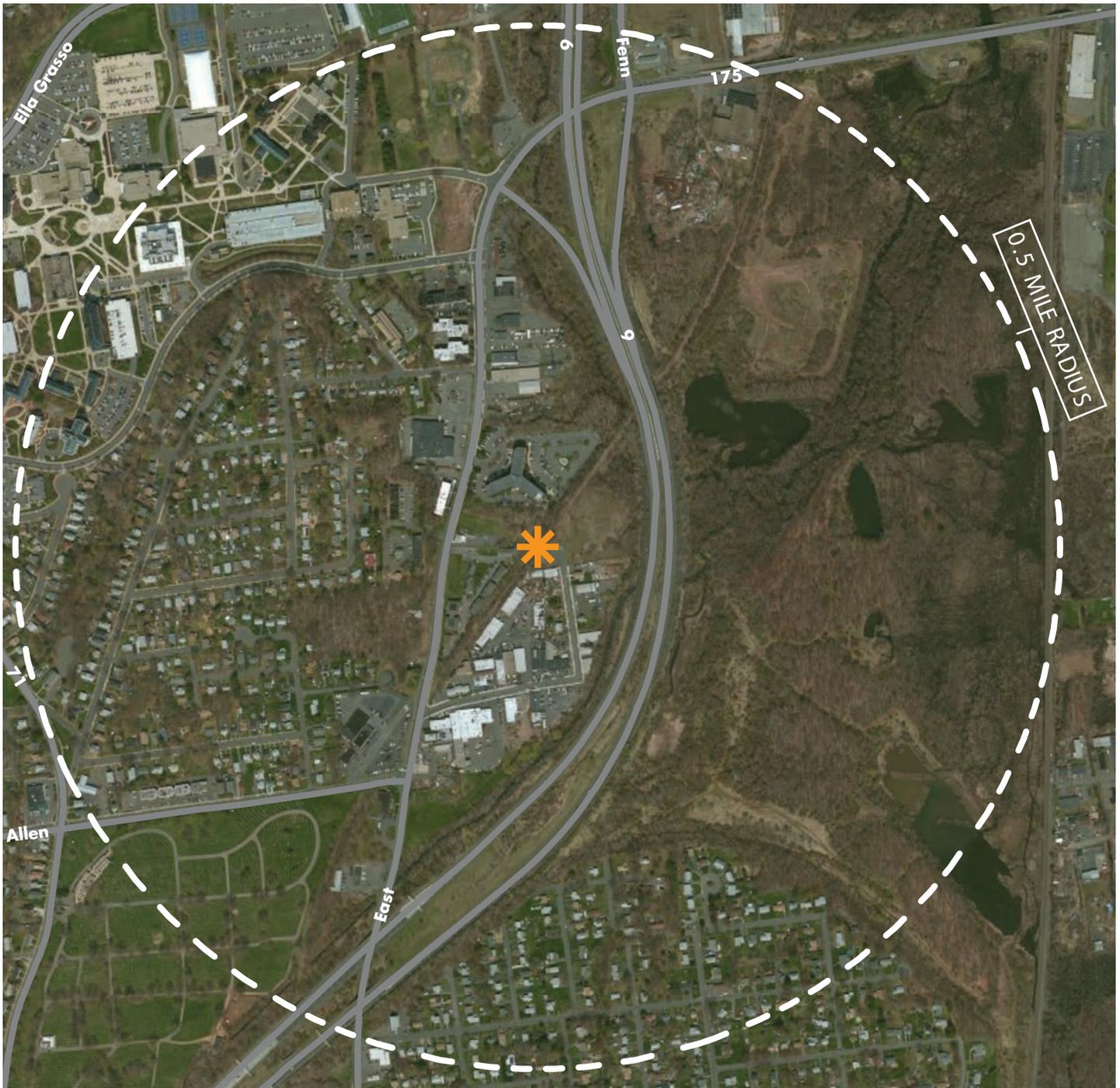
Cedar Street

SERVICE: CTFASTRAK

Category	Station Area	CTfastrak Corridor
Station Area Conditions		
Walkability Rating	Low	Low
Persons / Acre	3.93	21.61
% Commercial / Mixed Land Use	56%	35%
% Industrial Land Use	32%	19%
% Residential Land Use	13%	46%
Market Potential		
Employment	606	73,990
Median Residential Sales Price	\$193,673	\$160,869
Median Gross Residential Rent	\$1,092	\$930
Other		
Population	1,369	43,299
Households	264	17,744
% Renter Households	44%	78%
% TOD Supportive Jobs	14%	75%
Daily Boardings (2015)	Low	8,337

The Newington Cedar Street *CTfastrak* station will be located just east of the Central Connecticut State University (CCSU) campus and its large concentration of students and employees. Other features include some small retail businesses and a large amount of open space.

CCSU owns much of the land surrounding the Cedar Street station and has strong potential to lead university-directed TOD in the area. CCSU has plans for a major expansion of its campus in and around the Cedar Street and East Street stations, including residence halls containing up to 300+ beds, an expanded Department of Athletics facility, new Department of Fine Arts facilities, a day care center, and a 1,000-space parking garage. An expansion of this size will transform the station area and, with careful planning, generate opportunities for additional private housing, retail and office development in the surrounding parcels. Regional and municipal government should implement a partnership with CCSU to support this ambitious plan and identify ways to maximize its benefit to the surrounding station areas. A redevelopment plan for the station area incorporating CCSU's plans would be highly beneficial. The Cedar Street and East Street stations will also both serve CCSU via new circulator bus routes.



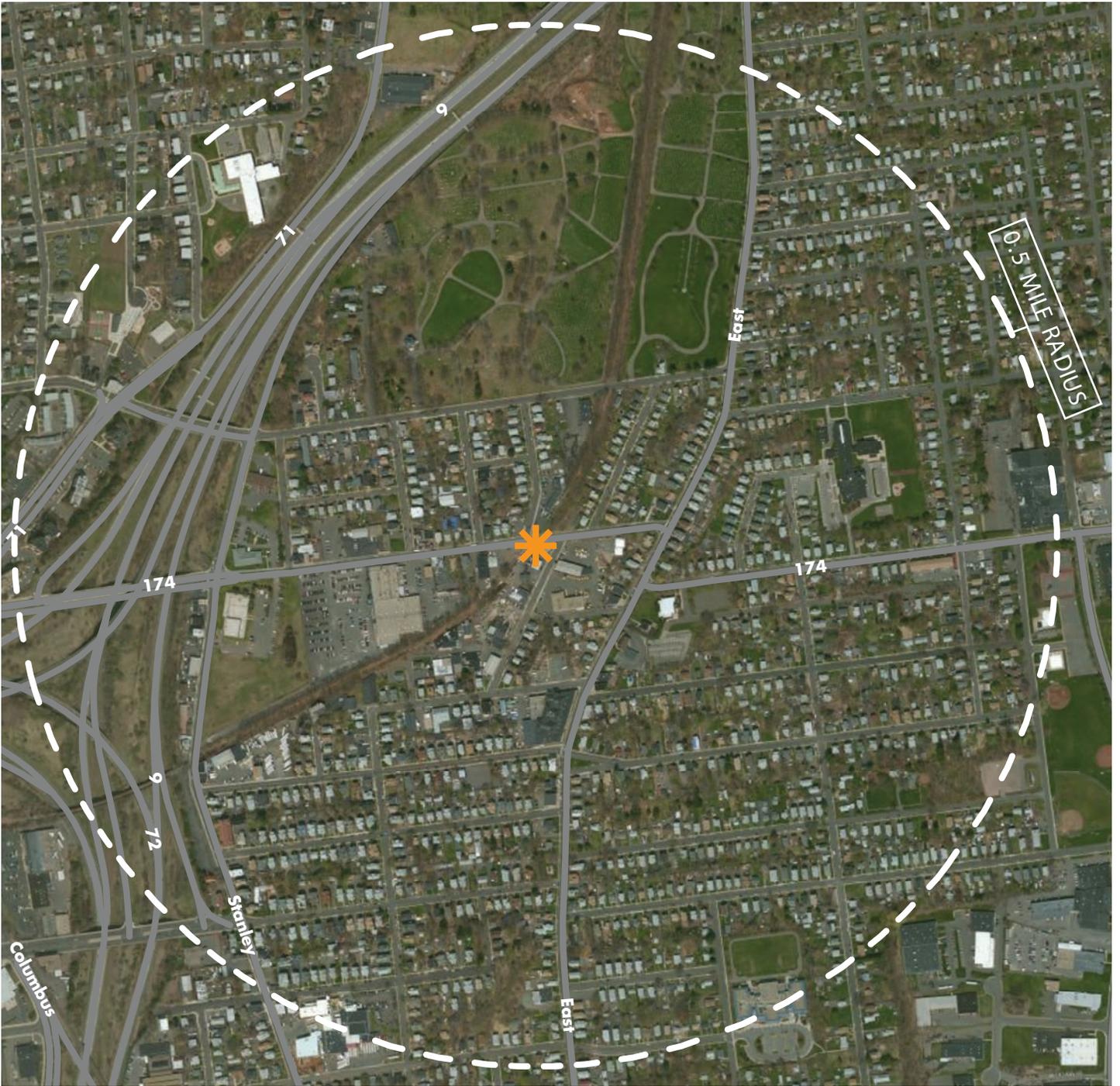
East Street

SERVICE: CTFASTRAK

Category	Station Area	CTfastrak Corridor
Station Area Conditions		
Walkability Rating	Low	Low
Persons / Acre	9.48	21.61
% Commercial / Mixed Land Use	13%	35%
% Industrial Land Use	1%	19%
% Residential Land Use	85%	46%
Market Potential		
Employment	1,609	73,990
Median Residential Sales Price	\$145,080	\$160,869
Median Gross Residential Rent	\$1,061	\$930
Other		
Population	3,158	43,299
Households	959	17,744
% Renter Households	51%	78%
% TOD Supportive Jobs	79%	75%
Daily Boardings (2015)	Low	8,337

The New Britain East Street *CTfastrak* station will be located southeast of the Central Connecticut State University (CCSU) campus and its large concentration of students and employees. However, the East Street station area is not a pedestrian-friendly environment, and the connections to CCSU are weak, in spite of its proximity. The stop is immediately adjacent to a mix of larger multifamily residential buildings, a community of single-family homes, and light industrial uses.

Unlike the Cedar Street station, East Street is situated within a weaker market, built-out area with less potential for CCSU to influence the market. Development potential is limited, but there may be demand for university-related uses over time. See Cedar Street for a detailed description of the CCSU expansion potential.



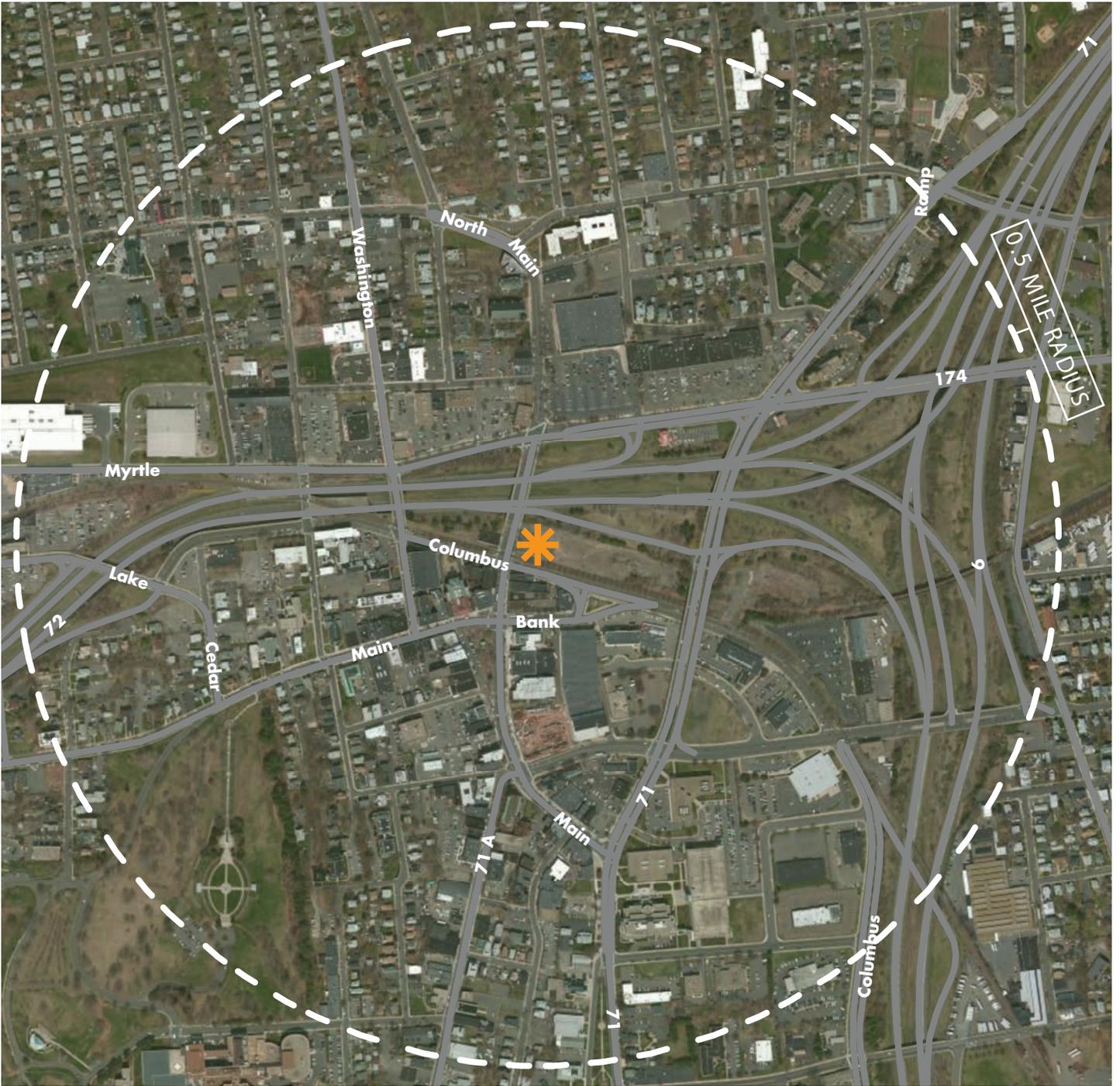
East Main Street

SERVICE: CTFASTRAK

Category	Station Area	CTfastrak Corridor
Station Area Conditions		
Walk Score	Low	Low
Persons / Acre	15.92	21.61
% Commercial / Mixed Land Use	10%	35%
% Industrial Land Use	11%	19%
% Residential Land Use	79%	46%
Market Potential		
Employment	1,423	73,990
Median Residential Sales Price	\$118,150	\$160,869
Median Gross Residential Rent	\$776	\$930
Other		
Population	6,583	43,299
Households	2,607	17,744
% Renter Households	79%	78%
% TOD Supportive Jobs	79%	75%
Daily Boardings (2015)	Low	8,337

The New Britain East Main Street *CTfastrak* station area is largely an older residential area including single-family and smaller multifamily homes, with a few small businesses, schools, and a medium size auto dealer distributed throughout. Fairview Cemetery and Connecticut Route 9 occupy much of the station area to the north of the station. The street connectivity is good, but few amenities are within easy walking distance.

The East Main Street area is a relatively weak market without major employers or other significant drivers of demand for transit-oriented development in the short term. However, over time, there may be potential for lower density housing or employment uses.



New Britain

SERVICE: CTFASTRAK

Category	Station Area	CTfastrak Corridor
Station Area Conditions		
Walkability Rating	High	Low
Persons / Acre	24.02	21.61
% Commercial / Mixed Land Use	38%	35%
% Industrial Land Use	28%	19%
% Residential Land Use	34%	46%
Market Potential		
Employment	6,893	73,990
Median Residential Sales Price	\$124,867	\$160,869
Median Gross Residential Rent	\$679	\$930
Other		
Population	5,187	43,299
Households	2,349	17,744
% Renter Households	91%	78%
% TOD Supportive Jobs	70%	75%
Daily Boardings (2015)	High	8,337

The Downtown New Britain *CTfastrak* station area is a traditional smaller downtown, featuring a walkable street grid and a concentration of retail and service businesses. Residential uses are located beyond the downtown core, and are mostly single-family. The station area includes The Hospital of Central Connecticut and the CCSU Institute of Technology and Business Development.

As the terminus of the line, Downtown New Britain is projected to have 1,582 daily *CTfastrak* boardings in 2015. New Britain already has excellent physical character to support TOD, but the low rent/sales prices and vacancies in the area are market challenges that must be overcome. Institutional partnerships and public reinvestment in the public realm could help to attract new development and/or the reuse of existing historic buildings.

One example of public reinvestment underway is the downtown streetscape project, which will significantly enhance and support the pedestrian link between downtown New Britain and the *CTfastrak* station. The City is completing a Downtown Streetscape Master Plan and associated design standards for streetscape and pedestrian improvements that is already being implemented utilizing a variety of funding sources.

Appendix B

Civic Engagement Approach

Objectives of the Civic Engagement Process

The primary objective of the civic engagement process was to provide insight, perspectives and information that are not always available from data driven resources. The information gathered from the civic engagement process directly informed the Knowledge Corridor Market Study. Another objective of the civic engagement process was to build awareness and consensus on the goals for the region and for transit-oriented development in particular, as well as on the assets, opportunities, challenges, and strategies for achieving the goals.

Participants

Because of the technical content for a market analysis of the knowledge corridor, civic engagement focused on facilitating input from two primary sources - an Advisory Committee that met at benchmarks in the development of the final deliverable, and interviews with experts in the industry to directly inform the Study. Community members were invited to participate in December 2012 public meetings and the March 2013 Consortium meeting.

1) **Advisory Committee:** A committee consisting of approximately 15 individuals in the Hartford-Springfield region recognized for their knowledge of economic conditions, real estate markets, public policy and government programs, for- and non- profit industries, and/or trends in higher education and industry growth. A list of Advisory Committee members is provided in this section.

2) **Stakeholder Experts:** Individuals and/or institutions with specific expertise in market analysis and economic development conditions in the region.

3) **Community Members:** Those interested in providing input into and furthering a vision and set of goals for the future of the region as a livable, affordable, and economically sustainable region. Invited participants included residents, business owners, workers, non-profit organizations, anchor educational institutions, policy makers, public and elected officials.

Civic Engagement Schedule

Meetings with the participants in the civic engagement process were scheduled to coincide with the development of the final deliverable for this project. The objective was to gather relevant, focused information from experts, provide an opportunity to present the draft findings as they were developed for review, input, and consensus-building, as well as to communicate and construct a narrative to ensure that the final document is consistent with the goals and objectives of the client. In addition, the civic engagement helped to shape a community vision for transit oriented development.

Advisory Committee Meeting Dates and Main Agenda Topics

The Advisory Committee reviewed and advised on the study as it was developed. Committee members recommended other participants who might also

provide focused information to inform the study. They also provided assistance on outreach and communication strategies for the stakeholder workshops.

Advisory Committee Meeting Dates and Main Agenda Topics:

Meeting 1: May 3, 2012

Existing Conditions – Initial Data Analysis Summaries (Tasks 1, 2)

Meeting 2: August 15, 2012

Data Analysis Summaries –Market Findings for the Region, Corridor and Station Areas (Tasks 3, 4)

Meeting 3: December 11, 2012

Synthesizing Data and Analysis – Strategies for Transit-Oriented Development in the Knowledge Corridor (Tasks 5, 6)

Stakeholder Expert Interviews

Interviews with stakeholder experts occurred during Tasks 2-4, although some continued at subsequent stages. The purpose of the interviews was to obtain targeted information and data, as well as a practical understanding of market and industry trends, needs, and objectives, and how the transit corridor might facilitate economic development and market growth in the region. A list of the stakeholders interviewed in the study is included in this appendix.

Community Member Presentations and Workshops

The team participated in workshops with Community Members to address three distinct phases of the project:

- o Introduction to Transit-Oriented Development and the Study; Challenges and Opportunities for TOD
- o Creating a Shared Vision: Strategies for Transit-Oriented Development
- o Synthesis: Policies and actions for Transit-Oriented Development

Community Meeting Dates and Main Agenda Topics:

December 11-12, 2012 (4 meetings):

Hartford region: The Consulting Team presented the main economic, demographic and real estate market analysis findings and discussed the proposed strategies. The Consulting Team presented to the following groups:

- o Local planning commissioners and officials,
- o Local elected and appointed municipal officials, and
- o The Hartford-Springfield Economic Partnership.

Springfield region. The Consulting Team held a similar meeting with public officials in the Springfield Region.

March 6, 2013:

The Consulting Team presented its key findings to the Sustainable Knowledge Corridor Consortium.

The consulting team also developed an electronic presentation for the client to use at other meetings to expand the outreach. The electronic presentation was developed in coordination with the Client for its use in presenting the Market Study findings to its constituents and is accompanied by a narrative to assist the client in communicating the findings. These meetings will be important to begin to shape a shared vision for transit-oriented development in the station areas.

Knowledge Corridor Market Study Advisory Committee Members

Michael Graney (Western Massachusetts Economic Development Council)
John Shemo (Metro Hartford Alliance)
Doug Fischer (Northeast Utilities)
Judy Resnick (Connecticut Business and Industry Association)
Margaret Nareff / Martin Estey (Hartford Consortium for Higher Education)
Todd Andrews (Goodwin College)
Kevin McCaffrey (Mount Holyoke College)
Kip Bergstrom (Connecticut Department of Economic and Community Development)
Mike Vedovelli (Massachusetts Office of Business Development)
Tom Maziarz (Connecticut Department of Transportation)
Lyle Wray (Capitol Region Council of Governments)
Tim Brennan (Pioneer Valley Planning Commission)
Robert Fusari (Real Estate Services of Connecticut)
Betsy Crum (Connecticut Housing Coalition)
Kevin Kennedy (Springfield Redevelopment Authority)

Knowledge Corridor Market Study Stakeholder Interviewees

Real Estate Stakeholders:

Abe Naparstek, Forest City Enterprises
David Fink, Partnership for Strong Communities
Geoff Sager, Metro Realty
Jason Rudnick, Centerplan
John Kuppens, Winn Residential
Marc Levine, Marc S. Levine Real Estate Interests
Mike Goman, Goman & York

Connecticut Homebuilders and Remodelers Association (CTHBRA)

Developers Council:

Bill Ethier, CTHBRA
Bill Ferrigno, Sunlight Construction Company
Liz Verna, Verna Developers
George LaCava, Trilacon Development
Ken Boynton, Boynton Construction
John Carrier, JFC Endeavors Inc.
Terence Beaty, Prudential CT Realty
Joanne Carroll, JMC Resources

The Simon Konover Company:

Carol Martin
Marie Mazzotta
Lucy Carlson
Newt Brainard

Commerce / Industry Stakeholders:

Barbara Fernandez, Connecticut Department of Economic and Community
Development
Mary Holz-Clause, University of Connecticut
Marla Michel, University of Massachusetts, Amherst
Susan Winkler, Connecticut Insurance and Financial Services
Eric Nakajima, MA Executive Office of Housing and Economic Development
Neal Beup, United Technologies
Alissa DeJonge, Connecticut Economic Research Center
Dr. Robert Nakosteen, University of Massachusetts
John Shemo, Metro Hartford Alliance

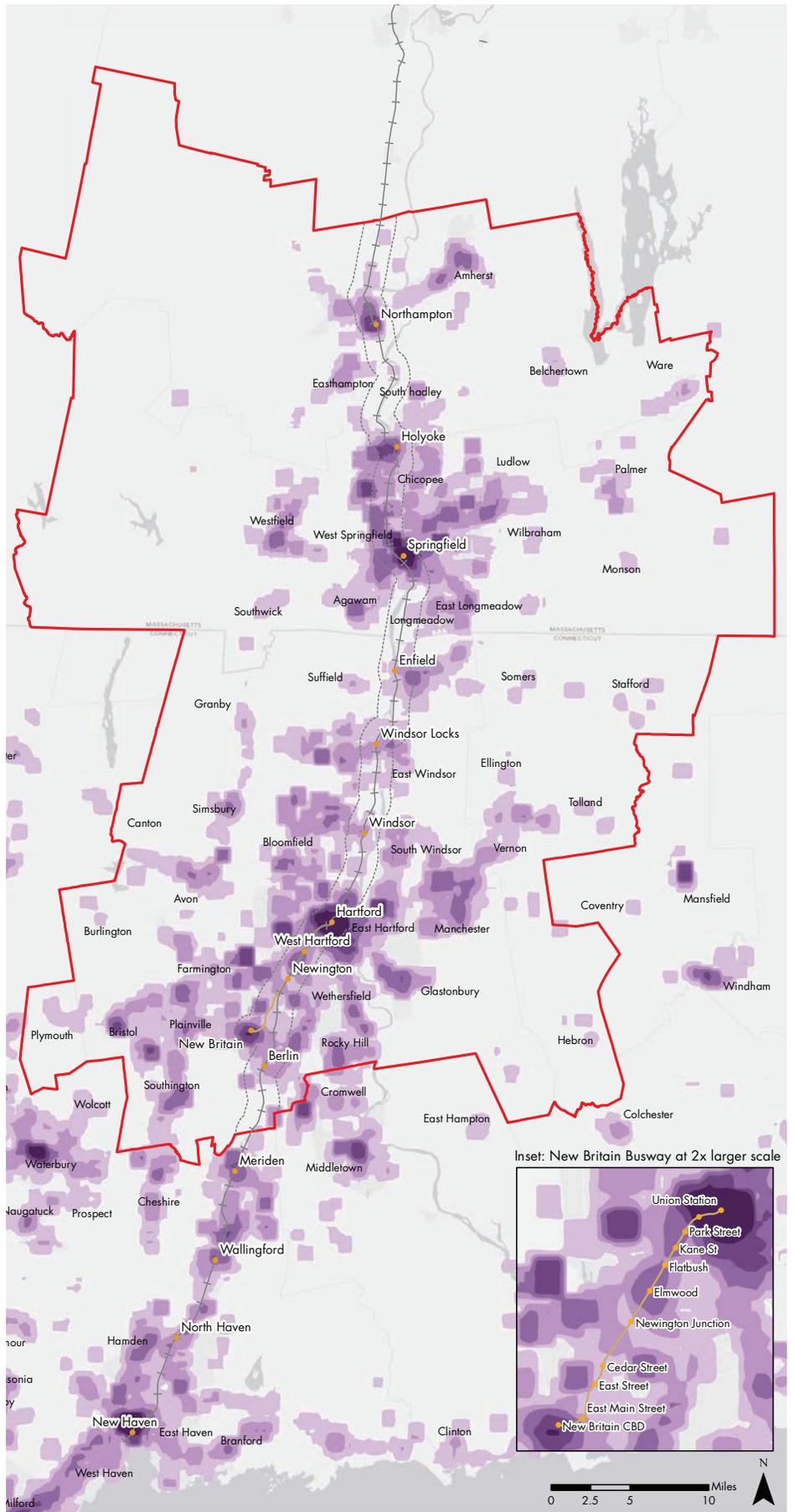
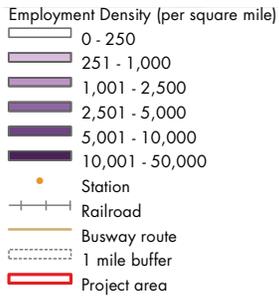
Education Stakeholders:

Margi Nareff, Hartford Consortium for Higher Education
Neal Abraham, Five Colleges, Inc.

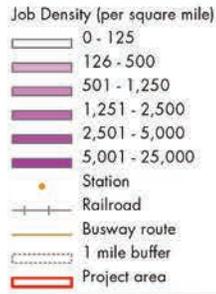
Appendix C

Employment Maps

Total Employment Density in the Region



TOD-Supportive Job Density



Transit-supportive jobs are defined as the following NAICS sector

- Information
- Finance and Insurance
- Real Estate, Rental and Leasing
- Professional, Scientific and Technical Services
- Management of Companies and Enterprises
- Administrative, Support, Waste Management and Remediation Services
- Educational Services
- Public Administration

