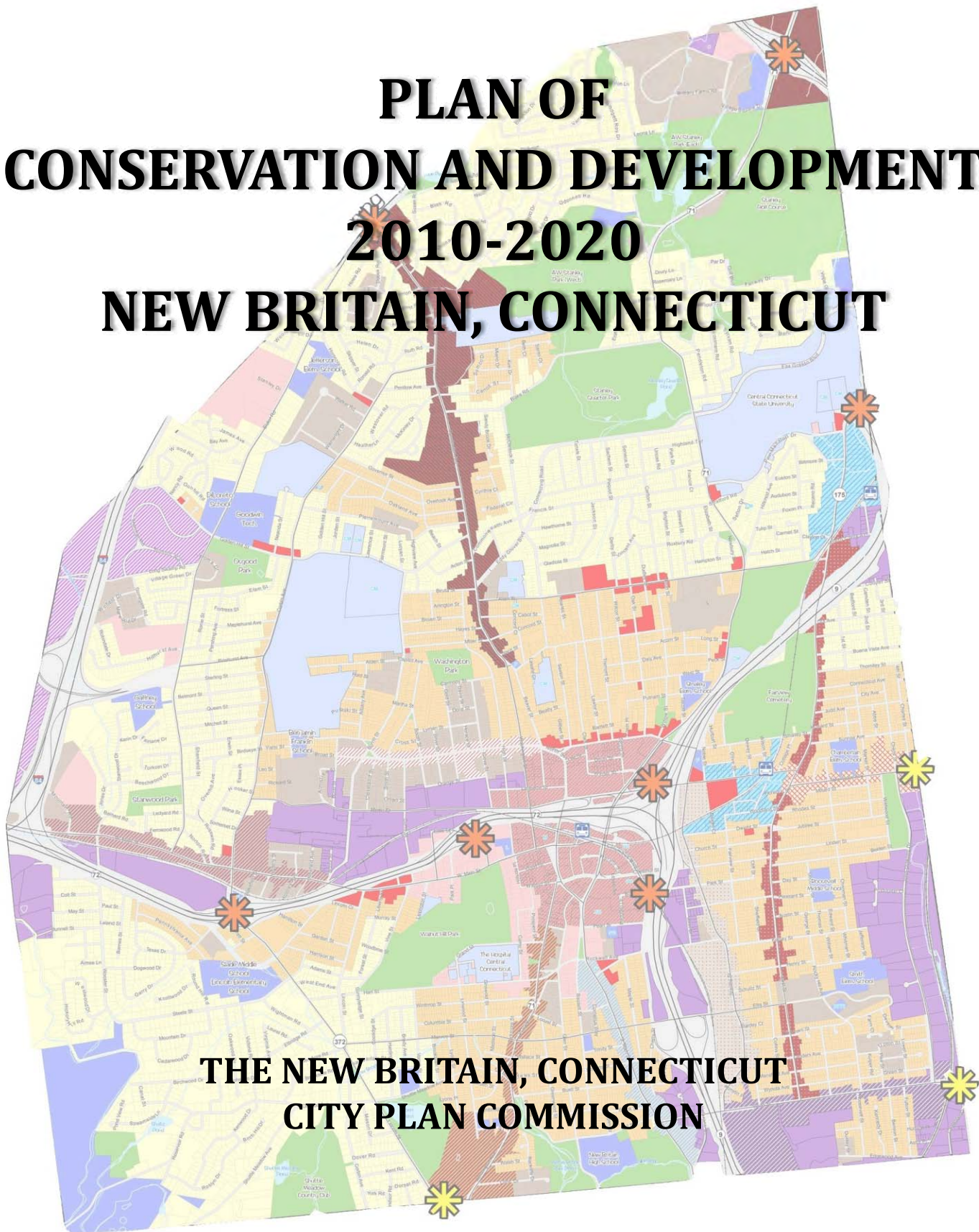


PLAN OF CONSERVATION AND DEVELOPMENT 2010-2020 NEW BRITAIN, CONNECTICUT



DECEMBER 2010

PLAN OF
CONSERVATION AND DEVELOPMENT
2010-2020
NEW BRITAIN, CONNECTICUT

CITY PLAN COMMISSION

DECEMBER 2010

ACKNOWLEDGEMENTS

City Plan Commission

G. Geoffrey Bray, Chairman
Craig Deangelo, Vice-Chairman
John P. Eveleth Jr.
Scott O'Dell
Daniel Salerno
Paul Zagorsky
George Zigas

Department of Municipal Development

Kenneth Malinowski, Director
Steven Schiller, AICP, Planner

Consultant

Harrall-Michalowski Associates
A Milone & MacBroom Company

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INTRODUCTION



INTRODUCTION

This Plan of Conservation and Development (POCD) reflects the objectives of the City of New Britain with respect to its physical, economic, and community development over the next decade. Connecticut statutes require municipalities to update their POCDs every ten years. These periodic revisions ensure that long-term plans are based on accurate surveys of existing conditions, and the needs and desires of the community. New Britain adopted its current Plan of Development in 1984. While many of the themes of that Plan are echoed in this POCD, the goals and objectives presented in the following reflect more recent trends and conditions prevalent in the City.

HISTORY

A group of settlers from Berlin who wanted to build their own meetinghouse founded New Britain in 1754. By 1800, it was a rapidly growing community that included various industries, including sawmills, gristmills, blacksmithing and tinsmithing. In 1843, Frederick Trent Stanley opened Stanley's Bolt Manufactory to produce door bolts and other wrought iron hardware. Over the next 50 years, Stanley's business prospered and evolved into the Stanley Works tool and hardware manufacturing company. Several other manufacturers also moved into New Britain during this period, taking advantage of the rail line that opened in 1850. These industries included Russel & Erwin, P & F Corbin, Landers & Smith and North & Judd among others, and were concentrated in the City's center. The City quickly became the largest producer of hardware in the country, therefore earning the name, "The Hardware City."



Original Stanley Works

During this industrial period, New Britain's factories needed workers, who flooded in from all over the world. Between 1880 and 1930, New Britain's population jumped from 13,979 to 68,128. Included among the tide of newcomers was a significant population of Polish immigrants, who settled primarily in the area of Broad, High, Grove, Orange and Myrtle Streets – within walking distance of the large manufacturing plants. Additional waves of Polish immigrants followed throughout the second part of the 20th century. Their influence is still evident in the City today, with the recent proclamation of Broad Street as "Little Poland."



Former State Armory

The pattern of development began to shift with the rise of the automobile, as workers moved their homes further away from the factories. Manufacturing began to decline in the second half of the 20th century, and urban renewal and the Route 9 and Route 72 projects razed significant portions of the downtown area, which included large areas of industrial use. The City also began to lose population in the latter half of the 20th century.

New Britain continues to evolve and respond to changing economic and social times. Today healthcare, education and social services are replacing manufacturing as the primary employment sector in New Britain. Plans for a bus rapid transit system, connecting New Britain and Hartford, have

brought a new focus and energy to downtown revitalization. This POCD establishes guidelines for directing the future evolution of the City.

PROCESS

During the 25 years since the adoption of the current New Britain Master Plan, there has not been an absence of planning. In fact, there has been a wide range of planning processes undertaken. The resulting plans have for the most part been focused on a particular area of the City or a defined topic. Examples of area-focused plans include the Downtown Plan and Strategy and Neighborhood Revitalization Zone (NRZ) plans for several neighborhoods. Topical plans include the Parks and Recreation Department's Recovery Action Plan and the Consolidated Plan for the Community Development Block Grant and related programs. The preparation of these plans and others involved significant community input.

The process for preparing this POCD has built upon these planning efforts, as well as regional planning efforts to create a comprehensive plan for the next ten years and beyond.

VISION STATEMENT

This Plan of Conservation and Development 2010-2020 is organized around five primary sections:

- Existing Conditions and Trends
- Infrastructure
- Housing
- Economic Development
- Future Land Use Plan and Strategy

Each of these sections contains topical chapters in support of its overall theme. The Future Land Use Plan and Strategy section contains the goals and objectives in support of the conservation and development strategy. These goals and objectives reflect the data gathering, review and analysis presented in the topical chapters. In many ways, the Future Land Use Plan and Strategy section serves as the road map for the next 10 years. As with a road map, there are alternative routes to reach one's destination. The flexibility found in a Plan of Conservation and Development stems from the actions and decisions made over the course of a ten-year period. At the same time, certain overall principles must guide the community. These principles include:

- New Britain has always been a community of neighborhoods. Priority must be given to strengthening the neighborhoods including the business areas located along corridors within neighborhoods.
- New Britain's central location in the region supports its attractiveness as both a place to reside and to conduct business. This central location should be enhanced through improved local and regional transportation linkages including the New Britain to Hartford Busway.
- New Britain has always been a "green community" as reflected by the number and quality of its parks. These parks must be maintained and improved as needed to serve the

community.

- New Britain was traditionally an employment center in the region. As manufacturing has declined as an economic sector, this has changed. However, New Britain has strength in the growing employment sectors of healthcare and education. These economic engines should be supported moving into the next decade.

- New Britain has traditionally offered an affordable housing market, providing a large percentage of such housing for the region. Over the next 10 years, New Britain should strive to provide a diversity of housing. Part of this strategy should be to increase the supply of workforce housing serving the economic growth sectors of healthcare and education as well as the region. This role as a regional workforce housing resource will be enhanced by the New Britain-Hartford Busway.

- In recent years, New Britain has re-emerged as a cultural center of the region. Trinity-On-Main, the Hole In The Wall Theatre and the Museum of American Art are among several cultural venues attracting people from the region. These cultural attractions are supported by the classic architecture found in the downtown and surrounding neighborhoods. These resources should be supported and enhanced through the enactment of design standards and review procedures.

- New Britain has a comprehensive built infrastructure which should be used to support smart growth principles including higher density development and adaptive reuse at strategic locations including, but not limited to areas accessed by the Busway and the Route 9/ Route 72 corridors.

- The downtown area is well positioned to re-establish itself as the center of activity in the city as well as increase its attraction as a place to live and conduct business within the region. The downtown will be the location for cultural activity, workforce housing and the expansion of educational and healthcare economic base sectors.

EXISTING CONDITIONS AND TRENDS

DEMOGRAPHICS

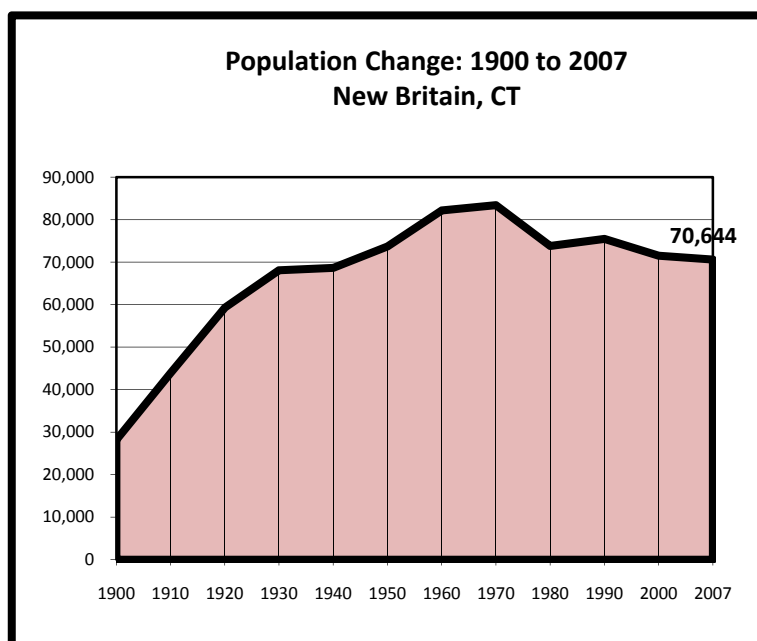


INTRODUCTION

Long-range planning processes depend on a solid understanding of demographic and socio-economic trends, characteristics and forecasts. This information provides the background by which a municipality can anticipate and plan for future changes and development. This chapter highlights key demographic characteristics and trends for New Britain, based largely on the 2000 Census and the Census Bureau's American Community Survey (ACS). This analysis used 2005-07 Three-Year ACS Estimates for the most current information, with the lowest margin of error, available.

GENERAL POPULATION

As demonstrated by this chart of Census data and estimates, New Britain's population change over the past century was characterized by a period of rapid growth between 1900 and 1930, a leveling off of the population during the Great Depression, followed by a post-World War II modest increase in population. Since 1970, however, New Britain's population has declined by approximately 12,800 people or 15%. The City experienced its greatest percentage and numerical growth between the 1900 and 1910 Census, adding 15,714 people during that decade. The population's greatest decline occurred during the 1970s, when the population decreased by 9,600 or 12%. Recent estimates from the Census Bureau indicate that New Britain's population decline has begun to level off. According to the 2005-07 ACS Three-Year Estimates, New Britain's population is estimated at 67,699; however, this estimate has a margin of error of +/- 2,419 people.

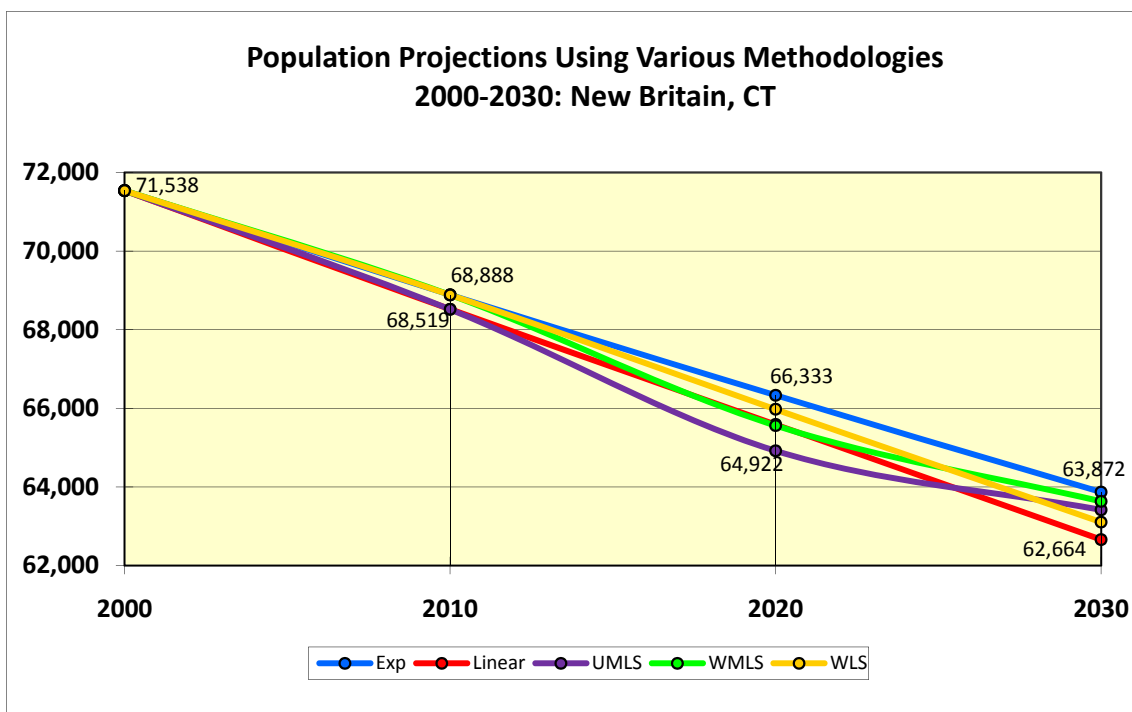


The chart on the following page illustrates population projections computed by HMA using various regression analysis methodologies; the five methodologies used were exponential trend, linear, unweighted moving least squares, weighted moving least squares and weighted least squares. Census population data from 1960 to 2000 was used to project New Britain's population out to the year 2030. As the chart shows, the various methodologies provide a range of population projections in exceptionally close proximity to one another. All of the methodologies indicate a continued decline in New Britain's population of roughly 10% to 12% by 2030. The linear regression methodology projects the largest population decrease: predicting a population of only 62,664 by 2030, while the exponential trend methodology projects the smallest decrease, with a population of 63,872 by 2030.



PROSTO Soccer Club

Other infrequently used projection methodologies not shown on the chart estimate that New Britain's population will stabilize at between 68,000 and 69,000. Given that the 2005-07 ACS Three-Year Estimates already put New Britain's population at less than 68,000, the stabilization point for New Britain's population is likely below the level predicted by these other methodologies.



AGE

Though the City's population has continued to age since 2000, it is still a relatively young population. As shown in Table 1 and the Age Distribution chart on the following page, 21% of the City's population is over the age of 55. The City has experienced a significant loss in persons between the ages of 25 and 44 since 2000, yet the 25 to 34 age group remains the most populous. In addition, gains in the number of people aged 45 to 59 partially offset the loss among younger working age groups. Indeed, 50% of the City's population is between the ages of 20 and 54.

Pre-school aged population has increased slightly since the 2000 Census, but not enough to compensate for the loss of 2,305 elementary and middle school-aged children (ages 5 to 14). The high school-aged population had a slight decrease of 155 persons. From a planning perspective, the decreases in the elementary, middle and high school-aged populations impact school enrollment, park and recreation facility planning and youth services planning into the future.



Neighborhood Housing Services Event

| Table 1 Age Distribution: 2000 Census and 2005-2007 ACS New Britain, CT | | | | |
|--|--------------------|----------------------|-------------------------|-----------------|
| | 2000 Census | 2005-2007 ACS | Numerical Change | % Change |
| Under 5 | 4,754 | 4,931 | 177 | 3.72% |
| 5 to 9 | 5,051 | 3,575 | -1,476 | -29.22% |
| 10 to 14 | 4,816 | 3,987 | -829 | -17.21% |
| 15 to 19 | 5,249 | 5,094 | -155 | -2.95% |
| 20 to 24 | 6,384 | 7,389 | 1,005 | 15.74% |
| 25 to 34 | 10,667 | 9,822 | -845 | -7.92% |
| 35 to 44 | 10,018 | 7,838 | -2,180 | -21.76% |
| 45 to 54 | 8,212 | 9,113 | 901 | 10.97% |
| 55 to 59 | 2,859 | 3,803 | 944 | 33.02% |
| 60 to 64 | 2,246 | 2,436 | 190 | 8.46% |
| 65 to 74 | 4,959 | 3,823 | -1,136 | -22.91% |
| 75 to 84 | 4,716 | 3,866 | -850 | -18.02% |
| 85 + | 1,607 | 2,022 | 415 | 25.82% |

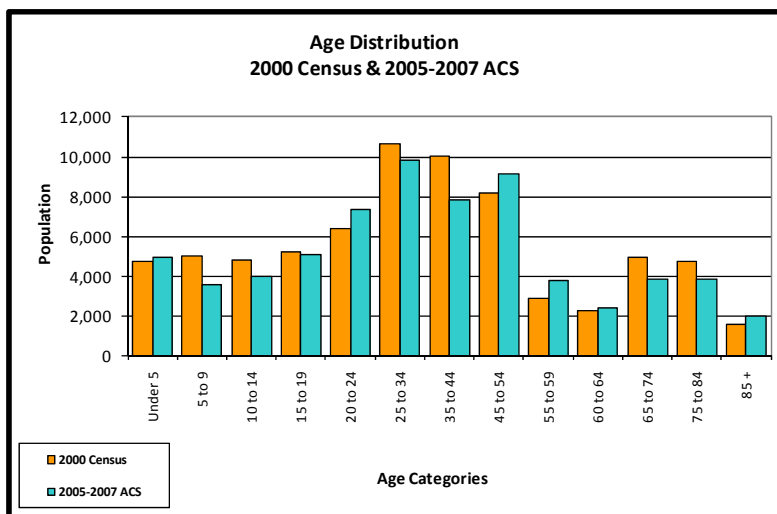
Source: U.S. Census Bureau.

Population between the ages of 65 and 84 also declined noticeably, while the population 85 and older increased. Changes in population over 65 years of age impact planning for senior facilities and senior support services.

New Britain's median age has increased only slightly since the 2000 Census, even with a substantial decline in the number of children in the City, from 33.9 to 34.2, compared to the State's median of 38.9.

RACE

As shown in Tables 2 and 3 below, the racial and ethnic characteristics of New Britain's population have continued to evolve over the last decade. In 2000, the White population comprised 70% of the total population; according to the 2005-07 ACS Three-Year Estimates, the White population now comprises 78% of the population. While overall population in the City decreased by 5% between 2000 and 2005-07, the White population increased by 6%. This shift is due to several factors, including the continued growth of the Hispanic population (the vast majority of which is racially classified as White) and the decrease in the population of other non-White racial categories. In addition, given the tremendous decline in the number of persons classifying themselves as "Other Race" or "Two or More Races," there is likely a substantial shift in how people classify themselves racially. People who had classified themselves as "Other Race" or multiracial in the 2000 Census may now simply classify themselves as "White."



| Table 2 Race and Hispanic Origin: 2000 Census and 2005-07 ACS New Britain, CT | | | | | | |
|--|------------------------|------------------------------|------------------------|-------------------------------------|---------------------------|-----------------|
| | 2000 Census | % 2000 Population | 2005-07 ACS | % 2005-07 ACS Population | Numeric Change | % Change |
| White | 49,634 | 69.4 | 52,784 | 78.0 | 3,150 | 6.3 |
| Black | 7,794 | 10.9 | 7,221 | 10.7 | -573 | -7.4 |
| American Indian, Eskimo or Aleut | 264 | 0.4 | 76 | 0.1 | -188 | -71.2 |
| Asian or Pacific Islander | 1,730 | 2.4 | 1,555 | 2.3 | -175 | -10.1 |
| Other Race | 9,388 | 13.1 | 4,763 | 7.0 | -4,625 | -49.3 |
| Two or More Races | 2,728 | 3.8 | 1,300 | 1.9 | -1,428 | -52.3 |
| Hispanic Origin* | 19,138 | 26.8 | 19,794 | 29.2 | 656 | 3.4 |
| Total Population | 71,538 | | 67,699 | | -3,839 | -5.4 |

Source: U.S. Census Bureau.

* "Hispanic Origin" populations may be of any race.

The Native American population saw the largest percentage decrease, declining by 71% from its 2000 Census population, but given such a small population, minor numeric changes result in significant percentage change. The Two or More Races, Other Race and Asian populations also experienced significant percentage decreases. The Hispanic population experienced a modest gain, increasing by 3% since 2000. The Black population experienced a decrease of 7%.

Again, some changes between the 2000 Census and the 2005-07 ACS Three-Year Estimates may result from a change in how residents classify their own race. For example, The White, Non-Hispanic population of New Britain declined from 42,083 to 38,465. This loss of 3,618 represents a 9% decrease. In comparison, the "Hispanic, White" population category increased from 7,551 to 14,319 in 2005-07, an increase of 90%. Such a large increase, with an overall population decline, is likely attributable to persons changing their racial self-classification from "Hispanic, Other Race" and "Hispanic, Two or More Races" to simply "Hispanic, White."

| Table 3 Population by Racial/Ethnic Component, 2000-2007 New Britain, CT | | | | |
|---|----------------------------|------------------------------|-------------------------------------|---------------------------------------|
| | 2000 Population | % 2000 Population | 2005-2007 ACS Population | % 2005-2007 ACS Population |
| White, Non-Hispanic | 42,083 | 58.8% | 38,465 | 56.8% |
| Black, Non-Hispanic | 6,965 | 9.7% | 6,804 | 10.1% |
| Native American, Non-Hispanic | 106 | 0.1% | 16 | 0.0% |
| Asian, Non-Hispanic | 1,653 | 2.3% | 1,540 | 2.3% |
| Other Race, Non-Hispanic | 122 | 0.2% | 397 | 0.6% |
| Two or More Races, Non-Hispanic | 1,471 | 2.1% | 683 | 1.0% |
| Hispanic, White | 7,551 | 10.6% | 14,319 | 21.2% |
| Hispanic, Black | 829 | 1.2% | 417 | 0.6% |
| Hispanic, Native American | 158 | 0.2% | 60 | 0.1% |
| Hispanic, Asian | 77 | 0.1% | 15 | 0.0% |
| Hispanic, Other Race | 9,266 | 13.0% | 4,366 | 6.4% |
| Hispanic, Two or More Races | 1,257 | 1.8% | 617 | 0.9% |
| Total Population | 71,538 | | 67,699 | |

Source: U.S. Census Bureau.

ETHNICITY AND ANCESTRY

New Britain has a tradition of ethnic diversity that persists today with a wide variety of ancestries represented in the population. Although persons of Hispanic origin now form the leading ancestry category, those individuals claiming Polish descent still represent a significant portion of the community. Italian and Irish ancestries are the next most widely reported ancestral categories. Ancestries represented by at least 0.5% of New Britain's population are shown in the pie chart below.

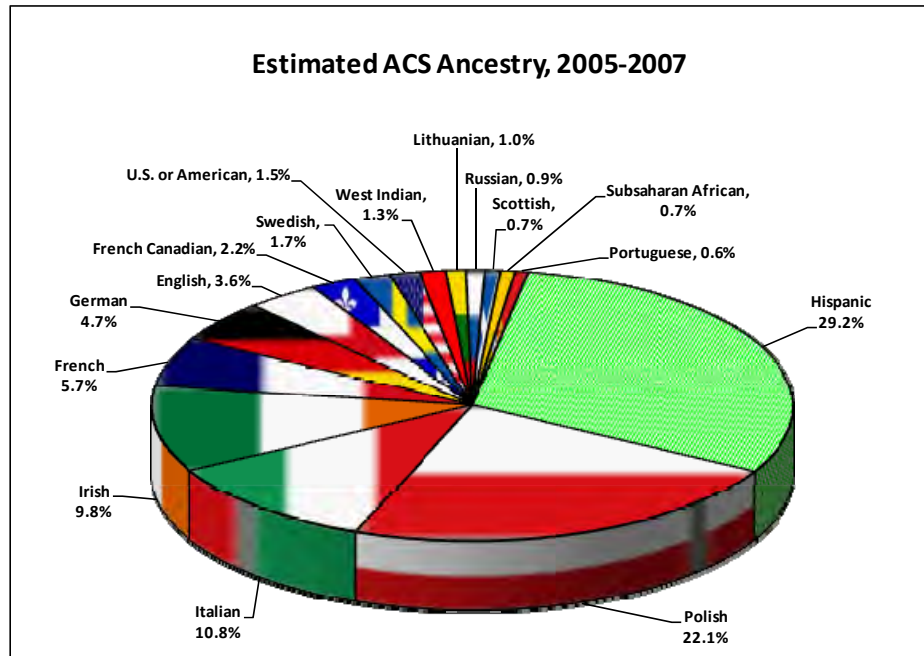


Table 4 breaks down Hispanic ancestry by specific nationality or heritage. As this table illustrates, over 80% of New Britain's Hispanic population is of Puerto Rican descent. Individuals of Mexican descent comprise over 42% of the non-Puerto Rican Hispanic population. Cultural heritage characteristics can impact parks and recreation planning, and social service support planning.

| Table 4 Population by Specific Hispanic Origin, 2005-07 New Britain, CT | | |
|---|--------------------|----------------------|
| Hispanic Origin | 2000 Population | % 2000 Population |
| Total Hispanic | 19,794 | |
| Puerto Rican | 15,898 | 80.3% |
| Mexican | 1,653 | 8.4% |
| Cuban | 135 | 0.7% |
| Dominican Republic | 393 | 2.0% |
| Central American | 179 | 0.9% |
| South American | 714 | 3.6% |
| Other Hispanic | 822 | 4.2% |

HOUSEHOLDS

Between the 2000 Census and 2005-07, New Britain lost 2,030 households, a decline of 7%. Average household size increased slightly from 2.40 to 2.43 persons per household, an increase consistent with recent trends in Hartford County and the State of Connecticut as a whole, as shown in Table 5.

Up until the 2000 Census, household sizes were decreasing both regionally and nationally due to increases in single-person households, divorce, separations, and the number of elderly remaining in their own homes, as well as the tendency for young professionals to delay marriage and families. The slight increase in average household size in New Britain may result from the replacement of smaller families who move out of the City with larger ones. It could also indicate that individuals have combined

households for economic reasons.

| Table 5 Trends in Households & Household Sizes: 2000 Census and 2005-2007 ACS New Britain, Hartford County and the State of Connecticut | | | | | | | |
|---|--------------------------|------------|------------------------|--|--------------------------|------------|------------------------|
| | 2000 Census | | | | 2005-2007 ACS | | |
| | Population in Households | Households | Average Household Size | | Population in Households | Households | Average Household Size |
| New Britain | 68,467 | 28,558 | 2.40 | | 64,363 | 26,528 | 2.43 |
| Hartford County | 830,338 | 335,098 | 2.48 | | 847,635 | 337,494 | 2.51 |
| Connecticut | 3,297,626 | 1,301,670 | 2.53 | | 3,379,248 | 1,323,431 | 2.55 |

Source: U.S. Census Bureau.

According to 2005-07 ACS data, of the 26,528 households in New Britain, 60% are family households containing one or more related individuals. As shown in Table 6, 7,061 households in New Britain are family households with children under the age of 18. Of these family households with children, 51% are married couple families; 42% are single-mother families; and the remaining 8% are single-father families.

| Table 6 Households by Household Type: 2005-2007 ACS New Britain, CT | | | | |
|--|----------------------|-----------------|----------------------------------|------------------------------|
| Household Type | Number of Households | % of Households | % of Households, Hartford County | % of Households, State of CT |
| Family Households | 15,874 | 59.8 | 65.7 | 67.3 |
| With Own Children Under 18 | 7,061 | 26.6 | 31.1 | 32.1 |
| Married Couple Family | 9,746 | 36.7 | 48.1 | 51.2 |
| With Own Children Under 18 | 3,577 | 13.5 | 21.0 | 23.0 |
| Female Householder, no husband present | 4,742 | 17.9 | 13.6 | 12.1 |
| With Own Children Under 18 | 2,938 | 11.1 | 8.3 | 7.2 |
| Non-Family Households | 10,654 | 40.2 | 34.3 | 32.7 |
| Householder Living Alone | 8,626 | 32.5 | 28.9 | 27.1 |
| Householder 65 years and over | 3,020 | 11.4 | 10.8 | 10.2 |
| Households with individuals under 18 | 7,854 | 29.6 | 33.6 | 34.4 |
| and over | 6,626 | 25.0 | 25.3 | 24.7 |
| Total Households | 26,528 | | 337,494 | 1,323,431 |

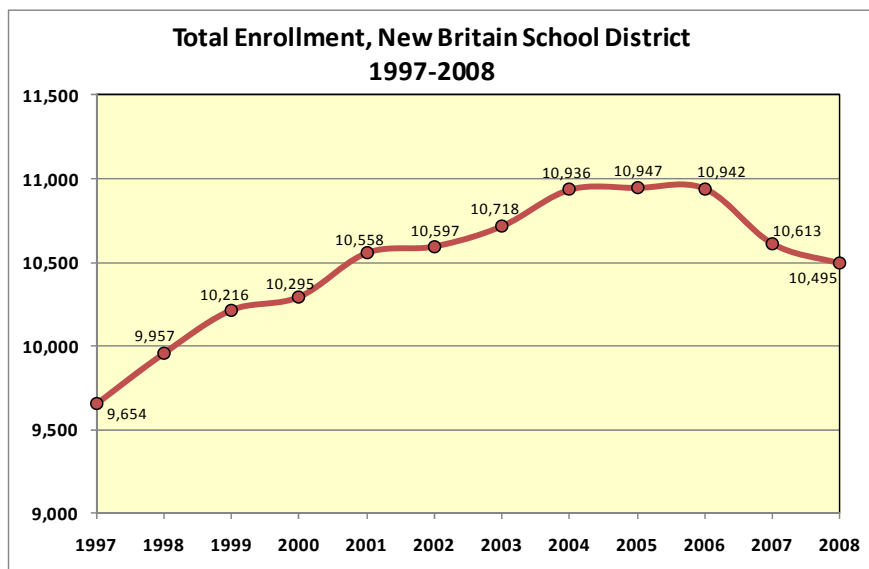
Source: U.S. Census Bureau.

Non-family households comprised 40% of all households in the City according to 2005-07 ACS data. Such households include individuals living alone or households containing one or more non-related individuals. They do not include people living in group quarter situations such as nursing homes, group homes, dormitories or other similar shared housing accommodations. Of the 10,654 non-family households identified in the ACS data, 8,626 were householders living alone or single person households, meaning 33% of the City's total households were single-person. In addition, elderly individuals living alone made up 35% of single-person households, which is significant because many of these individuals will leave their homes in the next decade or two due to health or age-related reasons.

Oftentimes, the turnover in housing units through the loss of elderly households becomes an important resource for new families moving to a community.

SCHOOL DISTRICT ENROLLMENT TRENDS

As the chart to the right shows, enrollment in New Britain's school system peaked during the 2004-2005 to 2006-2007 school years, with three years of total enrollment just below 10,950 students. In the years prior to 2004, New Britain's school enrollment experienced a substantial increase; between the 1997-1998 and 2005-2006 school years, the total public school enrollment increased by 13%.



However, the last three school years have seen a decline in total public school enrollment in New Britain, with a total decrease of 4% or roughly 450 students. This trend appears to coincide with the 2005-07 ACS age cohort data, which indicated a marked decrease in the number of school-age children in New Britain as compared to the 2000 Census.

DEMOGRAPHIC FINDINGS AND IMPLICATIONS

New Britain's demographic history is defined by two periods of rapid growth (1900 to 1930 and 1945 to 1960), followed by a leveling off of growth and a subsequent decline in population from 1970 to 2000.

Several of the recent demographic trends highlighted in this chapter have implications on plans for the future. These include the following:

- The City continues to lose population. While there is a sizable difference between the reported population decline in the 2005-07 ACS data and the official 2007 U.S. Census population estimate, both indicate a continuing decline in overall population. Furthermore, several population projections predict that New Britain will continue to slowly, but steadily, lose population over the coming decades. Planning for this demographic shift now is crucial to the future of the City, as it tries to balance new and in-fill development with resource and service needs.
- The City's population is relatively young overall. Though the City has lost people aged 25 to 44, just over 50% of the city's population is between the ages of 20 and 59.

- The school-aged population is in decline. Losses in those aged 5 to 14 in the last decade have immediate implications for school planning, park and recreational planning and planning for facilities and services for the Town's youth.
- While relatively young, the City's population is slowly aging. Further in the future, the City will need to evaluate demands for senior services, as the large 45 to 54 cohort reaches retirement age and beyond.
- Shifts in population will bring demand for new housing types. Growth in the population aged 45 to 54, regarded to be prime earning years, may impact housing turnover. These changes are likely to emerge over the next ten years.
- The city's racial and ethnic composition continues to evolve. New Britain's Hispanic population continues to grow, while significant numbers of people descended from earlier immigrant groups remain. Addressing the implications of various cultural heritages, and changes in ethnic composition and concentrations, is particularly important for neighborhood planning activities and initiatives. Varying cultural uses of public space also impacts parks and recreation facilities planning.
- The attraction and retention of residents is a key component of New Britain's future and redevelopment, and depends on market-driven, well-designed residential development, particularly infill development.



**New Britain Symphony
Orchestra Young People's
Concert**

DEVELOPMENT PATTERNS & TRENDS



INTRODUCTION

The built environment contributes greatly to the character of a community. Understanding the types, location and intensity of existing land uses enables a community to create a vision and plan for the future. Knowing the specific location of uses, on a parcel level, can help identify areas that may have potential for economic development, housing, public facilities, or open space protection. The City's zoning and land use regulations are its tools for not only controlling its land uses but also influencing future development patterns. This section describes in detail the existing land use composition of New Britain, including a series of maps showing potential development constraints, existing zoning, and other influences on land use. This chapter also provides an assessment of the City's capacity to accommodate new development.

LAND USE INVENTORY

The City's digital parcel base map, which includes land use, zoning, and assessment information, provided the basis for the following analysis. While this level of detail is useful for quantifying land use patterns and trends, it is important to recognize that this analysis intends to provide a generalized assessment of land use patterns to help indicate growth trends and potential for the future.

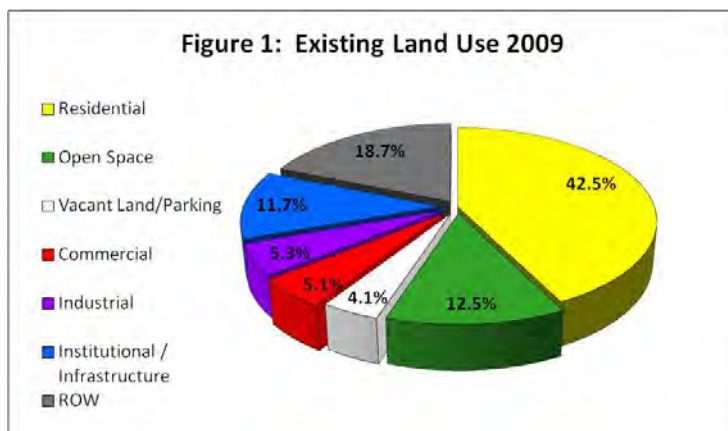
Figure 1 and Map 1 show the break-down of land use by six major categories and 21 subcategories in the City.

Approximately 84% of the City's land is developed, with the largest amount of that devoted to residential use. The next largest use, in terms of land area, is right-of-way (ROW) at about 19% -

predominantly within the Routes 9 and 72 corridors. About 13% of land area in the City is considered open space, 10.5% of which represents parks and protected open space. Commercial and

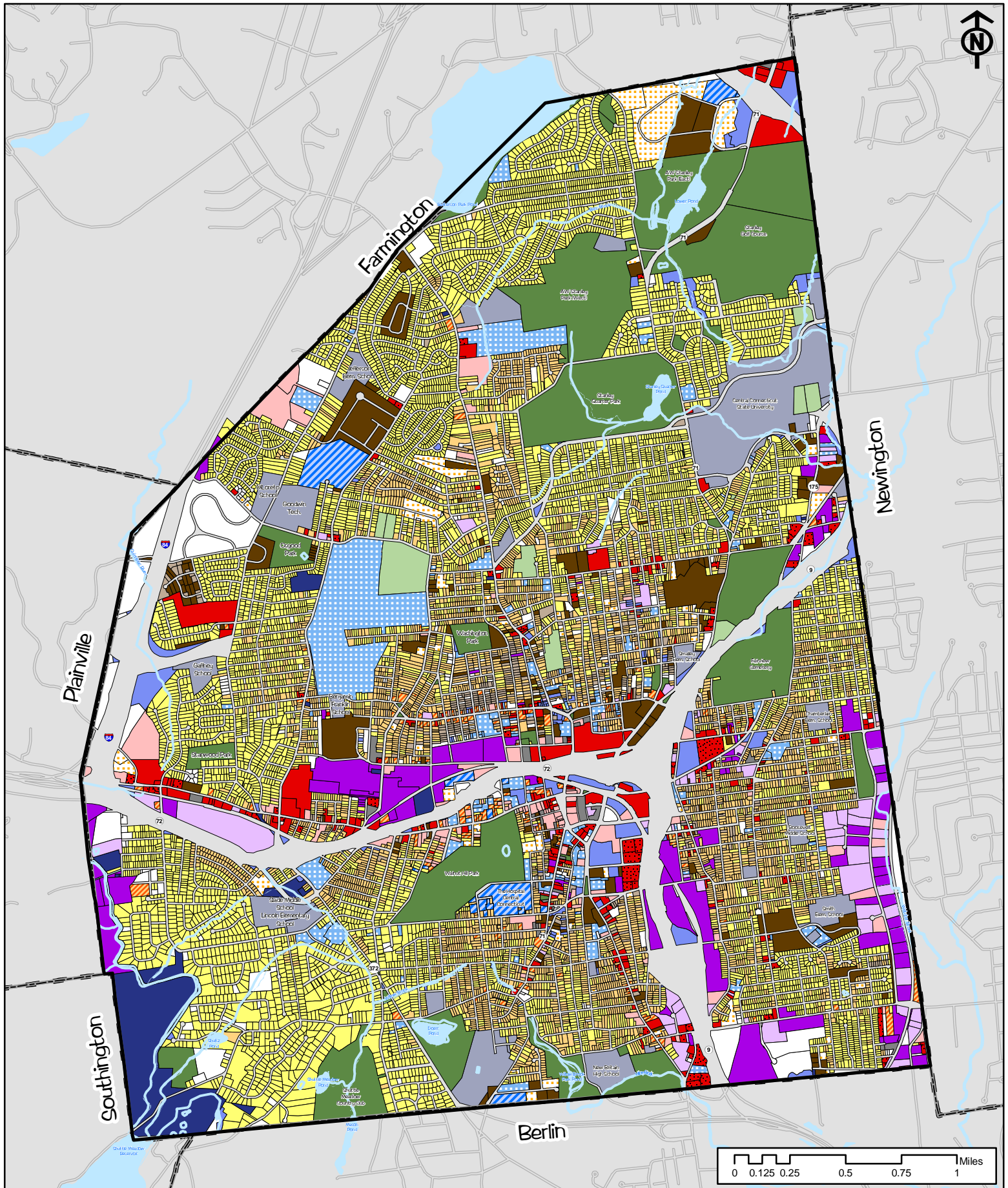
Institutional uses account for about 12%,

while industrial land accounts for 10% of New Britain's land area. Mixed-use development, consisting of parcels that blend residential and commercial uses, accounts for less than 1% of New Britain's total land.



Commercial / Industrial

In comparison to New Britain's 10% of commercial and industrial land use, the percentage of land used for commercial or industrial purposes in some other larger Connecticut municipalities are: New Haven, 11%; Meriden, 10%; West Haven, 12%; and East Hartford, 13%. As pointed out in the chapter on the economy, about a third of the land zoned I-1 and I-2 is used for right-of-way, and only about 36% is actually in industrial use.



City of New Britain, CT

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Map #1 Existing Land Use

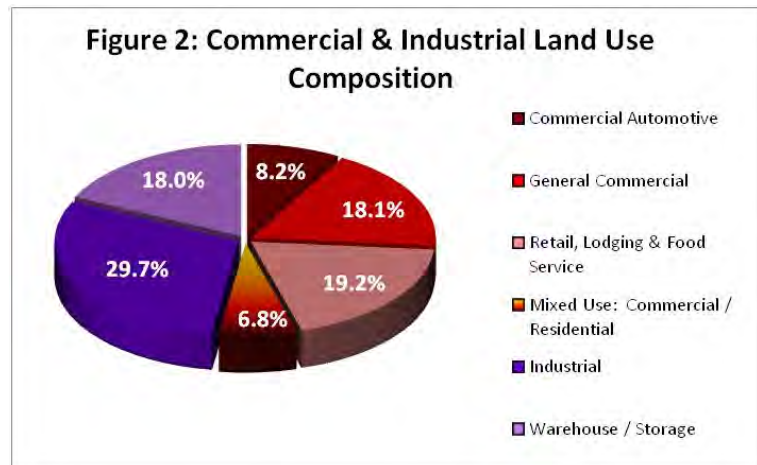
Legend

| | | | |
|---|--|-----------------------|--------------------|
| Residential: Single Family Housing | Commercial: Automotive | Government Use | Parks & Open Space |
| Residential: Two & Three Family Housing | Commercial: General | Private Institutional | Cemetery |
| Residential: 4 - 8 Unit Housing | Commercial: Retail, Lodging & Food Service | Educational | Vacant Land |
| Residential: > 8 Unit Housing | Mixed Use: Commercial / Residential | Utilities | |
| Residential: Condo | Industrial | Parking | |
| | Industrial: Warehouse / Storage | ROW | |
| | Medical / Health Care | | |

Source:
GIS Parcel Basemap:
City of New Britain,
Department of Public Works &
Tax Assessor.
This map was developed for use
as a planning document. Delineations
may not be exact.

HARRAL MICHALOWSKI
ASSOCIATES
A Moore & Michalowski Company
October 2008

Retail, automotive and general commercial uses are densely clustered in both the major east-west and north-south transportation corridors, as well as adjacent to Routes 9 and 72. Mixed-use development is clustered in and around Main Street in the Downtown and along Broad Street. Industrial uses are clustered in the John Downey Drive Industrial Park and lands adjacent to the highway and rail corridors throughout the City. Figure 2 shows a detailed summary of Commercial and Industrial Land Use Composition in the City.



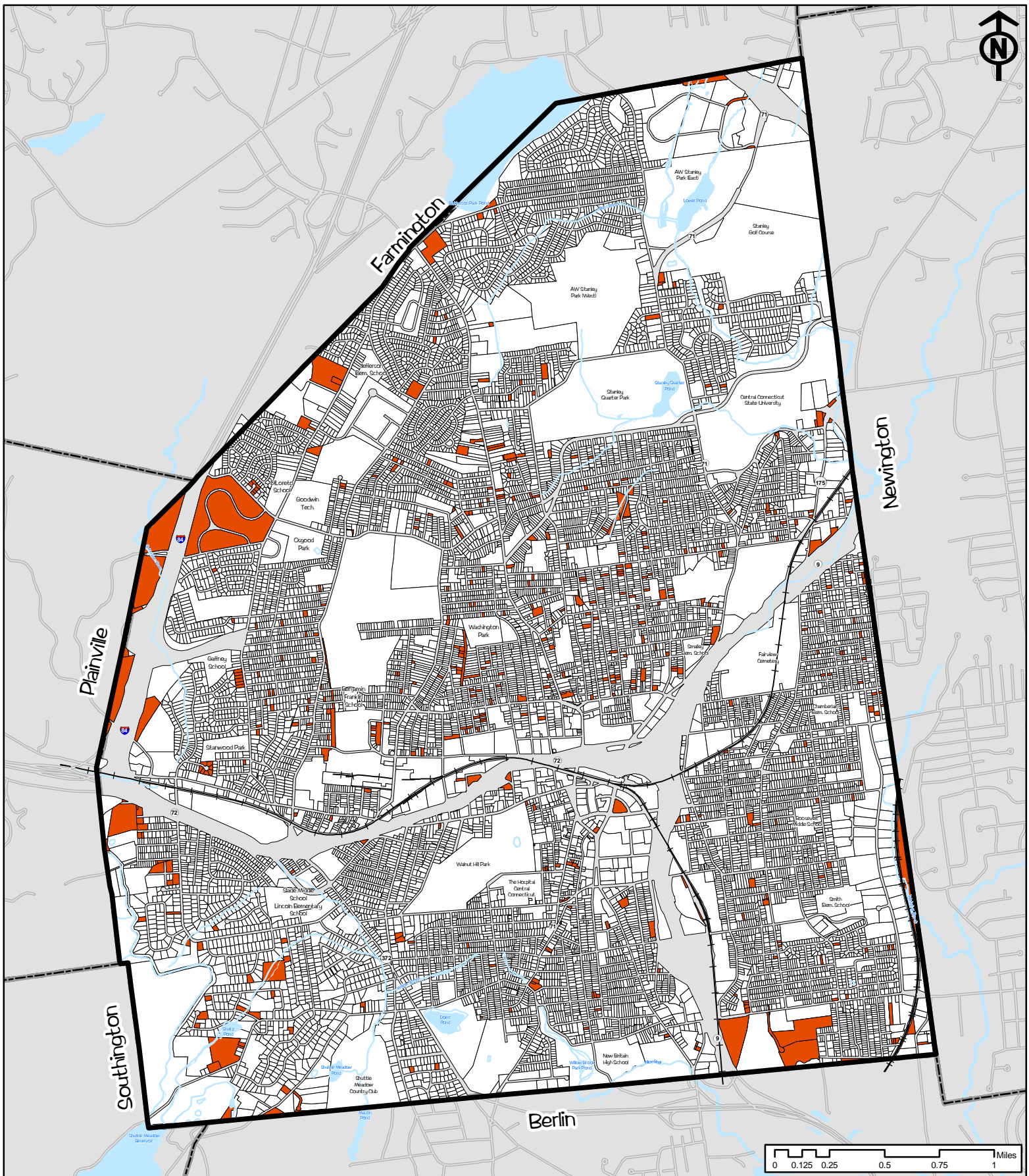
Institutional / Infrastructure & ROW

Educational uses account for a large part of the approximate 12% of land area in institutional or infrastructural use. Central Connecticut State University and New Britain Public Schools primarily account for the 353 acres (4% of all land) in educational use. The remaining 658 acres contain municipal, medical, religious, fraternal, and other non-profit institutions. As mentioned above, Routes 9 and 72 largely account for the additional 1,627 acres, 19% of all land, classified as ROW.

Open and Vacant Land

The City has 909 acres designated as open space, representing land used for active and passive recreation and generally protected from future development. The City is just short of the State's stated goal of having each municipality protect 11% of its land from development, with 10.5% of its land dedicated to parks and preserved open space. Most of the City's open space inventory is contained in a few large facilities. In fact, the Stanley Golf Course, Walnut Park, Stanley Quarter Park, and AW Stanley Park contain over 70% of the City's open space. An additional 2% of New Britain's land is classified as public and private cemeteries.

With only approximately 354 acres of vacant land, on 512 parcels, a limited amount of future development is anticipated for vacant lots. Vacant lands are mostly small lots, with a 0.2 acre median lot size. Only 16 parcels have a lot size greater than four acres and only 12 parcels contain two to four acres. Moreover, this vacant land calculation fails to account for physical development constraints such as wetlands, floodplains, and steep slopes that further reduce the effective amount of developable land. The distribution of vacant land is shown on Map 2 on the following page. Vacant land is further defined as residential and non-residential land based on current zoning and displayed on Maps 3 and 4.



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Map #2 Vacant Land

Legend

Vacant Land

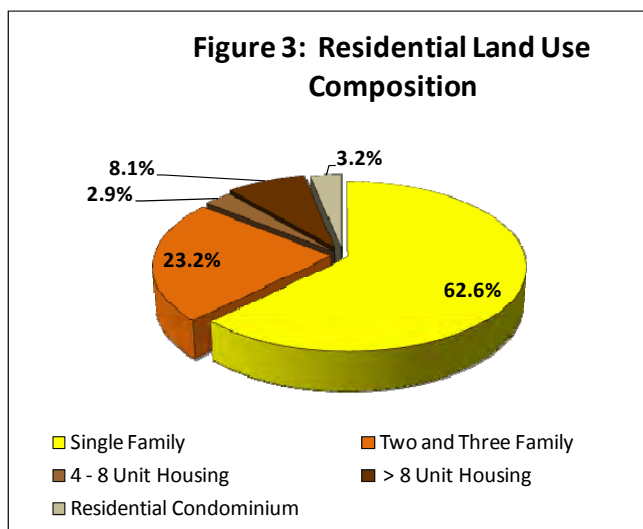
Source:
GIS Parcel Basemap:
City of New Britain,
Department of Public Works &
Tax Assessor.
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ASSOCIATES
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Bristol, Connecticut October 2009

The limited amount of vacant land in the City indicates that future growth especially in core areas of the City will likely involve “infill” development projects to fill in the gaps of existing land use pattern. In addition, it is likely that many of the new commercial developments that will occur in New Britain over the next decade are likely to involve redevelopment projects, or conversion of abandoned and obsolete land uses and brownfields into new redefined development projects. Evidence of this trend is already apparent. Smart Park I, Smart Park II, and Pinnacle Heights Business Park are a few of the recently completed and ongoing redevelopment and reuse projects in New Britain.

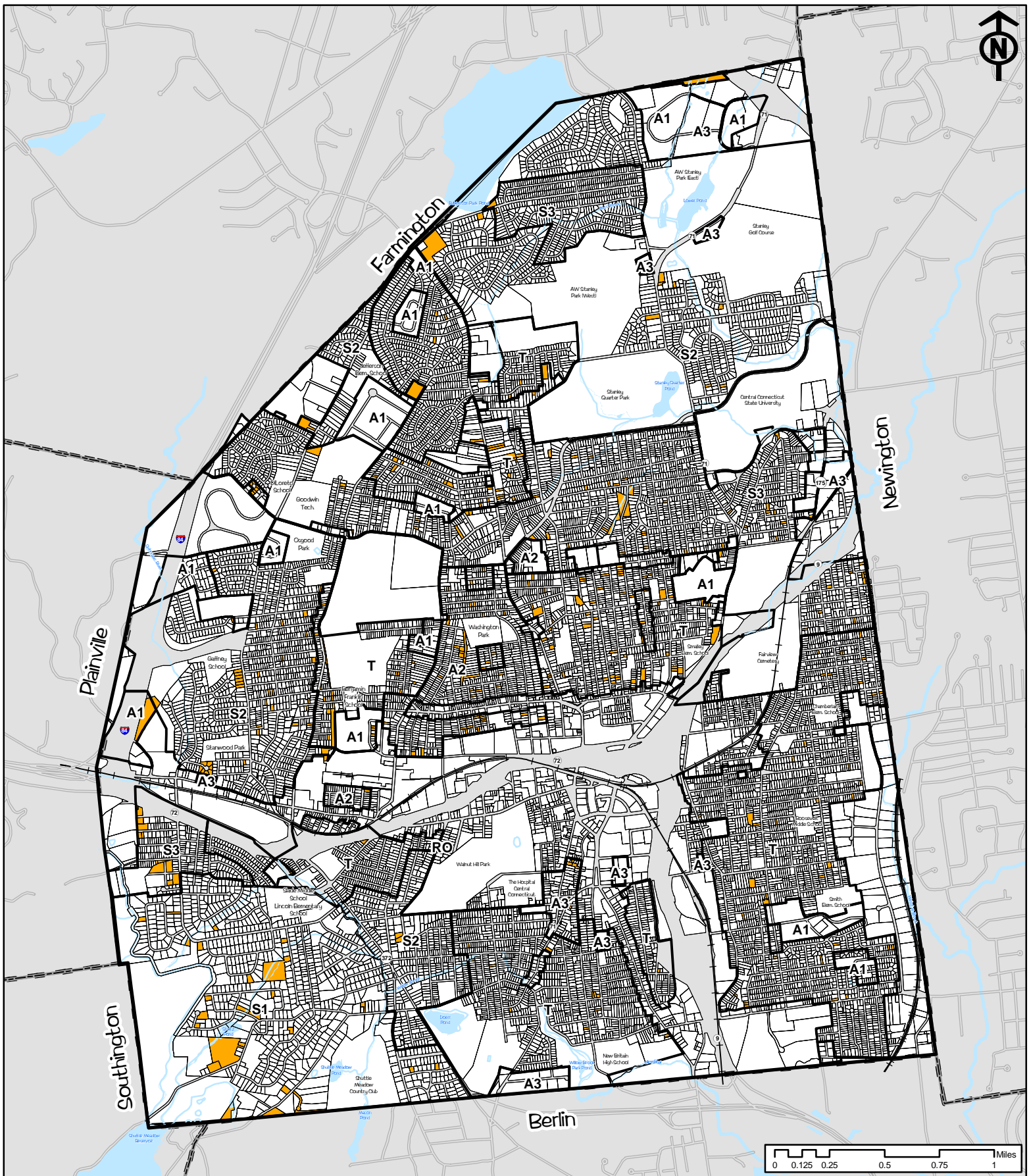
Residential

At 3,664 acres, residential use is the most prevalent land use in the City, and it is predominantly single-family, as shown in Figure 3. Nevertheless, two- and three-family residences comprise about 23% of all residential lands. Single-family developments are clustered in the southwest, the northern tier in the vicinity of Stanley Park and Central Connecticut State University, and to a lesser extent roughly west of Slater Road, and along the periphery of the City. Two- and three-family housing is densely clustered around Burritt Street, extending into the eastern side of the Broad Street NRZ, and within the Arch and East Street NRZs. Multi-Family housing, four to eight units per structure, is primarily located near the city center, particularly the Broad Street NRZ. High density multi-family housing, more than eight units per structure, is distributed throughout the City with clusters near and radiating from the Downtown.



ANALYSIS OF DEVELOPMENT CAPACITY

Understanding where developable land is located within the City and how much development can be accommodated based on existing regulatory controls and physical constraints is the first step in establishing a plan for the future. Once this is accomplished, issues such as infrastructure limitations and natural resource protection can be factored in to properly plan for new growth. This development capacity is expressed in terms of potential dwelling units for vacant and under-utilized land zoned residential and potential square feet of development for areas zoned commercial or industrial. For this analysis, under-utilized parcels are defined as residentially zoned lots that are greater than three times the required minimum lot size by zone.



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Map #3

**Residentially Zoned
Vacant Land**

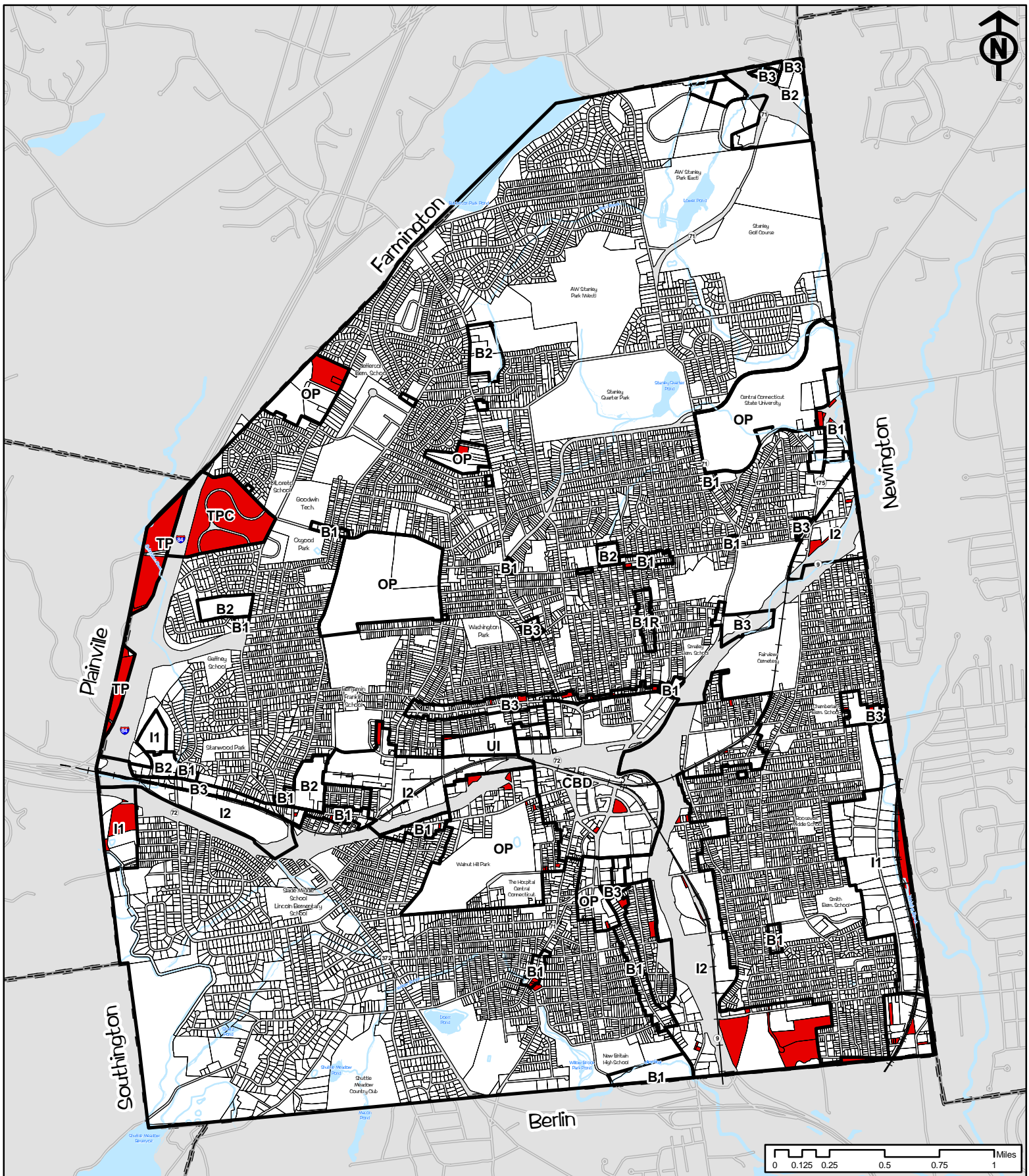
Legend

- Residentially Zoned Vacant Land
- Zoning District Boundary

Source:
GIS Parcel Basemap & Zoning Map:
City of New Britain,
Department of Public Works
& Tax Assessor.

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HMA HARRALL-MICHALOWSKI
ASSOCIATES
A Milone & MacBroom Company
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City of New Britain. CT

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Map #4

Non-Residentially Zoned
Vacant Land

Legend

- Non-Residentially Zoned Vacant Land
- Zoning District Boundary

Source:
GIS Parcel Basemap & Zoning Map:
City of New Britain,
Department of Public Works
& Tax Assessor.

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ASSOCIATES
A Milone & MacBroom Company
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Methodology To Calculate Development Capacity

The process to calculate development capacity for vacant land involves three basic steps. First, the total amount of vacant and under-utilized residential land is determined through a land use inventory (Table 1). Map 2 displays the location of these parcels. Maps 3 and 4 illustrate the relationship between current zoning and vacant properties, and the type of development that might occur. The distribution of vacant land is shown in Table 3 below. Second, the developable area of the vacant land is then calculated, by subtracting physically constrained areas such as wetlands, floodplains or steep slopes (greater than 15%) as depicted in Map 5. For those parcels that are large enough to be subdivided (greater than three times the minimum lot size), an additional deduction of 20% of the total parcel size was factored in to account for internal roadways.

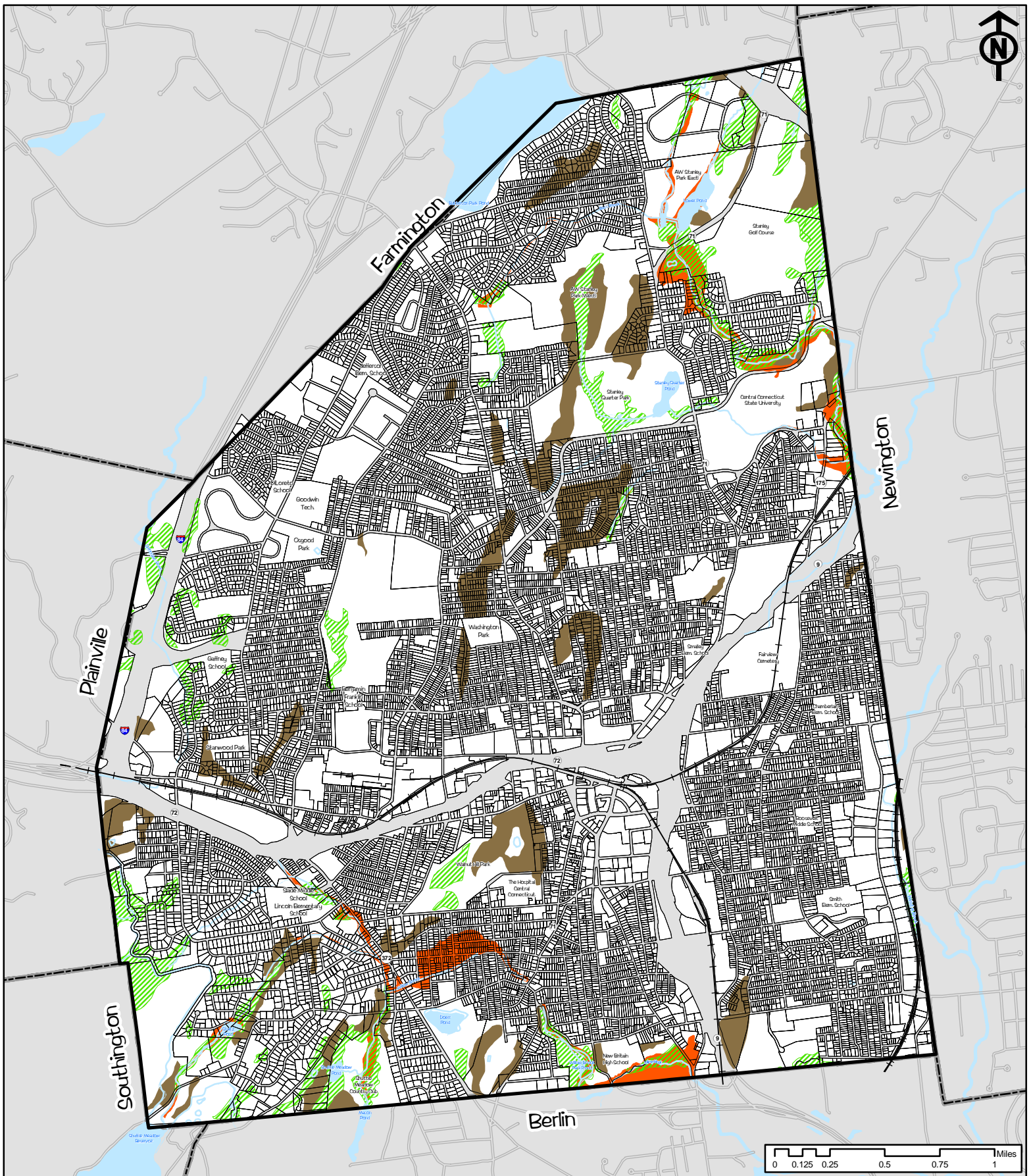
The third and final step applies the minimum lot size of the applicable zoning district (Map 6) to the net developable land. Parcels are “built-out” to the maximum allowed density. This process yields an approximation of the potential number of residential dwelling units and square footage of non-residential development.

These results are speculative, as factors permitting the development of land may change. Zoning regulations can be amended, or vacant parcels may be purchased for open space. Market factors could boost land values to a level that would stimulate assembly and redevelopment of lots to their maximum dwelling unit yield, which may be greater than shown in the tables, particularly for multifamily units. The development potential totals given here are intended to indicate a relative order of magnitude estimate and will likely change over time.

| Zone | Acres within Zone District (acres) | Vacant Land (acres) | Vacant Land as Percentage of Zone | % of Total Vacant Land |
|---------------|---|----------------------------|--|-------------------------------|
| A-1 | 300.3 | 8.1 | 2.7% | 2.4% |
| A-2 | 283.6 | 8.6 | 3.0% | 2.6% |
| A-3 | 123.4 | 2.2 | 1.8% | 0.7% |
| B-1 | 113.6 | 3.6 | 3.2% | 1.1% |
| B-1R | 10.4 | 0.0 | 0.0% | 0.0% |
| B-2 | 132.7 | 0.4 | 0.3% | 0.1% |
| B-3 | 104.5 | 3.4 | 3.3% | 1.0% |
| CBD | 237.2 | 2.2 | 0.9% | 0.7% |
| I-1 | 202.9 | 20.0 | 9.9% | 6.0% |
| I-2 | 726.9 | 49.0 | 6.7% | 14.7% |
| OP | 556.6 | 18.2 | 3.3% | 5.5% |
| RO | 3.8 | 0.0 | 0.0% | 0.0% |
| S-1 | 799.7 | 31.6 | 4.0% | 9.5% |
| S-2 | 1,785.4 | 24.4 | 1.4% | 7.3% |
| S-3 | 1,292.2 | 27.6 | 2.1% | 8.3% |
| T | 1,795.6 | 37.2 | 2.1% | 11.2% |
| TP | 124.6 | 96.3 | 77.3% | 28.9% |
| UI | 22.2 | 0.7 | 3.2% | 0.2% |
| Total: | 8,615.6 | 333.5 | 3.9% | 100.0% |

Residential Development Capacity

According to this analysis, approximately 1,650 additional dwelling units could be built within the City’s residential zones. This represents an approximate 5% increase over the 31,164 existing dwelling units counted during the 2000 census. Map 7 shows the density and distribution of units throughout the City. Table 4 presents a detailed breakdown by zoning district.



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Map #5

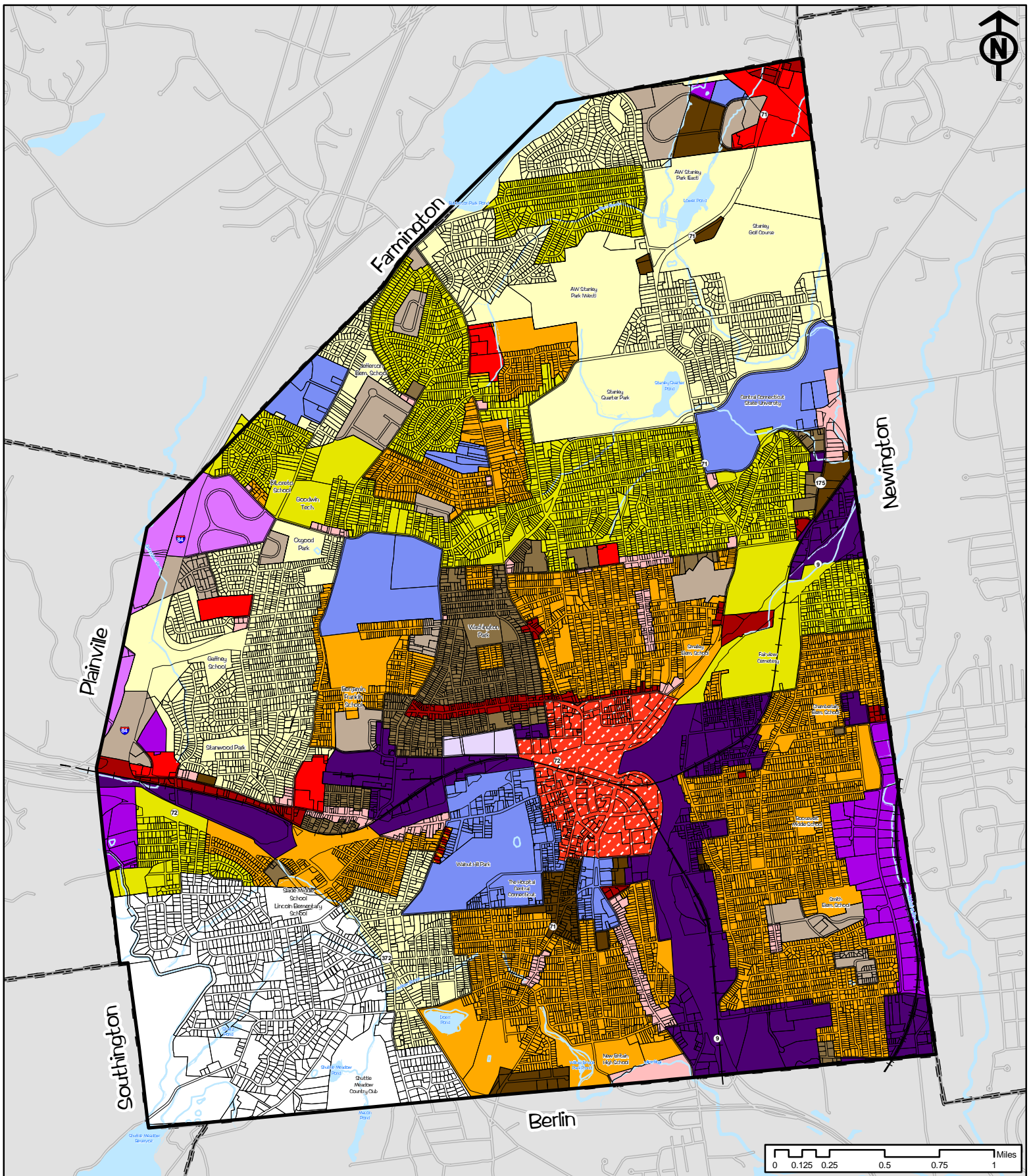
Potential Development Constraints

Legend

- Steeply Sloped Soils (>15%)
- Wetland Soils
- FEMA 100-Year Flood Zone

Source:
GIS Parcel Basemap: City of New Britain,
Department of Public Works & Tax Assessor.
Soils: US Department of Agriculture, Natural
Resource Conservation Service Soil Survey (1990).
Floodplain: Flood Rate Insurance Maps, (FEMA).
Steep Slopes: USDA soils within a minimum
slope of > 15%.
This map was developed for use
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**HARRALL-MICHALOWSKI
ASSOCIATES**
A Milone & MacBroom Company
Bristol, Connecticut May 2009



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Map #6 Existing Zoning

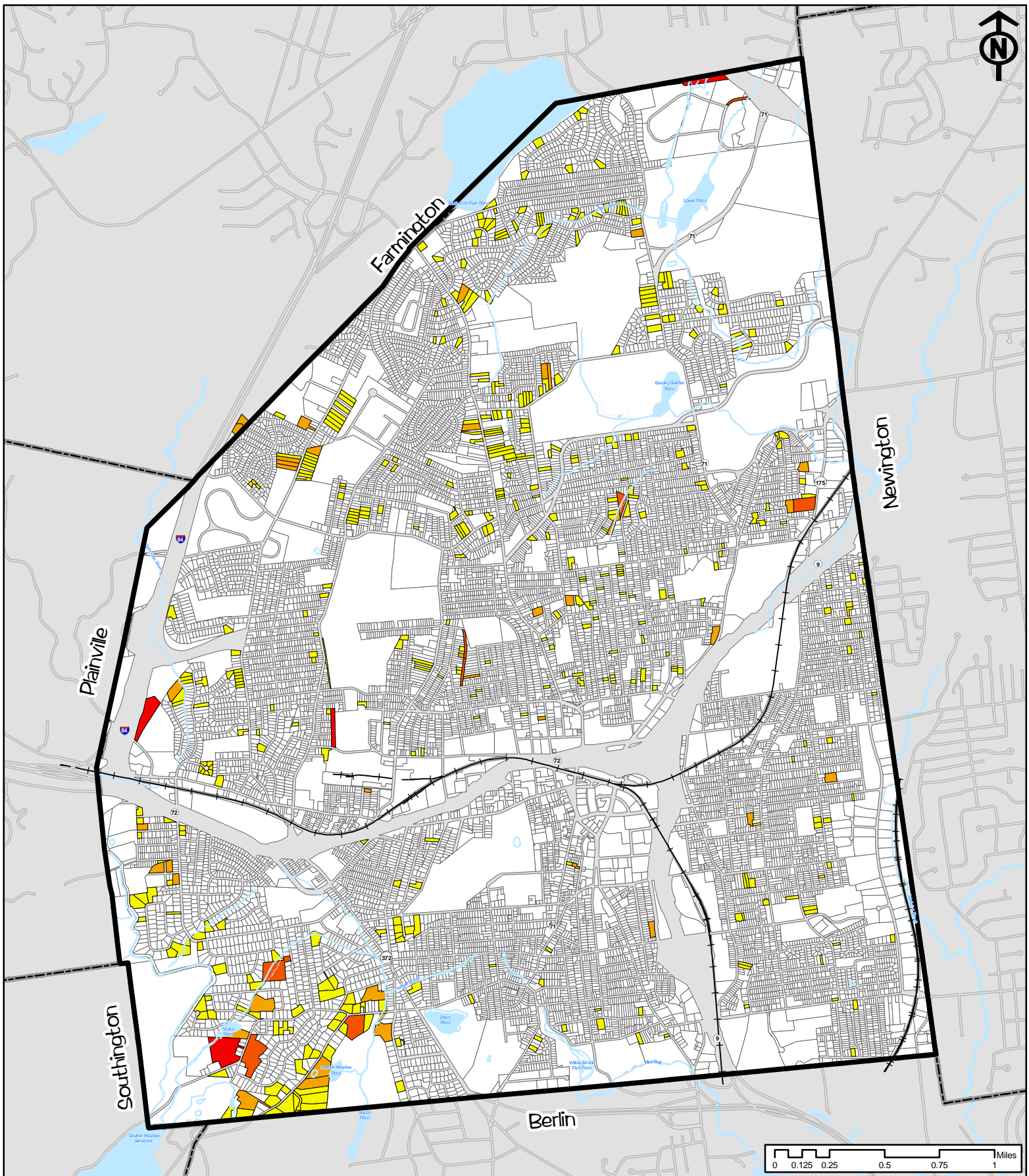
Legend

| | | |
|------------------------------|-------------------------|--------------------------------|
| S-1: Single Family | I-1: Industrial Parks | B1/B1R: Neighborhood Business |
| S-2: Single Family | I-2: General Industrial | B2: Shopping Center |
| S-3: Single Family | UI: Urban Industrial | B3: Secondary Business |
| T: Two Family | TP: Technology Park | CBD: Central Business District |
| A1 - Garden Apartments | | RO: Residential & Office |
| A2 - Multi-Unit <25 | | OP: Office & Public Buildings |
| A3 - Multi-Unit High Density | | |

Source:
GIS Parcel Basemap & Zoning Map:
City of New Britain,
Department of Public Works
& Tax Assessor.

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HMA HARRALL-MICHALOWSKI
ASSOCIATES
A Milne & MacBroom Company
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Map #7

Potential Dwelling Units

Legend

- < 5 Dwelling Units
- 6 - 10 Dwelling Units
- 11 - 20 Dwelling Units
- > 21 Dwelling Units

Source:
GIS Parcel Basemap:
City of New Britain,
Department of Public Works &
Tax Assessor.
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| Table 4 Residential Development Potential Under Existing Zoning Regulations | | | | | | | |
|--|-------------------------------|---|--------------------------|----------------------------|-------------------------------------|------------------------------------|--------------------------------|
| Zone | Gross Raw Vacant Land (Acres) | Gross Under-utilized Residential Lots (Acres) | Constrained Land (Acres) | Net Buildable Land (Acres) | Dwelling Units From Raw Vacant Land | Dwelling Units Under-utilized Lots | Total Potential Dwelling Units |
| A-1 | 8.1 | 0.0 | 1.7 | 6.4 | 86 | 0 | 86 |
| A-2 | 8.5 | 4.8 | 3.4 | 5.1 | 101 | 19 | 120 |
| A-3 | 2.2 | 0.0 | 0.2 | 2.0 | 33 | 0 | 33 |
| S-1 | 31.6 | 107.3 | 10.2 | 21.4 | 77 | 176 | 253 |
| S-2 | 24.4 | 75.9 | 4.2 | 20.2 | 102 | 176 | 278 |
| S-3 | 27.6 | 70.2 | 8.6 | 19.0 | 151 | 253 | 404 |
| T | 37.2 | 34.0 | 3.1 | 34.1 | 189 | 128 | 317 |
| Total: | 139.6 | 292.2 | 31.4 | 108.2 | 739 | 752 | 1,491 |

Non-Residential Development Capacity

The geographic distribution of remaining vacant land is an important factor in long-range planning. Map 4 shows vacant land zoned for non-residential use, and Table 5 provides further information.

Over 75% of this vacant land is developable according to the build-out analysis. About 107 acres located in commercial zones are available for development, and could yield 1,884,003 square feet of building space. Another 44 acres that could yield an estimated 1,009,090 square feet of building space is available in industrial zones. However, the majority of this land is in the form of small (0.3 acre median size) parcels scattered throughout the City with few significant development parcels. Due to the limited amount of vacant land, it is clear that reuse, redevelopment, and assembling of properties will play an increasingly critical role in the City's future commercial and industrial development. Studies have shown that the life cycle of commercial buildings continues to shrink, with 25 to 40 years of use the current estimated range. As buildings become obsolete, they will be adapted to new uses or replaced by contemporary structures. It is in the City's best interest to remain flexible in its regulations to accommodate the ever changing building forms required by businesses while respecting traditional neighborhood values. This is particularly true in New Britain where most commercially and industrially zoned land is already developed.

| Table 5 Non-Residential Development Potential | | | | |
|--|-------------------------------|--------------------------|----------------------------|-------------------------|
| Zone | Gross Raw Vacant Land (Acres) | Constrained Land (Acres) | Net Buildable Land (Acres) | Potential Building SQF* |
| B-1 | 3.6 | 0.0 | 3.6 | 35,284 |
| B-2 | 0.4 | 0.3 | 0.1 | 1,308 |
| B-3 | 3.4 | 0.0 | 3.4 | 110,691 |
| CBD | 2.2 | 0.0 | 2.2 | 287,496 |
| OP | 18.2 | 0.2 | 18.0 | 821,264 |
| TP | 96.3 | 16.2 | 80.1 | 627,960 |
| Commercial Zone Subtotal: | 124.1 | 0.5 | 107.4 | 1,884,002.9 |
| I-1 | 20.0 | 11.1 | 8.9 | 92,791 |
| I-2 | 49.0 | 14.2 | 34.8 | 908,981 |
| UI | 0.7 | 0.0 | 0.7 | 7,318 |
| Industrial Zone Subtotal: | 69.7 | 25.3 | 44.4 | 1,009,089.8 |
| Grand Total: | 193.8 | 25.9 | 151.7 | 2,893,092.6 |

** Based on percent lot coverage and Floor Area Ratio (FAR) for underlying zone for all zones except for the CBD, where a Floor Area Ratio of 3 was used instead of 6.5 and the I-2 where 0.6 was used since there was no maximum FAR.*

FINDINGS AND IMPLICATIONS

The preceding analysis of development patterns and potential future development highlighted the following factors to consider within the Future Land Use Map:

- The major land use in New Britain is residential, and the majority of that type of development is single-family.
- While the City has just over a quarter of its land zoned for commercial and industrial uses, only about 10% of land is actually in those uses. The consumption of significant areas of commercial and industrial land by highway ROWs is partially responsible for this figure.
- Commercial uses are densely clustered in both the major east/west (West Main and East Main Streets) and north/south (Arch and East Streets) transportation corridors, radiating from the Downtown.
- Industrial uses are clustered in the John Downey Drive Industrial Park and lands adjacent to highway and rail corridors throughout the City.
- Much of New Britain's vacant land is located in low-density residential zones.
- The greatest amount of potential residential growth on vacant land is in the S-3, S-2, and T residential zoning districts.
- The lack of a sizeable inventory of vacant land in commercial and industrial zones indicates that much of New Britain's future development activity will be a combination of infill development, redevelopment and revitalization projects. For example, plans for the Downtown anticipate the redevelopment of properties currently occupied.
- Under existing zoning, nearly 1,500 new dwelling units could be built in the City. Due to a variety of factors, this level of development is unlikely to occur.
- Under existing zoning, there exists the potential for nearly 2.9 million square feet of commercial and industrial development. However, due to the small size of many vacant commercial/industrial parcels, this level of development is unlikely to occur. Also, mixed-use is permitted in several of the non-residential zones which will most likely result in a portion of this land being developed for residential.

ANALYSIS OF CORRIDORS



INTRODUCTION

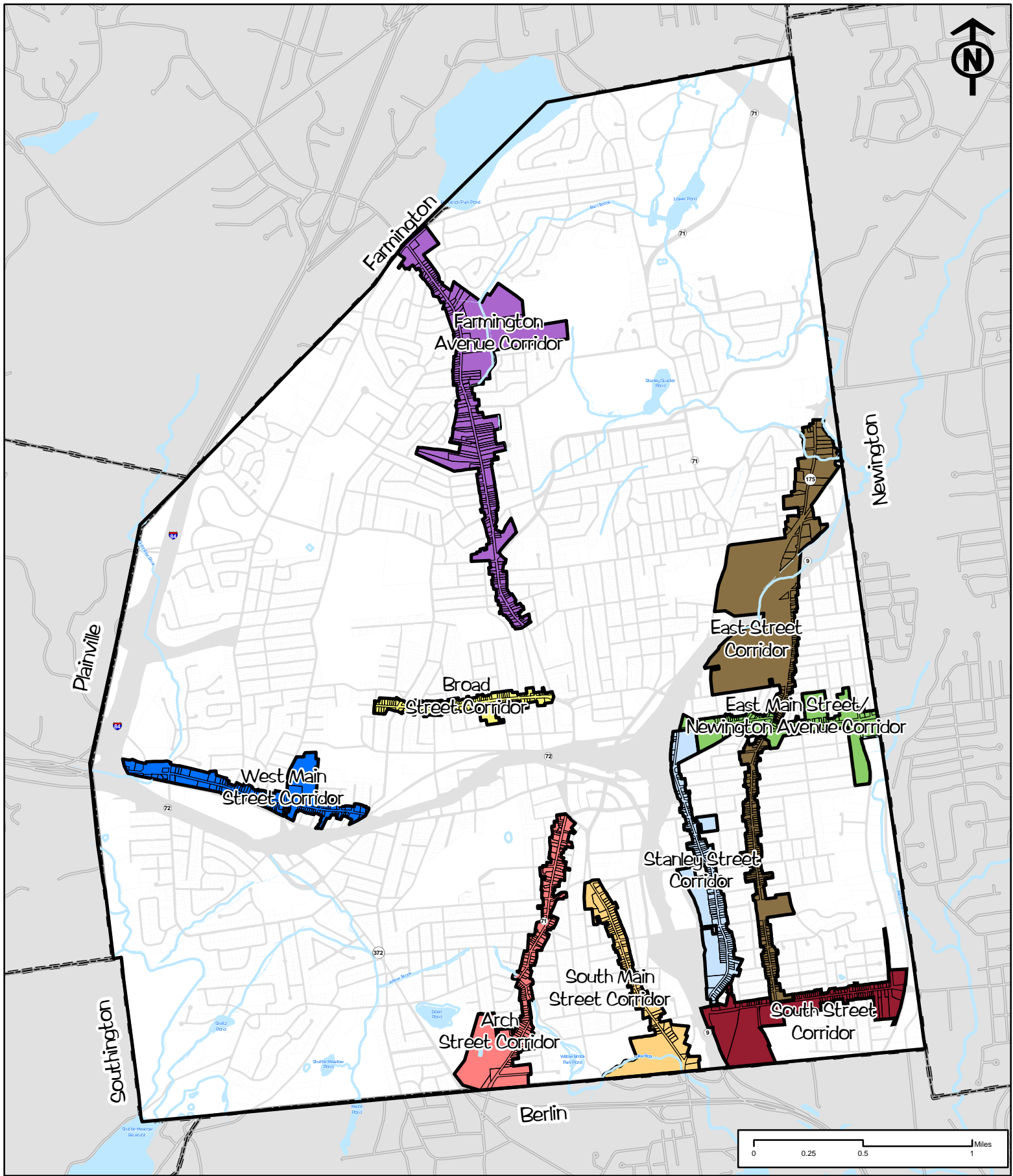
New Britain developed as a city of neighborhoods. Within these neighborhoods, an arterial street served the dual role of connecting areas within and outside the City, as well as providing goods and services to surrounding residential areas and major industrial complexes. Some of these corridors also attracted consumers from the region. Land use in these areas was often mixed, with residential uses on upper floors of multi-story buildings. In many cases, the corridors also served as gateways to New Britain. When combined with the Downtown and industrial uses, development within these important corridors comprised the economic and social base of New Britain.

Since World War II, the characteristics of the corridors and surrounding neighborhoods have changed. Routes 9 and 72 dramatically altered movement through the City and connections to areas beyond New Britain. In addition, the acquisition of property to construct these highways consumed a significant amount of developed industrial property and part of the City's economic base. The closing or downsizing of various manufacturers adversely impacted the retail and service establishments in several corridors leading to vacancies and physical deterioration. As the economy shifted from locally owned and operated independent businesses to regional or national chains, long-term businesses within the corridors closed. The demand for residential units in mixed-use buildings declined with a resulting downward trend in the income generated by such properties and general disinvestment. As reliance on the automobile and automobile ownership increased, the lack of off-street parking for residents and businesses had a negative impact within several of the corridors.

In consideration of the role that corridors have played in the development and daily life of New Britain, and with input from city officials, nine corridors were chosen for analysis. The corridors were delineated based on current land use, their role in the transportation network, development trends impacting the area and the potential for new initiatives. The corridors as shown on Map 8 include:

- South Street
- Stanley Street
- East Street
- East Main Street/Newington Avenue
- Farmington Avenue
- Broad Street
- West Main Street
- Arch Street
- South Main Street

Existing land use in each corridor was mapped and analyzed in detail and that information is on file in the Department of Municipal Development.



City of New Britain, CT

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Map #8 Corridor Boundaries

Legend

- | | |
|--|--|
| Arch Street Corridor | South Main Street Corridor |
| Broad Street Corridor | South Street Corridor |
| East Main Street/Newington Avenue Corridor | Stanley Street Corridor |
| East Street Corridor | West Main Street Corridor |
| Farnington Avenue Corridor | |

Source:
GIS Parcel Basemap:
City of New Britain,
Department of Public Works &
Tax Assessor.
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DESCRIPTION OF EXISTING CONDITIONS IN THE CORRIDORS

South Street Corridor

This corridor serves multiple purposes. An old industrial area lies at its western end and includes the former New Britain Machine complex and vacant land that is proposed for development. The mostly developed John Downey Drive Business Park lies at the eastern end of the corridor. There is approximately 500,000 square feet of industrial building space on parcels with frontage on South Street. A residential area lies between the eastern and western industrial areas. Overall, 58 of the 80 parcels in the corridor are in residential use. However, almost 1,000,000 square feet of the area is in industrial or warehouse use as compared to about 600,000 square feet in residential use. South Street itself is a major artery connecting New Britain with the Berlin Turnpike to the east. In 2006, South Street carried 13,900 vehicles on a daily basis measured at a point east of the John Downey Drive intersection.

Stanley Street Corridor

The Stanley Street Corridor is similar to the South Street Corridor in terms of building space being dominated by industrial use, at over 1,000,000 square feet. However, in terms of the number of lots within the corridor, the predominant use is residential with 123 out of 158 lots. For the most part, the industrial uses are west of Stanley Street adjacent to the Route 9 right-of-way. The portion of Stanley Street south of Ellis provides a connection with South Street from the Route 9 ramps at Ellis. For vehicles with John Downey Drive and the Berlin Turnpike as a destination, this connection provides access to both I-84 and I-91. The Stanley Street Corridor carried 9,400 vehicles on a daily basis in the vicinity of Chestnut Street and 13,400 vehicles as one approaches East Main Street.

East Street Corridor

Although the East Street Corridor parallels the Stanley Street Corridor, it has developed differently over the years. Whereas the Stanley Street Corridor contains and provides access to industrial development areas (more so prior to the construction of Route 9), the East Street Corridor has been primarily a residential area with a mixture of neighborhood retail, service and institutional uses. Much of the housing in the corridor, particularly south of Route 9, is contained in two- to three-unit buildings with some higher density residential buildings scattered throughout. Overall, 191 of the 247 parcels in the corridor are in residential use.

The section north of Route 9 has a different character from the balance of the corridor. This area provides access to Route 9 and is in close proximity to the CCSU campus. As a result, there has been a significant amount of higher density residential and retail development. The area around St. Claire Avenue continues to have a concentration of industrial/automotive commercial use. The East Street stop of the New Britain to Hartford Busway is proposed for a site in this area. Approximately 40% of the land area in the entire corridor is occupied by the Fairview Cemetery.

Due to its location adjacent to CCSU and access to Route 9, the northern segment of East Street carries heavy traffic volumes. In 2006, East Street in the vicinity of the Wells Street intersection and Route 9 southbound ramp carried 24,300 vehicles daily. Within the entire City, this count is only exceeded by a count of 25,900 vehicles near the Route 71/Route 9 ramps accessing Corbins Corner. As

one heads south on East Street, these vehicle volumes gradually decrease to a low of 4,000 vehicles near the intersection with Ellis Street. This difference in volumes clearly shows the impact of CCSU as a hub of activity.

East Main Street / Newington Avenue

This is a fairly short, but important corridor in terms of both land use and access. It contains a misaligned intersection where East Main Street and Newington Avenue intersect and cross East Street. This off-set intersection is particularly problematic considering the traffic volumes in the corridor. The volumes range from 12,700 at the New Britain/Newington line to 13,400 as East Main Street crosses Route 9. The segment of East Street between East Main and Newington Avenue also has a count of 13,400 vehicles. These high traffic volumes can be attributed to several factors:

- The John Downey Business Park is at the east end of the corridor.
- As Newington Avenue continues to the east, it provides access to the Berlin Turnpike.
- Access to Route 9 ramps is provided at the west end of the corridor.
- Access to Newbrite Plaza and the downtown is provided at the west end of the corridor.

Land use in the corridor includes fairly intensive uses at each end with residential use prevalent in the center. Overall, 55 of the 85 parcels in the corridor are in residential use. There are destination uses in the western portion including Papa Dodge, Angelico's restaurant and the armory. The New Britain Public Works garage is also located in the corridor. Commercial automotive uses are scattered throughout, with industrial uses in the John Downey Drive area found at the eastern end. Chamberlain Elementary School also lies within the corridor, though set back from its Newington Avenue frontage, access is provided from the street.

Similar to the East Street Corridor, the Busway passes through the area. The East Main Street stop on the Busway is proposed for a location near the intersection of Wilson and East Main Streets.

Farmington Avenue Corridor

Farmington Avenue is the primary north-south corridor in the western portion of the city. Prior to the construction of Routes 9 and 72 and I-84, Farmington Avenue connected with Route 6 which was the major east-west route through the region. Farmington Avenue now connects with I-84 in Farmington as well as the corporate development in that area.

Traffic volumes on Farmington Avenue are somewhat lower than other corridors. The highest volumes are 11,100 near the intersection with Blake Road and 9,100 near the Farmington line. Volumes are even lower in the southern portion of the corridor, which is logical if one assumes that the primary function of Farmington Avenue is to provide access to I-84 and the corporate uses in that area. Also, the construction of Route 9 and its connection to I-84 provided an alternative north-south route through the City.

The land use pattern in the Farmington Avenue Corridor is consistent with traffic volume patterns. Residential uses dominate, at 164 of the 204 parcels. Educational and institutional uses occupy large parcels in the corridor. Unlike other corridors, there are no destination retail or employment uses which generate traffic. Farmington Avenue serves as a north-south arterial route as described above and a collector road for residential neighborhoods to the east and west.

Broad Street Corridor

The Broad Street Corridor combines the characteristics of a traditional neighborhood “Main Street” and a regional destination. In both regards, the corridor is greatly influenced by its Polish cultural heritage. With a variety of goods and services available to the surrounding neighborhood, it continues to be a traditional pedestrian-oriented shopping area. The same goods and services attract people from throughout the region making it a destination area. In recent years there has been significant public investment in infrastructure and private investment to renovate and construct buildings.

Broad Street continues its traditional mix of uses. Of all the corridors, this one contains the highest percentage of properties classified as mixed-use (24%). Mixed-use is also the highest category of building use on a square footage basis.

West Main Street Corridor

This corridor, including the Corbin Avenue intersection, contains the most retail use of all the corridors, with over 220,000 square feet of building area and 1,800,000 square feet of land in some type of commercial use. The intersection of Corbin Avenue and West Main Street is a significant retail destination within the City. Exit 7 on Route 72 provides access to the area from the interstate highway system. The level of activity in this area is reflected in the traffic volumes. In 2006, Corbin Avenue south of the intersection with West Main Street experienced an average daily traffic count of 21,400 vehicles. Corbin Avenue south of Route 72 had a volume of 19,600 vehicles. Overall, Corbin Avenue experiences relatively high traffic volumes all the way to Berlin with 13,400 vehicles at a point just north of the City line. West Main Street has lower volumes with 14,300 west and 10,600 vehicles east of the Corbin Avenue intersection.

As one moves east within the West Main Street Corridor, traffic volumes decline. This can be attributed in part to Route 72 providing an alternative east-west route with Exit 7 providing access to Corbin Avenue. In addition, reduced employment at the Stanley Works complex has reduced traffic volumes in the Myrtle/Burritt Street area previously served by West Main Street.

Arch Street Corridor

The Arch Street Corridor transitions from commercial uses at its northerly end near the Central Business District to residential and institutional uses at its southerly end, where Arch Street becomes Kensington Avenue (State Route 71A). This area serves as a gateway from Berlin. In recent years, several of the commercial and mixed-use buildings in the northern portion of the corridor have

transitioned to institutional uses and special needs housing. Within the whole corridor, 76 of the 148 parcels are in residential use with another 9 parcels in mixed-use commercial/residential use. The residential uses are concentrated south of Monroe Street.

As mentioned above, Kensington Avenue (Route 71A) serves as a gateway from the south. A short distance into Berlin, 71A and 372 are joined. Route 372 becomes Corbin Avenue as it enters New Britain. The gateway function is split between these two routes with Corbin Avenue (Route 372) carrying 13,400 vehicles and Kensington Avenue (Route 71A) carrying 6,200 vehicles for a total of 19,900 vehicles. This volume of traffic is similar to the 19,900 on Hartford Road (Route 71) near Target, which is a major gateway to New Britain from the north.

South Main Street Corridor

The South Main Street Corridor generally parallels the Arch Street Corridor in a north-south direction. This corridor also serves as a gateway from Berlin with 13,200 vehicles counted at the New Britain/Berlin line. A portion of this traffic is destined for Willow Brook Park and New Britain High School which are major traffic generators in the area. The traffic volume drops to 7,100 vehicles north of Veterans Drive and increases back up to 10,800 north of the South Street intersection. These volumes in the 7,100 to 10,800 range are similar to the 8,400 vehicle count on Kensington Avenue within the Arch Street Corridor.

The South Main Street Corridor contains many residential buildings in excess of 8 units with the former New Britain High School property being the largest. This building defines the corridor at its northern point and transitions into the grand institutional uses in the Franklin Square area. Overall, 47 of the 94 parcels in the corridor are in residential use with an additional 14 parcels in mixed commercial/residential use. It is noteworthy that eight of the 25 commercial use parcels are in automotive commercial use. This is reflective of the gateway nature of South Main Street which was even stronger prior to the construction of Route 9. By contrast, there are only three parcels in automotive commercial use in the Arch Street Corridor.

COMPARISON OF CORRIDOR DEVELOPMENT TO OVERALL CITY DEVELOPMENT

Table 1 presents an aggregation of land and building use by land use category in all nine corridors. Table 2 presents the land and building use by land use category for the entire City. The corridors contain 1,188 parcels of the 15,744 City-wide parcels, or approximately 8%. The gross building area in the corridors is 8,888,845 square feet or about 13% of the 70,602,318 square feet in the entire City. The lot area in the corridors is 42,188,489 square feet as compared to 375,282,919 square feet city-wide, or approximately 11%.

| Table 1 Existing Land Use In Corridors | | | | |
|---|----------------------|----------------------|-------------------|---------------------------|
| Existing Land Use | Number of Parcels | Gross Building (sqf) | Lot Area (sqf) | Average Lot Size (sqf) |
| Cemetery | 2 | 2,952 | 4,954,866 | 2,477,433 |
| Commercial: Automotive | 47 | 284,281 | 1,357,076 | 28,874 |
| Commercial: General | 30 | 211,962 | 1,322,540 | 44,085 |
| Commercial: Retail, Lodging & Food Service | 112 | 918,310 | 2,595,529 | 23,174 |
| Educational | 6 | 522,123 | 2,949,854 | 491,642 |
| Government Use | 21 | 55,485 | 686,418 | 32,687 |
| Industrial | 19 | 1,587,711 | 3,816,578 | 200,873 |
| Industrial: Warehouse / Storage | 17 | 260,392 | 868,136 | 51,067 |
| Medical / Health Care | 2 | 61,898 | 258,115 | 129,057 |
| Mixed Use: Commercial / Residential | 73 | 522,170 | 912,283 | 12,497 |
| Parking | 9 | 10,669 | 171,765 | 19,085 |
| Parks & Open Space | 7 | 0 | 1,739,602 | 248,515 |
| Private Institutional | 27 | 292,535 | 2,620,296 | 97,048 |
| Residential: 4 - 8 Unit Housing | 58 | 377,609 | 550,012 | 9,483 |
| Residential: > 8 Unit Housing | 35 | 1,094,002 | 1,663,581 | 47,531 |
| Residential: Condo | 10 | 0 | 797,686 | 79,769 |
| Residential: Single Family Housing | 282 | 769,598 | 3,301,017 | 11,706 |
| Residential: Two & Three Family Housing | 380 | 1,904,784 | 3,793,052 | 9,982 |
| Utilities | 5 | 0 | 62,239 | 12,448 |
| Vacant Land | 46 | 12,364 | 1,307,412 | 28,422 |
| ROW | | | 6,460,434 | |
| Total: | 1,188 | 8,888,845 | 42,188,489 | 35,512* |

Source: City of New Britain Tax Assessor (2009)

*Calculation does not include area designated as ROW.

An interesting finding is the extent to which gross building area for several specific land uses can be found in the corridors. For example, 46% of all the commercial automotive building area in the City is located in the corridors. In the mixed-use: commercial/residential category, 40% of all the building area is located in the corridors. The corridors contain 51% of the industrial building area.

| Table 2 City-Wide Existing Land Use | | | | |
|--|----------------------|-------------------------|--------------------|---------------------------|
| Existing Land Use | Number of Parcels | Gross Building (sqf) | Lot Area (sqf) | Average Lot Size (sqf) |
| Cemetery | 13 | 40,814 | 7,940,182 | 610,783 |
| City DMD Property | 10 | 0 | 97,804 | 9,780 |
| Commercial: Automotive | 100 | 618,718 | 2,835,756 | 28,358 |
| Commercial: General | 127 | 2,254,426 | 5,652,311 | 44,506 |
| Commercial: Retail, Lodging & Food Service | 211 | 2,446,706 | 7,448,961 | 35,303 |
| Educational | 34 | 2,265,961 | 16,119,105 | 474,091 |
| Government Use | 134 | 514,840 | 5,192,913 | 38,753 |
| Industrial | 95 | 3,139,452 | 13,161,553 | 138,543 |
| Industrial: Warehouse / Storage | 80 | 1,918,899 | 6,660,831 | 83,260 |
| Medical / Health Care | 17 | 779,528 | 2,969,877 | 174,699 |
| Mixed Use: Commercial / Residential | 180 | 1,292,524 | 2,377,029 | 13,206 |
| Parking | 25 | 525,316 | 677,539 | 27,102 |
| Parks & Open Space | 45 | 137,567 | 39,666,639 | 881,481 |
| Private Institutional | 139 | 1,613,809 | 12,728,402 | 91,571 |
| Residential: 4 - 8 Unit Housing | 509 | 3,459,476 | 4,583,279 | 9,004 |
| Residential: > 8 Unit Housing | 200 | 3,976,887 | 12,792,980 | 63,965 |
| Residential: Condo | 67 | 0 | 5,062,495 | 75,560 |
| Residential: Single Family Housing | 8947 | 25,488,541 | 100,041,125 | 11,182 |
| Residential: Two & Three Family Housing | 4279 | 19,848,197 | 37,083,325 | 8,666 |
| Utilities | 19 | 180,168 | 7,177,673 | 377,772 |
| Vacant Land | 513 | 100,489 | 14,831,008 | 28,910 |
| ROW | | | 70,182,130 | |
| Total: | 15,744 | 70,602,318 | 375,282,919 | 27,948* |

Source: City of New Britain Tax Assessor (2009)

*Calculation does not include area designated as ROW.

FUTURE POLICY DECISIONS

In many ways, the concentrations of uses summarized in Tables 1 and 2 represent the past function of the corridors prior to the construction of the limited access highway system. The level of industrial land use within the corridors somewhat reflects development patterns prior to shifts in the economic base of the City. This Plan update suggests guiding development in these corridors to take advantage of emerging and future trends through policy decisions.

These corridors demonstrate that New Britain historically developed in a manner which could be considered smart or responsible growth. The development pattern included a mix of uses; walkable neighborhoods with access to employment, goods and services; residential densities that supported local commerce; availability of public transit to reduce automobile use for mobility and the amount of land dedicated to parking; and infrastructure investments which are consistent with sound development and discourage sprawl.

With post-war suburbanization, these smart growth attributes were undervalued and diminished. However, they have experienced a renaissance in the last couple of decades. Public policy here in Connecticut and throughout the nation is directing investment in support of smart growth and exactly

the type of development that historically occurred in the City. The New Britain-Hartford Busway is one example of such an investment policy. This POCD 2010-2020 provides guidance for public policy decision-makers on bolstering these smart growth principles.

HOUSING

HOUSING



INTRODUCTION

As one of the principal land uses within a community, housing and housing-related issues affect all residents. The form, layout, condition, and cost of housing available within a community are crucial to its quality of life. This chapter examines the City's current housing status to determine housing needs and formulate courses of action to address those needs in the coming decade.

EXISTING HOUSING AND DEVELOPMENT TRENDS

Housing Stock by Occupancy

The 2000 Census recorded 31,164 housing units in New Britain, compared to 32,335 in the 1990 Census. Of the total number of units, 2,606 were vacant. The remaining 28,558 occupied units were 43% owner-occupied and 57% renter-occupied. By comparison, the percentage of renter-occupied units in Hartford County was only 36%. The communities in the immediate region all have renter percentages much lower than New Britain.

Housing Construction by Structure Type

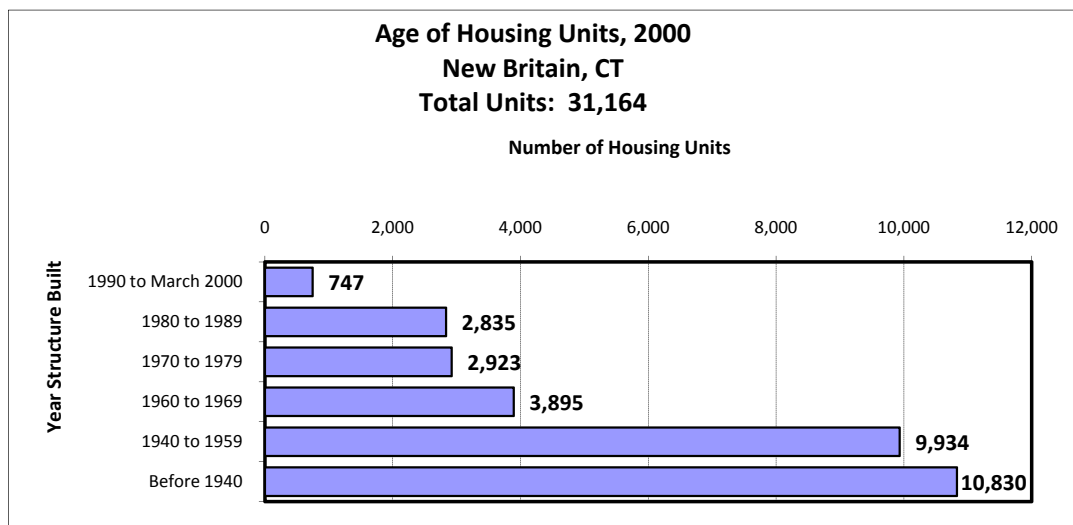
According to data from the Connecticut Department of Economic and Community Development (DECD), the majority of New Britain's most recent housing development was single-family. Of the 356 housing permits issued from 1998 to 2007, 72% were for single-family attached or detached units; 16% were for two-family units; 5% were for three- and four-family units; and 7% were for structures with five or more units.

While 356 new housing permits were issued between 1998 and 2007, over 840 housing units were demolished. Therefore, the City actually experienced a net loss of 485 units during this period. As a result, the City has routinely ranked at the bottom of Connecticut communities in annual net gain of housing units. The age of New Britain's housing stock (discussed below) combined with the high density of residential development in many parts of the City and a lack of reinvestment in physical maintenance of housing units necessitated a municipal strategy of selective demolition. New infill residential development will improve the urban fabric of the City that was altered by selective demolition and subsequent vacant lots. The reduction in density of certain areas should be balanced out by increasing residential densities in strategic locations, such as the Downtown and around transportation corridors.



Age of Housing Stock

One indicator of housing condition and variety in a community is the age of its housing stock. As shown on the following chart of 2000 Census data, 68% of New Britain's housing stock was built before 1960. About 22% of all units date back to the 1960s and 1970s. Housing construction leveled off during the 1980s, with just 2,835 units built during the decade. Only about 2% of the City's total housing stock was built between 1990 and 2000.



Given the construction of approximately 330-340 new housing units and the demolition of 450 older units since 2000, the overall age distribution of housing structures in New Britain has likely shifted somewhat toward the younger end of the spectrum. However, without knowing the age of the demolished units, it is impossible to quantify the exact age distribution of housing stock for the current year.

HOUSING COSTS

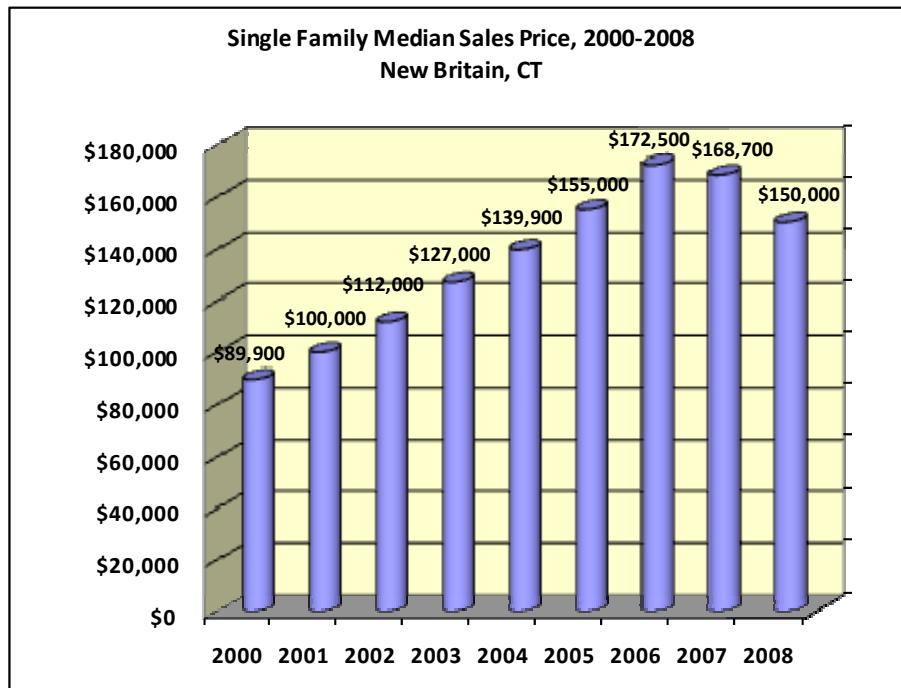
HUD Fair Market Rents – 2009

The U.S. Department of Housing and Urban Development (HUD) issues an annual schedule of Fair Market Rents for counties and metropolitan areas across the United States. HUD's FY 2009 Final Fair Market Rents for Existing Housing provides a picture of current actual rents. For 2009, the Fair Market Rents for the Hartford-West Hartford-East Hartford area, of which New Britain and all of its adjacent communities are a part, has Fair Market Rents of \$697 for a studio apartment, \$835 for a one-bedroom apartment, \$1,021 for a two-bedroom apartment, \$1,226 for a three-bedroom apartment and \$1,522 for a four-bedroom apartment.



Past Home Sales and Median Sales Prices

As elsewhere in the State and country, New Britain's housing sales and prices showed a strong upward trend from 2000 to 2006, but have since significantly declined. As shown in the chart on the following page, median single-family residential sales prices peaked in 2006 at \$172,500. Sales in the first three months of 2009 indicate a year-to-date median single family home sales price of \$130,000, a 25% decrease from the 2006 peak.



Monthly Housing Costs and Regional Context

With an average home sales price of \$150,000 and a 20% down payment to avoid mortgage insurance, a new homeowner would need a mortgage of \$120,000. At an assumed interest rate of 5.25%, a \$120,000 mortgage would result in principal and interest payments of approximately \$663 per month. Assuming roughly \$800 per year in homeowner's insurance, an assessment ratio of 70% and a mill rate of approximately 35 mills, an additional \$373 per month in taxes and insurance would be added, leading to a total monthly home cost of \$1,036. Using the standard calculation of 30% of gross household income for housing costs, a household would need to earn approximately \$41,440 per year to afford an average single-family home in New Britain. This income level is about 6% higher than New Britain's estimated 2008 median household income of \$39,025. New Britain's median household income is itself only 65% of the median household income for Hartford County as a whole (\$60,355)¹.



In light of these financial statistics, homeownership remains an elusive goal for many New Britain residents. According to the "Affordability in Connecticut, 2008" report prepared by the Partnership for Strong Communities, New Britain has the second-largest "gap" in raw dollars between its median household income and the qualifying income needed to purchase a home at median sales price out of the seven communities in the Central Connecticut Regional Planning Agency (CCRPA) region. On a statewide basis, however, New Britain remains relatively affordable, ranking 102nd out of 169 municipalities in the size of its "gap."

¹ Estimated median household income data for 2008 provided by Claritas, Inc.

Housing Cost Burden

Statistics from the 2000 Census indicate that about 25% of owner-occupied and 35% of renter-occupied households paid thirty percent or more of household income on monthly housing costs. These figures are based on 1999 data, and do not account for the rapid escalation in housing prices and rents from 2000 to 2006.

The housing needs of New Britain's residents are considerable, and cut across many demographic and economic categories. However, the City's Fair Market rents and median sales prices are relatively affordable compared to the region and State. Therefore, the extent of housing cost burdens may stem more from household income problems than the cost of housing in the City. Rather than addressing these problems through "supply side" initiatives such as constructing additional affordable housing units, increasing economic development with an eye towards creating higher paying jobs may be a more efficient solution. In addition, the City could promote and capitalize on its location near regional employment centers, particularly its access to the proposed New Britain-Hartford Busway, which will enable City residents to easily and affordably commute to better paying jobs.



Affordable Housing Inventory

The most recent data from DECD's Affordable Housing Appeals Program puts the number of affordable housing units in 2008 at 5,458. This represents almost 18% of total housing units, according to the 2000 Census. This level exempts the City from the state's affordable housing appeals procedure. Affordable housing is distributed as follows:

| | |
|--|--------------------|
| Number of Governmentally Assisted Units: | 4,290 units |
| Number of CHFA/FMHA Mortgages: | 1,165 units |
| <u>Deed Restricted:</u> | <u>3 units</u> |
| TOTAL | 5,458 units |

The New Britain Housing Authority manages 456 public housing units for the elderly and 348 units for families. The Housing Authority also operates a tenant-based program, and is authorized for 801 vouchers.

New Britain has an inventory of assisted housing developed over the years by many public and quasi-public agencies to serve a broad range of owner and renter housing needs for low and moderate income families and elderly in the City. These residential developments are listed in Table 1 below. The City also contains other assisted housing units shown in Table 2. The high percentage of affordable and assisted housing in New Britain supports a strategy of attracting middle-income households with new residential construction and selected housing rehabilitation.

| Table 1 | | | |
|-------------------------------|------------|--------------------------|---------------------------|
| Assisted Housing Developments | | | |
| New Britain, Connecticut | | | |
| Complex | # of Units | Type | Program(s) |
| North St. Townhouse | 40 | Family | HUD-207/223(f) |
| Talcott Gardens | 85 | Family | HUD-221(d)(4) |
| Park Gardens | 84 | Family | HUD-221(d)(3) |
| Stonegate Apts. | 216 | Family | HUD-221(c),(d)(3), 241(f) |
| Washington School Apts. | 50 | Family | DECD |
| Normandy Heights | 150 | Family | CHFA |
| Sandy Brook | 150 | Family | CHFA |
| Beaver Street Cooperative | 20 | Family | DECD-LEC |
| Willow Brook Estates | 8 | Family | DECD-LEC |
| Nathan Hale | 100 | Elderly | HUD-221(d)(4) |
| Franklin Square Manor | 55 | Elderly | HUD-221(d)(4) |
| Burritt School | 110 | Elderly | CHFA |
| Burritt House | 65 | Elderly | CHFA |
| School I | 127 | Elderly | HUD-231 & CHFA |
| School II | 99 | Elderly | HUD-231 & CHFA |
| St. Mary's School | 51 | Elderly | CHFA |
| 233 Allen Street | 10 | Handicapped | HUD-202 |
| Armory Court | 26 | Family | LIHTC, AHP, CDBG |
| Arch/Hart Gardens | 20 | Family | LIHTC, CHFA, HOME |
| Silvercrest Housing Co-op | 9 | Family | HOME |
| Regency Apartments | 140 | Elderly (Owner-Occupied) | HOME |

Source: City of New Britain Consolidated Plan, 2005.

CURRENT HOUSING INITIATIVES

Neighborhood Stabilization Program

Congress passed the Housing and Economic Recovery Act (HERA) in 2008. A portion of the Act is dedicated to assist in the redevelopment of abandoned or foreclosed homes under the *Neighborhood Stabilization Program (NSP)*. As part of its Local Action Plan for NSP funds, the City has established the following stabilization activities:

- Acquisition and Rehabilitation
- Demolition of Blighted Structures
- Financing Mechanisms
- Redevelopment of Demolished or Vacant Properties

The City has identified and targeted its four Neighborhood Revitalization Zones (Arch Street, Broad Street, East Street and North/Oak Streets NRZs) for receipt of NSP funds. With the expenditure of NSP funds, the City estimates that between 34 and 37 housing units will be produced through rehabilitation, redevelopment and new construction.

Home Ownership Program

The City of New Britain's Home Ownership Program (HOP) provides qualified homebuyers with a fixed rate, second mortgage at a 3% interest rate. The program is funded through the use of federal HOME funds. As such, the City of New Britain is the lender of record for these mortgages. These mortgages may be used to help pay for a 1-unit to 6-unit residential structure, or for certain closing costs and code upgrades or repairs. Eligible applicants must be first-time homebuyers and must complete a homeownership training program. The residential structure being purchased must be the purchaser's primary residence. Purchasers of single-family homes must have a household income less than 80% of median area income as defined by HUD. Purchasers of multifamily properties may have higher incomes, as long as the rental units are occupied by households earning less than 80% of the median income. The mortgage is also subject to a number of other financial conditions.

Table 2
Additional Assisted Housing
New Britain, Connecticut

| Housing | # Units | Funding Source |
|-------------------|-----------------------------|-----------------|
| 489 Park St. | 1-Family Owner-Occupied | HOME |
| 127 Sexton St. | 1-Family Owner-Occupied | HOME |
| 57-61 Sexton St. | 1-Family Owner-Occupied | HOME |
| 46 Sheffield St. | 1-Family Owner-Occupied | HOME |
| 169 Rhodes St. | 2-Family | HOME |
| Walnut Hill Co-Op | 17-Family Owner-Occupied | HOME, AHP, DECD |
| Alderhouse Co-Op | 11-Family Owner-Occupied | HOME, AHP, DECD |
| 345 High St. | 3-Family Owner-Occupied | HOME |
| 325 Burritt St. | 3-Family Owner-Occupied | HOME |
| 238 Broad St. | 3-Family Owner-Occupied | HOME, Urban Act |
| Nathan Hale Homes | 5-Family Owner-Occupied | HOME |
| Skretney Block | 5-Family 8-Elderly | HOME, AHP, DECD |
| 26 Brook St. | 1-Elderly Owner-Occupied | HOME |
| 503 Church St. | 1-Family Owner-Occupied | HOME |

Neighborhood Preservation Program

The City's Neighborhood Preservation Program (NPP) assists property owners with technical and financial issues concerning residential rehabilitation. Through the Property Rehabilitation Loan Program, the City offers low interest and forbearance loans for up to \$30,000 for a single-family home, or up to \$25,000 per unit for multifamily structures, for repair and rehab work. Technical assistance provided includes inspections and cost estimates for repairs and renovations. Applicants must show that 51% or more of the units to be rehabbed are occupied by low or moderate income persons. The City uses CDBG and HOME funds to fund this program.

Neighborhood Revitalization Zones

The City of New Britain has four NRZs which strive to improve overall conditions within their respective neighborhoods. While improvement of the housing stock is a central component of the NRZ strategy, other issues including public safety, environmental quality and economic vitality are also addressed. The philosophy behind the NRZ program is one of grass roots involvement of neighborhood

residents, businesses and institutions supported by City departments and programs.

Incentive Housing Zones

For a discussion of this housing initiative, which was analyzed in much greater detail in this planning process, please see the next chapter.

FINDINGS AND IMPLICATIONS

The preceding data, statistics and analysis identify several trends in New Britain's housing characteristics that have implications for the future of New Britain. The following summarizes these trends and implications:

- Over the past decade, New Britain has experienced limited development of single-family homes, while also losing a significant number of housing units to demolition.
- New Britain has an ample inventory of affordable and assisted housing, yet many of the residents of the City still face a significant housing cost burden. This situation implies that economic development initiatives, the development of more affordable transportation options and a strong emphasis on education are needed to bridge the cost burden gap, rather than focusing solely upon the construction of new affordable housing units.
- As a consequence of selective demolition and blight removal efforts, New Britain now has numerous vacant lots in residential areas. As the overall economy and housing market improve over time, selected lots should be targeted for infill housing development to solidify the built form of existing neighborhoods. Infill housing should be at a density and of a design that is compatible with the neighborhood.
- Improving New Britain's housing stock will require additional private investment from new households and residential developers. An effective way to attract new development and to bring in new households to the City is to encourage higher density housing in well designed, compact, transit-oriented forms at strategic locations including the downtown. The focus of this development should be on market-rate housing. Connecting new residential development with affordable transportation options such as the New Britain-Hartford Busway can serve as an incentive for households to move into New Britain.

INCENTIVE HOUSING ZONE

INTRODUCTION

In accordance with the State's Housing for Economic Growth program, established under Public Act 07-04, the City has studied the appropriate location and objectives for Incentive Housing Zones (IHZs) as a part of this planning process. The Housing for Economic Growth program was designed to help municipalities identify appropriate locations for residential and/or mixed-use development that includes some affordable housing units, in accordance with smart growth principles, and offer incentives for such development.

The City has conducted several planning processes in the past five years that all point to similar themes. The Economic Redevelopment Feasibility Study for the Route 9 & 72 Corridors, the New Britain-Hartford Busway Station Area Planning Project, the Downtown Plan and Strategy, and the 2005-2009 Consolidated Plan have well established that the City is still transitioning from an industrial-based economy, and has several market advantages for economic development, such as its location in the region and the proposed New Britain-Hartford Busway. In addition, studies have shown that New Britain has an ample supply of housing for lower-income households, and needs to diversify its housing stock with more market-rate units. Finally, strengthening the cultural/arts sector is also important to the downtown's redevelopment and could help establish the area as a regional destination. In light of all these planning themes, the city chose to take advantage of the State's new Housing for Economic Growth program and examine its downtown area for potential IHZs as part of an overall economic development initiative. This chapter summarizes that analysis and the resulting recommendations.

HOUSING NEEDS AND MARKET CONDITIONS

Over the past several decades, New Britain, the State and private organizations have devoted substantial resources and efforts to improving access to affordable housing for the City's poorest residents. Nevertheless, over 8,000 households that earn less than 80% of median family income face significant housing cost burdens, according to the most recent HUD data. Unlike in many communities, these numbers indicate an income problem, rather than a lack in affordable housing supply. New Britain's housing stock remains one of the most affordable in the Greater Hartford region, yet its residents still struggle to pay for housing.

The City has consistently pursued an aggressive strategy to address this problem through the creation of affordable homeownership opportunities, the construction of new affordable rental units and the rehabilitation of existing public housing units for modernization and de-densification purposes. As a result, about 18% of the City's housing units are considered affordable on the DECD Affordable Housing Appeals List for 2008. New Britain has clearly met its statutory responsibility to provide affordable housing to both its own residents and the region at large. The City will continue to assist its lower-income residents in securing safe, comfortable and affordable housing as it has in the past.

However, continuing to assist lower-income residents does not directly impact other obstacles that the City faces in the path to its renaissance. Like all older developed cities in Connecticut, New Britain has suffered greatly from the loss of middle-class residents to surrounding suburban communities. Since 1970, the City has lost 13,000 to 16,000 people. While many rural and suburban communities are

in the process of diversifying their housing stocks by including affordable housing, New Britain must actually do the reverse. In order to diversify its housing stock and socio-economic strata, New Britain must provide housing options for middle-class workers. These workers will not only bring greater incomes and tax revenues, but also inject new vitality in key areas.

Through the IHZ program, New Britain intends to develop housing that can be more appropriately classified as “workforce housing.” While New Britain will achieve the goal of having at least 20% of the housing developed in an IHZ area designated affordable for households earning less than 80% of median family income, the City’s intent is to concentrate on developing housing that meets the economic and locational needs of middle-income workers, such as access to transportation and employment. The proposed New Britain-Hartford Busway could connect New Britain residents to significant regional employment centers. Therefore, the City also intends to take advantage of the potential for transit-oriented development offered by the Busway stations.

The IHZs in New Britain will be designed to encourage mixed-use development, combining medium to high density housing with appropriate commercial uses, in order to further capitalize on the Busway project. The creation of mixed-use development will enable the City to meet housing and economic development goals, while simultaneously making developments within IHZs more marketable. This combination of mixed-use development containing commercial uses, affordable and market-rate housing for middle-income workers in a transit-oriented setting is true “responsible growth,” as outlined in the Governor’s Executive Order #15. The IHZs in New Britain will lead to redevelopment and reinvestment in areas that need it.

AREA ANALYSES

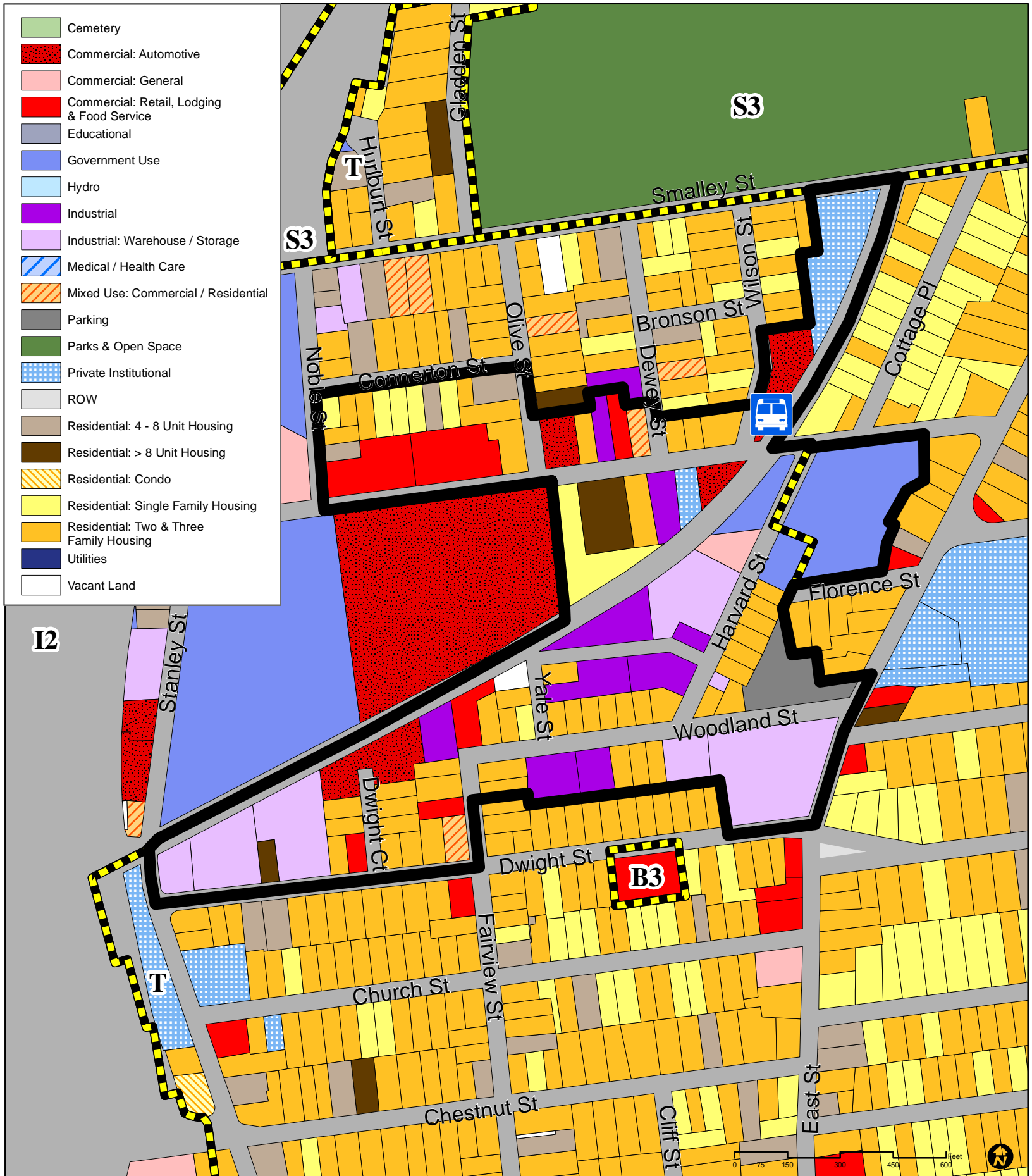
Each area chosen for analysis for potential IHZ designation contains the planned location of a Busway station and is located in proximity to the Route 9 and Route 72 corridors. They are also areas in transition, in terms of land use, away from an industrial-based economy. The areas include, or have included in the recent past, industrial zoning reflective of past uses, as well as obsolete industrial complexes.

East Main Street Area

The East Main Street area is cutoff from downtown by Route 9 to the west. Much of the area is within the Industrial (I-2) district, largely due to the historic location of industries adjacent to the rail line, in what is currently the Route 9 right-of-way. It is this rail line that will be converted to the Busway route. Remnants of industrial use remain in the East Main Street area, although recent development has transitioned away from that use. Map 9 shows existing land use and zoning in the area.

In addition to the I-2 zoned area, the balance of the area is primarily a “T” Residential District. Housing in the area is over 50 years old, and was developed to serve the needs of factory workers. The factories were within walking distance and the neighborhood was typical of those found in older urban areas in Connecticut, with appropriately scaled convenience retail and services found along East Main

- Cemetery
- Commercial: Automotive
- Commercial: General
- Commercial: Retail, Lodging & Food Service
- Educational
- Government Use
- Hydro
- Industrial
- Industrial: Warehouse / Storage
- Medical / Health Care
- Mixed Use: Commercial / Residential
- Parking
- Parks & Open Space
- Private Institutional
- ROW
- Residential: 4 - 8 Unit Housing
- Residential: > 8 Unit Housing
- Residential: Condo
- Residential: Single Family Housing
- Residential: Two & Three Family Housing
- Utilities
- Vacant Land



City of New Britain, CT

Plan of Conservation
& Development

Map #9

East Main Street IHZ Area
Existing Land Use & Zoning

LEGEND

- Potential IHZ Boundary
- Existing Zone Boundaries

Source:
GIS Parcel Basemap:
City of New Britain,
Department of Public Works &
Tax Assessor.
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and East Streets in mixed-use buildings.

In recent years, development in this area has concentrated around access to Route 9. This includes the armory and a new car dealership on adjacent parcels at the intersection of Stanley and East Main Streets. While there has been some investment in housing rehabilitation, no significant new residential development has occurred. Those properties that have continued in marginal industrial and/or heavy commercial use are inadequate for modern, efficient industrial use. One example is the former Guida Dairy building adjacent to the Busway at the corner of Stanley and Dwight Streets, which is currently used for vehicle fleet maintenance rather than dairy processing. There are several older industrial and heavy storage properties located in the triangle between Harvard Street, Yale Street and the Busway right-of-way that are vestiges of rail-dependent uses.

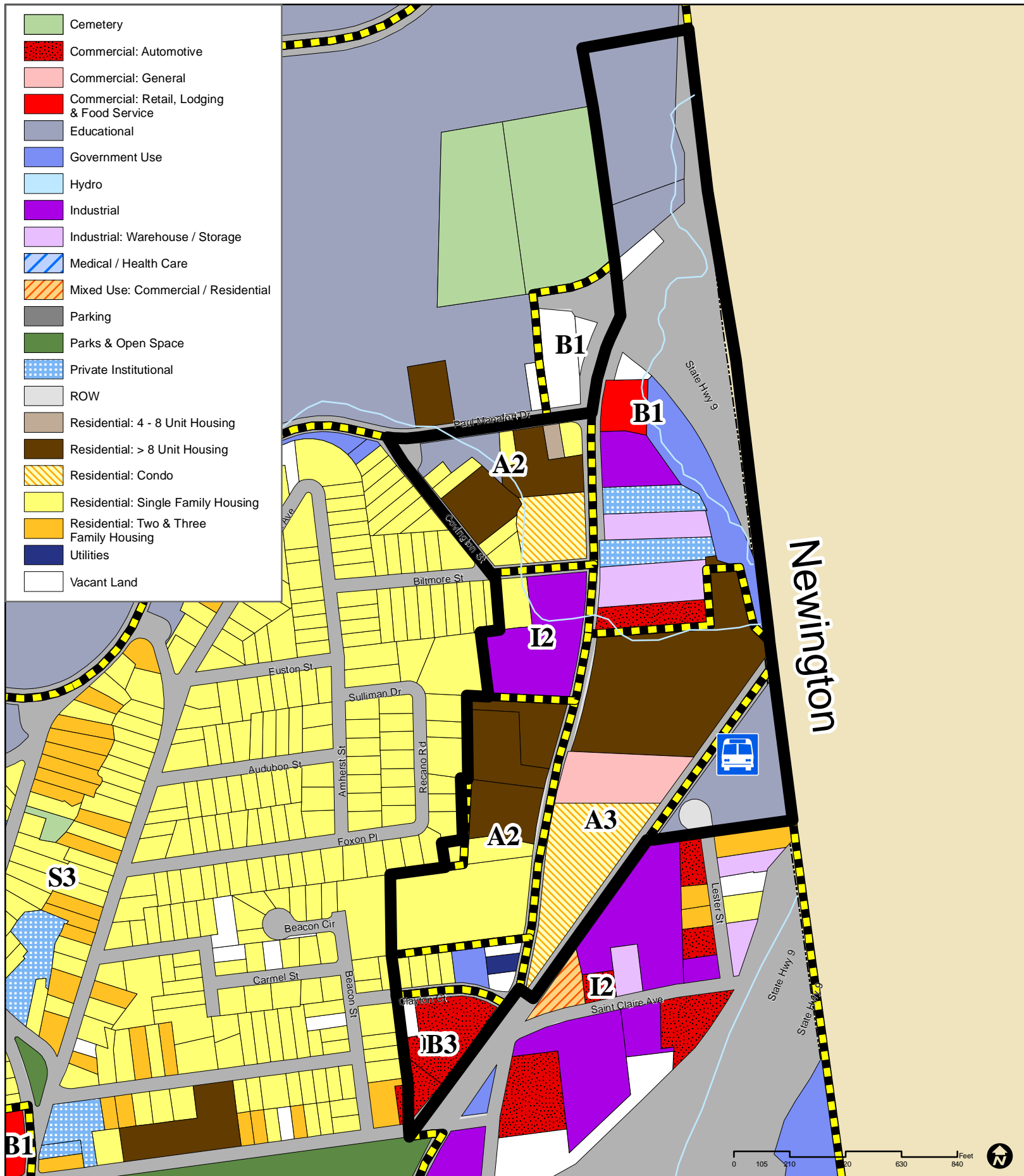
East Street Area

The East Street area, located in the northern portion of New Britain, borders Newington, though divided from it by Route 9. The proposed Busway station is located between the Busway right-of-way and Route 9. Map 10 presents the existing land use and zoning for this area. As is the case with the East Main Street area, the area closest to the rail line, now Busway right-of-way, was industrially zoned. In recent years, portions of the area have been rezoned to A-2 and A-3 multi-family districts to accommodate new residential construction. Access to Route 9 and more importantly, proximity to the Central Connecticut State University (CCSU) campus have contributed to this rezoning. CCSU has insufficient housing on campus, creating a demand for rental housing in the surrounding area.

The area to the southeast of the Busway in the vicinity of Lester Street and Saint Claire Avenue contains viable industrial and heavy commercial uses; as such it should remain an I-2 district. However, the I-2 district north of the A-2 and A-3 districts to the east of East Street contains a mix of uses, including some vacant structures, which appear less economically viable. There is also a large underutilized parcel on the west side of East Street near the point of intersection with the Busway right-of-way. This parcel is currently zoned A-2.

Main Street Area

The Main Street area is located within New Britain's Downtown. Similar to the East Main Street and East Street areas, the Busway right-of-way previously served the industries surrounding the Downtown to the north and east. The construction of Route 9 and Route 72 consumed much of the land previously in industrial use and created a physical barrier between the Downtown and the employment center in the remaining industrial areas. Over the last several decades this separation, combined with the decline of industrial employment, adversely impacted the vitality of Downtown. Map 11 presents the existing land use and zoning for this area.



City of New Britain, CT

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Map #10

East Street IHZ Area

Existing Land Use and Zoning

LEGEND

- Potential IHZ Boundary
- Existing Zone Boundaries

Source:
GIS Parcel Basemap:
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Branford, Connecticut
July 2009

In January 2008, the City prepared and adopted the Downtown Plan and Strategy. This strategy proposed the revitalization of the Downtown as a pedestrian-friendly, mixed-use, transit-oriented development area. The Main Street terminal is not only the point of origin for Busway passengers, but also a connection point for buses travelling along Route 72 to and from communities to the west. The strategy recommended several implementation actions, including the adoption of new zoning regulations as well as a Chapter 132 Municipal Development Plan.

In the process of revising the B-4 District, which includes most of Downtown, New Britain determined that the adoption of an IHZ may be beneficial. Thus, a new CBD zoning district was drafted in anticipation of an IHZ in this area. The CBD regulations, adopted in 2008, increased permitted residential densities and permitted multi-family residential use as of right, rather than as a special exception.

ANALYSIS OF EXISTING LAND USE REGULATIONS

East Main Street and East Street Areas

As discussed previously, the East Main Street and East Street areas include I-2 industrial districts which reflect past land use patterns when the Busway right-of-way was an active rail line. There have been incremental zone changes, particularly in the East Street area, but no comprehensive re-zoning.

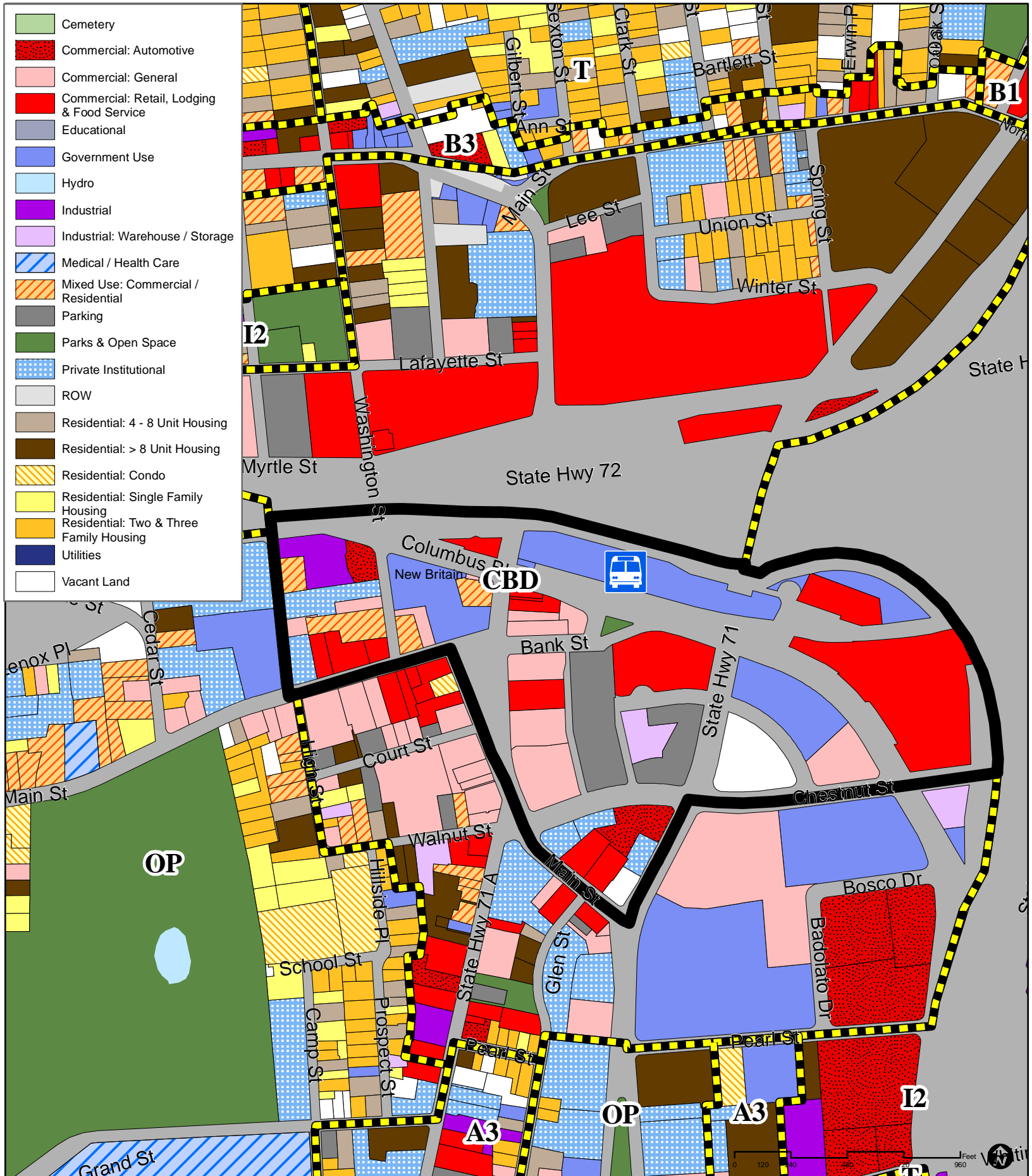
The I-2 regulations do not permit residential, retail or service uses, which are all necessary and appropriate for the City's vision of its IHZ overlay zones.

Main Street Area

The CBD zoning in the Downtown was reviewed to determine how appropriate residential densities for transit-oriented development could be achieved, as well as compliance with the Housing for Economic Growth program. The prior B-4 District regulations in effect for the majority of the Downtown permitted multi-family homes as Special Exception Uses subject to approval by the Zoning Board of Appeals. Furthermore, there was a minimum requirement of 850 square feet of lot area for each dwelling unit. These requirements posed an obstacle to achieving residential density appropriate for the Downtown and to fully support transit-oriented development principles. As a result, the new CBD zoning regulations adopted for this area permit multi-family homes as of right and no longer have a minimum lot area per dwelling unit requirement. Subsequent to the adoption of the CBD regulations, a Chapter 132 Municipal Development Plan with the same land use controls was approved.

Parking Requirements

Another element of the zoning regulations inconsistent with the objectives of an IHZ in the East Main Street and East Street areas is the parking requirements. The availability of mass transit generally reduces dependence on automobiles resulting in a reduced off-street parking need. The mixed-use development envisioned for IHZs around Busway stations will further reduce parking needs due to different peak demand periods. Current regulations do not provide for such a reduction other than



City of New Britain, CT

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Map #11

Downtown IHZ Area
Existing Land Use & Zoning

LEGEND

- Potential IHZ Boundary
- Existing Zone Boundaries

Source:
GIS Parcel Basemap:
City of New Britain,
Department of Public Works &
Tax Assessor.
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through the Zoning Board of Appeals. The CBD district regulations addressed this issue by reducing parking requirements for multi-family residential from 2 spaces per unit to 1.5 spaces per unit. In addition, off-street parking space requirements are waived for properties located within the Municipal Parking District, which includes a portion of the CBD district.

RECOMMENDED IHZ LOCATIONS

Based upon the preceding assessment of existing conditions and existing zoning regulations in Busway station areas, and the objectives of Public Act 07-04, three IHZ areas have been selected. These areas met the following criteria, and are shown on Map 12:

- All locations within the area are within reasonable walking distance of a Busway station.
- Existing land use patterns support the mixed-use development concept.
- The area contains sites appropriate for development at densities consistent with the IHZ regulations.
- The use of sites for IHZ development will support and encourage investment consistent with the City's strategies for neighborhood revitalization.

Incentive Housing Zone Overlay Districts #1 and #2 are proposed for the East Main Street and East Street areas respectively. Incentive Housing Zone Overlay District #3 includes a portion of the CBD district.

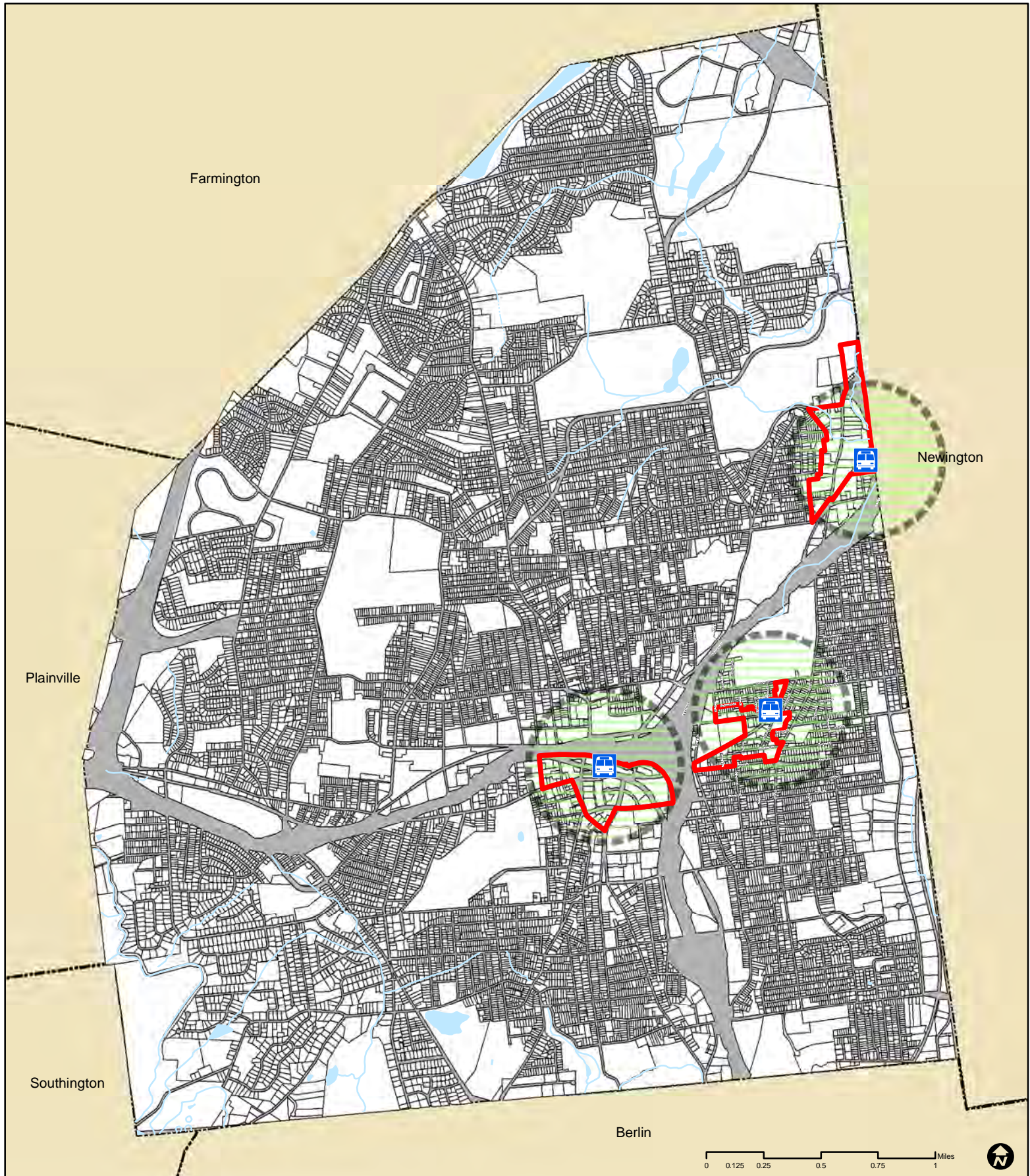
POTENTIAL HOUSING UNITS WITHIN IHZS

The City estimated in its application for planning assistance under the Housing for Economic Growth program, that 300 to 500 housing units could be created within IHZs in New Britain. This study performed a more detailed analysis of potential units, using specific sites within the proposed IHZs that were identified for potential development based on the following criteria:

- The site should be of sufficient size to accommodate at least 50 units based on the densities permitted in the IHZ Overlay District.
- The site is currently underutilized or in a use which is incompatible with the long-term revitalization of the area.
- The site is within one-third (1/3) of a mile, or approximately a 5 minute to 8 minute walk, from a Busway station.
- Assemblage of the site for development will cause minimal displacement of existing residential units.

Maps 13 through 15 show the location of the selected sites, their acreage and the potential number of dwelling units for each of the IHZs. The recommended regulations for IHZ Overlay Districts #1 and #2 provided the basis for estimating the number of dwelling units there; for example, a minimum 1,750 square foot lot area was applied to selected sites. An estimated 260 housing units could be developed in IHZ #1, the East Main Street area. And, approximately 345 units could be developed in IHZ #2, the East Street area. The adopted CBD regulations and the Municipal Development Plan had projected between 650 and 950 new housing units would be created in Downtown, specifically within the IHZ Overlay District #3. Thus a total of between 1,250 and 1,550 housing units could be created with the adoption of

IHZ Overlay Districts. In all cases, the actual number of units to be developed will be determined in accordance with the Overlay District regulations and specific site development plans.



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Map #12 Proposed IHZ Areas

LEGEND



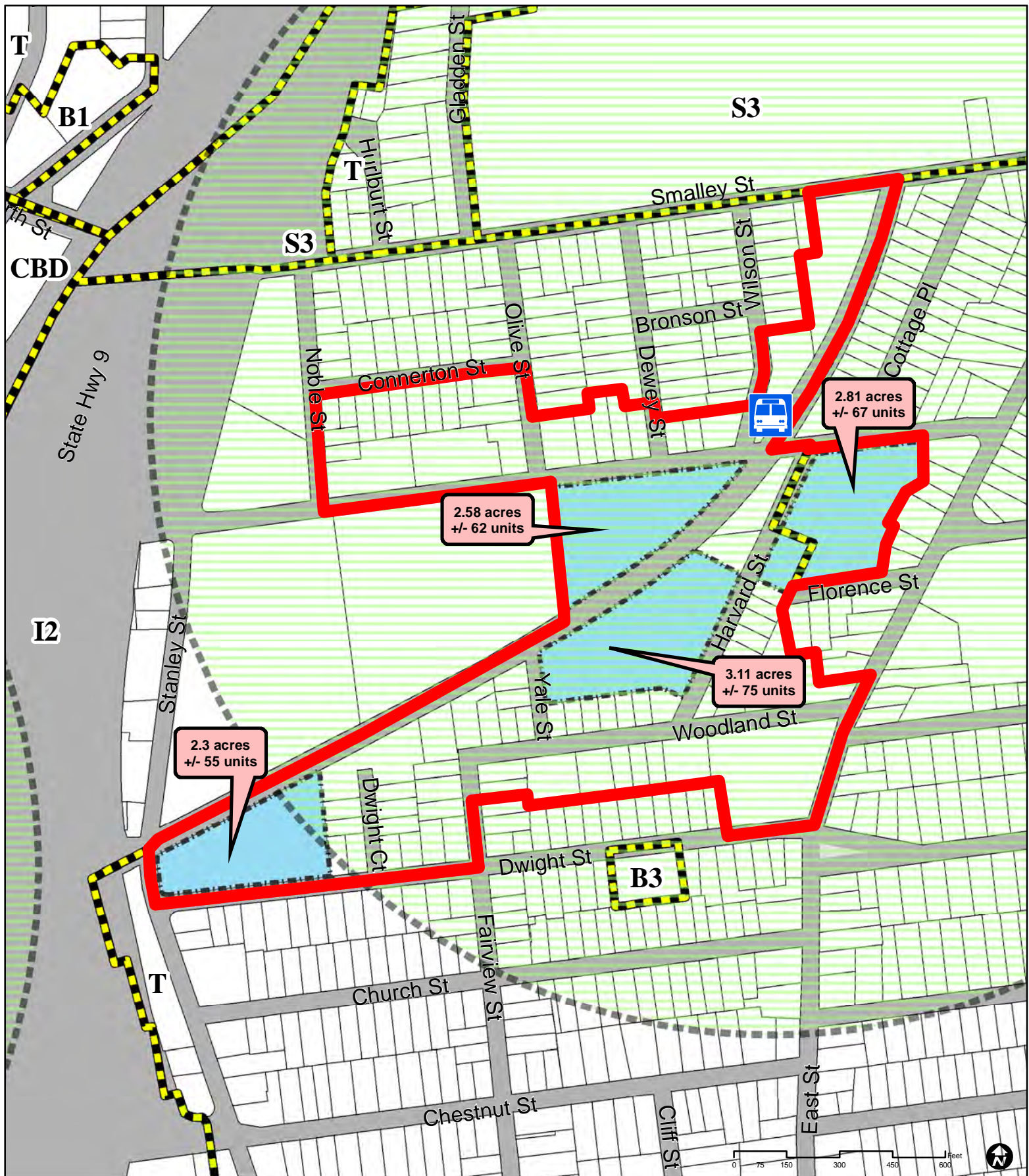
Proposed IHZ
Boundaries



1/3 mile radius
around station

Source:
GIS Parcel Basemap:
City of New Britain,
Department of Public Works &
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ASSOCIATES
A Milone & MacBroom Company
Branford, Connecticut June 2009



City of New Britain, CT

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Map #13

East Main Street IHZ Area
Target Development Locations

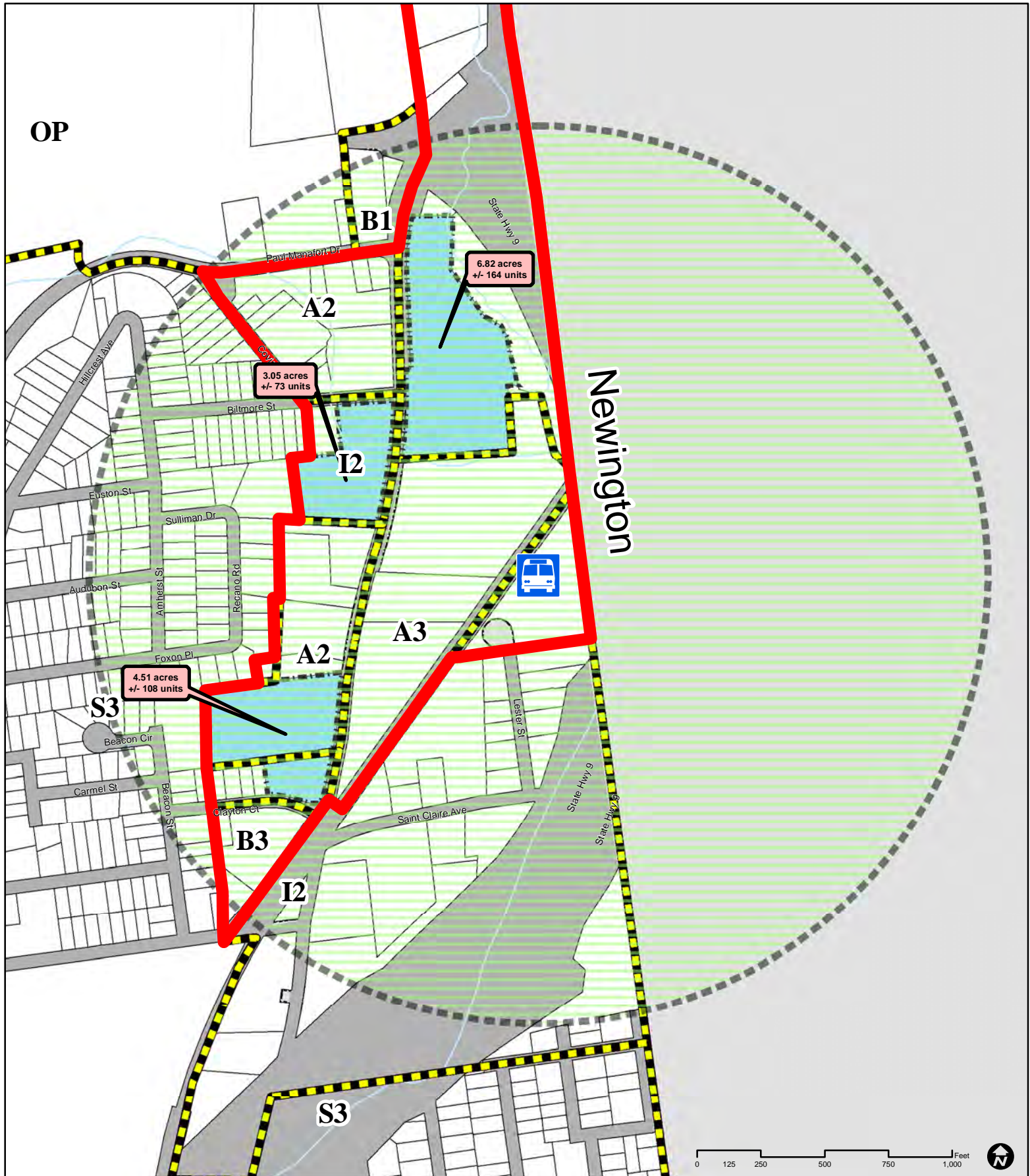
LEGEND

- Potential IHZ Boundary
- Target Development Locations
- Existing Zone Boundaries
- 1/3 mile radius around station

Total = +/- 259 Housing Units

Source:
GIS Parcel Basemap:
City of New Britain,
Department of Public Works &
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ASSOCIATES
A Milone & MacBroom Company
Branford, Connecticut
July 2009



City of New Britain, CT

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Map #14

East Street IHZ Area

Target Development Locations

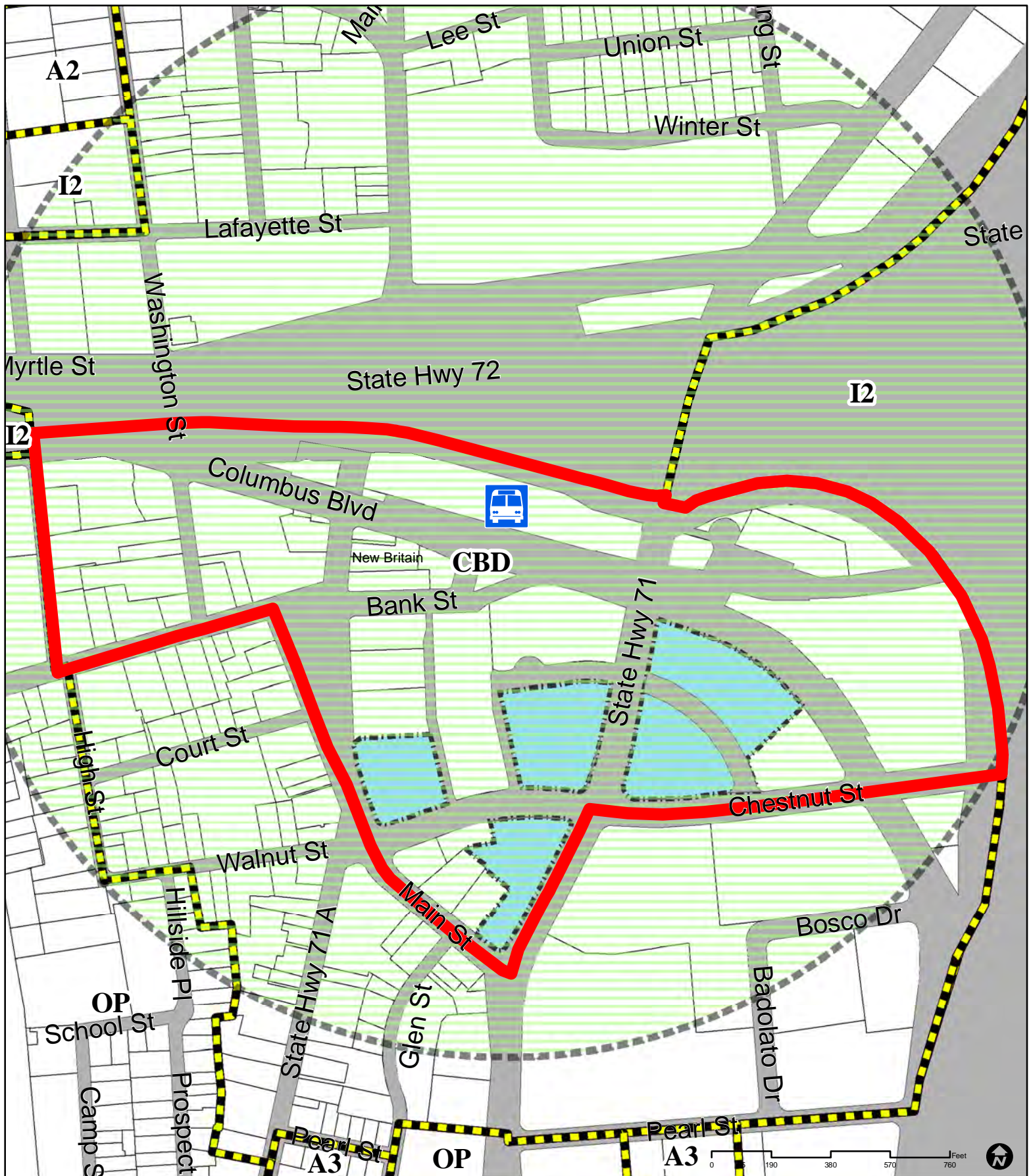
LEGEND

- Potential IHZ Boundary
- Target Development Locations
- Existing Zone Boundaries
- 1/3 mile radius around station

Total = +/- 345 Housing Units

Source:
GIS Parcel Basemap:
City of New Britain,
Department of Public Works &
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ASSOCIATES
A Milne & MacBroom Company
Branford, Connecticut July 2009



City of New Britain, CT

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Map #15

Downtown IHZ Area

Target Development Locations

LEGEND

- Potential IHZ Boundary
- Target Development Locations
- Existing Zone Boundaries
- 1/3 mile radius around station

Total = +/- 650-950 Housing Units

Source:
GIS Parcel Basemap:
City of New Britain,
Department of Public Works &
Tax Assessor.
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HMA
HARRALL-MICHALOWSKI
ASSOCIATES
A Milne & MacBroom Company
Branford, Connecticut
July 2009

INFRASTRUCTURE

PARKS, RECREATION & OPEN SPACE



INTRODUCTION

The quality, quantity and variety of parks and open spaces are important attributes that help define the character of a community. The strength of New Britain's community character lies in its stable residential neighborhoods and the parks and recreational facilities that serve these neighborhoods. These facilities provide green space that helps break up the urban landscape pattern while affording recreational opportunities to the surrounding neighborhoods. However, the degree to which park facilities meet contemporary needs is always an issue as community recreational needs and neighborhood demographics continually evolve. While the existing parks and open space inventory provides a wide array of recreational opportunities, there is potential for improvement to meet the changing needs of City residents.



Aerial View of Stanley Golf Course

EXISTING PARKS AND OPEN SPACE INVENTORY

The open space planning process began with a survey of New Britain's existing open space network, including: citywide and neighborhood parks, natural areas, flood control lands, and recreational facilities associated with schools and private open space. While the latter two categories may not be open to the public and are not permanently protected open space, their presence affects the appearance of the community and their loss would represent an erosion of the City's open space network.

Map 16 illustrates public and privately owned resources as well as facilities associated with schools, as of 2009. Generally, the active recreation facilities consist of playgrounds, athletic fields, parks and school yards. Passive recreational areas include City-owned floodplains, flood control properties and open space areas.

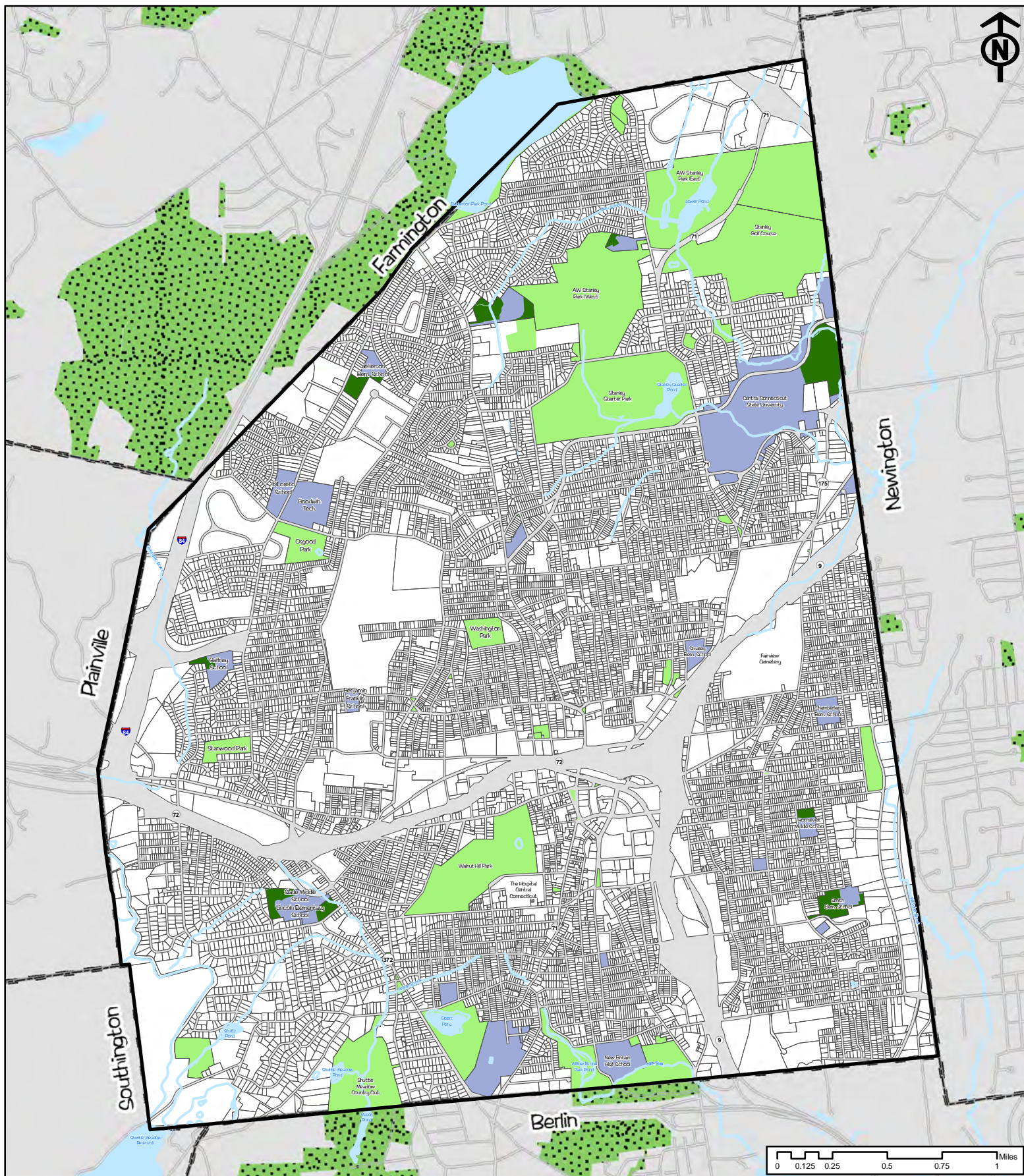
Open space totals approximately 988 acres. This total differs from that listed in the previous Development Patterns and Trends chapter because areas used for recreational activities at school facilities are included in this analysis. A few major parks: AW Stanley East and West, Stanley Golf Course, Stanley Quarter Park and Walnut Hill Park account for 64% of the City's open space acreage. Table 1 provides a detailed inventory of parks and open space in New Britain.



New Britain Stadium

| <u>Public Parks & Open Space</u> | Acres | <u>Facilities Associated with Schools</u>⁽¹⁾ | Acres |
|---|--------------|--|--------------|
| AW Stanley Park (East) | 92.7 | Central Connecticut State University | 26.2 |
| AW Stanley Park (West) | 124.0 | Gaffney School | 2.2 |
| Arch Street | 0.5 | Holmes Elementary | 1.4 |
| Campbell Square | 0.3 | Jefferson Elem. School | 5.9 |
| Central Park | 0.5 | Pulaski School | 10.0 |
| Chesley Park | 11.8 | Roosevelt School | 2.1 |
| Columbus Triangle | 0.2 | Slade Middle School | 9.4 |
| Corbin and Brookside | 0.1 | | |
| Corbin and Monroe | 0.1 | Subtotal: | 57.2 |
| Duck Pond Park | 1.1 | | |
| Eastwick Circle | 0.5 | | |
| Franklin Square Park | 0.7 | <u>Private Parks & Open Space</u> | |
| Kosciusko Park | 0.2 | Batterson Park Pond - City of Hartford | 31.8 |
| Kulper Park | 0.1 | Berlin Land Trust | 14.9 |
| Lyons and Monroe Corner | 0.3 | Boys & Girls Club | 2.6 |
| Martha Hart Park | 37.4 | Private Open Space - Subdivision | 7.9 |
| McDonough Park | 0.4 | Shuttle Meadow Golf Course | 59.8 |
| Milewski Park | 0.1 | Polish Falcons Field & Pavillion | 10.5 |
| Osgood Park | 18.1 | | |
| Patterson Park | 0.1 | Subtotal: | 127.6 |
| Pulaski Park | 0.2 | | |
| Polish War Veterans Park | 0.2 | | |
| Skinner Park | 1.0 | | |
| Smith School | 9.3 | | |
| Stanley Golf Course | 191.2 | | |
| Stanley Quarter Park | 138.1 | | |
| Stanwood Park | 10.7 | | |
| Sunnyslope Park | 1.9 | | |
| Veteran's Memorial Park | 28.8 | | |
| Walnut Hill Park | 85.4 | | |
| Washington Park | 13.2 | | |
| Willow Street | 3.1 | | |
| Willowbrook Park | 25.9 | | |
| Worthington Park | 0.1 | | |
| Flood Control - Natural Area ⁽²⁾ | 4.5 | | |
| Subtotal: | 802.9 | | |
| Grand Total: 987.7 Acres | | | |

(2) open space includes un-named natural areas and passive open space such as flood control.



City of New Britain, CT

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Map #16

**Parks, Recreation
& Open Space Inventory**

Legend

- Parks & Open Space
- Parks & Open Space Associated with Schools
- Parks & Open Space in Adjacent Municipalities
- Schools & Educational Facilities

Source:
GIS Parcel Basemap:
City of New Britain,
Department of Public Works &
Tax Assessor.

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ASSOCIATES
A Milne & MacBroom Company
Bristol, Connecticut October 2009

The parks, school facilities and open spaces provide for a broad spectrum of uses, including golf courses, ornamental parks, neighborhood greens and parkettes, baseball fields, basketball courts, and natural areas. Of the 988 acres of open space, 803 are public parks owned by the City, 57 acres are school associated recreational facilities, and nearly 128 acres are privately owned with limited availability to the public.

One of the strengths of New Britain's parks and recreation system is the number of major parks and their condition and maintenance that make them a wonderful attraction for residents and non-residents. New Britain has a strong foundation of neighborhood parks and school-associated recreational facilities. These facilities provide an infusion of needed recreational space into residential neighborhoods. The parks are heavily used for passive recreation by residents and for special events held by the City's Parks and Recreation Department.



Aerial View of Central Park

The professional-level stadiums located in Willow Brook Park are a major asset to the City and the region. School facilities are shared between the Parks and Recreation Departments and schools for after school programs and special programs requiring use of the schools indoor and outdoor facilities.

Enhancing the local foundation of the City's park system should be a key priority. New Britain is a "built-out" community that lacks available open land to develop additional athletic facilities and parks. New Britain also lacks a prevalence of natural features like rivers, lakes and ridgelines. If proper attention is not paid to the parks system, individual neighborhoods will lack sufficient recreational resources and the city-wide open space network will be weakened. Maintaining and improving options for both active and passive recreation is an important component of the parks and open space plan.

Publicly Owned Parks

New Britain's facilities range from large parks like Walnut Hill, Stanley Quarter Park and AW Stanley Park to small neighborhood parks, greens and parkettes like Franklin Square, Central Park and Arch Street Park. Following are descriptions of some notable City parks.

Walnut Hill Park, the City's oldest park, was designed by Hartford native Frederick Law Olmsted and Calvin Vaux in 1871 and is on the National Register of Historic Places. It is one of the City's most popular parks for both recreation and community gatherings and events. The park covers 85 acres and is centrally located near the heart of the city's Downtown. Walnut Hill Park is home to various monuments including: the World War I Memorial shown to the right, John F. Kennedy Memorial, Freedom Grove, Father Popieluszek Monument, Salute to Women Memorial and Ledger's



World War I Memorial in Walnut Hill Park

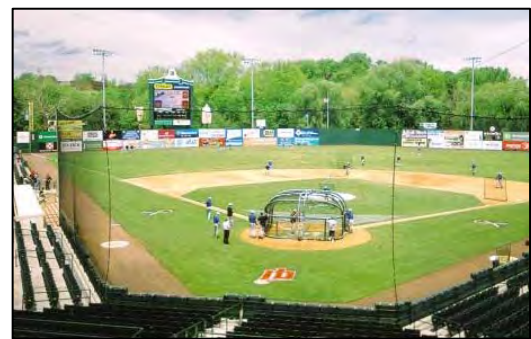
Way. The Darius Miller Memorial Band Shell is used for the Annual Summer Music Festival, religious ceremonies and theater recitals. Fairs and special events are held annually at the park including: the American Arts Festival, Family Day and bike and road races including the New Britain Criterium.

Stanley Quarter Park is a 138 acre park designed by Thomas Sears. The western section of the park contains undeveloped open space, whereas the eastern section is dedicated to active recreation. The eastern area adjacent to CCSU contains several ball fields, tennis courts, basketball courts and soccer fields, playscapes, picnic areas, and walking paths. The park is also used as CCSU's cross country course.



Stanley Golf Course

AW Stanley Park was created in 1928 when Alix W. Stanley donated 400 acres to the City. Later the land was divided into AW Stanley Park East, AW Stanley Park West, and the Stanley Golf Course. AW East is approximately 93 acres and offers a variety of recreational opportunities including: a developed park, baseball and softball fields, basketball courts, picnic areas with grills, and a nature trail. AW Stanley West is located opposite AW East along Stanley Street and contains 124 acres of mostly forested open space.



New Britain Stadium

Stanley Golf Course is a public golf course that features three nine-hole courses (named Blue, Red, and White) and has a Golf Pro Shop, driving range and restaurant. A distinguishing feature is that the topography and surrounding environment is different on each of the three courses.

Willow Brook Park incorporates three sporting venues within the park. New Britain Stadium hosts Rock Cats baseball, the AA affiliate of the Minnesota Twins. Veteran's Memorial Stadium is home to the Connecticut Wolves, a D-3 soccer team, and to the New Britain High School Hurricanes football and soccer teams. Veteran's Memorial hosts other sporting events including the C.I.A.C. track and field and soccer events as well as Hershey Track and Field Meets. Beehive Stadium is home to the New Britain High School baseball team. However it was once home of the New Britain Red Sox, Boston Red Sox AA affiliate, from the time of their move to the city in 1983 until 1995 when the club moved the affiliate to Trenton New Jersey. Other local baseball teams including the University of Hartford, J.C. Courant, and American Legion leagues also play at the stadium. In addition, the park includes three other soccer fields which are used by youth and adult recreational leagues and tennis courts used by the New Britain High School boys and girls tennis teams.



Beehive Field

The park also includes two monuments, the Spanish War Memorial and the Vietnam War Memorial designed by New Britain architects.

Central Park functions as the town green located in the heart of the Downtown. This 0.5 acre park contains the Civil War Monument and the World War II, Vietnam, and Korean War Memorials. The Civil War Monument erected in 1900 is listed on the National Register of Historic Places. Central park functions a popular spot for residents and downtown visitors to relax and also hosts lunchtime concerts in the summer.



**Civil War Monument
in Central Park**

Martha Hart Park is a 37 acre park that includes Doerr Pond in the southern section of the City. The park and pond were originally used by residents for ice production. The park offers two ball fields, basketball court and a large parking lot.

Washington Park is a 13.2 acre neighborhood park containing tennis courts, basketball courts, public swimming pool, ball field, and a playscape. The park is well connected to the surrounding residential neighborhood.

Osgood Park is an 18 acre park located adjacent to DiLoreto Elementary School and Goodwin Technical High School. The park contains soccer fields, tennis courts, playscape, outdoor pool, and ball fields.

Private Recreation and Open Space

In addition to the numerous recreation facilities and parks owned and maintained by the City of New Britain, a few privately held facilities such as the Boys and Girls Club, Y.M.C.A and Falcons Memorial Field also are open to the public. Although the City exercises no direct control over the use of these facilities, the properties are integral parts of the overall recreation and open space fabric of New Britain. Thus, these properties should be factored into parks policy and planning.



Aerial View of CCSU Football Stadium

New Britain's Parks & Recreation Department strives to coordinate with private organizations to enhance the citywide recreation system for residents. The City routinely collaborates and coordinates with public and non-profit organizations, commercial establishments and private institutions for a wide range of activities. The Department has working relationships with the Y.M.C.A, Y.W.C.A, Boys and Girls Club, Police Athletic League, the New Britain Area Conference of

Churches, and fraternal organizations like the Polish Falcons.

In addition to the Stanley Golf Course, Shuttle Meadow golf course is partially located in the City. Shuttle Meadow, however, is a private 18-hole golf course with membership by invitation only.

Again, land included in the inventory of private recreation and open space is not necessarily land that is protected in perpetuity. While it is reasonable to expect that land owned and maintained by the City of New Britain will remain as open space well into the future, land held by non-governmental agencies is subject to divestiture as excess land.

PARKS AND RECREATION DEPARTMENT

Due to the wide range of responsibilities and populations served by the Parks and Recreation Department, it is divided into five divisions: Parks, Recreation, Youth Services, Golf and Cemeteries.

The City's Parks and Recreation Department's Recovery Action Plan contains eighteen department-wide goals for the system. These goals influence future parks and open space planning, and are as follows:

- Make the city more accessible for people with disabilities. In all new park improvements and new building, ensure access for persons with disabilities is always implemented in the specifications.
- Make all City leaders and employees conscious of the environmental needs of future residents. Clean water and air rank high on the priority list. The Department needs to continue to enhance the parks and trails and abide by all DEP rules and regulations for environmental issues.
- Continue to seek alternate funding sources to aid in accomplishing set goals through grant writing, public/private partnerships and other means. Partner with other City agencies or private organizations to increase service and products (i.e. golf course driving range card, New Britain Store, Board of Education, Alliance for Youth, Chamber of Commerce, Downtown District, etc.)
- Install computer WAN (Wide Area Network) that connects City Hall office to all park maintenance garages. Personnel, tracking, tree tracking, park equipment maintenance and replacement tracking should be done on this system.
- Continue to update and implement Six-Year Capital Improvement Plan.
- Convert some fields to Field Turf to increase usage time and lower maintenance obligations.
- Determine feasibility and desire for dog park in the City.
- Pursue feasibility and desire of bike-trail system to run throughout City and connect to neighboring communities.
- Determine needs of "empty nesters," and older residents.
- Make presentations to the public (i.e. civic clubs, school PTO's, local businesses, etc.) on services

provided and get feedback on what else is needed or not needed.

- Maintain current after-school program levels.
- Look into feasibility of constructing a community center and indoor aquatics facility.
- Recruit sporting and other events to Willow Brook Sports Complex as revenue generator for City in hard fiscal times.
- Increase number of integrated programs for persons with disabilities.
- Continue to fill the City's recreation gaps whenever possible.
- Continue to run golf course as self-sustaining entity. Look to increase profits through new driving range and new emphasis on course marketing (i.e. advertising and demonstrations in area malls.)
- Implement computerized tracking system for burial sites at Fairview Cemetery and renovate its business office and maintenance buildings.
- Construct above ground mausoleum at Fairview Cemetery.

POLICY OBJECTIVES

Based on the preceding information, the following general policy statement is established:

Policy: Maximize Existing Parks and Recreation Resources

The City should encourage enhancements, improved use, maintenance, and rehabilitation of the existing park and open space system to ensure they are adequate in extent; strategic in location and equitable in distribution in order to meet the recreational needs of the residents of New Britain.

This policy will be implemented through the following goals and objectives:

Goal: Maximize the value and utility of the existing system of parks and recreation resources throughout New Britain and look to add to the open space system as resources and opportunities permit.

Objectives:

- Examine all parcels acquired by the City through tax foreclosure, donation and other means for potential additions to the parks and open space system. If possible, acquisitions should be targeted in neighborhoods that are lacking adequate park facilities.
- Provide capital improvements to maintain, enhance and improve existing parks.
- Ensure that major parks are accessible by public transportation.
- Develop appropriate bicycle infrastructure (bike lanes, bike shoulders, wide curb lanes, or parallel multi-use paths) connecting parks to neighborhoods.

- Strive to provide every resident access to a park within ¼-mile of home. Provide safe and attractive connections to these open spaces through a sidewalk installation and replacement plan.

Goal: Protect the historic nature of New Britain's parks, particularly those parks already designated as historically significant.

Objectives:

- Stabilize, rehabilitate, restore, and/or preserve monuments, public art and significant structures contained in New Britain's designated historic parks.
- Provide interpretive visitor programs, such as self-guided tours and signage, to highlight the unique historic and cultural features of these parks and to educate the public about the importance of these features.

Goal: Improve and protect the quality of life in the City by encouraging the improved use, maintenance and rehabilitation of existing parks to ensure they are adequate in extent, strategic in location and equitable in distribution to meet the needs of New Britain's population.

Objectives:

- Continue efficient utilization of existing parks and recreation facilities, including extended hours and creative scheduling.
- Improve the image of existing parks by making them inviting, well-maintained, safe and accessible. These objectives can be accomplished through improvements in lighting, parking, signage, renovations and increased programmatic uses.
- Strengthen the existing cooperative relationship between the Parks Department and the Board of Education to maximize the use of all school associated recreational resources to the benefit of New Britain's residents.

Goal: Wherever possible incorporate sustainable "green" design practices and materials into park improvements and new construction.

Objectives:

- Encourage use of clean and renewable energy sources to support new parks and improvements to existing parks (structures, lighting, landscaping, athletic surfaces, etc.)
- Utilize alternative and clean sources of energy, conservation practices, runoff and storm water management, and encourage recycling at all park and recreational facilities.

TRANSPORTATION AND CIRCULATION



INTRODUCTION

New Britain needs a safe, efficient and economically viable transportation system in order to achieve some of the development goals established in this POCD. Comprised of a surface network of highways, streets, walkways and transit, this system must allow for both inter-city and intra-city travel. This chapter highlights the transportation needs of the community, and proposes improvements where needed. To this end, existing conditions have been evaluated, critical roadway needs identified and opportunities for future improvements to the transportation system proposed.

Of particular note is the Connecticut Department of Transportation (ConnDOT) effort to establish a Bus Rapid Transit (BRT) route between downtown New Britain and Hartford's Union Station. This planned 9.4-mile exclusive busway corridor will also include the construction of a multi-use trail from Downtown New Britain to Newington Junction.

EXISTING CONDITIONS

New Britain is centrally located in Connecticut between the cities of Hartford, Middletown, Meriden, Waterbury and Bristol. Interstate 84, the Route 9 and Route 72 expressways, various state roads, connections with the comprehensive central Connecticut bus transit network, multiple railroad rights-of-way, as well as the evolution of the historic city center and numerous neighborhoods have all shaped New Britain's current transportation system. New Britain boasts plentiful north-south and east-west connections. Although the City lacks any passenger rail connections of its own, it contains a varying degree of railroad stock, from abandoned right-of-way to the well-traveled Amtrak corridor along its south-eastern border.

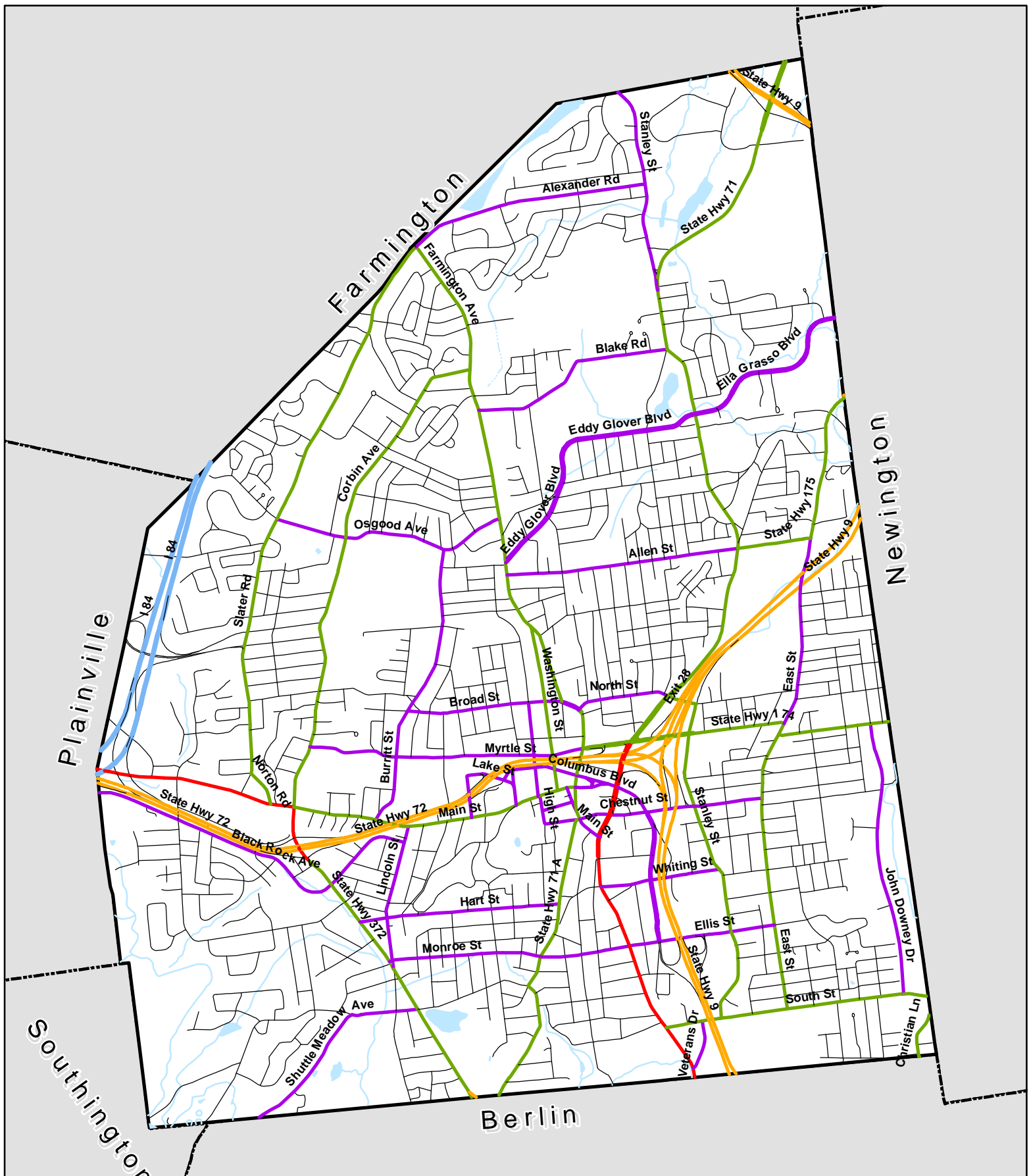


Central Park Downtown

The roadway system within New Britain is comprised of a series of interconnected corridors with varying levels of roadway functional classification. According to ConnDOT, as of 2009, New Britain was served by 220.2 miles of public roadway, 81% of which were City roads (178.3 miles) and the balance (41.9 miles) were State roads.

Functional Classification of Roadways

Transportation officials classify roadways based on traffic volumes, accessibility and function. ConnDOT has identified New Britain as an urban area with six different levels of roadway classifications. In some cases, the actual classification of a road may change along its length or may operate differently than its assigned functional classification. Map 17 illustrates New Britain's roadways by functional classification.



City of New Britain, CT
 Plan of Conservation
 & Development
Map #17
**State Functional
 Road Classification**

Legend

- Collector
- Minor Arterial
- Principal Arterial - Other
- Principal Arterial - Expwy.
- Principal Arterial - Interstate Hwy.

Source:
 GIS Parcel Basemap:
 City of New Britain,
 Department of Public Works &
 Tax Assessor.
 This map was developed for use
 as a planning document. Delineations
 may not be exact.

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 ASSOCIATES
 A Milner & MacBroom Company
 Hartford, Connecticut March 2009

The six classifications range from limited-access, multi-lane, high-volume and speed Principal Arterial - Interstates, to highly accessible, with limited through-mobility, Local Roads. Interstate 84 is the only new road in the City that falls in the Principal Arterial – Interstate class, while Local Roads encompass a high percentage of roadway miles. Routes 9 and 72 are examples of Principal Arterial - Expressways. Routes 71 (from East Main Street to the Berlin Town Line), and 372 (from the Plainville Town Line to the Route 72 expressway eastbound ramps) are classified as Principal Arterial - Other. Minor Arterials connect principal arterials to collector and local streets, and augment the traffic carrying capabilities of the entire roadway system; New Britain’s minor arterials include Farmington Avenue and Stanley Street, among many others. The next classification of roadways, Collector Streets, provides a higher degree of access to abutting land uses and a diminished level of through mobility than the higher classifications. New Britain’s collector streets include roads such as Broad Street (from Route 71 to Burritt Street), John Downey Drive, Myrtle Street and Shuttle Meadow Avenue, among others.

State Roadways

Several important state roads travel through New Britain, and have profoundly impacted development and land uses. They are described below, and Maps 18 and 19 are provided to show traffic volumes.

I-84: The short stretch of Interstate 84 through New Britain opened around 1970. Two interchanges allow access to and from the City. A number of left exits in a section where I-84 and Route 72 overlap cause problematic vehicle weaving patterns and congestion. In 2007, Average Daily Traffic (ADT) volumes for I-84 within New Britain ranged from approximately 76,300 vehicles at the Plainville border to 83,700 vehicles at the Farmington line.

Route 9: Route 9 extends north-south through New Britain, partially along the Newington Town Line and then between Downtown and the East Side neighborhood. As of 2007, ADTs on this stretch of Route 9 ranged from 39,200 vehicles near Farmington to about 65,000 vehicles at the Berlin Town Line. On a regional scale, Route 9 runs from I-84 in Farmington to I-95 in Old Saybrook, and provides a connection to Interstate 91. Five interchanges connect Route 9 with the surrounding roadway system in New Britain.

Route 72: The Route 72 expressway within New Britain connects I-84 and Route 9. Generally speaking, Route 72 bisects the city north and south; physically separating the Broad Street and North Oak neighborhoods from Downtown and the Arch Street neighborhood. Regionally, Route 72 extends further west through Bristol, towards Torrington. The ADT on Route 72, as of 2007, ranged from 33,500 vehicles near the Route 9 interchange to 65,200 vehicles at about the half-way point to I-84. The ADT within New Britain at the I-84 interchange was around 60,000 vehicles. There is only one full and two partial interchanges of the Route 72 expressway with local roadways in New Britain.

Route 71: Route 71 is a principal arterial that runs the north-south length of the City, from Farmington to Berlin. It is locally known as Stanley Street for most of its length. It is generally a two-lane road, with exclusive turn lanes at select intersections, although around the Westfarms Mall and Downtown it has four travel lanes. Route 71 services multiple residential neighborhoods, retail areas,

institutional uses such as CCSU and the New Britain High School, and recreational uses such as the Stanley Municipal Golf Course, Willow Brook Park and New Britain Stadium. It is most heavily traveled just north of the Route 9 interchange with a 2006 ADT of 25,900 vehicles. Areas near the western side of the CCSU campus and adjacent to the Route 9/Route 72 expressway interchange had 2006 ADTs of 12,300 vehicles and 17,400 vehicles, respectively. Daily traffic volumes are considerably lower to the south.

Route 71A: Route 71A is a short segment of state-owned roadway measuring only about half a mile. Locally known as Kensington Avenue, it extends north from the Berlin Town Line to Buell Street where it continues on for a few blocks as a City street. In 2006, Route 71A had an ADT of approximately 6,200 vehicles.

Route 174: Route 174 is an east-west minor arterial that extends from the Newington Town Line to Route 71, better known as Newington Avenue and East Main Street. It runs through the moderately dense East Side neighborhood, where there is notable pedestrian activity, and provides access to a variety of residential, commercial and other uses, including the Chamberlain Elementary School. It contains a single travel lane in each direction, except the four-lane sections across Route 9 and east of John Downey Drive. The East Main Street station of the planned New Britain-Hartford Busway is slated for Route 174 at Wilson Street. The ADT in 2006 for Route 174 was greatest at its western end near Route 71, with 15,800 vehicles. Traffic generally decreases as one heads east to around 10,000 vehicles.

Route 175: Route 175, or Allen and East Streets, extends just over a mile from the Newington Town Line west to Route 71. This minor arterial contains four travel lanes with additional turn lanes near the Route 9 interchange and eastern side of CCSU's campus. As Route 175 then continues to the south and west it decreases to one travel lane in each direction. The third Busway station is planned for Route 175 just north of St. Claire Avenue. Land uses along Route 175 include a mix of manufacturing, service and commercial, with some residential. Traffic on this route is heaviest near the Route 9 interchange, with a 2006 ADT of 24,300 vehicles. Traffic decreases quite a bit as Route 175 continues to the south and then west. It had a 2006 ADT of only 7,300 vehicles near Route 71.

Route 372: Route 372 is a principal arterial that extends through New Britain from Plainville near the I-84/Route 72 interchange to the Berlin Town Line. It first extends in an east - west fashion between the Plainville line and Corbin Avenue. It then turns to run north – south, continuing on as Corbin Avenue towards Berlin. The east -west segment is characterized mostly by commercial and service land uses. The north -south segment, which includes a full interchange with Route 72, is largely residential and provides primary access for the Slate Middle School and Hart Park. Route 372 has a single travel lane in each direction, with additional turn lanes at select intersections, for most of its length. It expands to contain four travel lanes in the vicinity of the Route 72 interchange. In 2006, Route 372 had an ADT that ranged from 10,900 vehicles at its western end to 21,400 vehicles north of its interchange with Route 72. The latter volume indicates the degree to which this particular segment of roadway serves as a means to access Route 72, I-84 and beyond. A large amount of vehicular traffic along West Main Street and Corbin Avenue in the western portion of New Britain funnels to this point at Route 372. This traffic volume on a non-expressway roadway is matched by only a few other points in the City, all near



City of New Britain, CT

Plan of Conservation
& Development

Map #18

Average Daily Traffic Volumes (2007)
Expwy/Hwy

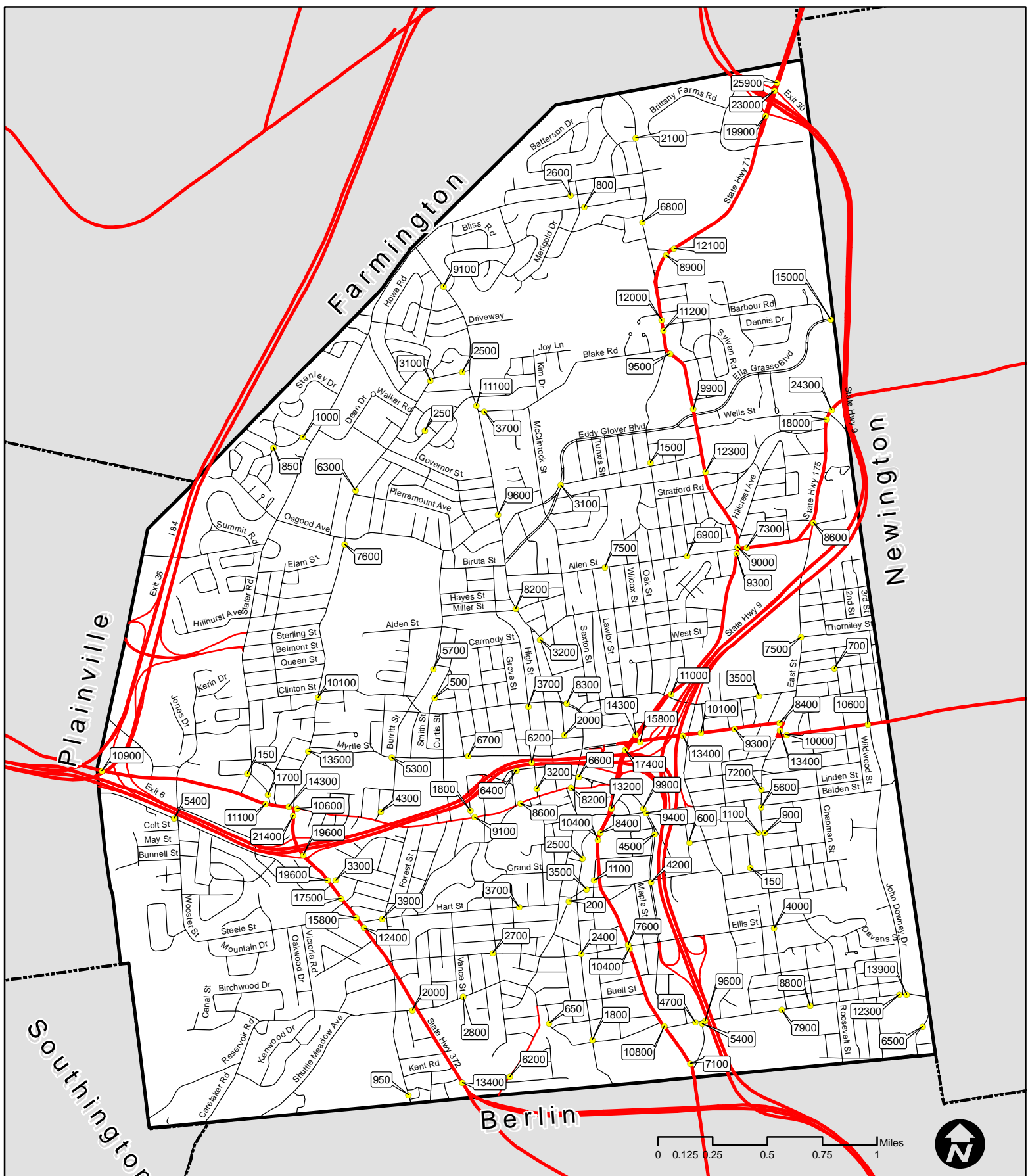
Legend

- Local Roads
- State Road
- ADT Locations

Source:
GIS Parcel Basemap:
City of New Britain,
Department of Public Works &
Tax Assessor.

This map was developed for use
as a planning document. Delineations
may not be exact.

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ASSOCIATES
A Milne & MacBroom Company
Bristol, Connecticut March 2009



City of New Britain, CT

Plan of Conservation
& Development

Map #19

Average Daily Traffic Volumes (2006)
Non Expwy/Hwy Roads

Legend

- Local Roads
- State Road
- ADT Locations

Source:
GIS Parcel Basemap:
City of New Britain,
Department of Public Works &
Tax Assessor.

This map was developed for use
as a planning document. Delineations
may not be exact.

HMA HARRALL-MICHALOWSKI
ASSOCIATES
A Milne & MacBroom Company
Branford, Connecticut March 2009

expressway interchanges; e.g. Route 71 near Route 9, and Route 175 near Route 9. The level of traffic on Route 372 decreases to the south near Berlin where the 2006 ADT drops to around 13,000 vehicles.

Route 555 is an unmarked state-maintained roadway, better known as West Main Street, running east- west from Downtown to Route 372. Classified as a minor arterial, this roadway has a single travel lane in each direction and provides access to a mix of medium-density land uses. Daily traffic is fairly even throughout its length, with a 2006 ADT ranging from 8,200 vehicles at its eastern end to 10,600 vehicles at its western junction with Route 372.

Local Roadways

Local roadways supplement the greater roadway network, largely connecting residential areas with points of commercial and other activity. ConnDOT collects traffic data at select locations along local roadways. The most prominent of these locations in New Britain include Farmington Avenue, Corbin Avenue (north of Routes 372 and 555), East Street (south of Route 72) and South Street. The first three run north-south, while South Street runs east-west. Farmington Avenue and Corbin Avenue serve as main travel routes for the northwestern portion of New Britain. All are classified as minor arterials. Most points along these roadways experience ADT volumes of around 10,000 vehicles or less.



Hart Street

Traffic Pattern Changes 1990-2007

Tables 1 and 2 summarize the changes in traffic patterns over the last decade and a half along state roads in New Britain. Table 1 shows the percent change in traffic volumes along I-84 and Routes 9 and 72, between 2000 and 2007. Table 2 summarizes changes on other state routes between 1990 and 2006. Percentage change figures use sums from the various count stations along each route.

| TABLE 1 Changes in Traffic Patterns Between 2000-2007 Highways/Expressways New Britain, Connecticut | |
|--|---|
| Roadway | OVERALL PERCENT CHANGE 2000 – 2007 |
| <u>Interstate – 84</u> | -7.1% |
| <u>Route 9 Expressway</u> | 7.0% |
| <u>Route 72 Expressway</u> | 10.3% |

Source: ConnDOT

Review of the data showed generally increasing volumes on state roads, with some exceptions. The Route 9 and Route 72 expressways experienced respective 7.0% and 10.3% increases in traffic, whereas

I-84 had a 7.1% decrease in traffic volumes between 2000 and 2007. The complex and varied circumstances that affect traffic patterns make it difficult to identify specific reasons for shifts in traffic volumes. Oftentimes, for interstate highways and expressways, the reasons for change are found at the regional scale, well beyond city limits.

The reported increase in traffic on Route 9 was heightened by one location in particular, the Route 72 interchange, which experienced a 49.2% increase during this period. A few other Route 9 locations just to the north of this interchange experienced almost no change, while southern sections and the area near the West Farms Mall experienced increases of about 6%. In contrast, along Route 72, most of the different sections had steady ADT volume increases of about 13%.

| TABLE 2 Changes in Traffic Patterns Between 1990-2006 State Roadways (non highway/expressway) New Britain, Connecticut | | |
|---|-------------------------------|--------------------|
| Roadway | OVERALL PERCENT CHANGE | |
| | 1990/1993 - 2006 | 2000 - 2006 |
| <u>Route 71: Stanley St.</u> | -13.8% | 3.4% |
| <u>Route 71A: Kensington Ave.</u> | 16.7% | 9.8% |
| <u>Route 174: Newington Ave./ East Main St.</u> | 6.6% | 8.7% |
| <u>Route 175: Allen St./East St.</u> | 20.2% | 3.0% |
| <u>Route 372: Corbin Ave./West Main St.</u> | 6.9% | 3.0% |
| <u>Route 555: West Main St.</u> | -5.4% | -7.4% |

Source: ConnDOT

Historical data back to 1990 was available for non-expressway state routes. Most of these roadways experienced increases in traffic between 1990 and 2006, although Routes 71 and 555 had decreases. With the completion of Route 9 all the way to I-84 in 1992, many motorists likely switched to using Route 9, instead of Route 71 for north-south movement, thus decreasing traffic volumes on Route 71. At a number of the count stations, like most along Route 174, ADT volumes decreased between 1990 and 2000 then picked back up by 2006. Between 2000 and 2006, all of the non expressway state routes except for Route 555 experienced increases in traffic, even though the City's population was declining.

The most notable traffic volume increases on non-expressway routes between 1990 and 2006, occurred at the following locations: Route 175 south of the Route 9 southbound on-ramp (an increase of

6,300 vehicles per day); Route 71 south of the Route 9 southbound ramps (an increase of 6,000 vehicles per day between 1993 and 2006); Route 71 north of the Route 9 northbound ramps (an increase of 4,500 vehicles per day); and Route 174 between Route 71 and the Route 9 southbound exit 28A off-ramp (an increase of 3,900 vehicles per day). Route 71 in the direct vicinity of its interchange with Route 9 also experienced substantial increases in traffic between 2000 and 2006, indicating a steady rise in traffic in this area from 1990 to 2006. However, none of these increases exceed what transportation planners typically expect for this time period.

Traffic Accident Analysis

ConnDOT provides data on traffic accidents through its Traffic Accidents Viewing System (TAVS) for State and Federal roadways. The most recent traffic accident data available is for the period from July 1, 2005 through June 30, 2008. Table 3 presents the number of traffic accidents over this period for State and federal roadways in New Britain. Accidents per mile are calculated based on the length of each roadway that runs through the City. According to this information, Route 372 had the most accidents per mile, followed by Routes 555 and 71. These numbers may reflect the fact that these routes generally have higher traffic volumes than local roadways in New Britain.

| TABLE 3 Accidents in New Britain by State/Federal Route July 1, 2005 to June 30, 2008 | | | |
|--|---------------------------|---------------------------|-------------------------------|
| | # of Accidents | Roadway Length | Accidents Per Mile |
| I-84 | 182 | 1.54 miles | 118.18 |
| Route 9 expressway | 205 | 2.92 miles | 70.21 |
| Route 72 expressway | 227 | 2.87 miles | 79.09 |
| Route 71 | 630 | 5.23 miles | 120.46 |
| Route 71A | 12 | 0.46 miles | 26.09 |
| Route 174 | 240 | 2.58 miles | 93.02 |
| Route 175 | 94 | 1.01 miles | 93.07 |
| Route 372 | 379 | 2.53 miles | 149.80 |
| Route 555 | 161 | 1.30 miles | 123.85 |
| TOTAL | 2,130 | 20.44 miles | 104.21 |

Source: ConnDOT, Bureau of Policy and Planning, TAVS Data

Table 4 lists the ten stretches of road in New Britain that reported the highest number of accidents per mile. The highest accident rate was found on Route 372 from Russwin Road to Corbin Avenue, where 78 accidents occurred from July 1, 2005 to June 30, 2008 on a 422-foot stretch of road. ConnDOT included this section of state road in New Britain as one among twelve throughout the State

with the greatest need for safety improvements in its “5 Percent Report” to the Federal Highway Administration. The potential remedies listed for this segment included driveway consolidations, vehicle movement restrictions, and property acquisitions. ConnDOT also recommended that possible timing revisions be studied at the Route 372 at Route 555 and Corbin Avenue signal. Further consultation and review between ConnDOT, the City of New Britain and affected private property owners is needed.

| TABLE 4 Top Ten Accident Areas in New Britain by State/Federal Route July 1, 2005 to June 30, 2008 | | | |
|---|-----------------------|-------------------------------|---------------------------|
| Roadway Segment | # of Accidents | Roadway Segment Length | Accidents Per Mile |
| (1) Route 372 –from Russwin Road to Corbin Avenue | 78 | 0.08 miles | 975.0 |
| (2) Route 372 –from Black Rock Avenue to Steele Street | 56 | 0.10 miles | 560.0 |
| (3) Route 372 – from Route 72 Northbound On Ramp to Route 72 Southbound On Ramp | 53 | 0.12 miles | 441.7 |
| (4) Route 555 - from Newfield Avenue from Burritt Street | 25 | 0.06 miles | 416.7 |
| (5) Route 555- from Washington Street to Main Street | 25 | 0.08 miles | 312.5 |
| (6) Route 71 – from Main Street from to Chestnut Street | 33 | 0.11 miles | 300.0 |
| (7) Route 555 – from Corbin Avenue to Bradley Street. | 26 | 0.14miles | 185.7 |
| (8) Route 372 – from North Mountain Road to Wooster Street. | 18 | 0.10 miles | 180.0 |
| (9) Route 372 – from Shuttle Meadow Avenue to Lakeview Avenue | 26 | 0.15 miles | 173.3 |
| (10) Route 71 – from Ellis Street to Whiting Street | 32 | 0.23 miles | 139.1 |

Source: ConnDOT, Bureau of Policy and Planning, TAVS Data

Journey to Work Patterns

The U.S. Census provides recent data for analyzing commuting patterns within and between local communities. This data is helpful in understanding general traffic flows generated by daily trips to and from the workplace and includes all modes of transportation.

According to the 2000 Census, the City of New Britain has an estimated 31,071 people who reside in the City and regularly commute to work, of which about 30% are employed within the City itself. The remaining 71% commute to jobs outside the City. New Britain's resident workforce finds employment primarily in nearby cities and towns; 88% of the city's workers are employed in Hartford County, while only 5% are employed in New Haven County and 4% in Middlesex County. Less than 1% of the City's resident workers commute outside of Connecticut for work.

Many employed residents of New Britain have a relatively short commuting distance. About 30% of all New Britain workers are employed in a directly adjacent municipality. Another 10% work in Hartford, 3% in Bristol, and 3% in Middletown. It is clear that Route 9 and Route 72 play an important role in the economic life of New Britain residents. It is estimated that at least 40% of New Britain resident workers use these expressways in their commute.

About 89% of New Britain residents drive or ride to work in private motor vehicles (77% drive alone and 12% carpool). About 1% commute by motorcycle or other means. Roughly 4% use some form of public transportation, and 1% bike or walk. Only about 1% of the working population telecommute or work at home.

According to the 2000 Census, an estimated total of 25,557 workers commute to places of employment within New Britain, including the 9,052 workers mentioned previously who both reside and work in the City. Thus, around 16,505 workers (65%) commute into New Britain from elsewhere on a regular basis. Non-resident commuters into the City come from a wide range of municipalities, with the greatest numbers coming from the nearby communities of Bristol (6%), Berlin (5%), Southington (5%), Newington (4%), Hartford (4%) and Plainville (4%). Due to its geographically central location in the State and its proximity to the confluence of interstate highways and state routes, New Britain is well suited to draw workers into its economy from all directions.

Existing Transit Network

Public transit in New Britain currently consists of an area bus system. As mentioned earlier, no passenger rail service exists in the city at this time. However, twelve bus routes travel within New Britain, and form part of a larger area-wide bus system that spans multiple towns and cities. Only one of these bus routes is actually operated by CT Transit, while nine are operated by the New Britain Transportation Company and two by DATTCO. Both of these companies provide bus services under contract with CT Transit, a part of ConnDOT. The twelve bus routes operate six days a week with no service on Sundays. Most of the routes have weekday service from about 5:00 or 6:00 A.M. through 10:30 P.M., and generally less extensive service on Saturdays.

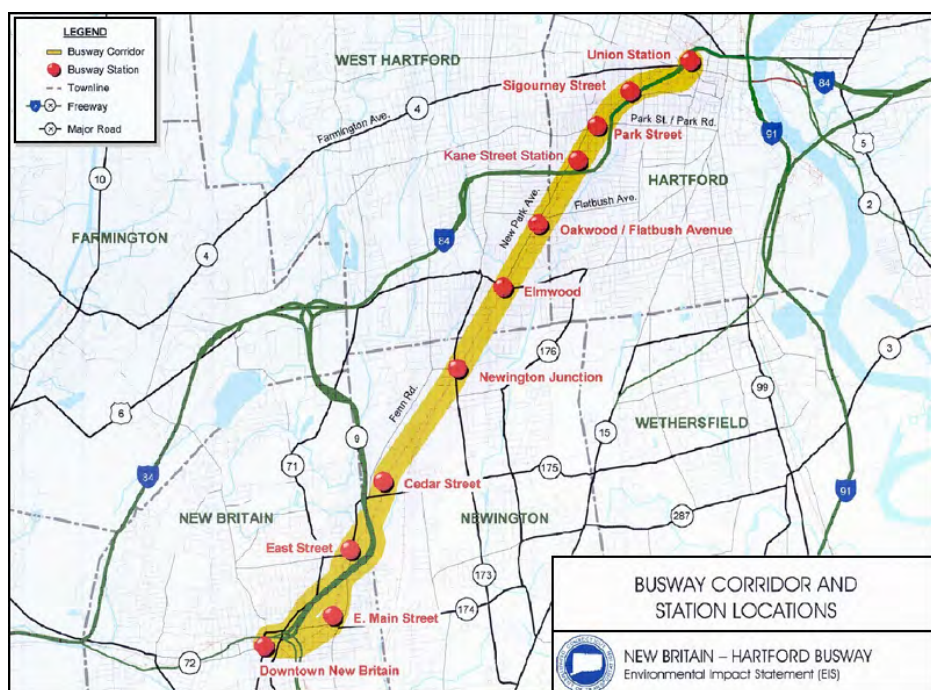
While the two routes operated by DATTCO provide primarily intra-city service, the remaining routes extend well beyond New Britain where they make connections with CT Transit Hartford, CT Transit Bristol, CT Transit Meriden and Middletown Area Transit. An area-wide bus system route map is shown on the following page.

Downtown serves as the hub of all bus routes. Frequency of service varies between the bus routes, with headways as often as 25 to 30 minutes on some routes out of Downtown during weekday morning and afternoon commuter periods. Most run hourly on weekdays and Saturdays. Bus route and schedule information is available on the CT Transit web site at www.cttransit.com.

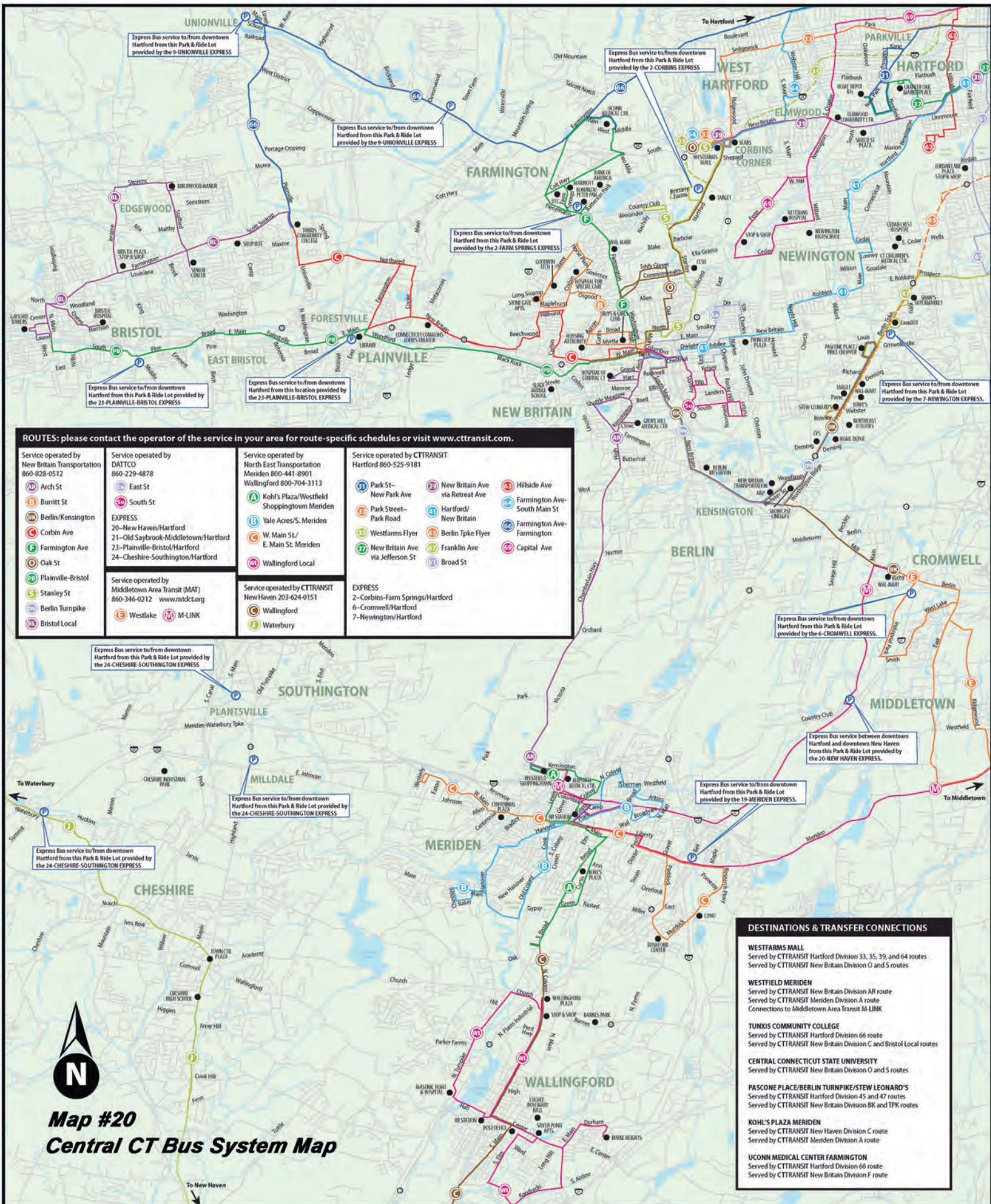
NEW BRITAIN-HARTFORD BUSWAY PROJECT

As discussed in several previous chapters, the New Britain-Hartford Busway Project is a proposed bus rapid transit line planned to run from a terminal in Downtown New Britain to Hartford's Union Station. The proposed line will extend along a 9.4 mile corridor of abandoned and active rail line and be constructed by ConnDOT. A five mile multi-use trail is also proposed along the Busway from Downtown New Britain to Newington Junction. Up to eleven transit stations will serve Busway users. There are three stops planned for New Britain: Downtown terminal, East Main Street and East Street. Bus rapid transit will offer faster travel times when compared with automobiles, since the Busway will bypass heavily travelled arterial streets and congestion on nearby highways and expressways. The Busway will also offer frequent service, with headways of less than 5 minutes during peak periods.

The Busway will include express, circulator and connecting feeder bus service. Local buses will be allowed access at intermediate points, so that circulator routes could readily serve surrounding neighborhoods and then use the Busway to provide a one-seat ride. Shuttle service is also expected to develop for major nearby land uses such as CCSU. According to ConnDOT, revenue operations of the Busway are expected to begin late in 2013. The Busway is an important catalyst for many of the City's goals, including the redevelopment of Downtown, diversification of housing stock and business and employment development.



CENTRAL CONNECTICUT BUS SYSTEM MAP



RECOMMENDATIONS FOR NEW BRITAIN'S TRANSPORTATION SYSTEM

Past goals to guide the community in development of its transportation network have focused on the movement of people and goods within the City as well as into and out of the City. While still an important goal, more recent planning efforts have identified other transportation objectives that play a significant part in achieving economic development, housing and livable community goals, such as creating “interesting and secure pedestrian environments” in the Downtown CBD. Building upon past goals, existing conditions and recent planning efforts, a comprehensive program of transportation improvements and recommendations to encourage multi-modal travel, improve pedestrian and traffic circulation, mitigate congestion, and reduce accidents is provided below.

GOAL: Continue with current plans to construct the New Britain-Hartford Busway.

Objectives:

- The Busway project has been on the drawing boards in some form or another for over a decade. While funding is not completely secured, the City should continue to push for the project to become operational.

GOAL: Encourage and promote use of the New Britain-Hartford Busway.

Objectives:

- A public awareness campaign to promote usage and raise enthusiasm for the Busway should begin well before the planned opening date.
- Transit Oriented Development (TOD) should be strongly encouraged around the three proposed Busway stations within New Britain as discussed in earlier chapters of this POCD. Adequately dense, mixed-use development around transit greatly increases the number of people who will use the system, thereby ensuring its success.
- Pedestrian, bicycle and vehicle circulation at and around the three proposed Busway stations should be optimized.
- Ensure that adequate feeder shuttle service runs between Busway stations and major nearby land uses, such as between the proposed East Street station and CCSU.
- The existing bus network (routing and scheduling) should be adjusted as necessary in connection with the Busway to increase usage of the overall transit system. The percentage of City residents who commute to work using transit should increase from its current 3.5%. Intelligent Transportation System (ITS) technology such as allowing buses priority at traffic signals and installing real-time traveler information sign displays at bus stops could be part

of this.

GOAL: Seek ways to connect the Downtown with the larger City and region.

Objectives:

- Downtown New Britain is separated from the nearby Broad Street and East Street neighborhoods due to the Route 72 and Route 9 expressways which bisect the City. The City needs to find ways to better link and physically connect these rather dense separate areas.
- Pedestrian linkages along sidewalks over the expressways between Downtown and surrounding areas should be improved from an aesthetic and streetscape standpoint through lighting, landscaping and other design elements.

GOAL: Encourage the use of alternative modes of transportation. This includes not only transit, pedestrian and bicycle transportation, but it also car-pooling and ridesharing programs. Benefits include improvements to air quality, reduction in vehicular traffic and parking demand, improved and economically feasible transit options, and a greater overall pedestrian experience.

Objectives:

- Enhanced pedestrian and bicycle connections (i.e. sidewalks, paths, and designated bike lanes) should be available throughout New Britain. The percentage of city residents who report walking or biking to work should rise from its current 1%.
- As mentioned in the CCRPA Plan for Alternative Transportation and Health, the City's overall pedestrian infrastructure should be improved upon in areas lacking coverage or in disrepair. In addition, the Downtown and other appropriate areas would benefit from a pedestrian wayfinding signage and markers.
- The City should seek more Safe Routes To School initiatives.
- Create an on-road bicycle network that will effectively link important areas and destinations. Focus on creating such a network along roadways with low vehicle traffic and routes that readily lend themselves to safe bike travel.
- Promote public awareness of alternative modes of transportation through "Share-the-Road" and "Complete Streets" type of campaigns that emphasize serving all users of the transportation network: motorists, pedestrians, transit users, bicyclists and so on. Also

promote awareness of the multi-use trail expected to be built alongside the Busway within New Britain.

- Encourage carpooling among employees in the downtown area by offering discounted parking rates for multiple occupant vehicles at City parking facilities. Carpooling should similarly be encouraged at major land uses throughout the City.
- Explore the creative use of ride-sharing programs such as Zipcar.
- Create a stronger hiking trail presence in City parks and recreational areas.

GOAL: Examine relationships between land use and transportation throughout New Britain

Objectives:

- Land use and zoning regulations should be updated and revised as appropriate to promote and guide development to most efficiently allow for the circulation of all people and goods.
- Use zoning regulations and other land use tools to promote development in key corridors, minimize curb cuts, promote shared driveways and guide development in manners that minimizes the traffic impact

GOAL: Improve upon New Britain's existing road network where necessary.

Objectives:

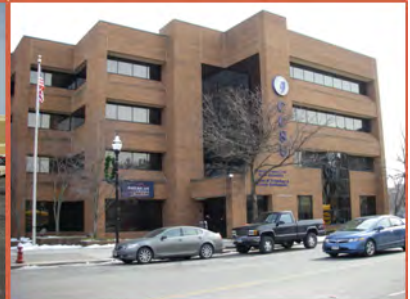
- Although roadway capacity for vehicle travel is not currently a large issue within the City, select areas that regularly experience problems should be addressed. This generally includes areas where roadway widening or re-striping would improve vehicle flows and reduce instances of long vehicle queuing and delays. For example, it may be necessary at some point in the future to widen Route 372 at the signalized intersection with Route 555 and Corbin Avenue in order to add an eastbound right turn lane.
- Devise strategies to reduce traffic accidents, especially in areas that experience high crash rates. Techniques such as improving signal timing, combining driveways, adjusting roadway widths, and restricting turning movements should be evaluated as opportunities arise. Traffic calming measures may be appropriate in certain instances.
- Promote access management on roadways that contain multiple driveways located at short distances from one another. Techniques such as combining driveways and/or restricting

turning movements should be evaluated as opportunities arise.

- Continually utilize and update capital Improvement programs to implement projects addressing roadway safety and capacity constraints.
- Continually standardize and update traffic control elements such as roadway signage and traffic signals.
- Over the long term, left exits from expressways/highways should be redesigned for removal.

ECONOMIC DEVELOPMENT

THE ECONOMY



INTRODUCTION

While overall economic conditions impacting New Britain are for the most part beyond the control of local policy makers, it is important to understand and consider economic trends within the context of the land use and public investment decision process. As in much of the United State, New Britain has shifted from a primarily industrial economy to a service economy over the past five decades. Facilitated



ACMAT

by the interstate highway system, an outmigration from older urban areas to the suburbs accompanied this economic shift. Along with residents, New Britain has lost commercial facilities and jobs. However, New Britain's central location between Boston and New York, access to interstates, access to support services in Greater Hartford, and a supply of labor are economic advantages that the city can offer to prospective businesses.

TRENDS

The decline in jobs in New Britain that began in the 1960s has turned New Britain into an exporter of people to jobs rather than an employment center. Table 1 shows people in the labor force for New Britain, the Hartford Labor Market Area (LMA) and the state from 2001 through 2008. Generally, the number of employed New Britain residents has exceeded the number of jobs in New Britain by 6,000 to 8,000. Journey to Work data assembled from the 2005-07 ACS confirms this trend. Only 18% of New Britain workers were employed within the City during that time period. Of the rest, 72% were employed in the Hartford Metropolitan Statistical Area (MSA) and 10% worked outside the Hartford MSA.

| Table 1 Trends in Population, Labor Force, Employment and Unemployment Connecticut, Hartford Labor Market Area and the City of New Britain (By Place of Residence) | | | | | | | | |
|---|--|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| | <u>2001</u> | <u>2002</u> | <u>2003</u> | <u>2004</u> | <u>2005</u> | <u>2006</u> | <u>2007</u> | <u>2008</u> |
| Connecticut | | | | | | | | |
| Population | 3,433,201 | 3,457,927 | 3,482,326 | 3,493,893 | 3,500,701 | 3,504,809 | 3,502,309 | N/A |
| Labor Force | 1,754,839 | 1,778,994 | 1,795,000 | 1,792,084 | 1,808,762 | 1,829,024 | 1,850,345 | 1,876,125 |
| Employed | 1,700,046 | 1,700,949 | 1,696,857 | 1,703,865 | 1,720,346 | 1,748,368 | 1,765,835 | 1,769,223 |
| Unemployed | 54,793 | 78,045 | 98,143 | 88,219 | 88,416 | 80,656 | 84,510 | 106,902 |
| % Unemployed | 3.1 | 4.4 | 5.5 | 4.9 | 4.9 | 4.4 | 4.6 | 5.7 |
| Hartford LMA | | | | | | | | |
| Population | 1,068,182 | 1,076,845 | 1,084,733 | 1,087,377 | 1,090,831 | 1,094,982 | 1,098,301 | N/A |
| Labor Force | 551,600 | 556,361 | 560,261 | 560,233 | 570,875 | 575,620 | 581,065 | 591,376 |
| Employed | 534,077 | 531,344 | 528,102 | 531,291 | 542,131 | 549,509 | 553,608 | 557,202 |
| Unemployed | 17,523 | 25,017 | 32,159 | 28,942 | 28,744 | 26,111 | 27,457 | 34,174 |
| % Unemployed | 3.2 | 4.5 | 5.7 | 5.2 | 5.0 | 4.5 | 4.7 | 5.8 |
| New Britain | | | | | | | | |
| Population | 71,505 | 71,408 | 71,633 | 71,017 | 70,707 | 70,842 | 70,664 | N/A |
| Labor Force | 33,728 | 33,874 | 34,052 | 33,712 | 33,819 | 33,933 | 34,301 | 35,081 |
| Employed | 32,074 | 31,619 | 31,272 | 31,108 | 31,323 | 31,705 | 31,895 | 32,102 |
| Unemployed | 1,654 | 2,255 | 2,780 | 2,604 | 2,496 | 2,228 | 2,406 | 2,979 |
| % Unemployed | 4.9 | 6.7 | 8.2 | 7.7 | 7.4 | 6.6 | 7.0 | 8.5 |
| Sources: | Population Information - U.S. Census Bureau (July 1st reporting period) | | | | | | | |
| | Labor Information- Connecticut Dept. of Labor (By Place of Residence - Not Seasonally Adjusted) | | | | | | | |

CURRENT CONDITIONS

The shift away from an industrially based economy described above, while dramatic, can be misleading based upon a visual tour of the City. Vacant and underutilized industrial buildings

present an image of economic decline not necessarily reflective of today's conditions. Typical of many communities, recent economic activity has occurred in smaller buildings across many sectors rather than large industrial complexes. The 2002 Economic Census, the most recent Census data available, reflects the diversity of the New Britain economy. The Census reported 877 businesses with a payroll. The top five categories of businesses are shown in Table 2.

| Table 2 | | | |
|--|---------------------|----------------|--------------------------|
| | # of Establishments | # of Employees | Annual Payroll (\$1,000) |
| Healthcare & Social Services | 161 | 6,716 | \$254,584 |
| Retail Trade | 156 | 2,214 | \$53,285 |
| Manufacturing | 123 | 3,603 | \$137,128 |
| Other Services | 115 | 464 | \$11,676 |
| Professional, Scientific, Technical Services | 87 | 698 | \$32,679 |

In addition to the diversity of establishments, it is interesting to note that two of the five categories (Healthcare & Social Services and Manufacturing) accounted for 80% of the annual payroll of the top five categories of businesses. On a per employee basis, these two categories averaged salaries of \$37,960. Manufacturing was the highest overall at \$38,059 per employee. The fact that approximately 18% of New Britain's labor force is employed by the manufacturing sector (in and outside of New Britain) as compared to 12% for the state is a dual-edged sword. On the one hand, these jobs bring good incomes into the City. On the other hand, manufacturing is a declining employment sector. New Britain is fortunate that almost 23% of its labor force, similar to the percentage of the state's labor force, is employed in the educational, health and social services, a growth sector of the economy.

LAND USE IMPLICATIONS

Dramatic changes in land use have reflected the changes in New Britain's economic base. The center of the City was demolished to provide the right-of-way for Routes 9 and 72. Old industrial complexes were vacated often leaving behind obsolete buildings and brownfields. As employment and population declined, the downtown lost its retail customer base, and investment in the densely developed housing in neighborhoods surrounding the former center of employment declined.



Hospital of Central Connecticut

demonstrated in Table 3, about 52% of 229 acres in the I-1 district and approximately 36% of the 727

There are two zoning districts, I-1 and I-2 which include the areas of the City where manufacturing facilities developed from about 1850 to the early 1900s. The boundaries of these districts were shaped by existing manufacturing land use patterns at the time of adoption. For purposes of analysis, the amount of land within the I-1 and I-2 districts was calculated by existing land use. As

acres in the I-2 district are currently in industrial use.

| Table 4 Existing Land Use for I-1 and I-2 Zones | | | | |
|--|-----------------|-------------------|-----------------|-------------------|
| Residential | I-1 Zone | | I-2 Zone | |
| <u>Land Use</u> | <u>Acres</u> | <u>Percentage</u> | <u>Acres</u> | <u>Percentage</u> |
| Single Family | 1.0 | 0.4% | 10.6 | 1.5% |
| Two and Three Family | 0.4 | 0.2% | 19.2 | 2.6% |
| 4 - 8 Unit Housing | 0.0 | 0.0% | 4.0 | 0.6% |
| > 8 Unit Housing | 1.3 | 0.6% | 1.6 | 0.2% |
| Residential Condominium | 0.0 | 0.0% | 0.0 | 0.0% |
| Total: | 2.7 | 1.2% | 35.4 | 4.9% |
| Commercial | | | | |
| <u>Land Use</u> | <u>Acres</u> | <u>Percentage</u> | <u>Acres</u> | <u>Percentage</u> |
| Commercial Automotive | 27.1 | 11.7% | 34.4 | 4.7% |
| General Commercial | 0.0 | 0.0% | 19.4 | 2.7% |
| Retail, Lodging & Food Service | 0.0 | 0.0% | 7.9 | 1.1% |
| Mixed Use: Commercial / Residential | 1.6 | 0.7% | 7.7 | 1.1% |
| Total: | 28.7 | 12.4% | 69.4 | 9.5% |
| Industrial | | | | |
| <u>Land Use</u> | <u>Acres</u> | <u>Percentage</u> | <u>Acres</u> | <u>Percentage</u> |
| Industrial | 57.6 | 24.8% | 187.9 | 25.8% |
| Warehouse / Storage | 62.1 | 26.7% | 75.6 | 32.6% |
| Total: | 119.7 | 51.6% | 263.5 | 36.2% |
| Institutional / Infrastructure | | | | |
| <u>Land Use</u> | <u>Acres</u> | <u>Percentage</u> | <u>Acres</u> | <u>Percentage</u> |
| Government Use | 0.0 | 0.0% | 23.8 | 3.3% |
| Private Institutional | 0.0 | 0.0% | 5.7 | 0.8% |
| Educational | 0.0 | 0.0% | 4.0 | 0.6% |
| Medical / Health Care | 0.0 | 0.0% | 0.0 | 0.0% |
| Utilities | 4.9 | 2.1% | 0.6 | 0.1% |
| Total: | 4.9 | 2.1% | 34.1 | 4.7% |
| Transportation | | | | |
| <u>Land Use</u> | <u>Acres</u> | <u>Percentage</u> | <u>Acres</u> | <u>Percentage</u> |
| Parking | 0.0 | 0.0% | 6.1 | 0.8% |
| Transportation | 56.2 | 24.2% | 266.8 | 36.7% |
| Total: | 56.2 | 24.2% | 272.9 | 37.5% |
| Open Land | | | | |
| <u>Land Use</u> | <u>Acres</u> | <u>Percentage</u> | <u>Acres</u> | <u>Percentage</u> |
| Parks / Open Space | 0.0 | 0.0% | 2.7 | 0.4% |
| Cemetery | 0.0 | 0.0% | 0.0 | 0.0% |
| Vacant Land | 20.0 | 8.6% | 48.9 | 6.7% |
| Total: | 20.0 | 8.6% | 51.6 | 22.2% |
| Total Acreage: | 232.2 | 100.0% | 726.9 | 100.0% |

developed, such as commercial automotive businesses, which now occupy 62 acres within the two industrial districts. Recent reversals in the auto industry sector as evidenced by the closing and consolidation of auto dealerships will most likely reduce this acreage in the future.

The extent of non-manufacturing land use in these districts is not entirely a reflection of changes. When the district boundaries were originally drawn, portions of residential neighborhoods surrounding manufacturing facilities were included, as well as commercial establishments that served factory workers. However, for the most part, the industrial district boundaries reflected the dominance of manufacturing as the predominant land use.

A closer look at current land use provides some evidence of change since the industrial districts were first established. For example, 34% of the I-1 and I-2 districts are presently used for transportation rights-of-way, including rail lines and roads. As cited above, much of this right-of-way was taken for the construction of Routes 9 and 72. This had the immediate effect of displacing manufacturing facilities and disrupting traditional land use patterns as well as connections between areas of the City.

Over time, the new road network created by Routes 9 and 72 has had other impacts on land use patterns. Uses that value proximity to major highways have

Proximity to the highway network and economic base trends have also prompted zoning changes that are not reflected in the existing land use within industrial districts. One area that has seen such change is the northeast corner of the City near Central Connecticut State University (CCSU) and Route 9. Zoning has changed from industrial to multi-family residential in this area because of the need and market attraction for rental housing near the CCSU campus and easy access to Route 9. Another change was the inclusion of a previously zoned industrial area adjacent to Routes 9 and 72 into the recently created CBD zone. This new mixed use-zone will encourage commercial and high-density residential development. When combined, the New Britain-Hartford Busway and the highway network creates the opportunity for vibrant downtown development based on smart growth planning principles. These principles include the assumption that the economic base will be diversified in support of mixed land use.

FUTURE POLICY DECISIONS

Land use and zoning policies must guide development in a form and at locations which are responsive to market trends. New Britain's central location within the state and region, access to the interstate highway system and infrastructure capacity place it in a competitive position. The recent development of the Celebration Foods facility is an example of how these factors combined with site availability can impact business location decisions.

Manufacturing employment in New Britain is still a substantial sector. As noted earlier, the manufacturing and healthcare & social services employment categories comprise 80% of the payroll of the five highest employment sectors. These employment categories are a source of high paying jobs important to the future of New Britain. The challenge over the next 10 years and beyond will be to provide for the retention and expansion of these sectors.



Broad Street

The retail sector will benefit from the incomes that are generated by the manufacturing and healthcare sectors, and from mixed-use development near Busway stations. Access to the region via the Busway and the highway system will increase the attractiveness of New Britain for people working outside the region. Similar to non-residential sectors, the infrastructure available in New Britain can support the type of higher density residential development called for with the Incentive Housing Zones.

The following chapter presents a more detailed study of the potential for redevelopment in the Downtown that emphasizes the themes expressed throughout this Plan.

DOWNTOWN DEVELOPMENT PLAN



of Central Connecticut strengthens New Britain's role as a regional medical cluster.

BASIC THEMES

Of the many downtown plans done over the past four decades, this is the first to contain a significant residential component. Urban residential development is experiencing dramatic growth in Connecticut and the nation partially because suburban communities have erected barriers to multi-family units. Growth in the number of households in an environment of limited overall population growth has also contributed to the rise in urban residential development. The market support for residential development is strengthened further by New Britain's central location and access to multiple employment centers which is attractive to today's mobile labor force.

The Downtown Plan incorporates proposed public initiatives including the New Britain-Hartford Busway; CCSU and other organizations' potential interest in an events center facility; Charter Oak College's search for a new location and the need to replace the existing police station. While the surety of these separate initiatives varies, the Plan accommodates each without resting overall success on any one of them.



Downtown Toy and Hobby Store

Existing properties and activities as well as opportunities for new investment are addressed with a focus on integrating all components and providing linkages. Linkage is particularly important when one considers the extent of physical and functional disconnect caused by the construction of the limited access highways and interchanges as well as urban renewal clearance and redevelopment activities. At the same time, the Downtown Plan seizes upon opportunities created by these past landscape-altering events in terms of regional access and infrastructure capacity.

With regard to linkages, two approaches are used. One approach is to link sections of the Downtown by enhancing and creating strong public spaces and pedestrian pathways. The other approach is to create destinations which present reasons to move within the Downtown as well as to make it a destination within the region. The use of strong public spaces to connect areas has long been a feature of cities throughout the world. New Britain has a tradition of fine public spaces evidenced by Walnut Hill Park, Central Park, Stanley Quarter Park and others. The plan builds on this legacy.

FINDINGS

In summary, the underlying strengths of the New Britain Downtown to build upon are as follows:

- Downtowns in Connecticut and throughout the country are experiencing a dramatic resurgence and New Britain is well positioned for this wave of investment.

- Residential development as a strong market sector supports mixed-use, pedestrian-scale development in the Downtown.
- The Downtown as an educational center ranging from Pre-K to post graduate technical training has potential for a unique character.
- This educational center and residential development relate well to the cultural scene already emerging in Downtown.
- Linkage between areas north and south of Route 72 will follow Transit Oriented Development (TOD) around the Busway as well as the event center and revitalization of NewBrite Plaza.
- Medical cluster activities support residential development for staff and the recent expansion to Arch Street will strengthen linkages with Downtown.
- There is an institutional infrastructure in place for implementation including Downtown District, MEDA, and the Chamber as well as governmental agencies.
- The cultural attractions and historic, architecturally valuable buildings in the Downtown provide a sound base to build upon.

THE DOWNTOWN PLAN AND STRATEGY

The plan and strategy is comprised of a series of opportunities for catalytic investments connected to create the whole. These opportunity areas are linked by the “greening” of the Downtown: enhanced public areas and a network of parking opportunities including structured, surface and on-street parking. Within the overall development plan, a series of investment opportunity areas that can create a recognizable destination point within the Downtown were identified. These sites share the following attributes:

- The site is currently vacant or underutilized.
- Several of the sites can be integrated with existing parking facilities.
- All sites are within easy walking distance of the Busway.
- Each site is large enough to accommodate significant development.
- Investment in the sites will cause minimum displacement of existing businesses and no residents will be displaced.



The Doris Building

These destination points will build upon existing successful developments and attractions and in some cases, such as the Busway area, take advantage of a major initiative to create a new destination. The strategy is to create a mix of uses which bring back the 24-hour life that characterized New Britain’s Downtown in the past. This mix includes commercial, residential, cultural and public/institutional uses and destinations.

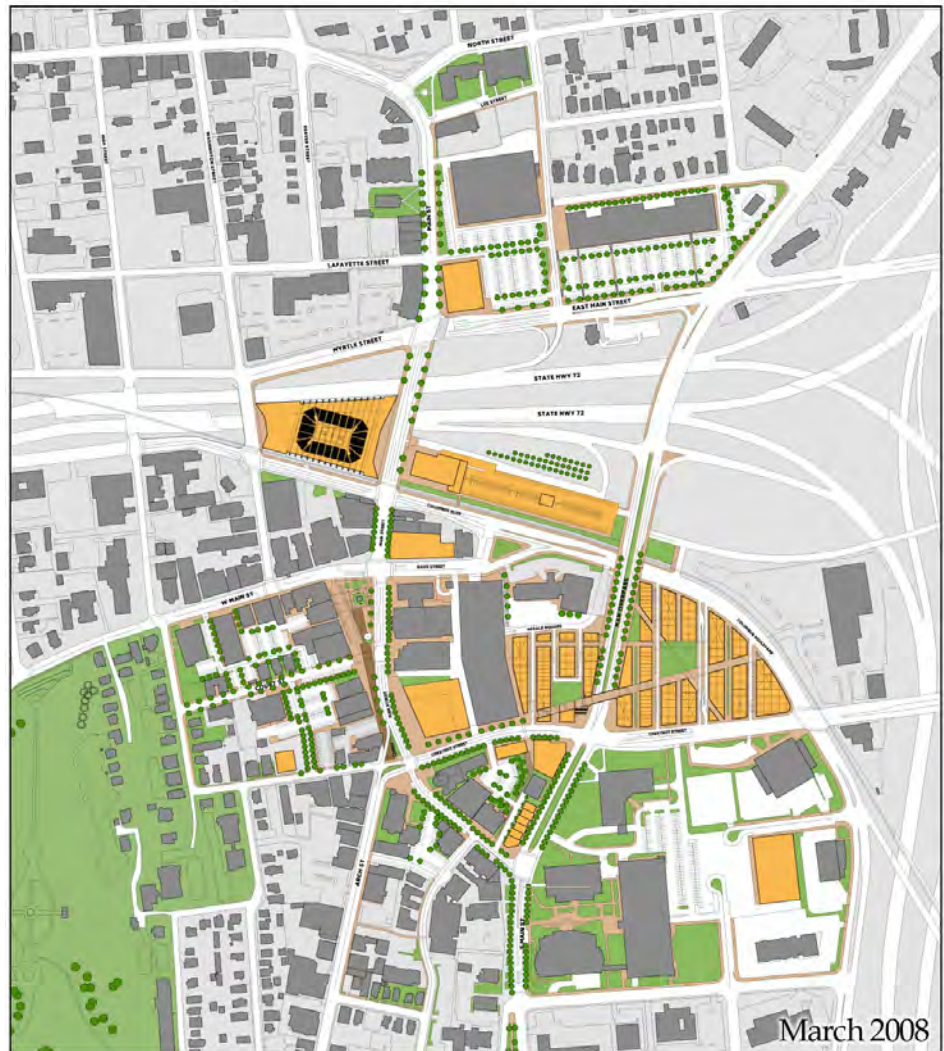
The exact quantity of development will evolve in the coming years, therefore the Plan components were designed to accommodate a range of development. This range of development is appropriate for the scale of targeted areas, can be supported by existing infrastructure and is responsive to market conditions. Within the investment areas, the mix of uses includes over 1,000 new residential units as well as 350,000 to 400,000 square feet of non-residential use. This level of development has been used for planning purposes; however, private sector investor interest may increase these amounts.

In addition to these developments, there will be supporting public investment in improvements to Liberty Square, Theater Square, Court Street and other selected public amenities to integrate the private investment areas into an exciting, vibrant urban experience.

TAX REVENUE

Implementation of the Downtown Plan will result in a significant increase in tax revenues for the City. The entire study area had a total assessed value of approximately \$175,000,000 in 2008. Within this total, the assessed value of land was approximately \$20,000,000. Within the proposed investment areas, the total assessed value was in the \$30,000,000 range with land assessed at approximately \$5,000,000.

The ratio of total assessment to land for the entire area was 9 to 1 while it was 6 to 1 for the investment areas. This reflects the vacant and/or underdeveloped nature of the investment areas. A post development assessment was calculated for each investment area based upon the amount of development and estimated construction cost. The total investment was in the range of \$250,000,000, excluding public infrastructure investments. Overall, the amount of real property revenue for the investment areas, depending on the tax rate at the time, was estimated to be \$8,000,000 on an annual basis.



Downtown Master Plan

OTHER REVENUES

The investment in mixed-use development in the Downtown will produce benefits to existing businesses and attract new ones. Spin-off revenues will be produced by people living and working in Downtown. For analysis, the 1,000 new dwelling units were assumed to be occupied by households earning \$52,000, the median household income for households currently residing within a 10 mile radius of the Downtown. The average household annual expenditure for goods and services at this income level is \$25,000. When one multiplies the total consumer expenditures per household by the 1,000 new households, it results in \$25,000,000 of annual expenditures. While it is obvious that all these expenditures will not be made in the Downtown, these levels of expenditure provide great potential for the expansion of the economic base in Downtown and the City as a whole.

FINANCING

The Downtown Plan is based on the concept of private investments in market-driven opportunities. It is anticipated that such investments will include some of the creative financing that is trademark of comprehensive urban revitalization efforts. The specific approach will emerge as the revitalization effort progresses. The public sector investments may include improvements to Liberty Square, Theater Square / South Main Street, Court Street and overall streetscape improvements. The cost of these improvements will be detailed as design proceeds.

IMPLEMENTATION

The vitality of any downtown depends on the cooperative interactions of all sectors: government, business and property owners, investors, institutions, residents and consumers. The future success of the New Britain Downtown will rely on these players, in the following roles:

Government

Government plays a multi-faceted role in the future of Downtown: regulatory, organizational and financial. The Mayor, City Council, City Boards and Commissions, as well as downtown specific organizations like the Downtown District will need to be involved. The State of Connecticut is a player in terms of financing, infrastructure, (particularly the Busway) and potential occupancy of facilities in the area. The federal government is also a potential source of funding with again, the Busway, as an example. Finally, a quasi-public development agency consisting of a private entity and the City working in partnership on specific projects may play a role in the redevelopment of the Downtown.



City Hall

The regulatory actions within the control of local government include zoning, building codes and forms of revitalization plans authorized under state statutes. During the course of the downtown Planning process, the City rezoned the Downtown, creating a unified Central Business District (CBD).

A review of building codes and possible revisions are needed to assist with the renovation and re-use of existing properties. Various aspects of the building code, often based on the state code, create cost burdens which discourage investment, re-use and occupancy of structures. New Jersey has revised its building code by the addition of provisions to specifically address rehabilitation of older buildings. A similar initiative should be pursued locally as well as at the state level to encourage adaptive reuse of significant buildings.

The Redevelopment Commission and the Common Council adopted a Municipal Development Plan (MDP) for the Downtown in June 2008 to formalize the concepts, principles and actions contained in the Downtown Plan. The MDP will provide assurance to the community at large as well as businesses, property owners and investors that the vision for the Downtown will be achieved and protected.

Institutions

New Britain is fortunate to have many institutions which have long been key players in the daily life of the City. These institutions include religious, cultural and charitable organizations; educational institutions including the public school system and CCSU; medical institutions including the Hospital of Central Connecticut; and many other groups of various sizes, interests and clientele. There is a role for all of these groups in the future of the Downtown as occupants, program providers and funding sources.



Trinity on Main

Private Sector

The private sector will drive the success of the Downtown. Without activity in the Downtown provided by businesses and investors, there will be no revitalization. At the same time, without consumers and residents, there is no incentive for businesses and investors to focus on the Downtown. In many ways it is the classic “chicken and egg” situation. The Downtown Plan is based on the theory of catalytic investments at key locations to spur revitalization.

As described earlier, these investments are targeted at key locations which are presently underutilized. Many of these investments are interrelated. For example, the development of a new police station will free up the current police station site for development. The Busway creates opportunities for transit-oriented development over a 5-year development period. For these reasons and based on the recommendations of the Downtown Plan, the City designated the Arete Development Group as Master Developer.

The master developer approach to urban revitalization has become the accepted model in communities throughout the nation. Here in Connecticut, several examples are currently underway including Blue Back Square in West Hartford and Renaissance Square in Naugatuck. An early example of this approach was Downtown Stamford where F.D. Rich Company was a master developer.

TIMING

As discussed earlier, a rigid plan with a prescribed schedule is not appropriate for the revitalization of a downtown. Just as New Britain's downtown has evolved over decades, the revitalization of the area will evolve as opportunities are pursued and decisions are made in both the private and public sector. Some decisions will be logical extensions of the principles contained in the Downtown Plan. Others will be variations on the core principles of the plan that will nevertheless contribute towards positive change for Downtown. Also, economic cycles will impact the investment climate and the pace of revitalization.

With this understanding of the process, certain priority actions were recommended. They built upon identified strengths, market acceptance and reasonable expectation of accomplishment. The priorities, while tied to a specific opportunity, were also distributed throughout the study area on a geographic basis. As mentioned earlier, the City has already implemented some of the recommended actions listed below:

Near Term

- Designate and/or create the entity responsible for implementation. (Accomplished)
- Revise the zoning regulations impacting the area. (Accomplished)
- Approve a Municipal Development Plan for the Downtown. (Accomplished)
- Attract a master developer to implement various components of the Plan. (Accomplished)
- Detail the police station needs to either validate or reject the recommended downtown location as part of a mixed-use development. (Accomplished)
- Reorganize parking and circulation in the Court Street Area to support investment in surrounding properties and existing businesses.
- Encourage shared parking agreements where connections between small parking lots and cooperative management would improve existing conditions.
- Design enhanced public space and "green" linkages.
- Conduct a specific feasibility analysis as to the potential for an events center.
- Examine the re-use potential of the former Burritt Bank. If not feasible for re-use, designate as site for new development.
- Establish an Incentive Housing Zone for a portion of the Downtown .

Intermediate

- Construct public space improvements and "green linkages."
- Work with owners of existing buildings and new investors on a program of façade restoration.
- Develop Parcel 9 as a mixed-use site with a focus on market rate residential development.
- Develop the area adjacent to Trinity-on-Main with a mix of residential, office and internal shared parking.
- Begin development of the Main Street / Chestnut Street and Herald Square area with police station / mixed-use facility and a mix of office / residential / public space.
- Prepare the current police station site for development assuming a new facility has been built.
- Initiate new development at the Busway terminal site.
- Busway completed and operational.

Long Term

- Based on the findings of the feasibility study, initiate the events center.
- Mixed-use Transit Oriented Development (TOD) developing in Columbus Boulevard Corridor.
- Current police station site developed with residential use and some ground level retail.
- Main Street / Chestnut Street and development in the Herald Square area moving forward in conjunction with current police station site to reverse current isolated “back alley” environment.

FUTURE LAND USE AND STRATEGY

FUTURE LAND USE

INTRODUCTION

The Generalized Future Land Use Plan illustrates the proposed pattern of conservation and development for the City of New Britain. It recommends the most appropriate locations for and relationship between major land uses, including residential development; commercial development; industrial development; mixed-use development; special area districts; areas for community facilities and areas for conservation and open space. The Generalized Future Land Use Plan is both a narrative and graphic presentation of the City's vision for the future. The Generalized Future Land Use Plan Map provides a broad illustration of desired development patterns based largely on existing land use and development patterns, physical features, current zoning designations and planning analysis conducted as part of the overall drafting of the Plan of Conservation and Development.

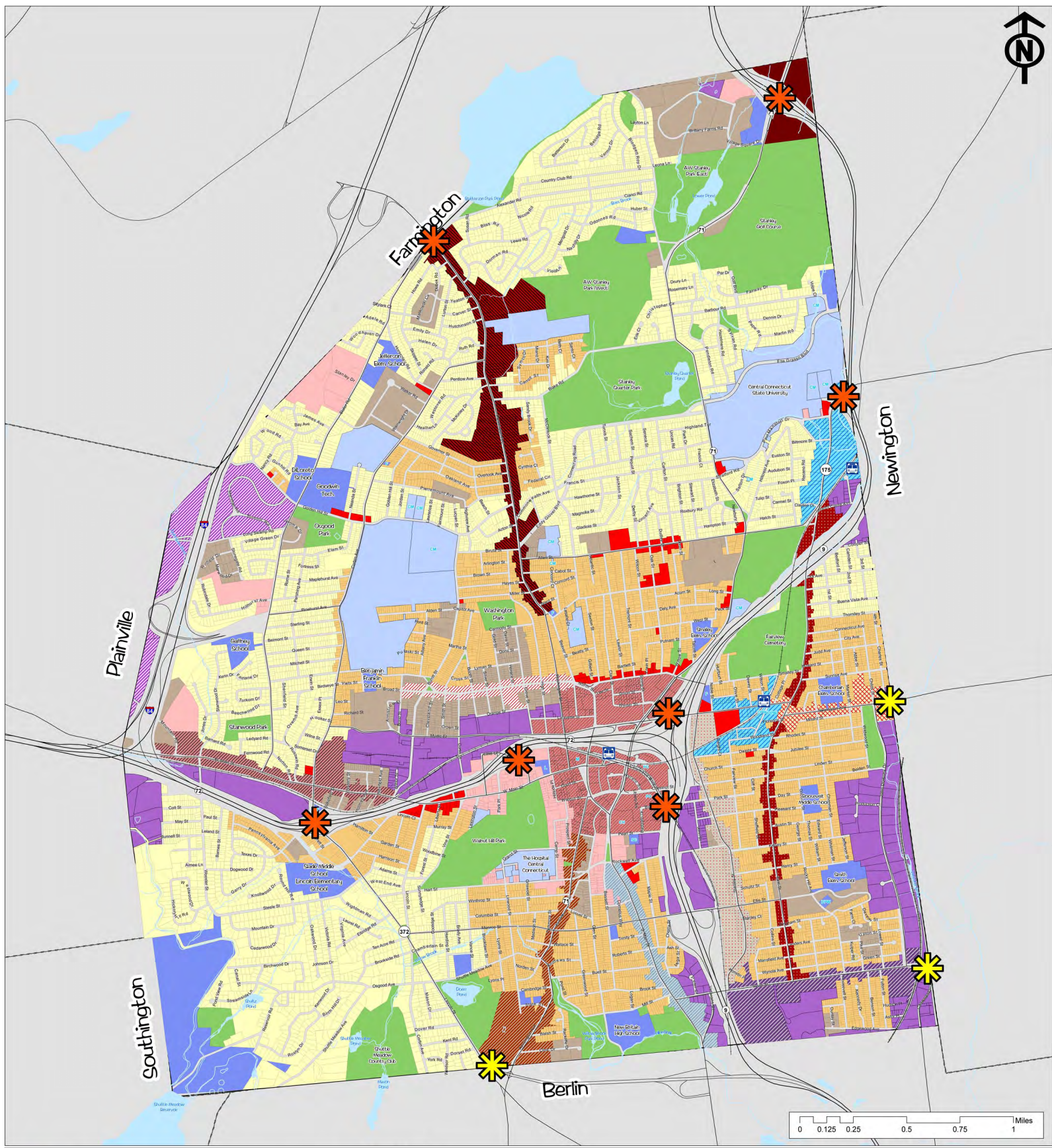
The Generalized Future Land Use Plan contains a variety of land use categories that address location, density, and current conditions. These categories and their general locations are described in more detail in the following sections. In some cases, individual parcels may have a different existing land use than the category shown on the map. This is unavoidable in a highly built-out community with small parcels. The purpose of the Generalized Future Land Use Plan is to illustrate broad proposed land use patterns and relationships between uses. The discussion below explains the land use designations that are shown on the Generalized Future Land Use Map.

NEW BRITAIN'S GENERALIZED FUTURE LAND USE PLAN

As a mature community, the majority of New Britain's land has already been developed. Development in New Britain often involves redeveloping sites and incorporating new development into the existing fabric of the community in a manner that compliments and enhances the existing strengths and character of the area. In order to support and protect the quality of life envisioned as part of the City's future, a balance between development, protection of City's residential neighborhoods and the preservation of the historical and cultural resources is necessary. At the same time, it is recognized that investment and development is necessary to address the economic health of both the City and its residents.

This balance between preservation and development will be achieved by adhering to broad policies as well as specific goals and objectives. These policies, goals and objectives must guide the City's development and redevelopment over the next ten years and beyond.

The Generalized Land Use Plan presents an overall vision of the types and locations of different land.



City of New Britain, CT
*Plan of Conservation
& Development*

Map #21
Generalized
Future Land Use Plan

Legend

- Residential**
- Low Density - Single Family
 - Medium Density - Two Family
 - Med-High Density - Multi-Family

- Commercial & Industrial**
- Central Business District
 - Office / Professional
 - General Commercial
 - Destination Retail
 - Industrial
 - Research & Technology
 - IHZ / Transit Oriented

- Corridors**
- Arch St Corridor
 - Broad St Corridor
 - E. Main St/Newington Ave Corridor
 - East St Corridor
 - South Main St Corridor
 - South St Corridor
 - Stanley St Corridor
 - West Main St Corridor
 - Farmington Ave Corridor

- Public / Inst. / Open Space**
- Public Facility
 - Institutional
 - Existing Open Space

- Local Gateways**
- Highway Gateways
 - Proposed Busway Stop

Source:
GIS Parcel Basemap:
City of New Britain,
Department of Public Works &
Tax Assessor.

This map was developed for use
as a planning document. Delineations
may not be exact.

HMA HARRALL-MICHALOWSKI
ASSOCIATES
A Milne & MacBroom Company
Branford, Connecticut February 2019

RELATIONSHIP BETWEEN GENERALIZED FUTURE LAND USE AND ZONING

The Generalized Land Use Plan presents an overall vision of the types and locations of different land uses throughout the City. As such, it provides a basis for potential zoning changes. The land use plan differs from the City's Zoning Regulations. The land use plan and categories provide a conceptual understanding of desired type and intensity of development in the City whereas the City's Zoning Regulations are much more specific and binding. The development of an updated POCD and its accompanying Generalized Land Use Plan serves to guide the City's future development as an advisory or policy-setting document. Key to successful future development is the creation of zoning regulations, design guidelines, and implementation strategies which explicitly outline and enforce New Britain's vision for the future.

GENERALIZED FUTURE LAND USE CATEGORIES

Residential Land Use Categories

Low Density Residential- Single & Two-Family Residential

This category represents those areas that are predominantly comprised of single-family neighborhoods, at densities generally between 1-7 dwelling units per acre. The Single-Family Residential areas generally follow the boundaries of the City's S-1, S-2 and S-3 "Single Family Residential" zones, where the minimum lot size ranges from 6,000 to 13,500 square feet. These areas are generally located along the northern and western fringes of the City, as well as the southwestern corner near the Shuttle Meadow Country Club.

Medium Density Residential - Two-Family Residential

The Medium-Density Residential designation represents areas that are predominantly comprised of two-family neighborhoods, at densities generally between 5-15 dwelling units per acre. Typically, these areas are comprised of older housing on lots of varying size surrounding New Britain's core and well established commercial and industrial development along the corridors. These areas generally encompass much of the T "Two-Family Residential" zones in New Britain. Vacant, developable land is available in the form of scattered properties throughout this district, and provides some opportunities for infill development.

The purpose of both the Low-Density and Medium- Density Residential areas is to preserve the established neighborhood residential character of a large portion of the City of New Britain, a characteristic which provides stability and support for civic life.

Medium-High Density Residential - Multi-Family & Apartment

Medium-High Density Residential category represents areas of the City that are generally comprised of apartment complexes and multi-family homes at densities of up to 25 units per acre. The Medium-High Density Residential areas encompass the City's A-1 "Garden Apartments", and the A-2 and A-3 "Multi-Unit Residential" zones. The land within this category is distributed spatially across the City. Development in the Medium-High Residential areas are distinct from most other residential areas in the City due to the scale and massing of housing units, where building footprints and heights tend to be greater than those found elsewhere.

Commercial and Industrial Land Use Categories

Central Business District

The Central Business District is proposed as a mixed-use area inclusive of commercial, residential, cultural and public/institutional uses. The vision is for a 24-hour a day work/live environment as well as a cultural center for the region. Strategic public investments such as a new public safety facility and secondary educational facilities and programming, as well as initiatives to make the area more pedestrian friendly, are part of this vision. Encouraging the expansion of CCSU educational and residential facilities in the Downtown will enhance pedestrian and economic activity.

Industrial

The Industrial land use designation is intended for parts of New Britain where a variety of manufacturing, fabrication, distribution, warehousing and some office uses are appropriate. This designation generally reflects the current manufacturing usage of land located in the City's I-1 "Industrial Park," I-2 "General Industrial" and U-1 "Urban Industrial" zones. Designated industrial areas include John Downey Drive, Stanley Street west to State Route 9 and South Street and the area around the Stanley Works north of State Route 72. Because much of the industrially zoned land in the City lies in highway rights-of-way and there is little vacant industrial land left, and there is capacity for additional employment in the City, adaptive reuse of existing industrial structures is critical to maintaining an economic base. In order to attract investment, the City must maintain flexibility over the type of contemporary uses that may occupy and revitalize aging industrial structures. Such uses likely will not be traditional manufacturing, but may include light industrial, office, retail, market-rate residential and/or mixed-uses.

General Commercial

This land use designation includes scattered commercial areas outside of the corridors. In some cases, the areas are neighborhood commercial convenience retail and in others they are stand alone commercial uses. As a policy moving forward, only neighborhood convenience commercial uses of a size and scale that is compatible to adjacent uses should be permitted. The expansion of stand-alone commercial uses that are incongruent to neighboring uses should be discouraged; the area in the vicinity of Allen and Oak Street is an example of this type of development.

Office / Professional

The Office/Professional land use category is found primarily adjacent to the Central Business District and is intended to provide a transitional use area. The area to the east of the Hospital of Central Connecticut is within this category to guide future expansion of medical uses in that area. A second area designated for this use is the Stanley Corporate Headquarters and adjoining property on Slater Road.

Research and Technology

This land use category includes the former Pinnacle Heights housing development site and an adjacent area on the west side of I-84. This area is proposed for economic development activities. It is anticipated that the former Pinnacle Heights site will be developed as a commerce park permitting a range of uses. These uses may include office, light industrial and assembly, research and development

and retail. The objective is to add to the tax base and create employment opportunities in a well-planned environment. The commerce park will be designed to minimize impacts on adjacent residential neighborhoods.

Transit Oriented Development (TOD)

This land use category encompasses the areas served by the East Main Street and East Street stops on the New Britain-Hartford Busway. They are intended to be mixed-use areas with medium to high-density residential development. Such development may be within mixed or single-use structures. These areas have been designated as potential Incentive Housing Zones (IHZ) under the HOME Connecticut Program. Although not designated as such, the Central Business District is also considered a TOD area since the majority of the area is within walking distance of the Busway Terminal.

Corridors

The Generalized Future Land Use Plan designates 9 areas of the city as corridors. As described in the earlier Analysis of Corridors Chapter, these corridors contain 8% of all the parcels in the city and 13% of the gross building area. All of the corridors are mixed-use areas; however, residential is the predominant use with 838 of the 1,188 parcels or 70% containing some residential use. This land use pattern reflects the development history of New Britain wherein the main streets within the corridors served as major arterials and connected with adjacent communities and the balance of the region. As the community grew, residential areas developed around these corridors. The corridors provided commercial and service establishments within walking distance of immediately surrounding residential neighborhoods while retaining significant levels of residential use.

Some of the corridors also provided auto related goods and services commonly found on arterial roads. With the construction of Routes 9 and 72, this type of commerce declined. At the same time, several of the corridors experienced economic decline as major industrial employers either were displaced for highway construction or ceased operations. This resulted in a loss of employees as customers of the retail and service establishments in the corridors. Nevertheless, each of the corridors continues to have nodes of economic and/or civic activity that provide character and vitality to the surrounding neighborhoods, and offer strengths to build on. The following describes the vision for each of the corridors.

Broad Street

Over the last several years, the Broad Street Corridor has been revitalized as a walkable, vibrant mixed-use area serving both the surrounding residential neighborhood and as a regional destination to purchase Polish products and services. As a collector street, Broad Street does not serve the City as a traditional gateway or primary route into the Downtown like many of the other corridors, yet its character and regional importance make it a corridor worthy of special consideration. The vision for this area is the continued program of investment in the rehabilitation of structures for mixed-use development.

West Main Street

The West Main Street Corridor particularly in the vicinity of Corbin Avenue has emerged as a community retail area anchored by Stop & Shop. The vision for this area is the expansion of commercial activity to include areas in the western portion of Myrtle Street. As part of any expansion, a traffic

analysis should be undertaken to minimize the impact on surrounding neighborhoods. Additionally, the area currently zoned B-1 in the vicinity of Lincoln and Vine Streets will serve a more neighborhood commercial services purpose by strengthening the connections with surrounding residential and business office areas.

Farmington Avenue

This corridor is still primarily residential. The vision for this corridor is to retain the residential character at its present density. Some neighborhood convenience retail use may be appropriate at selected locations as part of mixed use development.

Arch Street

This corridor consists of two segments with Hart Street the dividing line. The portion of the corridor south of Hart Street is more residential than the northern portion. Further non-residential use in this area should be discouraged. The northern portion provides the opportunity for expansion of medical use related to the Hospital of Central Connecticut as well as transition to the Central Business District.

South Main Street

This corridor is predominantly residential, while it is zoned B-1. The character of the corridor changes from north to south, with the southerly section containing more commercial uses. Shallow lots in the balance of the corridor, however, make commercial development difficult. Several of the existing commercial uses in the corridor are automotive related. It is assumed that these developed prior to construction of Route 9 which replaced South Main Street as the primary arterial entering New Britain from the south. The vision for this corridor is to maintain commercial concentrations in the southern end, while developing destination points along the corridor leading to the attractive Franklin Square terminus and Downtown.

South Street

This corridor serves as access to industrial areas including the John Downey Drive area and the former New Britain Machine site. It also provides a connection to the Berlin Turnpike. At the same time, there is a significant amount of residential development in the corridor including an area on the south side of South Street. Future industrial development in this area must respect this residential area.

Stanley Street

The properties with frontage on Stanley Street are primarily residential with mostly two and three-family homes; however, there is a significant amount of industrial/heavy commercial development to the west of Stanley Street adjacent to Route 9. Prior to construction of the highway, this area had a concentration of industrial uses. Stanley Street also provides access to the South Street area via the exit from Route 9 at Ellis Street. The traffic on Stanley Street includes a significant number of trucks with the South Street and John Downey Drive industrial areas as a destination. The vision for this corridor is to support non-residential development to the west of Stanley Street with the area to the east retained as a residential area.

East Street

Prior to the construction of Route 9, East Street served as a major north-south arterial as well as the location of neighborhood retail and service establishments. Although only a small area in the vicinity of

the Ellis Street intersection is zoned for business, these uses are spread throughout the corridor. It is recommended that an additional area be zoned for neighborhood commercial/service use. Consideration should be given to a location within or adjacent to the TOD area surrounding the East Main Street Busway Station. The northern section of the corridor contains the East Street Busway Station TOD area which should also contain commercial/service uses serving the neighborhood to the west as well as CCSU.

East Main Street / Newington Avenue

This corridor serves as a gateway from the Berlin Turnpike to the east as well as access to John Downey Drive industrial area. The primary need in this corridor is to realign the East Main Street/East Street/Newington Avenue intersection. The area is currently a mixed use area and should remain in such use in the future.

Public, Institutional and Open Space

Public Facilities

This land use category includes City-owned facilities such as schools, fire stations and other municipal facilities such as libraries, senior centers, the historical society and public infrastructure such as the sewage treatment plant.

Institutional

This category includes hospitals, universities, cemeteries, churches and other private institutional properties and holdings. The Hospital of Central Connecticut, the Hospital for Special Care and CCSU have been placed in this use category.

Existing Open Space

This designation is assigned to all properties that are currently held as open space, in either private or public ownership. Existing open space includes active and passive recreation and open space areas, parks, playgrounds, ball fields, flood control properties and open space areas.

NEW BRITAIN'S STRATEGIC PLAN

As has been referenced many times in this Plan, New Britain is a mature community with long established land use patterns that traditionally embodied “new urbanist” principles such as compact development concentrated around transportation and employment nodes. Unlike a suburban or ex-urban community, these land use patterns will not be altered in the future by the development of vacant or “greenfields” areas. Rather, the future of New Britain will rely on addressing the quality of life issues that create an environment in which people desire to live and visit, businesses choose to remain or locate, institutions continue as a vital part of the community. Because the City already has the infrastructure to support significant redevelopment in a form and function that reflects smart growth principles, it is poised to become an early example of revitalized traditional urban and neighborhood development within the region and state.

The achievement of this vision will require a range of strategic goals and objectives which reflect the

principles expressed in the Vision Statement outlined in the Introduction to this Plan of Conservation and Development.

❖ Strong Neighborhoods

- Create and retain walkable, sustainable neighborhoods through the use of mixed-use friendly zoning within designated corridors supporting surrounding residential areas.
- Reduce the density within neighborhoods by limiting new multi-family development to the CBD and areas in proximity to transit.
- Revise regulations in residential zones to limit the extent of impervious surfaces and generally advance “green” principles.

❖ Increased Connectivity

- Reduce vehicular traffic congestion by enhanced intra-city transit service including service for CCSU students and integration with the Busway.
- Provide alternatives to the automobile for pedestrians and bicyclists.
- Encourage mixed use in adaptive re-use developments to reduce the need for vehicle use.
- Create a coordinated wayfinding signage system.

❖ Gateways

- There are a dozen gateway entrances into New Britain from adjacent communities and Routes 9 and 72. The appearance of these gateways should be enhanced by use of appropriate regulations.
- The wayfinding signage system should provide direction from these gateways to destinations within the city.

❖ Build On New Britain’s Cultural Arts

- Develop and implement a design review process which protects New Britain’s historic and architectural assets.
- Support the retention and expansion of performing arts with a geographic focus on the Central Business District.
- Strengthen the linkage between New Britain’s cultural diversity and the arts.
- Encourage links between secondary educational programs and Downtown arts institutions and resources.

❖ Strengthen The Economic Base

- Support the expansion of the Hospital of Central Connecticut, Hospital for Special Care and Central Connecticut State University within the context of sustainable neighborhoods.
- Support the use of vacant buildings and land in the Route 72 corridor for market supported commerce.

- Build on the advantages of New Britain's central location in the region, highway access, Busway and affordability.
- Address brownfield site conditions by aggressive pursuit of state and federal funds to create opportunities for creative, adaptive re-use of quality structures as well as redevelopment sites.

❖ Central Business District

- Construct a new public safety facility as part of a mixed-use development.
- Develop housing at densities which create a critical mass of residents in support of restaurants, retail and service establishments.
- Market the advantages of the Busway for transit oriented development.
- Strengthen the connection between the CCSU student body/programs and the Central Business District.
- Strengthen the pedestrian environment with strategic streetscape investments and integration of new development with the fabric of the area.
- Respect and preserve the historic and architectural heritage of the area.
- Re-establish the functional relationship between the portions of the CBD separated by Route 72.
- Increase the supply and efficiency of parking through the combining of individual small rear lot parking areas to create shared parking areas.

❖ Infrastructure

- Maintain New Britain's well-developed infrastructure with strategic investments in accordance with the Capital Improvement Program.
- Maintain the City's parks and open space system inclusive of best management practices.

ACTION AGENDA

The achievement of this vision will require a range of strategic goals and actions which reflect the principles expressed in the Vision Statement outlined in the Introduction to this Plan of Conservation and Development. As elaborated on the following pages some actions help to achieve multiple objectives.

| Goal: Strong Neighborhoods | Lead Agencies | Priority | | | |
|---|--|----------|-------------------------|-----------------------|-------------------------|
| | | On-Going | Short-Term (1-3 Yrs) | Mid-Term (4-6 Yrs) | Long-Term (7-10 Yrs) |
| Objective: Create and retain walkable, sustainable neighborhoods through the implementation of mixed-use friendly zoning within designated corridors supporting surrounding residential areas. Specific Actions: Establish the recommended Incentive Housing Zones (IHZs) and adopt the recommended Regulations. Use state and federal programs to support the development of market-rate, workforce housing. Review and amend site development standards to address a balance between parking needs and quality of development. Consider the creation of community off-street parking areas to serve densely developed neighborhoods. | City Plan Commission, Common Council, Dept. of Municipal Development, non-profit and for-profit housing developers | | | | |
| | | | ✖ | | |
| | | ✖ | | | |
| | | | ✖ | | |
| | | | | ✖ | |
| Objective: Reduce the density within neighborhoods by limiting new multi-family development to the CBD and areas in proximity to transit. Specific Actions: Adopt the recommended Incentive Housing Zones (IHZs) and Regulations to guide more dense residential developments to these locations. Review and amend Zoning Regulations to achieve desired densities elsewhere in the City, in particular, consider changing A-2 Zones to T Zones in the Washington Park area. | City Plan Commission, Common Council, Dept. of Municipal Development | | | | |
| | | | ✖ | | |
| | | | ✖ | | |
| Objective: Revise regulations in residential zones to limit the extent of impervious surfaces and generally advance “green” principles. Specific Actions: Review and amend Zoning Regulations to encourage “green” building design and limit impervious surfaces by reducing parking requirements and encouraging shared parking. Institute a systematic street tree planting program coordinated with the installation of underground utility lines. | Common Council, Engineering Dept., Dept. of Municipal Development, CL&P | | | | |
| | | | ✖ | | |
| | | | ✖ | | |
| Goal: Corridors with Character | Lead Agencies | On-Going | Short-Term (1-3 Yrs) | Mid-Term (4-6 Yrs) | Long-Term (7-10 Yrs) |
| Objective: Conduct detailed studies of the corridors and prepare design districts unique to each corridor for inclusion in the zoning regulations. The primary strategy for each corridor is as follows. Specific Actions: Broad Street – continue to encourage pedestrian scale mixed-use redevelopment. West Main Street – encourage an expansion of commercial development, in the area of western Myrtle Street, and strengthen the neighborhood orientation of commercial activity in the vicinity of the highway and railroad crossings. | City Plan Commission, Common Council, Dept. of Municipal Development, Neighborhood Revitalization Zones (NRZs), Engineering Dept., CT DOT, CCRPA | | | | |
| | | ✖ | | | |
| | | | ✖ | | |

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|---|---|-----------------|---------------------------------|-------------------------------|---------------------------------|
| Farmington Avenue – preserve residential character at current density, and allow limited mixed-use development at select locations. | | | ✖ | | |
| Arch Street – preserve residential character south of Hart Street, allow for expansion of commercial/medical use north of Hart Street. | | | ✖ | | |
| South Main Street – change regulations to limit commercial uses to neighborhood-scale developments to encourage nodes of activity along the corridor, while maintaining the bulk of commercial uses in the southern end. | | | ✖ | | |
| South Street – ensure that industrial development respects the character of residential areas within the corridor. | | | | ✖ | |
| East Street – re-zone areas around the East Main Street intersection and near CCSU to encourage neighborhood commercial/services and to accommodate transit-oriented development related to the Busway. | | | ✖ | | |
| East Main Street/ Newington Avenue – continue to encourage mixed uses. | | | ✖ | | |
| Reduce the number of auto sales and repair establishments within the City, particularly within identified corridors and at the gateways. | | | ✖ | | |
| Objective: Ensure that the City's visions for its corridors are coordinated with the vision of neighboring communities for the same corridors. | City Plan Commission, Common Council, Dept. of Municipal Development, CCRPA, CRCOG | | | | |
| Specific Actions: | | | | | |
| Work through the Central CT Regional Planning Agency and the Capitol Region Council of Governments to coordinate with adjacent municipalities. | | ✖ | | | |
| Goal: Increased Connectivity | Lead Agencies | On-Going | Short-Term (1-3 Yrs) | Mid-Term (4-6 Yrs) | Long-Term (7-10 Yrs) |
| Objective: Reduce vehicular traffic congestion by enhanced intra-city transit service including service for CCSU students and integration with the Busway. | Public Works/Engineering Depts., CCRPA, CT Transit, CCSU, Mayor's Office | | | | |
| Specific Actions: | | | | | |
| Explore alternative transportation modes (trolleys, shuttles, and bike-cabs among others) and possible routes within the City for regular service to and within the Downtown. | | ✖ | | | |
| Continue to coordinate with CT Transit and CCSU officials on service issues. | | ✖ | | | |
| Objective: Provide alternatives to the automobile for pedestrians and bicyclists. | Dept. of Municipal Development, Parks & Recreation Dept., Public Works Dept., Board of Education, CCRPA, Mayor's Office | | | | |
| Specific Actions: | | | | | |
| Pursue additional Safe Routes to Schools initiatives to fill in gaps in the existing sidewalk network. | | | ✖ | | |
| Design and implement a citywide trail system which integrates existing and proposed trails, parks and open space areas through on-street segments; e.g. connecting the existing AW Stanley - Stanley Quarter Park Trail to the Busway multi-use path. | | ✖ | | | |

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|--|--|-----------------|---------------------------------|-------------------------------|---------------------------------|
| Objective: Encourage mixed-use in adaptive re-use developments to reduce the need for vehicle use. | City Plan Commission, Common Council, Dept. of Municipal Development, Building Dept. | | | | |
| Specific Actions: | | | | | |
| Review and amend Zoning Regulations for adaptive re-use projects to encourage mixing uses. | | | ✖ | | |
| Objective: Create a coordinated wayfinding signage system. | Dept. of Municipal Development, Public Works/Engineering Depts., Downtown District, Chamber of Commerce | | | | |
| Specific Actions: | | | | | |
| Partner with community and business organizations to design and erect appropriate signage. | | ✖ | | | |
| Objective: Improve selected streets and intersections. | Public works/Engineering Depts. | | | | |
| Specific Actions: | | | | | |
| Improvements should be made to the Corbin Avenue and West Main Street intersection, and the East Street, East Main Street, Newington Avenue intersection, among others. | | | ✖ | | |
| Goal: Establish Gateways to the City | Lead Agencies | On-Going | Short-Term (1-3 Yrs) | Mid-Term (4-6 Yrs) | Long-Term (7-10 Yrs) |
| Objective: There are a dozen gateway entrances into New Britain from adjacent communities and Routes 9 and 72. The appearance of these gateways should be enhanced by use of appropriate regulations. | City Plan Commission, Common Council, Dept. of Municipal Development, Public Works/Engineering Depts., Chamber of Commerce, Mayor's Office | | | | |
| Specific Actions: | | | | | |
| Partner with community and business organizations to design and erect appropriate Gateway features. | | ✖ | | | |
| Amend Zoning Regulations to create gateway design districts possibly including segments of the corridors. | | | ✖ | | |
| Objective: The wayfinding signage system should provide direction from these gateways to destinations within the city. | Dept. of Municipal Development, Public Works/Engineering Depts., Downtown District, Chamber of Commerce | | | | |
| Specific Actions: | | | | | |
| Partner with community and business organizations to design and erect appropriate signage. | | ✖ | | | |
| Goal: Build On New Britain's Cultural Arts | Lead Agencies | On-Going | Short-Term (1-3 Yrs) | Mid-Term (4-6 Yrs) | Long-Term (7-10 Yrs) |
| Objective: Develop and implement a design review process which protects New Britain's historic and architectural assets. | City Plan Commission, Common Council, Dept. of Municipal Development, Mayor's Office, Arts Alliance | | | | |
| Specific Actions: | | | | | |
| Create an advisory design review board and process. | | | ✖ | | |

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|---|--|-----------------|---------------------------------|-------------------------------|---------------------------------|
| Objective: Support the retention and expansion of performing arts with a geographic focus on the Central Business District. | | | | | |
| Specific Actions: | Arts Alliance, Downtown District, Chamber of Commerce, Dept. of Municipal Development, CCSU, Mayor's Office, Board of Education | | | | |
| Implement the Downtown Plan and Strategy. | | ✖ | | | |
| Coordinate and work with existing arts venues and organizations to support retention and expansion. | | ✖ | | | |
| Strengthen linkages between education, cultural diversity and the arts. | | ✖ | | | |
| Goal: Strengthen The Economic Base | Lead Agencies | On-Going | Short-Term (1-3 Yrs) | Mid-Term (4-6 Yrs) | Long-Term (7-10 Yrs) |
| Support the expansion of the Hospital of Central Connecticut, the Hospital for Special Care, and Central Connecticut State University within the context of sustainable neighborhoods. | City Plan Commission, Common Council, Dept. of Municipal Development, Mayor's Office, Hospital of Central CT, Hospital for Special Care, CCSU | | | | |
| Specific Actions: | | | | | |
| Review development permitting procedures and consider assigning approvals of Special Exceptions to the City Plan Commission. | | | ✖ | | |
| Encourage public-private partnerships to expand levels of education, employment and service. | | | ✖ | | |
| Objective: Support the use of vacant buildings and land in the Route 72 corridor for market supported commerce. | City Plan Commission, Common Council, Dept. of Municipal Development, Stanley Works, Gateway Crossing Co., Chamber of Commerce, Mayor's Office | | | | |
| Specific Actions: | | | | | |
| Form private/public partnerships to redevelop vacant industrial properties in the Route 72 corridor. | | | | ✖ | |
| Review development permitting procedures and consider assigning approvals of Special Exceptions to the City Plan Commission. | | | ✖ | | |
| Objective: Build on the advantages of New Britain's central location in the region, highway access, Busway and affordability. | Dept. of Municipal Development, Common Council, Mayor's Office, Chamber of Commerce, CCSU, CT Transit | | | | |
| Specific Actions: | | | | | |
| Market the City's locational advantages and the Busway. | | ✖ | | | |
| Review development permitting procedures and consider assigning approvals of Special Exceptions to the City Plan Commission. | | | ✖ | | |
| Objective: Address brownfield site conditions by aggressive pursuit of state and federal funds. | Dept. of Municipal Development, Public Works/Engineering Depts., regional City Plan agencies, Chamber of Commerce, MEDA | | | | |
| Specific Actions: | | | | | |
| Work with state and regional agencies and private property owners to apply for funding to address brownfield site conditions. | | ✖ | | | |

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|--|--|-----------------|-----------------------------|---------------------------|-----------------------------|
| Objective: Increase the number of small and home-based businesses in the City. | City Plan Commission, Common Council, Dept. of Municipal Development, Engineering Dept., Chamber of Commerce, Downtown District | | | | |
| Specific Actions: | | | | | |
| Review and amend Zoning Regulations to encourage small businesses and professional home offices. | | | ✖ | | |
| Improve the availability of technological amenities, such as Wi-Fi and other telecommunication features, and market them to potential residents and business owners. | | | | ✖ | |
| Goal: Strengthen the Central Business District | Lead Agencies | On-Going | Short-Term (1-3 Yrs) | Mid-Term (4-6 Yrs) | Long-Term (7-10 Yrs) |
| Objective: Develop housing at densities which create a critical mass of residents in support of restaurants, retail and service establishments. | City Plan Commission, Common Council, Dept. of Municipal Development, Mayor's Office, non-profit and for-profit developers, Downtown District, Chamber of Commerce | | | | |
| Specific Actions: | | | | | |
| Implement the Downtown Plan and Strategy. | | ✖ | | | |
| Adopt the recommended Incentive Housing Zones (IHZs) and Regulations. | | | ✖ | | |
| Use state and federal programs to support the development of market-rate, workforce housing. | | ✖ | | | |
| Support mixed-use development around the new public safety facility. | | ✖ | | | |
| Objective: Take advantage of the Busway for transit oriented development (TOD). | City Plan Commission, Common Council, Dept. of Municipal Development, Mayor's Office, Chamber of commerce, CT Transit, non-profit and for-profit developers | | | | |
| Specific Actions: | | | | | |
| Adopt the recommended Incentive Housing Zones (IHZs) and regulations for areas surrounding Busway stations. | | ✖ | | | |
| Encourage public-private partnerships for TOD. | | | ✖ | | |
| Market the City's locational advantages and the Busway. | | ✖ | | | |
| Objective: Strengthen the connection between the CCSU student body/programs and the Central Business District. | City Plan Commission, Common Council, Dept. of Municipal Development, Mayor's Office, Downtown District, Chamber of Commerce, CCSU, developers | | | | |
| Specific Actions: | | | | | |
| Encourage CCSU occupancy in the Downtown for special programming. | | | | ✖ | |
| Pursue opportunities for student housing in the Downtown. | | | | ✖ | |
| Build upon Busway linkage between campus and Downtown. | | | ✖ | | |
| Objective: Strengthen the pedestrian environment with strategic streetscape investments and integration of new development with the fabric of the area. | City Plan Commission, Common Council, Dept. of Municipal Development, Engineering Dept., Mayor's Office, Chamber of Commerce | | | | |
| Specific Actions: | | | | | |
| Implement the Downtown Plan and Strategy. | | ✖ | | | |
| Implement traffic calming program as part of streetscape improvements. | | | ✖ | | |

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|---|---|-----------------|-----------------------------|---------------------------|-----------------------------|
| Objective: Respect and preserve the historic and architectural heritage of the area. | City Plan Commission, Common Council, Dept. of Municipal Development, Arts Alliance, Mayor's Office, Downtown District | | | | |
| Specific Actions: | | | | | |
| Consider creating an advisory design review board and process. | | | ✖ | | |
| Coordinate the establishment of historic districts in the CBD with overall revitalization initiatives. | | | | ✖ | |
| Objective: Increase the supply and efficiency of parking Downtown. | Common Council, Dept. of Municipal Development, Public Works/Engineering Depts., Mayor's Office, Downtown District, Chamber of Commerce, Parking Commission | | | | |
| Specific Actions: | | | | | |
| Combine individual small rear lot parking areas to create shared parking areas. | | | | ✖ | |
| Use existing capacity in parking structures to support new development. | | | | ✖ | |
| Provide improved signage directing vehicles to parking areas. | | | ✖ | | |
| Provide pedestrian connections between parking and Downtown destinations. | | | ✖ | | |
| Expand the Parking Commission's responsibilities to assess parking needs and implement a comprehensive parking strategy. | | | ✖ | | |
| Goal: Maintain and Improve Infrastructure | Lead Agencies | On-Going | Short-Term (1-3 Yrs) | Mid-Term (4-6 Yrs) | Long-Term (7-10 Yrs) |
| Objective: Maintain New Britain's well-developed infrastructure with strategic investments in accordance with the Capital Improvement Program. | Dept. of Municipal Development, Common Council, Mayor's Office, Public Works/Engineering Depts. | | | | |
| Specific Actions: | | | | | |
| Continue to allocate and seek funding for planned infrastructure investments. | | ✖ | | | |
| Target infrastructure investments to support private investment. | | ✖ | | | |
| Undertake capital planning in support of the creation of corridor design districts. | | | ✖ | | |
| Objective: Maintain the City's parks and open space system inclusive of best management practices. | Parks & Recreation Dept., Dept. of Municipal Development, Common Council, Neighborhood Revitalization Zones (MRZs), Public Works/Engineering Depts. | | | | |
| Specific Actions: | | | | | |
| Consider the need for and ability to maintain small parkettes on vacant parcels within select neighborhoods. | | ✖ | | | |
| Design and implement a citywide trail system which integrates existing and proposed trails, parks and open space areas through on-street segments; e.g. connecting the existing AW Stanley - Stanley Quarter Park Trail to the Busway multi-use path. | | | | ✖ | |
| Whenever possible, incorporate sustainable "green" design practices and materials into park improvements and new construction. | | ✖ | | | |

CONSISTENCY WITH THE STATE CONSERVATION AND DEVELOPMENT POLICIES PLAN

The *Connecticut General Statutes* requires municipalities to consider the State Plan of Conservation and Development in their own long-range planning efforts, and to note any inconsistencies. The most recent *Conservation and Development Policies Plan for Connecticut: 2005-10* identifies six growth management principles to guide land use change and preservation. These principles include:

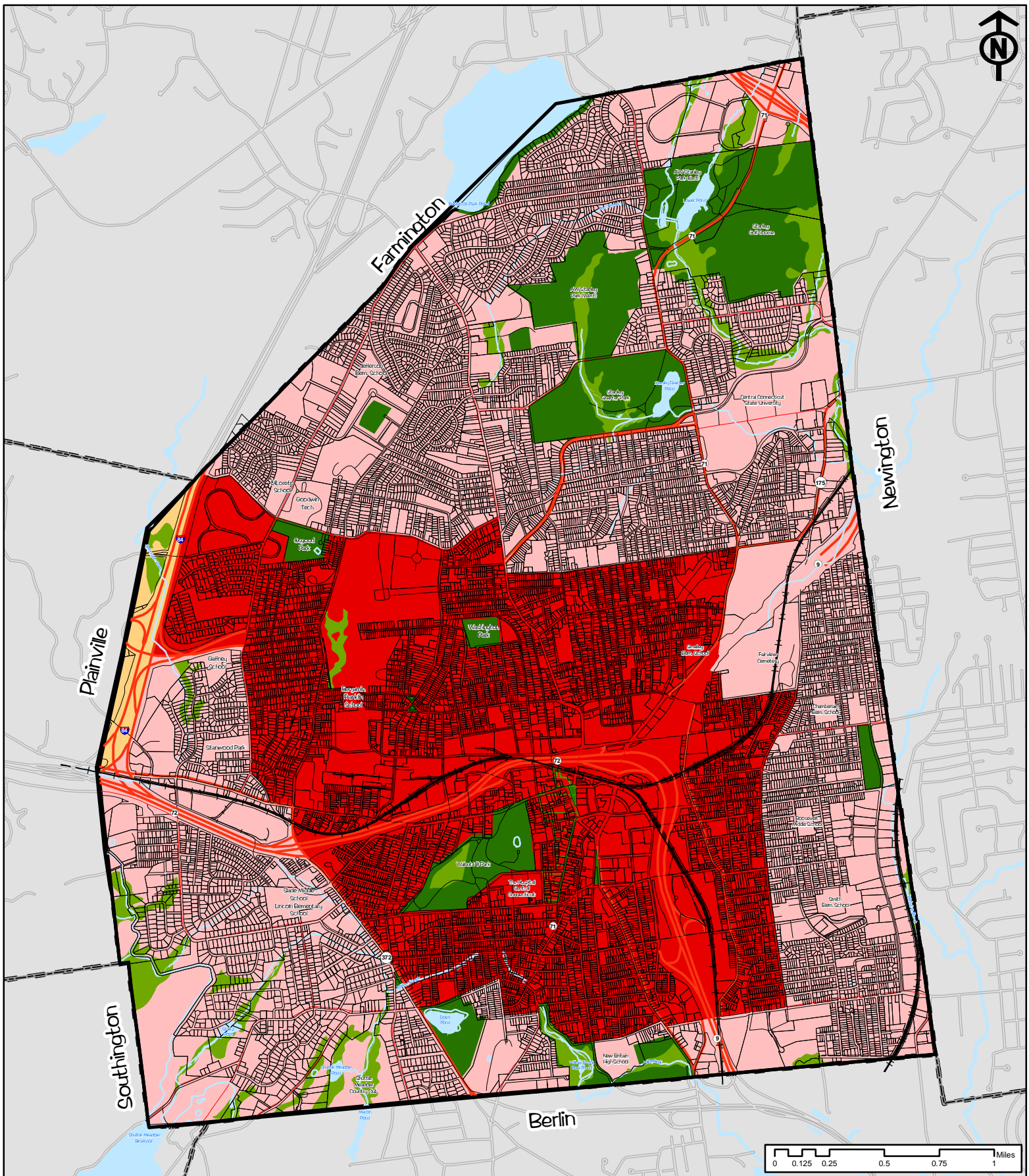
- Redevelop and revitalize regional centers and areas with existing or currently planned physical infrastructure.
- Expand housing opportunities and design choices to accommodate a variety of household types and needs.
- Concentrate development around transportation nodes and along major transportation corridors to support the vitality of transportation options.
- Conserve and restore the natural environment, cultural and historic resources, and traditional rural lands.
- Protect and ensure the integrity of environmental assets critical to public health and safety.
- Promote integrated planning across all levels of government to address issues on a statewide, regional and local basis.

Many of the elements included in this POCD for New Britain are consistent with the State's growth management principles. New Britain seeks to maximize infrastructure potential through redevelopment of its Downtown and other strategic locations. In keeping with the principle of expanding housing opportunities, the City is planning for the development of workforce housing through Incentive Housing Zones. Finally, this POCD underscores New Britain's support for transit-oriented development around Busway stations.

The *Connecticut Conservation and Development Policies Plan* also maps all lands in the State to illustrate priority development and conservation areas. The following page shows the State Plan's Location Guide Map for New Britain. The maps use the designations described below to classify lands:

Regional Centers encompass land areas containing traditional core areas services and facilities of inter-town significance, and contiguous to built-up residential areas with either very high population density or high concentration of pre-1940 or multi-family structures. Regional Centers are the Connecticut's traditional centers of industry and commerce, and are ranked as the State's top development priority. The State Plan envisions revitalization of the economic, social and physical environment of these areas.

Neighborhood Conservation Areas are significantly built-up and well populated. They are the State's second ranked development priority following Regional Centers and can entail a wide variety of development, such as commercial, industrial, and urban-scale density residential land uses. This land classification is intended to maintain overall character and vitality by promoting infill development and maximum use of existing infrastructure. These areas generally reflect stable, developed neighborhoods and communities and are many times contiguous to Regional Centers.



City of New Britain, CT

Plan of Conservation
& Development

Map #22

2005-2010 State Plan of
Conservation & Development

Legend

| | | |
|---------------------------|-------------------------------|------------------------|
| Growth Area | Rural Community Center | Rural Lands |
| Neighborhood Conservation | Existing Preserved Open Space | Aquifer Protection |
| Regional Center | Preservation Area | Historic District |
| | Conservation Area | Tribal Settlement Area |

Source:
GIS Parcel Basemap & Zoning Map:
City of New Britain,
Department of Public Works
& Tax Assessor.

This map was developed for use
as a planning document. Delineations
may not be exact.

HARRALL-MICHALOWSKI
ASSOCIATES
A Milone & MacBroom Company
Branford, Connecticut
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Growth Areas are land near neighborhood conservation areas that provide the opportunity for staged urban expansion generally in conformance with municipal or regional development plans.

Existing Preserved Open Space areas represent areas in the state with the highest priority for conservation and permanent open space.

Preservation Areas are lands with significant resources that are not permanently protected. These lands should be effectively managed in order to preserve the State's unique heritage. This designation is intended to protect significant resource, heritage, recreation, and hazard-prone areas.

Conservation Areas represent a significant area of the State and a myriad of land resources. Proper management of Conservation Areas will provide for future needs for food, fiber, water and other resources.

The State Plan designates a significant part of central New Britain as a Regional Center, or top development priority. The State defined Regional Center is roughly bordered by Route 372 and I-84 to the west, Mill and South Streets to the south, East Street to the east, and Golden Hill and Allen Streets to the north. It encompasses the Downtown Central Business District; the Arch Street, Broad Street, South Main Street, Stanley Street and West Main Street Corridors; and, a variety of commercial, industrial, institutional and residential land uses. The Regional Growth Center should be expanded along the Busway corridor to include all three of the proposed Busway stations, and Incentive Housing Zone/ Transit-Oriented Development areas. The East Street area, near CCSU is currently outside of the Regional Center area. While this area might not currently have the residential density of other parts of the City designated for Regional center, the significance of the Busway station and CCSU warrant including this area as a State top priority development area.

The State designates the majority of the rest of the City as Neighborhood Conservation Area. This includes the East Street, East Main/Newington Avenue, and Farmington Avenue Corridors, as well as some of the South Street Corridor; and, a variety of commercial, industrial, institutional and residential uses. The proposed future land uses for these areas is consistent with the State's definition of "intensification of development when supportive of community stability and consistent with the capacity of available urban services."

The only State Growth Areas are lands between I-84 and the Plainville town line, adjacent to the Regional Center. The Generalized Future Land Use Plan indicates industrial/ research and technology uses for these same areas.

Preservation and Conservation Areas are designated around surface waterways and areas with steep slopes. Stanwood Park, a nearly 11 acre City-owned park between Slater Road and Stanwood Drive, should be designated as Existing Preserved Open Space in the State Plan, rather than Neighborhood Conservation Area.