

Executive Summary: Parkville Station Area

What Do “Transit Oriented Development” (TOD) Districts Look Like?

Successful TOD districts have a blend of housing, retail, and/or office and a good measure of density, whether job density or housing density. Development is more compact and less dependent on parking and auto use. Infrastructure costs for streets, water, sewer, and utilities are reduced while property values are typically increased.

Other key elements include an attractive, safe and inviting pedestrian environment as well as public space integrated with the transit station and commercial space to create a “sense of place.” Buildings are located near the street edge with several windows and doors on the ground floor. Public streets and walkways are organized in a grid pattern that creates comfortably sized blocks. The districts are usually within a ¼ to ½ mile radius around a station, or a comfortable five to ten minute walking distance.

Municipal Advisory Committee

- Robert Painter, Committee Chairperson - City Council, City of Hartford
- Gerry Maine - Planning Department, City of Hartford
- Stephen Jewett - Commission on the City Plan, City of Hartford
- Kevin Burnham - Public Works Department, City of Hartford
- Glenn Geathers - Hartford Economic Development Commission
- John Shemo - MetroHartford Regional Economic Alliance, Inc.
- David Morin - Parkville Neighborhood Revitalization Zone Committee
- Jennifer Cassidy - Asylum Hill Neighborhood Revitalization Zone Committee
- Joseph Barber - North Frog Hollow Neighborhood Revitalization Zone
- Jackie Fongemie/Shawn Holloway - Behind The Rocks Neighborhood
- Carlos Mouta - Parkville Business Association
- Susan McMullen - Hartford Director of Constituent Services

Implementation

The initial implementation steps at Parkville will be to develop a cooperative plan to build the new garages; without additional parking additional development will be difficult. Later phases of development would likely require significant public/private cooperation. Necessary station area improvements must be undertaken, including the renovation of Pope Park West and creation of a pedestrian walkway and plaza network.

Short-Term: 2004-2009

- Neighborhood Revitalization Zone Committee should amend the Parkville Strategic Plan to incorporate the Station Area Plan
- Consider incorporating the station area plan in the Hartford Plan of Conservation and Development
- Consider adoption of TOD zoning district.
- Development of the Barridon Building for mixed-use
- Plan and design the Parkville Station pedestrian bridge
- Continue work on Municipal Development Plan (MDP) application
- Design and construct pedestrian improvements along Park Street
- Plan and implement Special Services District and Tax Increment Financing (TIF) District to fund new parking
- Design and rebuild Pope Park West

Medium Term: 2010-2019

- Design and build pedestrian bridge, plazas, and mid-block walkways
- Construct parking garages
- Develop Bartholomew Street commercial uses and Pope Park townhouses

Long Term: 2020-2025

- Develop mid-rise housing on north side of Park Street and former Bradlees site



New townhouses along Pope Park West with active new mixed-use district on Bartholomew Avenue connected to the busway station.



Existing view looking north east over the Parkville station area

Station Area Planning Project

The Capitol Region Council of Governments, working with citizens and the City of Hartford, has developed plans for the areas near stations for the New Britain - Hartford busway.

Please examine the development plan shown here to learn how the Parkville station area could change. The ideas presented here are designed to make the most out of the proposed transportation investment and are intended to stimulate discussion.

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 downtown 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 the Parkville station area.

Why Parkville?

Parkville was one of six station areas chosen for detailed study. The station location at the edge of a dense neighborhood, and within walking distance of existing employment and commercial districts, creates opportunities to leverage existing and proposed development to enhance a wide area.

Capitol Region Council of Governments

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For more information or to see the full report contact CRCOG at 860-522-2217 or go to CRCOG’s or Hartford’s websites: www.crcog.org; www.hartford.gov

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Prepared in cooperation with citizens, the Cities of New Britain and Hartford, the Towns of West Hartford and Newington, the Capitol Region Council of Governments, and the Connecticut Department of Transportation. The opinions, findings and conclusion expressed in this publication are those of the respective Municipal Advisory Committees that served on the project and do not necessarily reflect the official views or policies of the Connecticut Department of Transportation and/or the U.S. Department of Transportation.

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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:

- Consolidate parking in garages to allow for additional retail development along Bartholomew Ave.
- Housing density should be a minimum of 12 units/acre; research shows that starting at this density, the dependence on the automobile begins to decline.
- Build Pope Park West to provide amenity for new housing.
- Encourage expansion of home furnishings district and the introduction of other uses such as housing.
- Link transit station to Bartholomew Ave. Corridor with pedestrian bridge and new plaza.
- Create pedestrian walkways to connect Bartholomew Ave. to Pope Park West

Economic Benefits

In constant 2004 dollars the development summarized below would have an estimated construction value of approximately \$45.1 million dollars, thereby generating an estimated \$16.2 million dollars in direct and indirect payroll as well as 343 person years of employment. Once the development was fully absorbed, the annual, permanent, sustained economic and fiscal impact would represent 430 direct jobs, \$9.5 million dollars in payroll, 600 residents and \$1.9 million dollars of property tax. All amounts are in constant 2004 dollars and do not include any impact from inflation; they are based upon current construction costs, payroll levels and property tax rates.

Development Summary Table

Use	Total
Retail	87,000 sq. ft.
Office	40,000 sq. ft.
Residential	274 units



Busway a Boon to Growing Design District

The Parkville TOD Plan bridges off of the very considerable assets of the neighborhood and the opportunities for renewal and growth (i.e., economic development) along Bartholomew Avenue and Pope Park Highway.

The plan has two key components: The Bartholomew Avenue Corridor/Commercial Design District, and the Pope Park West Residential District.

Along Bartholomew Avenue. the Plan envisions the reuse of a number of existing structures and some new construction to strengthen the existing employment district and the burgeoning home furnishings design district with a clustering of thematic retail stores and destination restaurants.

Additional development will require that existing surface parking be consolidated into shared garages. Two new garages along Bartholomew Avenue will have home furnishing retail space along

the ground floor. The northerly garage also will serve transit, retail and loft housing.

Two new pedestrian walkways between Bartholomew Ave. and Pope Park Highway connect the two districts and provide additional frontage for ground floor retail.

Key to the housing component of the plan is the rehabilitation of Pope Park West, the portion of Pope Park cut off by construction of I-84. Development of the park will provide an attractive edge to the neighborhood and will enable creation of a townhouse development along Pope Park Highway. The park will provide an amenity for units facing it, and activity along the street will enhance security in the park.

The plan also includes mid-rise apartments on the large parcel to the north of Park Street, directly across from Bartholomew Street. The units on upper floors would have views to downtown and Pope Park West.



Aerial view of Parkville station area, looking east. The station location is indicated by the red dot.