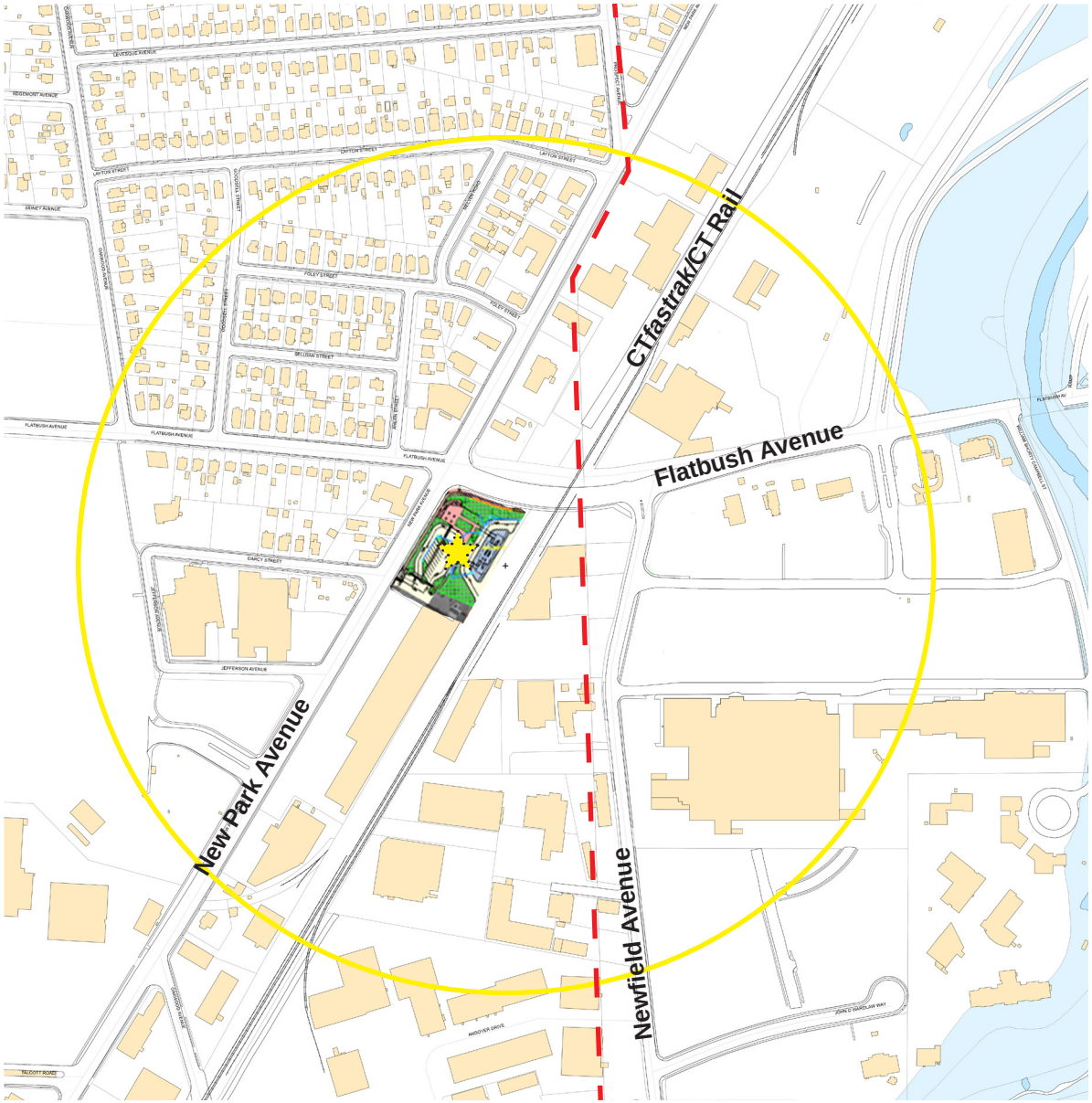


Development Constraints

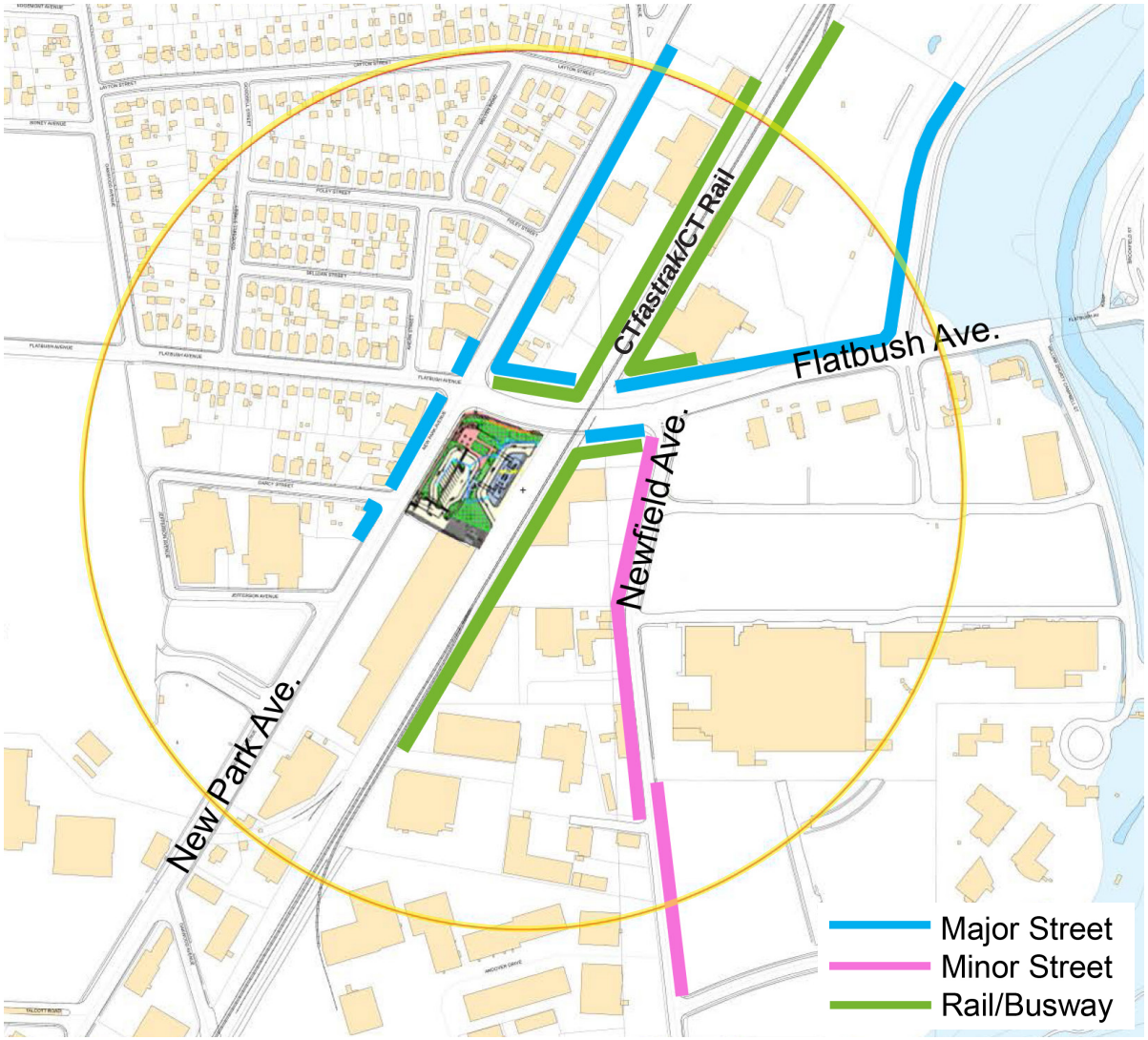
Development opportunities within the Study Area are constrained by several factors (see Constraints Map at left):

- Parcels are irregularly shaped and in many cases small; consolidating parcels requires working with multiple owners.
- The rail tracks bisect the Study Area.
- Many parcels lie within both municipalities, with zoning (and sometimes ownership) inconsistent across municipal boundaries

*Constraints Map: The map at left shows the Flatbush Avenue Station (yellow star); the quarter mile radius around the station (red circle); the irregular parcelization, including parcels crossing the Hartford/West Hartford boundary line (red dashed line); and the CT**fastrak** right of way bisecting the Project Area.*

Parcel Access and Visibility

Many of the potential TOD parcels have good street frontage, providing access to future development as well as good visibility. The figure at right illustrates frontage on, and visibility from, roadways and from CT*fastrak*.



Parcel access and visibility.

	West Hartford		Hartford		
	Business - General	Industrial - General	Industrial-2	Business-3	Commercial-1
Dimensional Regulations					
FAR (Maximum Floor Area Ratio)	1.25	.5 (1.0 for mixed-use)	NA	2.0	NA
Height	Max: 45'/4 floors	Max: 45'/4 floors; 55' for mixed use with ground floor retail/ commercial	Min: 3 floors	Min: 3 floors	Min: 3 floors
Maximum Site Coverage	NA	50%	62.5%	62.5%	65%
Use Regulations					
Multi-family housing	P	P	I	SP	SP
Personal /Professional Service	P	P	P	P	P
Live /Work			C	C	C
Professional Office	P	P	P	P	P
Medical Clinic			P	P	P
Retail	P	P	I	P	I
Restaurant	P	P	P	C	C
Outdoor Storage		P	I	I	C
Auto (sales, service, wash)	P	P	C	SP	C
Wholesale	P	P	P		P
Manufacturing	P	P	P	P*	P*

Existing Zoning: Dimensional and Use Regulations:

P - Permitted

P - Certain Manufacturing Uses Permitted*

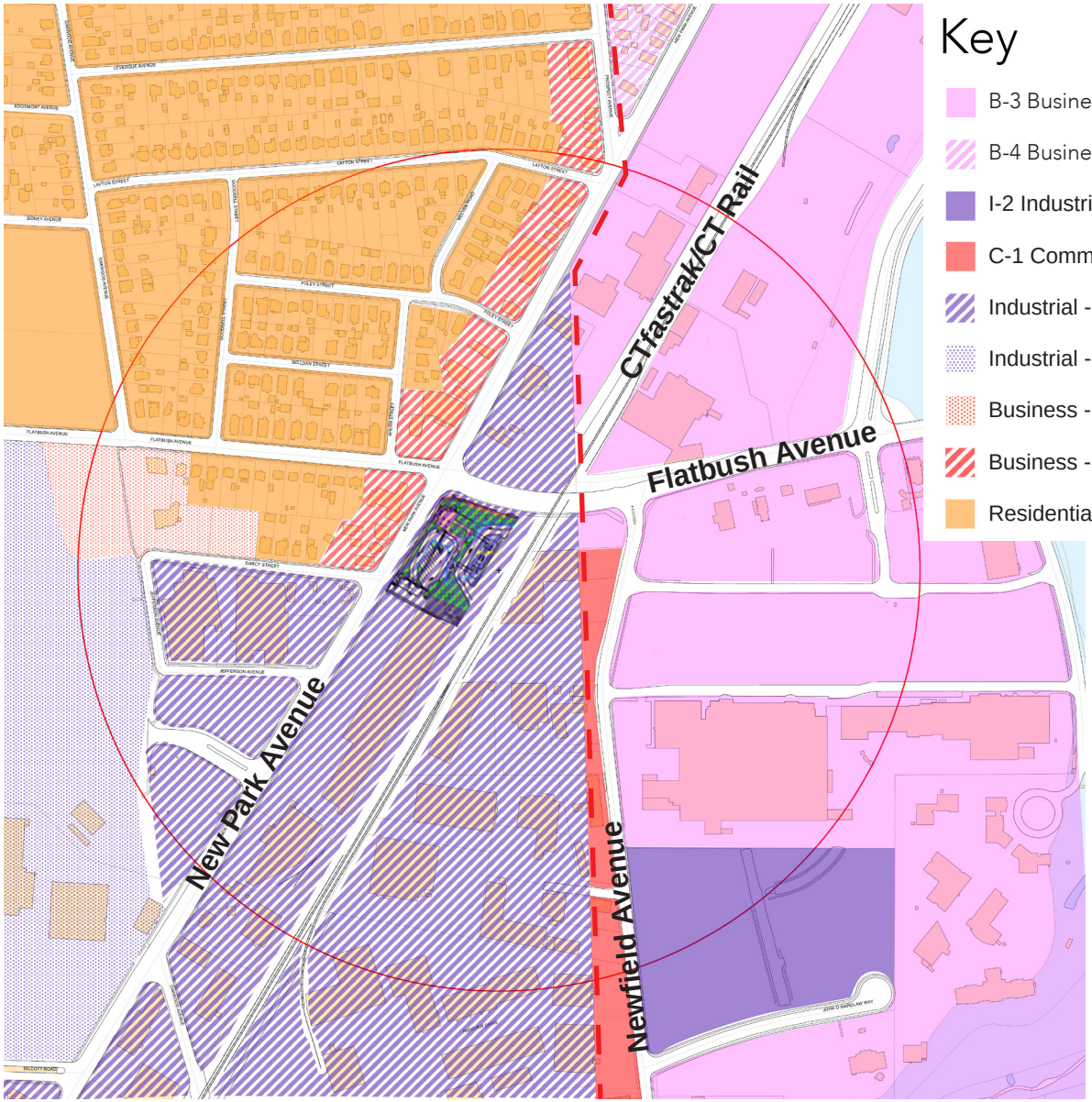
C - Permitted with conditions

SP - Special Permit required

I - Permitted in Industrial Reuse Overlay Zone

Existing Zoning

The Study Area parcels fall within three general zoning categories, although the allowable uses, densities and dimensional requirements vary between Hartford and West Hartford (see table above). The location of these zones is shown on the map on the following page.

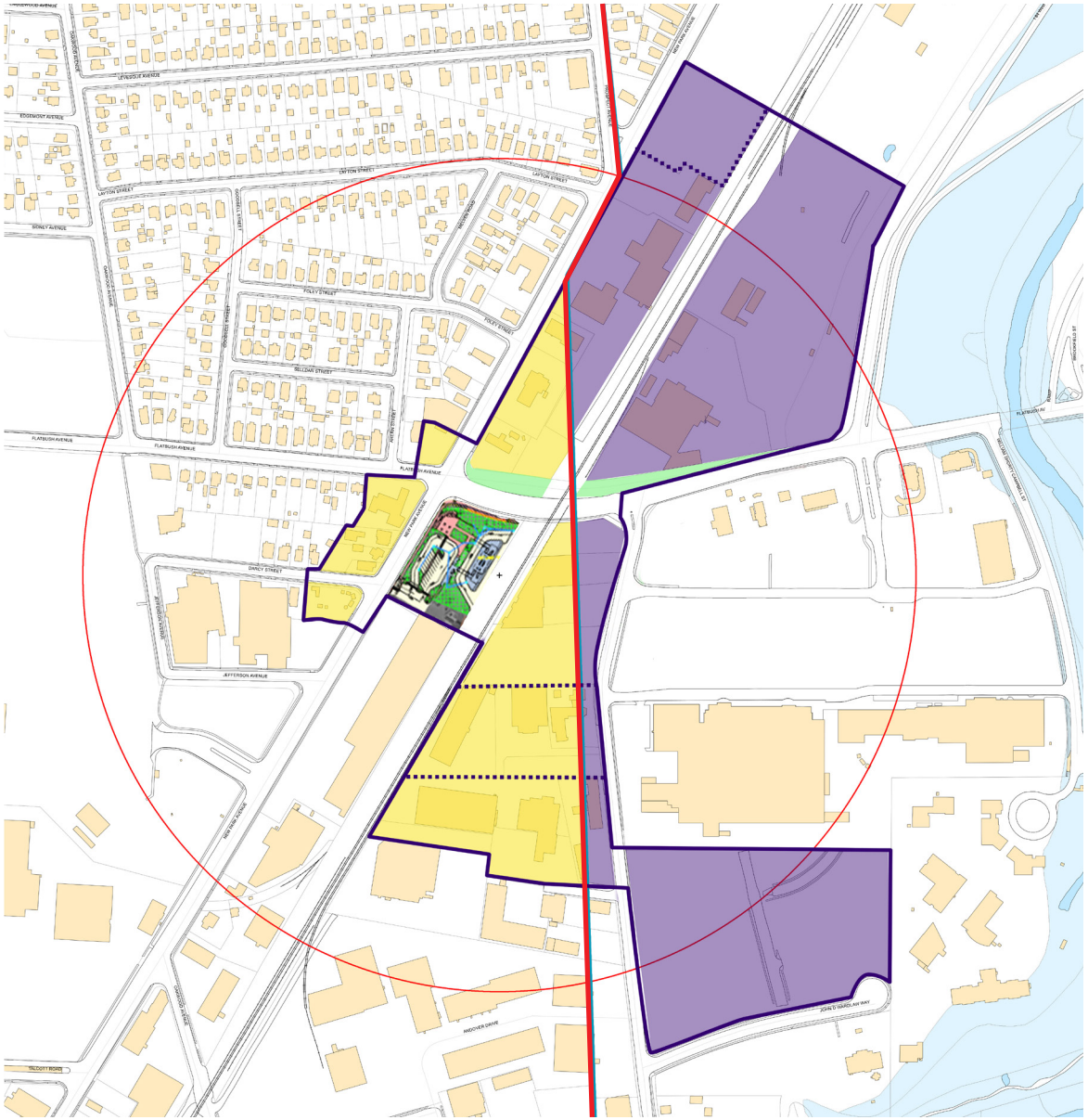


Key

- B-3 Business
- B-4 Business
- I-2 Industrial
- C-1 Commercial
- Industrial - General
- Industrial - Restricted
- Business - Neighborhood
- Business - General
- Residential

Existing zoning districts.

4. DEVELOPMENT CONCEPT



Study Boundaries

Following visits to the site, an analysis of existing conditions, and discussions with representatives from both Hartford and West Hartford, a series of parcels were selected for further study. The parcels identified for inclusion in the TOD concept plan (outlined/highlighted on the figure at left) were selected based on:

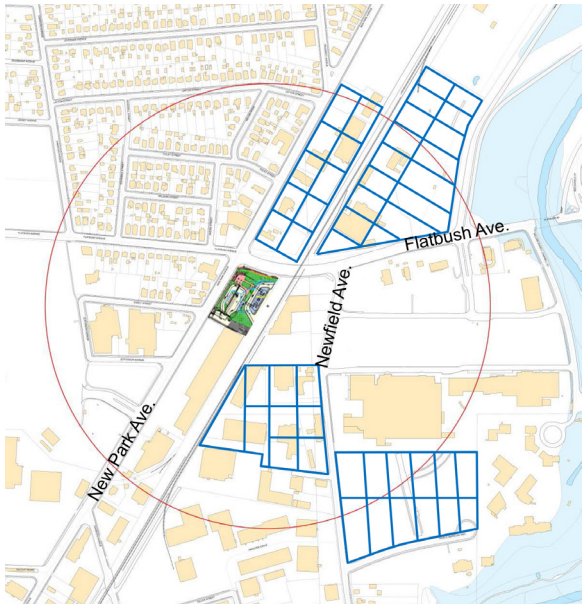
- Proximity to the station
- Existing use - emphasis was placed on parcels that were currently vacant and/or housed uses that were inconsistent with a mixed-use TOD district (particularly auto-oriented uses and industrial uses with low employment density)
- Size and configuration of parcels: ability to efficiently accommodate desired uses, or to be consolidated with adjacent parcels
- Visibility from major roadways (and potentially CT***fastrak*** and future CT***rail*** passengers).

Note: Parcels were identified for study purposes only; no actual development is being proposed.

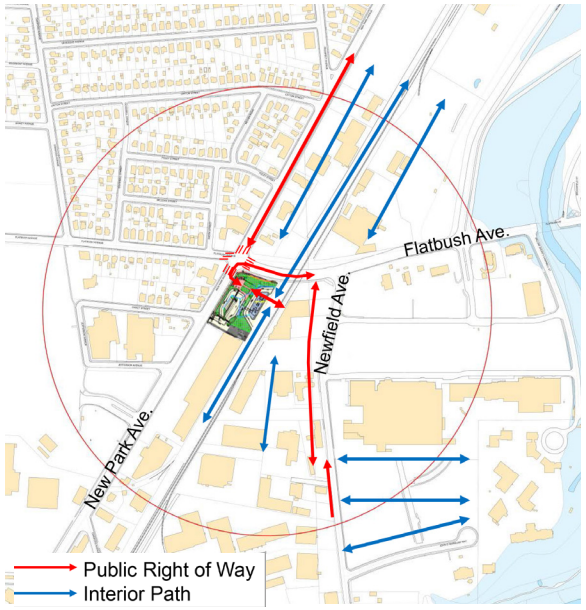
Parcels selected for further study are shown at left (parcels in Hartford are highlighted in purple, parcels in West Hartford are highlighted in yellow.

Potential Land Uses & Densities

The two municipalities agreed that ideally new TOD would include a mix of housing, retail and office space, with a concentration on housing (roughly, 72.5% residential, 2.5% retail and 25% office). Office uses were envisioned as three to five story buildings; close to the station, and on major roadways. The buildings adjacent to the station include ground floor retail space. Residential development was envisioned as three to five story double-loaded corridor buildings, with some townhouse development. Retail uses are located where visible from major roadways to attract patrons.



Conceptual street grid with typical block sizes.



Conceptual framework of pedestrian and bicycle paths.

Potential Infrastructure Improvements

As a first step, a plan of conceptual infrastructure/ circulation improvements was prepared to create a framework for development concepts. New and extended streets and pedestrian routes break up the large parcels or development zones into more traditional block sizes (approximately 200 feet by 125 feet to accommodate either residential, retail office or hotel use, or some combination of these uses).

- Create a framework of streets and blocks adaptable to a wide range of uses that can be determined in the future through subsequent planning
- Provide for future block sizes adaptable to a variety of different building types that are efficient
- Provide a framework of streets and intersections conducive to pedestrians and redevelopment

Although the grid as shown can be modified, it provides a framework for future development. Three new north/south streets are shown:

- One parallel to New Park Avenue, between New Park Avenue and the CT***fastrak*** Busway, north of Flatbush Avenue. This street was relocated to the back of the parcels, adjacent to the CT***fastrak*** Busway, during development of the conceptual development plan,
- One parallel to New Park Avenue, east of the CT***fastrak*** Busway, north of and connecting to Flatbush Avenue
- One parallel to Newfield Avenue, between the CT***fastrak*** Busway and New field Avenue, south of Flatbush Avenue, connecting to the NHHS Station

In addition, a number of smaller cross streets also are introduced. In combination, these new streets provide

*The yellow arrows indicate the potential for pedestrian/bicycle connections adjacent to the CT**fastrak** line, continuing under the Flatbush Avenue viaduct.*

good pedestrian, bicycle and vehicular circulation and access to all of the parcels, as well as links to the two stations. As shown in the photo above, pedestrian paths are shown crossing under the Flatbush Avenue viaduct to bring passengers directly to the stations.

Conceptual Development Plan

The Conceptual Development Plan illustrates potential building uses and footprints that could be accommodated, and a potential organization of buildings to support the following organizing principles:

- All development sites have direct and attractive pedestrian connections to the CTfastrak station.
- New buildings create attractive street frontages, with parking located in back or in garages.

The development program includes:

- Residential buildings, primarily double-loaded corridor apartment buildings, with townhouses on the small infill parcels west of New Park Avenue.
- Office buildings designed to accommodate ground floor retail/restaurant use.

Although individual elements of the conceptual plan as shown are not consistent with the City of Hartford's proposed new zoning and land use, the elements could potentially be incorporated as part of an overall TOD development. The new north/south road, east of the east of the CTfastrak Busway and extending north from Flatbush Avenue, is consistent with the Parkville Municipal Development Plan goal of creating a connector road between Flatbush and Bartholomew Avenues.

East of the CT*fastrak* Busway

On the southwest corner of Newfield and Flatbush Avenues, the surface parking lot for the planned NHHS (CT*rail)* station is incorporated into a garage that will serve both the station and potential office development. The development shown includes two office buildings, with a garage at the southern end of the parcel. The southern office building is shown with a small triangular plaza facing the station. Ground floor commercial space in the building could include a cafe with outdoor tables on the plaza. This transit plaza helps to create a pleasant, active environment around the station with good sight lines between the station, the garage, potential residential development to the south, and the office buildings, all helping to improve security. The garage stair and elevator open onto the plaza.

Circulation on the site is via a one-way loop road from Newfield Avenue, with bus, taxi and private auto pick-up/drop-off, as well as short-term parking, for the station. The loop continues back to Newfield Avenue on the southern edge of the parcel. The loop road is two-way for a short-distance at the southern end to allow vehicles to access the parking garage.

Parcels south of the station site are laid out to accommodate residential development. The parcels could accommodate either double-loaded corridor multi-family housing and /or townhouse development. The central north-south road through the center of the parcels would bring pedestrians directly to the CTrail station and across the pedestrian bridge to the CT***fastrak*** Flatbush Avenue Station.

North of Flatbush Avenue and east of the CTfastrak Busway, a large new triangular park on the north side of Flatbush Avenue could serve new residential development both east and west of the busway, and

creates an attractive entry into this residential development. The remainder of the site is shown with residential development. The residential development is laid out to create an attractive two-sided pedestrian-friendly street that connects south through the park to the walkway under the Flatbush Avenue viaduct; the street could extend north to support additional development and eventually connect to Parkville.

Another option would be to develop the triangular parcel between the I-84 off ramp and Flatbush Avenue as commercial space to take advantage of the high visibility and large traffic volumes.

West of the CT*fastrak* Busway

North of Flatbush Avenue, and east of New Park Avenue, the corner parcel is shown with two office buildings built over a parking garage and defining a plaza facing New Park Avenue. Ground floor retail and restaurant space could spill out into the plaza.

North of this commercial development, the concept plan includes residential buildings. Parking for these buildings is shown as surface parking behind the buildings, and along the new north-south street adjacent to the busway. Pedestrians on this street could continue under Flatbush Avenue via the new pedestrian path described previously. Circulation

Conceptual Development Plan

through this area is provided via the new north-south street, and two cross streets - one at Foley Street and one at the existing traffic signal at Layton Street. If possible, a new signal could be introduced at Foley Street.

Parcels on the west side of Flatbush Avenue are shown with infill townhouse development. The three story buildings have parking in the rear.

*The concept plan provides direct, safe and convenient pedestrian access from all new development to both the CT**fastrak** station and the future CT**rail** station, as shown by the arrows at right.*

Precedent Images

In addition to the images of Station Landing, Maxwell Green and Ashmont Station on pages 2 and 3, the images on the next page provide examples of the type and scale of mixed-use and residential development described for the Conceptual Plan.

Above, from top: Mixed-use development in Lexington, MA and West Hartford, CT. At right, from top: residential development in Arlington, MA; Cambridge, MA and West Hartford, CT.