



### The Hartford Line Corridor

The Hartford Line Corridor extends from New Haven to Meriden with service continuing to Springfield. The corridor is served by Amtrak, but improvements are currently underway which will upgrade the rail corridor to commuter rail service in 2016. This new service will provide connections at the New Haven State Street and Union Stations to the existing Shore Line East and the Metro North New Haven Line services. It is anticipated that the service will attract up to 1.26 million trips per year by 2030.

The TOD study area includes Hartford Line stations in Meriden and Wallingford, and a planned station in North Haven.

### Population and Employment

Meriden has the highest station area population of the three towns and cities along the Hartford Line corridor with 7,200 people within a half mile radius of the station. Wallingford's population is about half of Meriden's with a population of 3,621 in the station area.

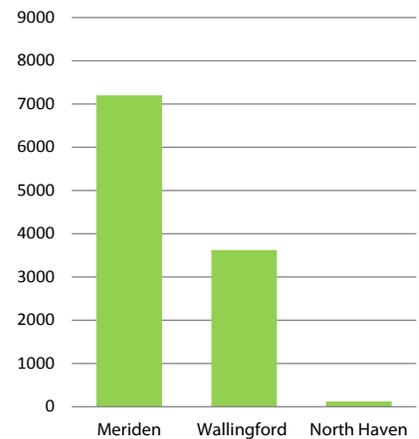
The proposed station in North Haven has the lowest population along the Hartford Line corridor due to its proximity to industrial sites and undevelopable land. While lower station area populations suggest less local ridership, these areas also hold potential for gaining population.

Employment along the corridor is concentrated in Meriden and Wallingford with pockets of employment located along the rest of the corridor. The most prevalent industry sectors within one mile of the rail corridor include health care & social assistance, retail, and manufacturing. Other high employment job sectors include administration & support (waste management & remediation), accommodation & food services, and wholesale trade<sup>2</sup>.

- 5 - 360 Jobs/Sq.Mile
- 361 - 1,425 Jobs/Sq.Mile
- 1,426 - 3,201 Jobs/Sq.Mile
- 3,202 - 5,688 Jobs/Sq.Mile
- 5,689 - 8,885 Jobs/Sq.Mile

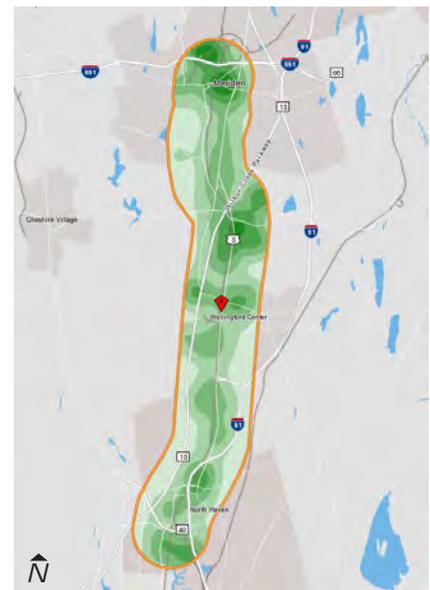


2014 Station Area Population <sup>1</sup>



Jobs by Sector, 2013 <sup>2</sup>

(within 1 mile of Hartford Line Corridor from Meriden Station to North Haven Station site)

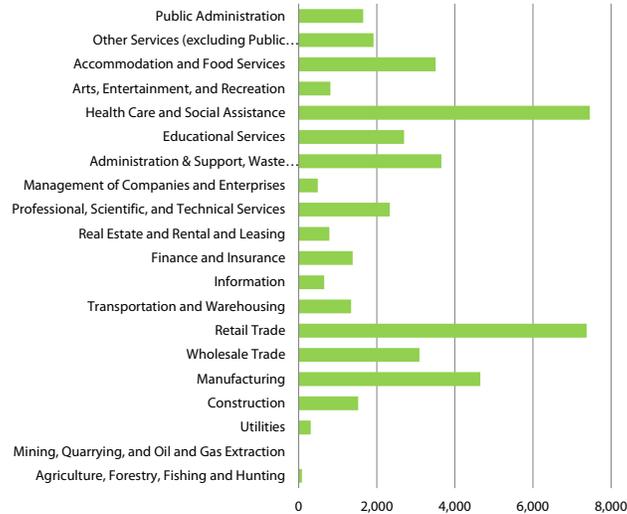


1. 2009-2013 American Community Survey

2. 2013 Census Origin-Destination Employment Statistics, OntheMap.com

**Jobs by Sector, 2013 <sup>1</sup>**

(within 1 mile of Hartford Line Corridor from Meriden Station to proposed North Haven Station)



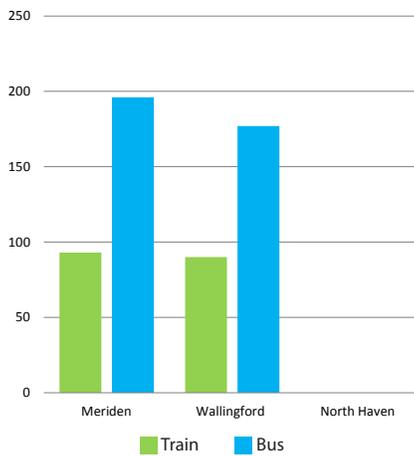
**Commuting Patterns and Level of Transit Service**

Transit service level was measured as the number of departing transit trips per week per station. Meriden and Wallingford have comparable levels of transit service with 93 and 90 train departures per week respectively. Bus service is high in both communities with 196 bus departures in Meriden and 177 bus departures per week in Wallingford. North Haven Station, once constructed, is expected to have levels of train service comparable to Meriden or Wallingford.

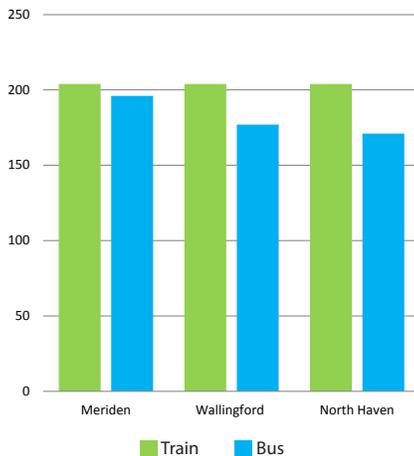
Potential future weekly departures were also measured. This estimate includes probable service at the proposed station in Wallingford. This estimate also includes a potential bus service at the North Haven station. This potential increase would be possible via a rerouting of existing local bus service to provide a direct connection at the station. Modification of the existing local route to provide a stop at the proposed station would greatly expand the level of transit service at that station. The introduction of commuter rail service on the Hartford line will also result in increased rail service at Meriden and Wallingford Stations.

Transit oriented development feasibility is greatly influenced by the level of service at the supporting station. With increased levels of service, these stations transit oriented development will be increasingly feasible at these locations.

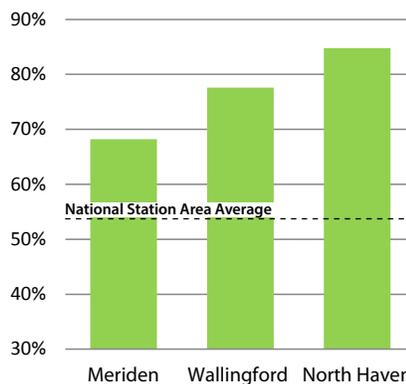
**Weekly Transit Departures per Station**



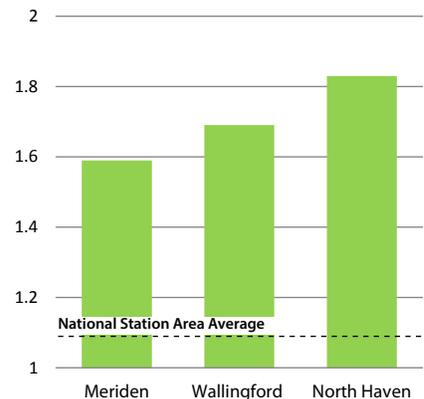
**Potential Future Weekly Transit Departures per Station**



**Drove Alone to Work <sup>2</sup>**  
(workers within a 3 minute driving radius of station)



**Autos per Household within Station Area <sup>2</sup>**



1. 2013 Census Origin-Destination Employment Statistics, OntheMap.com

2. 2009-2013 American Community Survey

Data extracted for a three-minute driving radius indicates a relatively high number of workers drive alone to work from all three station areas, with the highest percentage (85%) driving to work alone from the North Haven Station area<sup>1</sup>. The national station area average of commuting by car of residents living in transit zones is 54%<sup>1</sup>. Meriden, which has the lowest percentage of workers driving alone (68%) is still well in excess of the national station area average.

The number of automobiles per household roughly corresponds to the commuting habits of residents. This figure ranges from 1.59 in Meriden to 1.83 autos per household in North Haven. The national station area average auto ownership per household is 1.1 vehicles<sup>2</sup>. The high rate of car ownership compared to national rates suggests that station area residents depend upon private vehicles for commuting and personal trips.

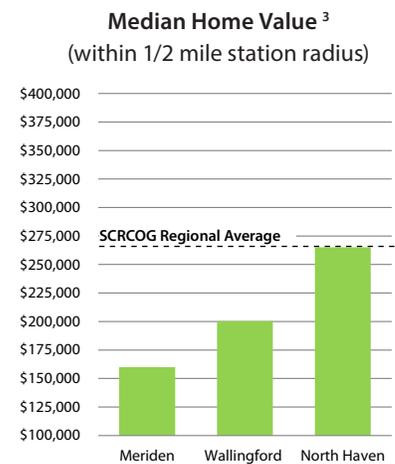
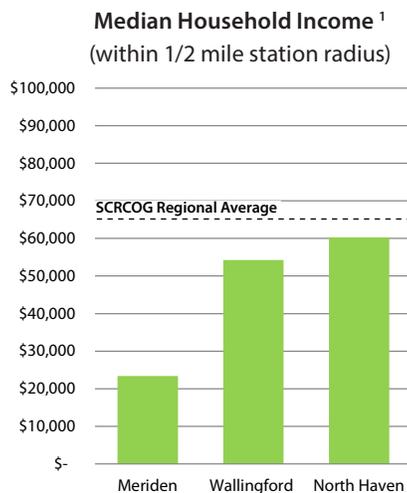
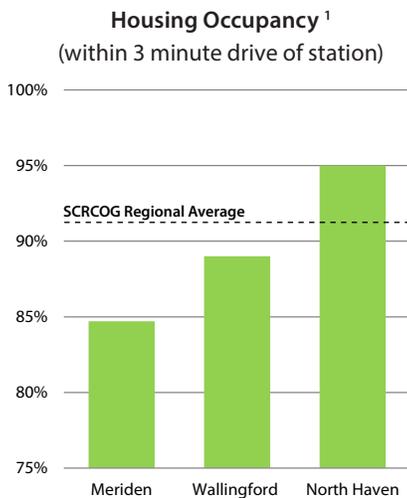
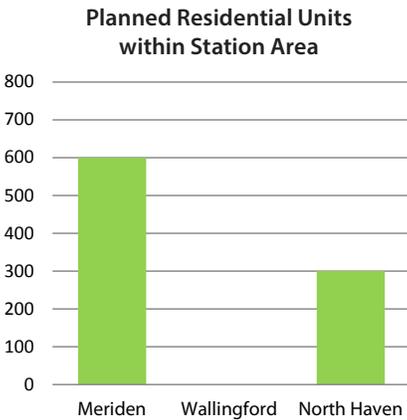
**Market Demand**

Market demand is a key factor in determining the feasibility of transit oriented development. A key measure of this demand is the presence of residential development activity within the station area. Meriden leads this metric with 600 units of housing planned or in development within the station area. North Haven has 300 units of planned housing, Wallingford does not currently have any planned housing.

Other key measures of the market potential for development include the local housing occupancy and median household income. High housing occupancies suggest market demand for housing while high median household incomes demonstrate the spending potential of local residents. The median home value also suggests potential capacity of the local market to support new development.

North Haven has the highest station area occupancy rate (95%) which suggest a strong latent demand for additional housing<sup>1</sup>. Wallingford and Meriden are below the regional average with Meriden's station area occupancy rate the lowest at 84.7%<sup>1</sup>. Median station area household income is highest in Wallingford and North Haven (\$54,281, \$60,310 respectively) and lowest in the Meriden area (\$23,365)<sup>1</sup>. The highest median home value (\$265,000) of station areas along the Hartford Line corridor is in North Haven, with the lowest in Meriden (\$160,000)<sup>3</sup>.

When compared to SCRCOG regional averages, all three station areas fall below average in median household income and home value. With the exception of North Haven, which has limited housing in the station area, the station areas fall below the region's average housing occupancy.

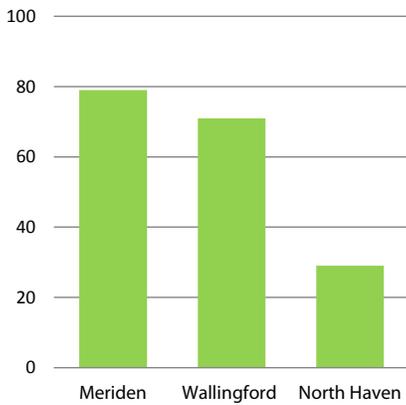


1. 2009-2013 American Community Survey  
 2. Center for Transit Oriented Development, Hidden in Plain Sight, September 2004  
 3. Zillow.com, New Haven Metro Home Prices & Values, (www.zillow.com/new-haven-metro-ct\_r394908/home-values)

**Miles of Roadway**  
Within 1/2 mile Walk  
of Station Platform(s)



**Walk Score <sup>1</sup>**



**Station Area Connectivity**

The level of pedestrian connectivity within the station area is a significant factor in the feasibility of transit oriented development. One measure of this connectivity is the total miles of roadway (assumed walkable) within a half mile walk of the station platform. Of the stations along the Hartford Line corridor, Meriden’s station has the highest connectivity, followed by Wallingford. The proposed station in North Haven has the lowest connectivity. This is due in part to the station’s isolated location.

Another measure of pedestrian connectivity is the station Walk Score. This metric is based upon the level of street network connectivity and the number of services and destinations available within walking distance of the station. Meriden has the highest Walk Score of the three communities (79), Wallingford’s Walk Score is similar (71), with North Haven having the lowest Walk Score (29).

**Sewer & Water Infrastructure**

Adequate sewer and water infrastructure capacity is critical for the feasibility of new development. All cities and towns along the Hartford Line corridor have adequate capacity of this infrastructure in the station areas. In Meriden and Wallingford, drinking water is supplied by the municipality. North Haven is supplied by the South Central Regional Water Authority. Sewer infrastructure is managed by each municipality and capacity is available at each station area.

Station Area	Drinking Water Infrastructure	Sewer Infrastructure
Meriden	Yes: Municipal	Yes
Wallingford	Yes: Municipal	Yes
North Haven	Yes: RWA	Yes

**Zoning**

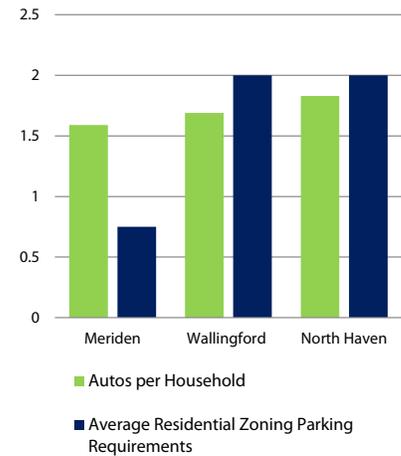
With the exception of North Haven, towns and cities along the Hartford Line corridor have TOD zoning or zoning that is supportive of transit oriented development. While Wallingford does not have TOD zoning in place, the Town has recently implemented an Incentive Housing Zone (IHZ) in the station area. This zone is supportive of the densities required by TOD. North Haven does not currently have TOD supportive zoning, the MEERZ overlay zone which is west of the station site and is targeted towards commercial and office development.

Station Area	TOD Zoning	Notes
Meriden	Yes	Five TOD subdistricts
Wallingford	Supportive	Incentive housing zone
North Haven	No	MEERZ overlay zone targeted towards office and commercial

1. *walkscore.com*: Walk Score measures the walkability of any address by analyzing hundreds of walking routes to nearby amenities. Points are awarded based on the distance to amenities in each category. Amenities within a 5 minute walk (.25 miles) are given maximum points. A decay function is used to give points to more distant amenities, with no points given after a 30 minute walk. Walk Score also measures pedestrian friendliness by analyzing population density and road metrics such as block length and intersection density.

In addition to TOD specific zoning, parking requirements as set forth by zoning can have an impact on the feasibility of TOD development. Lower parking requirements reduces the cost of construction and space dedicated to parking. With the exception of Meriden, the residential parking requirements of towns and cities along the Hartford Line corridor exceed the autos owned per household (for the purpose of this analysis, a household is assumed to contain an average of two bedrooms). The national average number of autos per household in transit oriented zones is 1.1 cars per household<sup>1</sup>. Wallingford and North Haven require an average of 2.0 parking spaces per household despite average ownership rates between 1.7 and 1.8 autos per household, respectively. Meriden has an average of 1.6 autos per household but only requires an 0.75 parking spaces per household within the TOD zone due to development incentives.

**Autos per Household vs Zoning Parking Requirements**



**Land Use and Environmental Conditions**

Of the towns and cities along the Hartford Line corridor, the North Haven station area has the most area that has opportunity for transit oriented development. This is due in part to the presence of vacant and underutilized industrial land in proximity to the proposed station site. Wallingford has the least amount area presenting an opportunity for TOD, due in part to a large area of low density residential development near the station site.

The net area available to each community, after subtracting land uses that won't support TOD, ranges from 75 acres in Wallingford to 139 acres in North Haven. This area is considered the TOD opportunity area. These areas are comprised of occupied, underutilized, and/or vacant commercial, industrial, and residential land uses. These figures do not imply that the stated area is available for development, but rather suggests a potential for development or redevelopment under supporting conditions.

**Methodology used in Establishing the TOD Opportunity Area**

*The methodology used in establishing the TOD Opportunity Area is outlined in detail in each station area section. The repetition of this information within the document is intended to ensure that the methodology is readily accessible within each station area section.*

Station Area	Parcels within 1/2 mile walk (acres)	Municipal, Institutional, Transportation, Open Space Land Uses (acres)	Built-out Residential Areas (acres)	Wetlands & Water bodies within TOD Opportunity Area (acres)	Net TOD Opportunity Area (acres)*
Meriden	263	64	81	0	132
Wallingford	297	107	112	3	75
North Haven	208	0	33	36	139

\*Excludes municipal right-of-way within opportunity area

1. Center for Transit Oriented Development, Hidden in Plain Sight, September 2004

## Meriden



### Summary

(1/2 mile radius of station unless otherwise noted)

Service	Hartford Line
Population	7,200
Households	2,915
Median household income	\$23,365
Median home value	\$160,000
Housing units	3,372
Autos per household	1.59
Commute via transit within 3 minute drive time	4%
Drive to work alone within 3 minute drive time	68%
Miles of roadway within 1/2 mile walk of station platform	10.7
Roadway with sidewalk on at least one side of road	100%
Walk Score	79
Departing transit trips from station per week	289
Weekday station ridership (2010)	49
Housing units planned or in development	600
Housing vacancy within 3 minute drive time	13.6%
Total number of businesses within 3 minute drive time	677
Total number of jobs	4,176

*Aerial view of station site and adjacent construction*  
Source: Google Maps

## Meriden

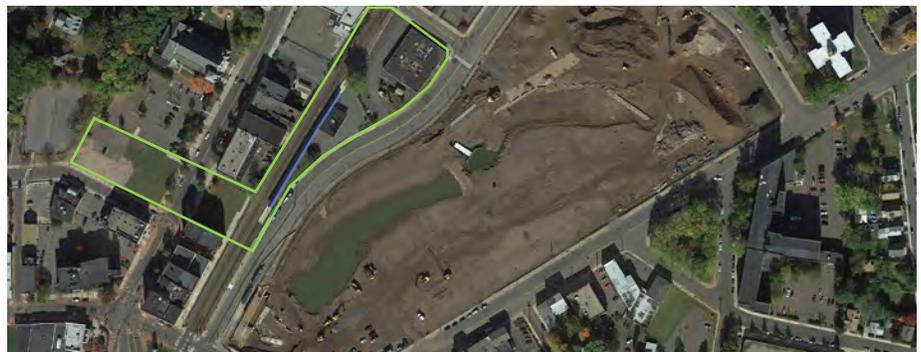
Meriden Station is identified as a station for enhanced passenger commuter rail service as part of the Hartford Line. It is anticipated that as many as 200 trains will depart from the station per week. The station area is comprised of residential, government, and commercial land uses with some small amounts of industrial land uses. The station is anticipated to be used primarily by commuters who arrive by car and park in the station lot which is anticipated to be fully utilized.

Meriden has developed a Transit Oriented Development Master Plan, wherein many TOD strategies and planning projects are already underway. As stated in the plan, the redevelopment and reuse of potential land for development includes the following:

- Meriden Intermodal Center: a pedestrian link across the rail line from Colony Street to the HUB Park; a new mixed-use, multi-modal interface and parking structure
- Colony Street: revitalization of the north-south commercial-retail corridor with strategic infill development and the preservation of historic buildings; connect to the new Meriden Intermodal Center
- HUB Park: 14.4-acre park affording public amenities, Harbor Brook flood control, and 150,000 square feet of mixed-use development; the future centerpiece of the Downtown
- Meriden Housing Authority site: a plan to provide quality affordable housing for residents of the Mills Housing complex could facilitate construction of a variety of mixed-income residential typologies within walking distance of the Meriden Intermodal Center
- East and West Main Street: utilizing historic building fabric, plus new infill of the commercial-retail streetscape to revitalize and reconnect civic, educational and community facilities
- Factory H Area: potential mixed-use project (100 housing units / 35,000 square feet commercial- retail space) to anchor area south of Hanover Street. Viable development tied to new traffic, greenway and pedestrian connectivity
- Pratt Street "Gateway": a grand, landscaped boulevard that connects the interstates directly to the new City Center will be a catalyst for development to the north and east of the park, connecting to the library and City Hall

The primary constraint to development within the station area is flooding. The City is working on a Long Term Flood Control Plan. Once implemented, the control plan will remove approximately 100 properties from the 100-year flood zone, creating more potential opportunities for development.

The population within a 1/2 mile radius of the station is 7,200. Automobile dependency is relatively high with 1.59 autos per household and 68% of the local population of workers driving to work alone. The current use of the station by commuters within the station area is relatively low, with only 4% of commuters travelling by transit (train or bus). Despite the automobile dependency, the station is within a ten minute walk of Meriden Center where a number of goods and services are available. Multiple sidewalk links are available between these locations and sidewalks are located on at least one side of the street on all of the station area roadways.



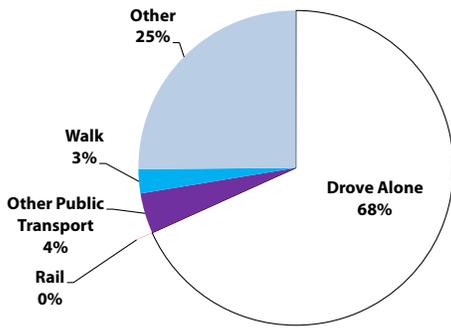
Transit Service

Hartford Line 200 departures per week (34 per weekday) are anticipated with start of commuter rail service in late 2016

Bus CT Transit New Haven C1, Middletown Area Transit M link. 196 total departing bus trips from station per week

Transportation to Work <sup>1</sup>

(workers within 3 minute drive of station)



Commuting Patterns of Workers to and from Meriden Station Area<sup>2</sup> (Top 5 origins/destinations)

Inbound Commuters From	#	%
Meriden	1,626	39.9
Middletown	133	3.2
Waterbury	120	2.9
Wallingford	100	2.4
New Britain	93	2.2
Outbound Commuters To	#	%
Meriden	551	19.2
Hartford	150	5.2
Wallingford	117	4.1
New York City	112	3.9
Middletown	104	3.6

Commuter Patterns

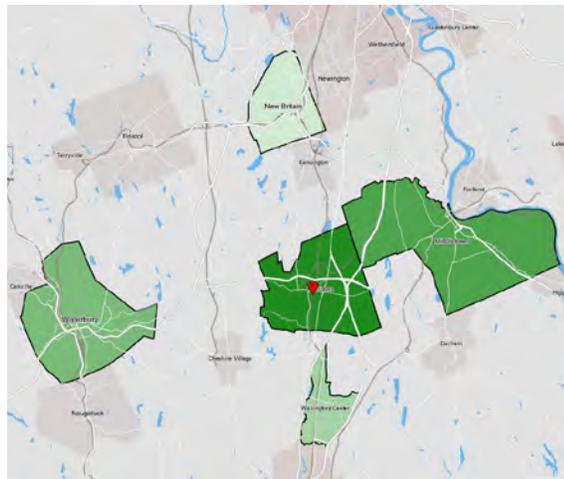
According to census data<sup>1</sup>, local commuters within a three-mile drive time of the station make most trips to work by automobile, with 68% driving alone to work, 3% walking to work, and 4% using transit.

The latest census based origin-destination employment statistics<sup>2</sup> show that 4,061 workers commute to the station area (area within 1/2 mile radius of station), with 2,755 workers who live in the station area commuting to work outside of the station area. A small number (115) of workers live and work within the station area.



Of workers who commute to the station area, most commute from the City of Meriden, with Middletown being the second most common origin. Waterbury, Wallingford and New Britain are also the most common origin of workers in the station area. The top destination of workers who reside in the station area is also the City of Meriden. This is followed by Hartford, with Wallingford, New York City, and Middletown being amongst the top five destinations of workers who reside in the station area.

Approximately 13.2% of commuters travelling to work from the station area have destinations in Hartford, Wallingford, and New York City. Given rail station locations in those communities, these statistics would suggest the potential for expansion of transit use beyond the 49 trips made per day from Meriden Station. This potential is governed by multiple factors including but not limited to the level of connectivity between place of employment and the local station.



Top five origins of workers who commute to Meriden Station area.<sup>2</sup>

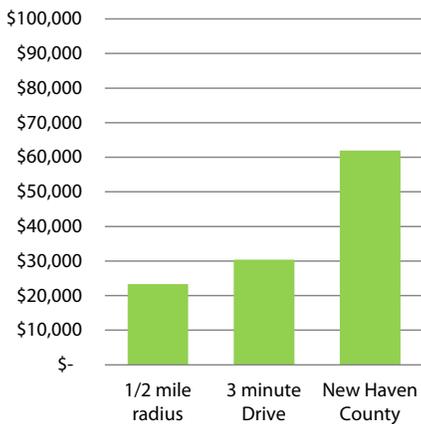


Top five destinations of workers who live in the Meriden Station area.<sup>2</sup>

1. 2009-2013 American Community Survey

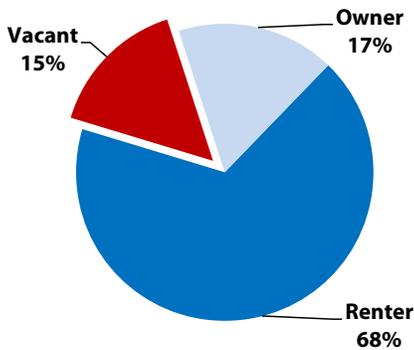
2. 2013 Census Longitudinal Origin-Destination Employment Statistics, OntheMap.com

**Median Household Income <sup>1</sup>**



Household Income is well below the regional average, with significantly lower incomes closer to the station area.

**Housing Occupancy <sup>1</sup>**  
(within 3 minute drive of station)



The vacancy rate is well above the state average of 6.8%. It decreases as you move away from the station. Renters vastly outnumber the rest within the 3 minute radius.

**Market Assessment**

Meriden is a moderate income community with a 2012 median household income (MHHI) over \$53,000, below the state average of over \$68,000<sup>1</sup>. The City is home to approximately 60,674 residents and it enjoys access to both New Haven and Hartford. Meriden overall is less educated than the state average, with 20% of the population achieving a Bachelor’s degree or higher. Meriden has a slight preference for single family homes, with single family homes making up 53% of the housing stock.

The Meriden Transit Center has promising TOD potential as contemplated in the comprehensive Meriden 2020 TOD plan. The future Meriden Transit Center station area features high population density, the Meriden Hub Park, walkable proximity to the Meriden Downtown, and a thoughtful vision plan that includes public amenities.

In addition, Meriden is accessible by I-91, I-691, and State Route 15. However, Meriden’s low household incomes and high levels of vacancy will limit private investment in the area.

The median home value in Meriden is \$149,700<sup>2</sup>. Meriden home values have declined 2.9% over the past year and are predicted to fall 0.8% within the next year<sup>2</sup>. Median home values have fluctuated for several years, staying below \$180,000 since 2008<sup>2</sup>. The median single family home sales price is currently \$147,800<sup>3</sup>. The median condominium sales price is \$89,500<sup>3</sup>.

**Median Home Value Trends, City of Meriden <sup>2</sup>**



1. 2009-2013 American Community Survey

2. Zillow.com, Meriden, CT Home Prices & Values, [www.zillow.com/meriden-ct/home-values](http://www.zillow.com/meriden-ct/home-values)

3. Berkshire Hathaway 2015 Q2 Connecticut Market Report

**Dominant Socioeconomic Profiles <sup>3</sup>**

*Fresh Ambitions*

Average Household Size: 3.13  
 Median Age: 28.0  
 Median Household  
 Income: \$26,000

Young families, many recent immigrants, focus on their children. Not highly educated, but many have a high school diploma. Work overtime in skilled and unskilled service jobs. Income is often supplemented with public assistance and Social Security. Spend more than one-third of their income on rent, though they can only afford to live in older row houses or multi-unit buildings. Budget wisely not only to make ends meet but also to save for a trip back home.

*Front Porches*

Average Household Size: 2.55  
 Median Age: 34.2  
 Median Household  
 Income: \$39,000

Blend household types, more young families with children or single households than average. Half of householders are renters, and many of the homes are older town homes or duplexes. Make household buying decisions with help of friends and family. Enjoy cars that are fun to drive. Income and net worth are well below the US average, and many families have taken out loans to make ends meet.

*Tapestry data is used to interpret consumers' lifestyle choices, what they buy, and how they spend their free time. Tapestry classifies US residential neighborhoods into 67 unique segments based on demographic and socioeconomic characteristics.*

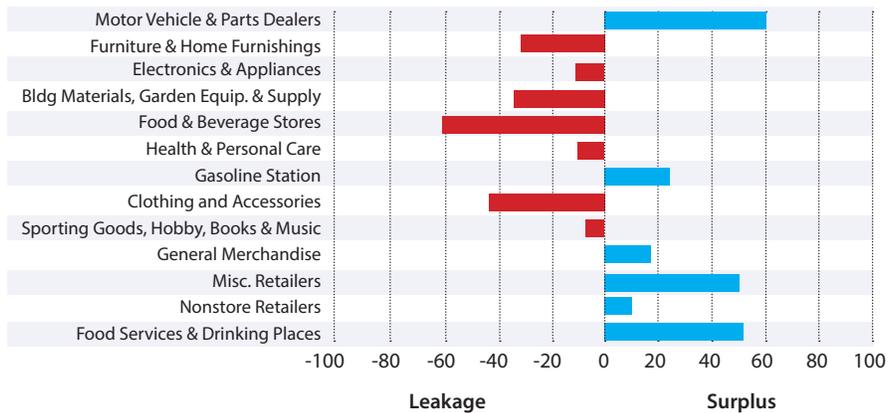
The median monthly rental list price in Meriden is \$1,300<sup>1</sup>, which is comparable to the New Haven Metro median of \$1,295. The monthly rental cost index, which is a calculation of listing prices and actual rental costs is slightly higher at \$1,399<sup>1</sup>. Rents in Meriden have increased since 2014, reaching a five-year high in mid-2015.

**Monthly Rental Cost Index, City of Meriden <sup>1</sup>**



Meriden Station is located in Meriden's downtown, contributing to a relatively strong retail presence near the station. Retail sectors that are underrepresented include food & beverage stores and clothing & accessories, both of which are generally favorable to transit oriented development.

**Leakage/Surplus by Industry Sector <sup>2</sup>**  
 (area within 3 minute drive of station)



*The Leakage/Surplus Factor presents a snapshot of retail opportunity. This is a measure of the relationship between supply and demand that ranges from +100 (total leakage) to -100 (total surplus). A positive value represents 'leakage' of retail opportunity outside the trade area. A negative value represents a surplus of retail sales, a market where customers are drawn in from outside the trade area.*

1. Zillow.com, Meriden, CT Home Prices & Values, [www.zillow.com/meriden-ct/home-values](http://www.zillow.com/meriden-ct/home-values)  
 2. ESRI, Dun & Bradstreet  
 3. ESRI Tapestry data

**Recommendations for Improving Local Connectivity**

➔ Provide bicycle facilities in the station area.

*Downtown Meriden lacks bicycle lanes, shared lanes, and bicycle warning or route signage. The provision of bicycle facilities leading to the station would expand access to the station.*

**Connectivity**

Of the 502 acres located within a 1/2 mile radius of the station site, 329 acres are accessible within a 1/2 mile walk of the station platform (includes all parcels with frontage along public roadway within 1/2 mile of station platform). The map below highlights the half-mile walkshed.

The Meriden Transit Center is currently under construction. It will serve as a hub for the Hartford Line, local bus, taxi, and van service. Access to the train station is provided by a number of local roads including State Street and West and East Main Streets. There are 10.7 miles of public roadways within a 1/2 mile walk of the station platform, 100% of those roadways have sidewalks on at least one side of the street. Due to the station's proximity to Downtown Meriden, the area has a Walk Score of 79 (out of 100) points.



Site plan of new station showing planned parking areas

**Parking**

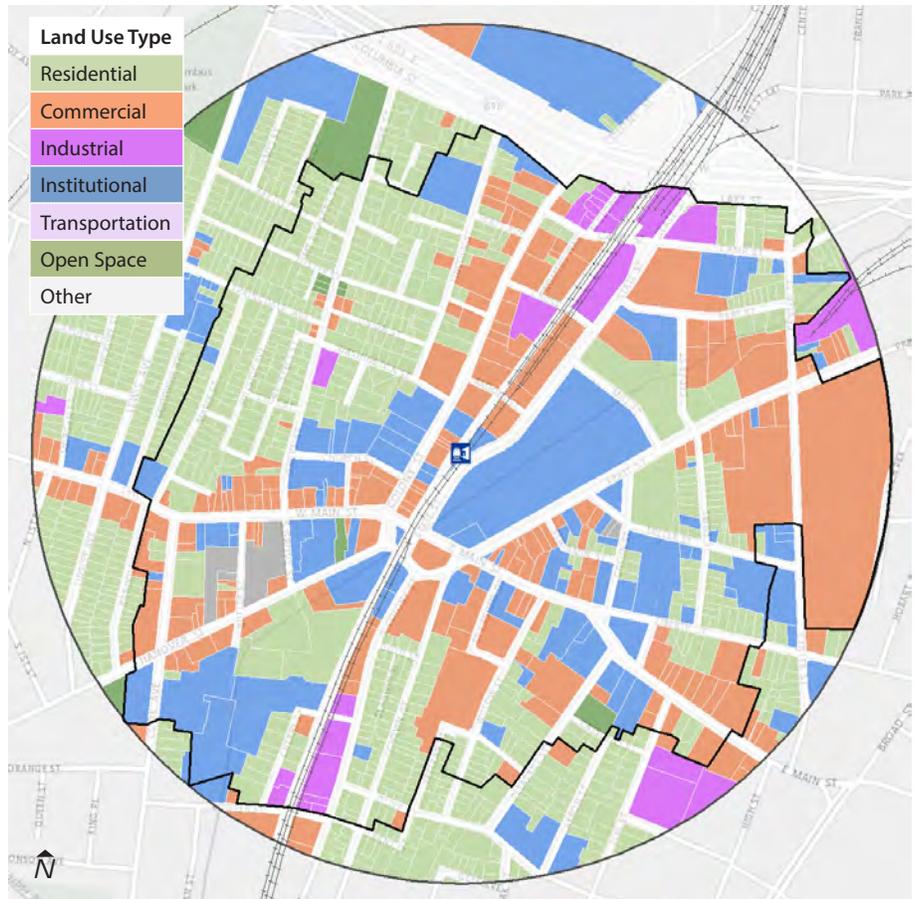
The new Meriden Station will provide 273 parking spaces in one lot and one garage. The Colony Street parking garage, which is west of the station, is under construction and will contain approximately 200 spaces. The State Street lot, immediately east of the station, will contain 79 spaces.

The lots will be owned and managed by the Connecticut Department of Transportation. It has not yet been determined whether free parking will be provided in these facilities or if there will be fee-based parking.

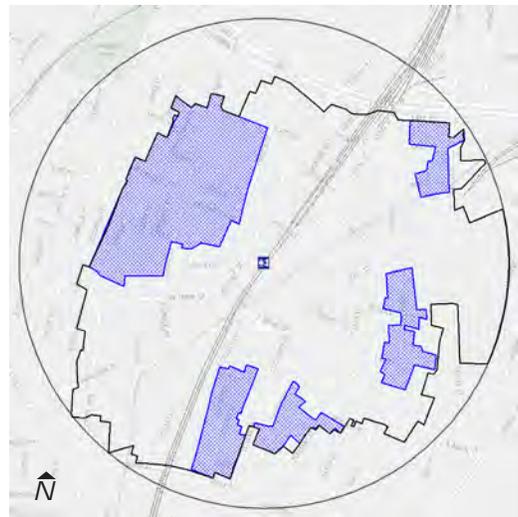
**Land Use**

Of the 329 parcel acres within the 1/2 mile walkshed, 66 acres (20%) are occupied by transportation infrastructure such as roadways and the rail line and station site. 81 acres (25%) are occupied by built-out residential land uses, municipal and institutional land uses occupy 48 acres (15%), and dedicated open space occupies 16 acres (5%).

The total area of remaining land, being commercial, industrial, vacant or underutilized residential parcels is 118 acres. This area is potentially available for transit oriented development or redevelopment.



Built-out areas of low density residential development are shown in the map at right. These areas are generally not supportive of the residential densities and mixture of uses associated with transit oriented development. These areas occupy 25% of the 1/2 mile walkshed.



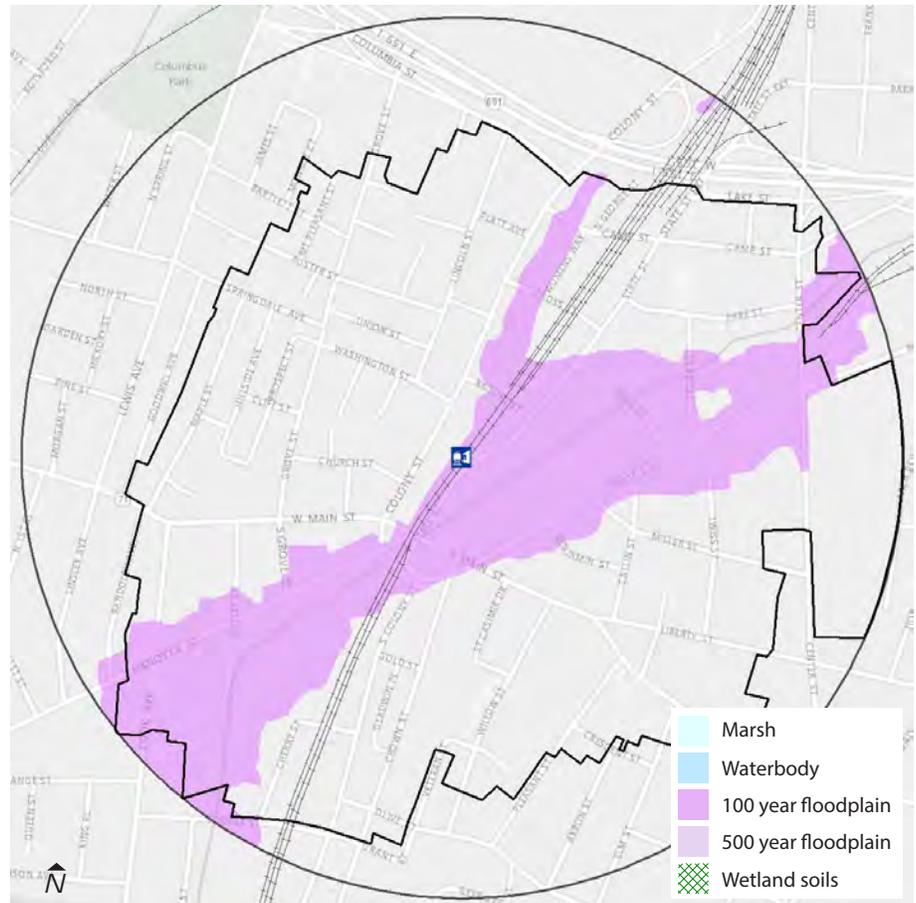
## Environmental Features

A significant percentage (26%) of the station area walkshed is within the 100 or 500 year floodplain. There are no significant wetlands or waterbodies within the study area.

While floodplain areas do not exclude new development or redevelopment, additional cost and regulation can reduce the feasibility of development within those areas. The City of Meriden is currently engaged in improvements to bridges and drainage systems to reduce the impact of potential flooding. A reevaluation of the flood zone will be conducted once improvements are complete. Improvements are expected to significantly reduce the extent of the floodplain within the downtown area.

**26%** of dry land within the 1/2 mile walkshed is within a floodplain

On-going flood control work is expected to significantly reduce this area



### Zoning

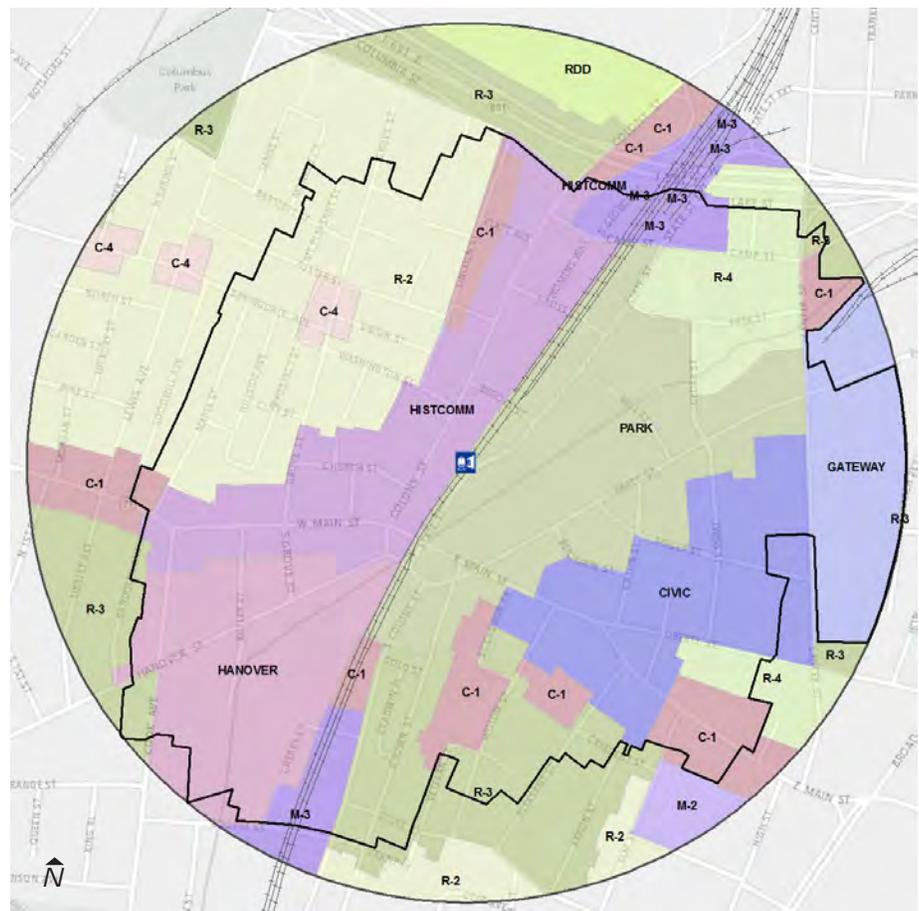
The Meriden station area has twelve zoning districts within the ½ mile station radius. This includes five TOD sub-districts which occur immediately surrounding the station site and stretch roughly 1/2 mile from the station.

The TOD sub-districts all have the language necessary to foster TOD including encouraging mixed-use (including mixed-income residential), permissible densities ranging from 3 to 100 units per site and lot coverage ranging from a minimum of 40% up to 100%, minimum and maximum parking standards, flexible parking standards, sidewalk and bicycle parking standards, and design standards to promote place-making. The TOD sub-districts also encourage adaptive re-use of existing buildings to serve TOD objectives. Auto-oriented businesses are permitted under certain conditions of compatibility with the character of the TOD zoned areas.

#### Zoning Recommendations

→ *Expand the Park or Civic subdistrict to include the C-1 districts in the southwest corner of the study area.*

*These districts are currently occupied by commercial land uses that would be suitable to transit oriented redevelopment.*



#### Zoning Legend

HISTCOMM:	TOD
HANOVER:	TOD
PARK:	TOD
CIVIC:	TOD
GATEWAY:	TOD
C-1:	Commercial
C-4:	Nbhd Comm.
M-3:	Industrial
R-2:	Residential
R-3:	Residential
R-4:	Residential
RDD:	Regional Development

### Methodology used in Establishing the TOD Opportunity Area

The area potentially available for development or redevelopment within the station area is a primary factor in considering the feasibility of TOD. Variables such as the quantity of vacant land, redevelopable properties, and environmental constraints (such as wetlands and floodplains) are key factors. Additionally, only parcels located within a half mile walk of the station platform are considered.

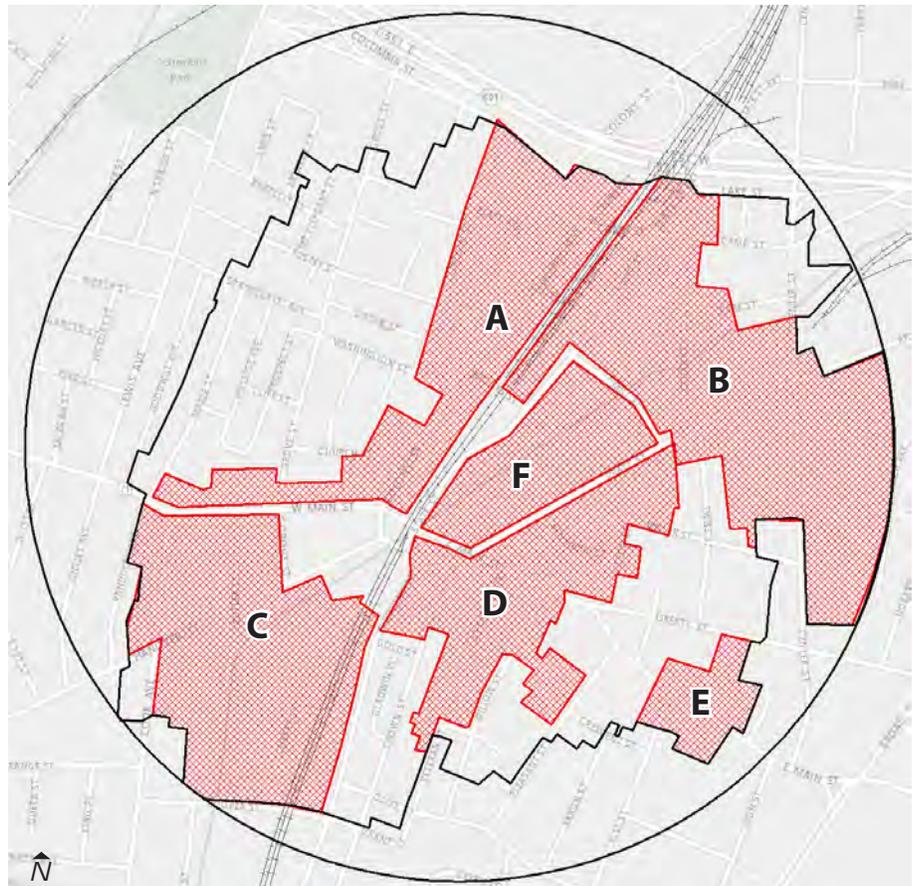
Areas comprised of single-family homes are generally not suitable for the development densities associated with TOD. Small areas of single-family land use surrounded by more intensive land uses may be suitable for conversion, but TOD could be disruptive within cohesive neighborhoods of single-family homes. By contrast, industrial land and commercial areas are generally suitable for conversion to TOD. Dedicated open space such as parks and conservation areas and institutional uses such as schools, municipal buildings, and hospitals are generally not feasible for conversion to TOD. Also excluded from TOD opportunity areas are wetlands, water bodies, and floodways. Floodplains are developable, but greater costs and more complex regulatory requirements are associated with development in floodplains.

Process:

1. Identify parcels with frontage on a roadway within a 1/2 mile distance, measured along public roadways, of the station platform. This establishes the station area "walkshed".
2. Subtract parcels and areas that are generally not feasible for development or redevelopment:
  - c. Built-out low density residential parcels such as single family residential streets or neighborhoods
  - d. Municipal and institutional parcels such as schools and churches
  - e. Protected open space such as public parks, cemeteries, and conservation areas
  - f. Land occupied by transportation infrastructure such as roadways, highways, rail corridors, and station sites
7. Subtract from the remaining area land that is physically prohibitive to development:
  - h. Wetlands
  - i. Water bodies
  - j. Floodways
11. The remaining area is the TOD opportunity area which may be composed of occupied land that has potential for development or conversion to TOD. This area does not represent the amount of land that is immediately available for development, but rather properties that have potential for new development or redevelopment.

### TOD Opportunity Areas

The map below shows areas that have potential for development or redevelopment under supporting conditions for acquisition, zoning, permitting, or planning, as appropriate. These areas have been identified based upon the preceding assessment of land use, environmental features, and transportation infrastructure as well as site visits. The opportunity areas are comprised of vacant, underutilized, and/or commercial and industrial land in proximity to the train station.



**Area A:** This area, along Colony Street, is located primarily within the TOD Commercial/Historical zoning district and has a mixture of commercial, retail and residential uses. Mixed-use development as been proposed for this site in support of the station redevelopment.

**Area B:** This area is located within the TOD Park, Civic, and Gateway zoning districts. It includes public housing developments and commercial and industrial properties.

**Area C:** This area is located within the TOD Commercial/Historical and TOD Hanover zoning districts. The area includes high density public housing, commercial, and industrial properties with significant quantities of surface parking.

**Area D:** This area, located along East Main and Willow Streets, has good proximity to the new HUB park. The area is comprised of a mixture of medium density commercial and residential land uses.

**Area E:** This area extends along East Main Street and contains a number of residential and commercial properties that have potential for redevelopment or TOD infill.

**Area F:** This area is comprised of the HUB site. The site is currently under development and with flood control measures being taking to remove floodplain associated development constraints. Much of the site will remain open space.