

Supplemental Land Use Information and Supporting Documentation Template

Information Requested	Documentation Supporting Land Use Criterion																																																			
<p>1. EXISTING LAND USE</p> <p>a. Existing Land Use</p> <p>Existing station area development</p>	<p>The 2003 submission included significant additions from prior submissions, including graphics, maps, and aerial photos.</p> <p>2009 Comments:</p> <p>Four of the 11 proposed stations already meet either or both the residential and job density standards for transit-supportive land use. Those standards and the respective stations are:</p> <p>The New Britain/Hartford busway stations that already meet TOD housing standards are: Union Station (16 units/acre), Sigourney Station (31 units/acre), and Parkville Station (20 units/acre).</p> <p>Employment Density: The FTA Guidelines and Standards for Assessing Transit-Supportive Land Use ask for Floor Area Ratio [The Floor Area Ratio is the total building square footage (building area) divided by the site size square footage (site area)]. This information is not easily available however, other guidelines suggest that a minimum range is 25-50 jobs/acre. The Station Area Planning project did calculate existing development according to this standard. The New Britain/Hartford busway stations that already meet this standard are: Union Station, Sigourney Station, Parkville Station, and East Main Station.</p> <p>Transit-supportive redevelopment continues in particular at three key station areas: Park St. (Parkville), Sigourney St. (Aetna), Downtown Hartford (Union).</p> <p>Park Street: Former industrial buildings conversion continues. Area becoming destination home design center, artist studios, and residential lofts.</p> <p>Sigourney Street: The Connecticut Culinary Institute moved into the former Hastings Hotel site (corner of Farmington Avenue & Sigourney Street). The school houses of up to 570 students, educates 1000s of students, employees approximately 100 people, operates conference and banquet facilities and a restaurant. It also includes some retail space on Farmington Avenue</p> <p>Downtown Hartford: Listed below is the status of residential development in the Central Business District:</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Address</th> <th style="text-align: left;">Units</th> <th style="text-align: left;">Status</th> </tr> </thead> <tbody> <tr> <td>266 Pearl Street (Metropolitan)</td> <td>60</td> <td>Complete</td> </tr> <tr> <td>208 Asylum Street (Hartford 21)</td> <td>260</td> <td>Complete</td> </tr> <tr> <td>18 Temple Street</td> <td>46</td> <td>Complete</td> </tr> <tr> <td>55 Trumbull Street (Old SNET Building)</td> <td>110</td> <td>Complete</td> </tr> <tr> <td>884 Main Street (Sage Allen)</td> <td>78</td> <td>Complete</td> </tr> <tr> <td>590 Asylum Avenue (Morgan on the Park)</td> <td>266</td> <td>Complete</td> </tr> <tr> <td>64 Union Place</td> <td>69</td> <td>Complete</td> </tr> <tr> <td>Gold Street (Bushnell Towers)</td> <td>180</td> <td>Complete</td> </tr> <tr> <td>Wells Street (Bushnell Towers)</td> <td>160</td> <td>Complete</td> </tr> <tr> <td>915 Main Street (American Airlines Building)</td> <td>100</td> <td>70 Complete & Occupied, 30 in construction</td> </tr> <tr> <td>100 Trumbull Street (Trumbull on the Park)</td> <td>100</td> <td>Complete</td> </tr> <tr> <td>427 Main Street (The Linden)</td> <td>53</td> <td>Complete</td> </tr> <tr> <td>555 Asylum (Artspace)</td> <td>45</td> <td>Complete</td> </tr> <tr> <td>232 Main Street</td> <td>214</td> <td>Complete</td> </tr> <tr> <td>410 Asylum Street</td> <td>70</td> <td>In Construction</td> </tr> <tr> <td>Imlay Street/Hawthorn Street</td> <td>58</td> <td>In Construction</td> </tr> </tbody> </table>	Address	Units	Status	266 Pearl Street (Metropolitan)	60	Complete	208 Asylum Street (Hartford 21)	260	Complete	18 Temple Street	46	Complete	55 Trumbull Street (Old SNET Building)	110	Complete	884 Main Street (Sage Allen)	78	Complete	590 Asylum Avenue (Morgan on the Park)	266	Complete	64 Union Place	69	Complete	Gold Street (Bushnell Towers)	180	Complete	Wells Street (Bushnell Towers)	160	Complete	915 Main Street (American Airlines Building)	100	70 Complete & Occupied, 30 in construction	100 Trumbull Street (Trumbull on the Park)	100	Complete	427 Main Street (The Linden)	53	Complete	555 Asylum (Artspace)	45	Complete	232 Main Street	214	Complete	410 Asylum Street	70	In Construction	Imlay Street/Hawthorn Street	58	In Construction
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206 Farmington Avenue	98	In Construction
485 Broad Street	4	Approved
1429 Park Street	62	Complete
TOTAL UNITS	2166	

In West Hartford, the Town is working with the West Hartford Children's Museum to develop a new, larger facility within walking distance of the Elmwood Station. The museum will provide a destination at this important mass transit node.

2009 Comments: The new 148-unit Quaker Green condominium project is within ¼ mile of the Elmwood Station. Approximately 50% of the units have been constructed. The project has approximately 15 units/acre.

Existing station area development character	Developments noted above meet transit appropriate site and urban design standards.
Existing station area pedestrian facilities, including access for persons with disabilities	<p>The 2003 submittal described pedestrian facilities.</p> <p>2009 Comments: Parkville Station – The streetscape project west of the station on Sesson Ave. West was recently completed with 100% City funding. The streetscape project east of the station leading to a shopping center was recently funded with ARRA money and will start construction in Spring 2010. The streetscape project at the station will be done as part of the station construction.</p> <p>Union Station – streetscape improvements on Trumbull Street have been completed.</p> <p>Aetna Station – the realignment of Sigourney Street and Hawthorne Street will provide easier and safer pedestrian connections between the Aetna buildings and the station.</p> <p>The Pedestrian Improvements project is described in Section 2b.</p>
Existing station area parking supply	Parking for residential projects in Hartford noted above are limited to one car per unit in most cases; parking for the Metropolitan Project is an extra cost when purchasing a condo.

Information Requested	Documentation Supporting Land Use Criterion
<p align="center">2. TRANSIT SUPPORTIVE PLANS AND POLICIES</p> <p align="center">a. Growth Management</p>	
<p>Concentration of development around established activity centers and regional transit</p>	<p>In 2005, Public Act 05-205 was passed. It had two important transit-supportive land use policy changes (see the 2006 submission for a detailed description):</p> <ol style="list-style-type: none"> 1. Local, Regional and State Plans of Conservation and Development “shall identify areas where it is feasible and prudent (i) to have compact, transit accessible, pedestrian-oriented mixed use development patterns and land reuse, and (ii) to promote such development patterns and reuse.” 2. The State will establish Priority Funding Areas. <p>In 2006 Public Act 06-136 was passed. This act, described in the 2006 submission, makes it possible to use state resources to fund TOD. Selection criteria for granting TOD funds is currently being developed by Connecticut DOT and the CT Office of Policy and Management. \$5 million was included in the October 2007 bonding bill for a TOD pilot project. City of Hartford and City of New Britain TOD grant applications were included as appendices in the 2008 submission.</p> <p>07-239 An Act Concerning Responsible Growth appointed a Task Force to (A) identify responsible growth criteria to help guide the state’s future investment decisions and (B) study land use laws, policies and programs. Growth criteria developed by the Task Force include “Concentrate development around transportation nodes along major transportation corridors.”</p> <p>Public Act 07-4 established the Housing for Economic Growth Program (see Appendix C in the 2008 submission) which provides incentives to municipalities for creating Incentive Housing Zones in eligible locations, such as near transit facilities. An Incentive Housing Development (a residential or mixed-use development) located within an approved Incentive Housing Zone is eligible for financial incentive payments from the state. Minimum density requirements are 20 units per acre for multi-family housing and minimum as of right density allowed by the zone must increase the density allowed by the underlying zone by at least 25%.</p> <p>2009 Comments: CRCOG’s 2009 update of the Capitol Region Plan of Conservation & Development supports the concentration of development in transit corridors. The plan is still in draft form.</p>

Land conservation and management

As a result of the 2005 legislation, it is mandated that growth management principles encouraging transit use be taken into account as part of all planning at the local and regional level.

Information Requested	Documentation Supporting Land Use Criterion
<p align="center">2. TRANSIT SUPPORTIVE PLANS AND POLICIES (continued)</p> <p align="center">b. Transit Supportive Corridor Policies</p>	
<p>Plans and policies to increase station area development</p>	<p>The New Britain - Hartford Station Area Planning Project has concluded and the Capitol Region Council of Governments is now moving into implementation. The planning project was conducted by the Capitol Region Council of Governments (CRCOG) in conjunction with the cities of Hartford and New Britain and the towns of Newington and West Hartford. Materials were submitted in the 2004 and 2005 New Starts submissions. All materials from the Station Area Planning project are also available on the CRCOG website Publication page. www.crcog.org</p> <p>In October 2006, Governor Rell issued Executive Order 15 (see Appendix D in the 2008 submission) which creates an Office of Responsible Growth, which has responsibilities including:</p> <ul style="list-style-type: none"> e. Reviewing transportation policies and projects to increase opportunities to promote mass transit and roadway design that support state and local economic development while preserving and enhancing the character, as well as the “walkability,” of our communities. f. Expanding housing opportunities to meet the needs of all Connecticut residents and support an expanding workforce with housing that provides ready access to passenger rail and bus service. g. Reviewing all State Funding that has an impact on the growth and development of Connecticut and establishing criteria that will target funds for uses that are consistent with goals that emerge for responsible growth. h. Targeting economic incentives to support development in designated Responsible Growth areas. i. Creating a new “Green and Growing” webpage to highlight best practices and develop a virtual toolbox and roadmap to promote Responsible Growth region by region and community by community. <p>The Conservation and Development Policies Plan for Connecticut 2005-2010 includes as Growth Management Principle 3 “Concentrate development around transportation nodes and along major transportation corridors to support the viability of transportation options”. It states that “State investments in public transportation equipment and operations cannot be cost effective without supportive land use planning and design.” The resulting policy is: “Promote compact, transit accessible, pedestrian-oriented mixed use development patterns around public transportation stations and along public transportation corridors” (see Appendix E in the 2008 submission).</p> <p>The Hartford 2010 Final Report, published in the summer of 2007, identified six key locations for pedestrian and streetscape improvements and targeted redevelopment. The Downtown Convergence, Asylum/Farmington and Downtown North are all within ¼ mile of Union Station.</p> <p>In 2007 the Urban Land Institute (ULI) developed a vision and implementation tools/recommendations for the area west and north of the downtown core, much of which is within ¼ mile of Union</p>

Station. The report includes recommendations for pedestrian and vitality/street life improvements.

2009 Comments: Newington 20/20, the Town of Newington's 2010-2020 Plan of Conservation, Development and Infrastructure, strongly supports TOD and specifically calls out both the Cedar North and Newington Junction Station Areas as TOD Nodes and identifies Opportunity Sites within both station areas. Relevant pages from the Draft Plan are included as **Appendix A**.

The Capitol Region Council of Governments had been conducting a study of TOD potential around Union Station in Hartford. The first step in the project was the identification of joint development opportunities on adjacent parcels and TOD opportunities around the station. Conceptual development plans were created for three parcels – two parking lots and a long-vacant office building. The development scenarios include primarily residential use, with densities ranging from 25-35 units per acre on one site to 150-200 units per acre immediately adjacent to the station. The plan also includes improvements to the pedestrian realm around the station, including Asylum, Spruce and Myrtle Streets.

The City of Hartford's Redevelopment Plan for the Downtown West Section II Union Station-Walnut Street Project states that its "primary goal is to remove obsolete and blighted buildings from a critical perimeter area of the Downtown and to create a development opportunity for mixed use and transit-oriented development (TOD) that will support the initiation of commuter rail and bus service at Union Station, bridge the physical barriers between the insurance industry campuses and the western end of Downtown Hartford, provide retail, residential and commercial space to serve the needs of the surrounding neighborhoods, and reinforce the public and private investments that have already been made in the vicinity of the Project Area." Over 48% of the Plan area is currently vacant, and all of the project area is within approximately ¼ mile of Union Station.

<p>Plans and policies to enhance transit-friendly character of station area development</p>	<p>See Executive Summaries for Station Area Plans in 2005 and the full plans provided in 2004. These plans provide design standards that are transit supportive. See the description of ULI and Hartford 2010 Reports above.</p>
<p>Plans to improve pedestrian facilities, including facilities for persons with disabilities</p>	<p>See Executive Summaries for Station Area Plans in 2005 and the full plans provided in 2004. These plans specify transit supportive pedestrian standards and identify areas in need of improvement.</p> <p>In addition, the City of Hartford has embarked on a series of infrastructure improvements to several key streets in proximity to the busway. The design goal for these improvements is to create a better pedestrian environment. The streets for which plans are finalized and funded for construction are Asylum Street, near Union Station and Farmington Street, near the Sigourney Station. All designs are ADA compliant. 2009 Comment: The Trumbull and Park Street projects are both complete (see Section 1.a.)</p> <p>CRCOG has authorized use of funding from the STP-Urban funds project described in 3.a to fund analysis and recommendation for pedestrian improvements around the Union Station, Sigourney, Downtown New Britain, Flatbush and Elmwood Stations. Work began on the analysis in January 2008. 2009 Comment: That planning work is still underway.</p> <p>2009 Comment: Newington has developed a pedestrian improvement plan for the Cedar North station area; the plan includes sidewalks along Fenn Road connecting to Central Connecticut State University and to a regional multi-purpose trail.</p>
<p>Parking policies</p>	<p>See Executive Summaries for Station Area Plans in 2005 and the full plans provided in 2004. These plans provide parking standards that are transit supportive.</p>

Information Requested	Documentation Supporting Land Use Criterion
<p align="center">2. TRANSIT SUPPORTIVE PLANS AND POLICIES (continued)</p> <p align="center">c. Supportive Zoning Regulations Near Transit Stations</p>	
<p>Zoning ordinances that promote transit supportive development density in transit station areas</p>	<p>Model regulations are part of the Station Area Plans submitted in 2004. Many of the existing zones along the busway already are generally consistent with TOD. This includes zones in Hartford, West Hartford and New Britain. The TOD Principles, prepared for each municipality and submitted in the 2004 New Starts submission identify areas with existing zoning that is already transit-appropriate. All materials from the Station Area Planning project are also available on the CRCOG website Publication page. www.crcog.org.</p> <p>Hartford has newly adopted an Industrial Reuse Overlay Zone in Parkville, which was done to allow residential development in the area around the Parkville station. This has had the desired result of encouraging TOD—several of the former industrial buildings have already been rehabbed and are fully occupied with mixed uses. A key property, the Barridon building, opened with first and second floor commercial and loft apartments above. The Parkville Municipal Development Plan includes plans for mixed use development around the Parkville and Flatbush stations.</p> <p>West Hartford’s Zoning Ordinance, Section 177-44B Special Development District Designation, is designed to permit and encourage variety and flexibility in land use. The ordinance has been revised to include the following “The maximum individual tenant occupancy shall not exceed a footprint of 40,000 square feet of gross floor area. Individual retail tenant spaces may not be interconnected through the use of interior doorways. A bonus of 18% may be granted to a building within a radius of 250 feet of a transit terminal if one floor of the building is residential.”</p> <p>In June 2008 New Britain adopted the Downtown New Britain Development Project Plan which will be incorporated into the city’s Plan of Conservation and Development. The plan includes rezoning all of the downtown area, including all land within ¼ mile of the the Downtown New Britain station, to Business-4 which allows a broader mix of uses and an FAR of 5.4. This rezoning also reduces parking requirements, including residential requirements which will now be 1.5 spaces per unit. The rezoning also helps to reinforce the TOD character of the area with minimum setback requirements to encourage active street frontage.</p> <p>New Britain was awarded a \$50,000 planning grant to create Incentive Housing Zones around the downtown, East Main and East Street stations, to allow higher density residential development. The land around the Main and East Street Stations was previously zoned Industrial I and II. (See 2.a for a description of the Incentive Housing Zones).</p> <p>2009 Comments: New Britain’s new Downtown Zoning has been adopted and a copy of the zoning regulations is included as Appendix B. the zoning amendment includes the items described in the Downtown Development Project Plan (see above), in addition to design guidelines calling for pedestrian linkages and active ground floor uses.</p> <p>The City of New Britain designated the Downtown, East Street and East Main Station areas as Incentive Housing Zones (see 2.a. for a description of Incentive Housing Zones) and was awarded a</p>

	<p>\$20,000 grant to incorporate the Incentive Housing Zones into the City’s Plan of Conservation and Development.</p> <p>The Town of Newington has designated the Newington Junction Station and Cedar North Station areas as Incentive Housing Zones with minimum residential densities of 20 units/acre.</p> <p>The City of Hartford is in the process of updating the Plan of Conservation and Development; it is the intent that the plan will strongly support TOD, and zoning and design guidelines will be developed for the new station areas to stimulate development.</p>
<p>Zoning ordinances and design guidelines that enhance transit-oriented character of station area development and pedestrian access</p>	<p>Model regulations are part of the Station Area Plans submitted in 2004.</p> <p>Newington recently rezoned the land immediately south and west of the Cedar Street station from Industrial to “Planned Development”, allowing for mixed-use development, including multi-family residential, office and retail.</p> <p>The City of Hartford’s updated Plan of Conservation and Development (in progress) will have a chapter on Transit and Pedestrian Circulation.</p> <p>2009 Comment: See New Britain and Hartford above.</p>
<p>Zoning ordinances that support reductions in parking</p>	<p>Model regulations are part of the Station Area Plans submitted in 2004.</p> <p>See New Britain section above.</p>

Information Requested	Documentation Supporting Land Use Criterion
<p align="center">2. TRANSIT SUPPORTIVE PLANS AND POLICIES (continued)</p> <p align="center">d. Tools to Implement Land Use Policies</p>	
<p>Outreach to government agencies and the community in support of land use planning</p>	<p>CRCOG continues to communicate with municipal staff and officials as well as other key stakeholders about the land use tasks needed to implement TOD and to discuss TOD potential.</p> <p>As mentioned in 2006, Central CT State University (CCSU), a major generator located between the Cedar Street and East Street stations, has a new President. CRCOG and ConnDOT staff met with President Miller early in 2006. He is very supportive of both the busway project and insuring that CCSU expansion plans follow the recommendations of the Station Area Planning project. CCSU owns a large parcel of land immediately adjacent to the busway near the Cedar Street station.</p> <p>In January 2007, CRCOG, the CT Conference of Municipalities, the Institute for Municipal & Regional Policy at Central CT State University and the Regional Plan Association jointly sponsored a conference entitled “Transit-Oriented Development: How Connecticut Communities Can Benefit, which explored the opportunities and difficulties of making TOD a reality. (see Appendix F for conference agenda).</p> <p>A coalition of Mayors and Regional Planning Agency directors sponsored a daylong session on June 10, 2008 to brainstorm aspects of TOD with a focus on the proposed New Haven-Hartford-Springfield commuter rail project. This commuter rail project will intersect with the busway project at several stations including Newington Junction and Hartford’s Union Station.</p> <p>In April 2008 CRCOG developed a series of recommended Regional Roundtable Topics in support of Executive Order 15 (see 2.b.), many of which relate to Transit Oriented Development and Smart Growth (see Appendix G).</p> <p>In March of 2007, Governor Rell appointed Albert Martin as the Deputy Commissioner for the State DOT to lead the state’s Transit Oriented Development Efforts. The new commissioner works closely with the Office of Responsible Growth.</p> <p>2009 Comments: The Town of Newington, the owner of a development parcel adjacent to the Cedar North station, and ConnDOT have been working closely together to realign the access road to the station to better serve development on the private parcel as well as on a City-owned brownfield parcel adjacent to the station (the National Welding Parcel). A shared access road for the station and development parcels has been agreed to in concept; the exact alignment/design is being developed.</p> <p>In May 2009, CRCOG partnered with the U.S. EPA and the Regional Plan Association to hold two regional workshops on sustainability, each of which placed emphasis on transit oriented development as a sustainable development practice. Municipal officials and citizens from municipalities to be served by the region’s major transit investments—the New Britain/Hartford Bus Rapid Transit and the New Haven/ Springfield Commuter Rail— participated in both these workshops.</p> <p>CRCOG received a Smart Growth Implementation Assistance Grant through the Federal Environmental Protection Agency to</p>

provide the region with guidelines for developing in a more green and sustainable manner. These guidelines recommend placing more intense, mixed uses and a range of housing types near transit which is also a main objective of the New Britain to Hartford Busway Plan and the New Haven – Hartford – Springfield Commuter Rail Line Concept. A final report which contains the design guidelines and model site designs that incorporate these guidelines is due to be published in August/September 2009.

Another workshop that took place in the Capitol Region this year was the Redesigning the Edgeless City Course, a yearly collaboration of the Regional Plan Association and Lincoln Institute for Land Policy to address sprawl and climate change issues in regions throughout New York, New Jersey and New England. The course focused particular attention on the New Britain to Hartford Busway and the New Haven – Hartford – Springfield Rail Line as critical investments to prepare the region for prosperity in an age of carbon-constraint. Data gathered at the workshop showed that implementing these transit corridors in tandem with intensifying mixed-use development and a range of housing options along them would cause significant reductions in household carbon emissions across the region. This event was also attended by municipal planners, economic development directors and town CEOs, not-for profit groups, planning professionals and citizens.

CRCOG partnered with the City of Hartford and the Town of Newington to successfully pursue EPA Brownfields Grants for sites around the Parkville and Cedar North Stations (see **Appendix C**).

<p>Regulatory and financial incentives to promote transit supportive development</p>	<p>See 2.a. and b.</p> <p>CT Department of Transportation and Office of Policy and Management are drafting selection criteria for the TOD Pilot Project described in 2.a. \$5 million was allocated for 2006 and \$10 million for 2007.</p>
<p>Efforts to engage the development community in station area planning and transit supportive development</p>	<p>CRCOG met with Hartford and New Britain and informed both of TOD programs described above; both cities applied for TOD grants (see 2.a.). CRCOG is working with DOT to get the program underway.</p>

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<p align="center">3. PERFORMANCE AND IMPACTS OF LAND USE POLICIES</p> <p align="center">a. Performance of Land Use Policies</p>	
<p>Demonstrated cases of developments affected by transit supportive policies</p>	<p>See 2004 submittal.</p> <p>Downtown New Britain: The 2008 Downtown New Britain Development Project Plan includes 1500 – 2000 residential units and commercial development within ¼ mile of the busway station. A Master Developer has been designated for the project and is prepared to move forward on the mixed-use development of the two acre parcel across Columbus Avenue from the station.</p> <p>2009 Comment: Implementation of the New Britain Downtown Plan is underway. The New Britain Herald complex is under contract for redevelopment as 400-500 units of housing (180-225 units/acre) and 121-131 Main Street has been purchased for redevelopment as a mixed-use building with a new police station. This will free up the existing police station site (adjacent to the busway) for redevelopment.</p>
<p>Station area development proposals and status</p>	<p>See 1a. Existing station area development.</p> <p>The Capitol Region Council of Governments has programmed \$100,000 in STP-Urban funds to advance TOD implementation of the Station Area Plans. The project, to begin in fall 2006, will provide on-call assistance in any number of areas including:</p> <ul style="list-style-type: none"> • design review of planned/proposed developments for compatibility with TOD principles • land assembly strategies • marketing strategies • continuing design review of stations to ensure compliance with TOD principles and incorporation of pedestrian connections • further planning for off-site pedestrian improvements and assistance with funding strategies and applications • structuring public/public, public/private and public/local development corporation partnerships • preparation of developer RFP's for TOD sites • review of design and financial analyses of developer responses to RFPs • assessing applicability of potential public funding programs • public outreach and TOD presentations <p>Work to date using these funds includes developing plans for TOD on and adjacent to the Flatbush and Downtown New Britain stations.</p> <p>Newington has approved a mixed-use development including a hotel, bank and retail uses adjacent to the Cedar Street Station. .</p> <p>2009 Comments: See New Britain above.</p> <p>The Town of Newington has completed phases I, II, III of the Environmental Site Assessment and prepared a Remedial Action Plan for the town-owned 4-acre National Welding site adjacent to</p>

the Cedar North station, using EPA brownfields grants and \$15,000 from CRCOG. The Town has foreclosed on the property. The site has been designated as a TOD Incentive Housing Zone site in the Town's Plan of Conservation & Development (see 2.c). The Town intends to issue an RFP for the site for development of 100 – 120 units of housing (25-30 units/acre) and will partner with the developer to pursue state and federal brownfields funds for clean-up of the site.

The owner of the development parcel adjacent to the Cedar North station is moving forward with a hotel and retail development.

Information Requested	Documentation Supporting Land Use Criterion
<p>3. PERFORMANCE AND IMPACTS OF LAND USE POLICIES (continued) b. Potential Impact of Transit Project on Regional Land Use</p>	
<p>Adaptability of station area land for development</p>	<p>See 2004 submittal</p>
<p>Corridor economic environment</p>	<p>2009 Comments: Based on developer interest in being designated as the Master Developer for the New Britain Downtown Plan, and for specificd parcels (see 3.b.), New Britain is confident that there is significant interest in downtown.</p> <p>Ongoing development in Downtown Hartford (see 1.a) also illustrates the positive economic environment.</p> <p>The developer’s intent to move forward on a mixed-use development adjacent to the Cedar North station in Newington further supports the confidence in the corridor’s economic environment.</p>

Information Requested	Documentation Supporting Land Use Criterion
4. OTHER LAND USE CONSIDERATIONS (Optional)	
Otherwise unidentified circumstances, conditions, or constraints under which the transit agency operates and which influence local and regional land use policies, plans, and implementation	