



At left, from top: Plazas adjacent to mixed-use development, activating the sidewalk in Boston, MA; Chapel Hill, NC and Storrs, CT. Above: Attractively screened parking garage flanking an open space in Boston, MA.

4. IMPLEMENTATION

Phasing & Development Timeframe

The build-out illustrated is very conceptual. It is intended to provide each municipality with an understanding of potential future development that could be accommodated within the Study Area, and the infrastructure improvements to support that development. The scale of development is ambitious and is intended as a 20 to 30 year vision.

Potential first phases could include the first office building on the southwest corner of Flatbush and Newfield Avenues, housing on the large parcel east of Newfield Avenue which is currently vacant, or development north of Flatbush Avenue and east of the busway, where the property owner has already advertised the availability of the land.

Joint Planning for Transit Oriented Development

As mentioned above, the build-out illustrated is very conceptual, and was created to provide a starting point for Hartford/West Hartford discussions on the future of the Study Area.

At the January 14, 2015 meeting with planning and zoning commissioners, members of both the Hartford and West Hartford commissions expressed an interest in working together on planning for the potential development of the CT**fastrak** Flatbush Station Area.

Several of the parcels within a ¼ mile of the Flatbush Avenue Station straddle the municipal boundary between the Town of West Hartford and the City of Hartford. Commissioners from both municipalities discussed the possibility of forming a joint commission with representatives of both communities that would form a coordinated voice for planning and decision making for transit-oriented development. This group could jointly respond and participate as potential new plans and zoning for the area are developed and as potential development proposals come forth. The Capitol Region Council of Governments volunteered to research current best practices for this type of coordination and identify state legislation that pertains to establishing a joint municipal commission.

There are a number of Connecticut statutes and public acts that address the desires of two or more communities to work on planning, policy making and development in a cooperative manner. Connecticut General Statutes Section 7-148cc establishes that two or more municipalities are authorized to jointly perform any function that each municipality may perform separately.¹ Other more specific topics covered in legislation allowing joint municipal action are economic development, purchasing, revenue sharing, bonding and development projects and police assistance.²

Across the country, municipalities have established similar arrangements to allow for coordinated plan-

ning across their geographic boundaries. Many of these joint arrangements are between cities or towns and their corresponding counties, although some do exist for the purposes of planning between two towns.

Should the City of Hartford and Town of West Hartford wish to pursue joint planning and zoning, CRCOG stands prepared to assist with further research or assistance as requested.

¹ CGS Section 7-148cc - Joint performance of municipal functions

This statute authorizes two or more municipalities to "jointly perform any function that each municipality may perform separately". Each municipality is required to approve the agreement for joint action in the same manner as provided for the approval of an ordinance. The terms of each agreement shall establish a process for withdrawal from such agreement and shall require that the agreement be reviewed at least once every five years by the body that approved the agreement to assess the effectiveness of such agreement in enhancing the performance of the function that is the subject of the agreement.

² Refer to the following list of legislation: PA 09-231 An Act Concerning Regionalism, CGS Section 7-136n – Joint Issuance of Bonds by Two or More Municipalities, CGS Section 7-137 – Regional Economic Development Commissions, CGS Section 7-148bb – Agreement Between Municipalities to Share Revenue Received for Payment of Property Taxes, CGS Section 7-339a – 7-3391 – Inter-local Agreements.

Potential Zoning Changes

Existing zoning regulations/ordinances will have to be modified to accommodate the development described and illustrated in the Development Concept or to better promote TOD in general. The Sustainable Land Use Code Project Draft Model Regulations: Mixed-Use Transit Oriented Development Districts developed by Clarion for the Capitol Region Council of Governments provides a good basis for revising the existing zoning regulations.

A public process will need to be initiated to provide an opportunity for public feedback to any proposed modification of the existing zoning and redevelopment of the area.

The Development Concept assumes that the zoning within the TOD Study Area will be modified to support TOD and that the zoning will be consistent in Hartford and West Hartford. Specifically, three key changes are recommended:

- Allowing a mix of multi-family residential, office and retail use.
- Prohibiting auto-oriented uses and outdoor storage, or allowing them by Special Permit, only.

- Reducing parking requirements to one space per residential unit and three spaces per 1000 square feet of office or retail use.

	West Hartford (using CRCOG's recommended 25% reduction)	Hartford (using the City's new 50% reduction for the TOD Overlay District: Min/Max)	Approximate Parking Ratios Shown in Plan
Retail (spaces/1000 sf)	5	.875/2.5	3
Office (spaces/1000 sf)	3	.5/2	3
Residential (spaces/unit)	1.13	.75/1.15	1

Parking Requirements: The West Hartford parking numbers above represent the minimum parking requirements that would result from implementing the recommendation for a 25% reduction of existing non-TOD requirements from "The Sustainable Land Use Code Project Draft Model Regulations: Mixed-Use Transit Oriented Development Districts" developed by Clarion for the Capitol Region Council of Governments. The Hartford Parking numbers represent a 50% reduction over the non-TOD minimum and maximum requirements, as specified in the Hartford Transit-Oriented Development Overlay District regulations.



