City of Bristol
Route 6
Corridor Study

City of Bristol
Route 6 Corridor Plan

FITZGERALD & HALLIDAY, INC.
Innovative Planning, Better Communities

April 1, 2018

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Robert M. Flanagan, AICP, CZEO - City Planner (from July 2016)
Christopher P. Schaut - Assistant City Planner (from April 2017)
Paul A. Strawderman, P.E. - City Engineer (to February 2017)
Raymond A. Rogozinski, P.E. - City Engineer (from February 2017)
Walter E. Veselka, P.E. - Director Public Works Department

PLANNING CONSULTANT

Fitzgerald & Halliday, Inc.
416 Asylum Street
Hartford, Connecticut

Route 6 Corridor Plan

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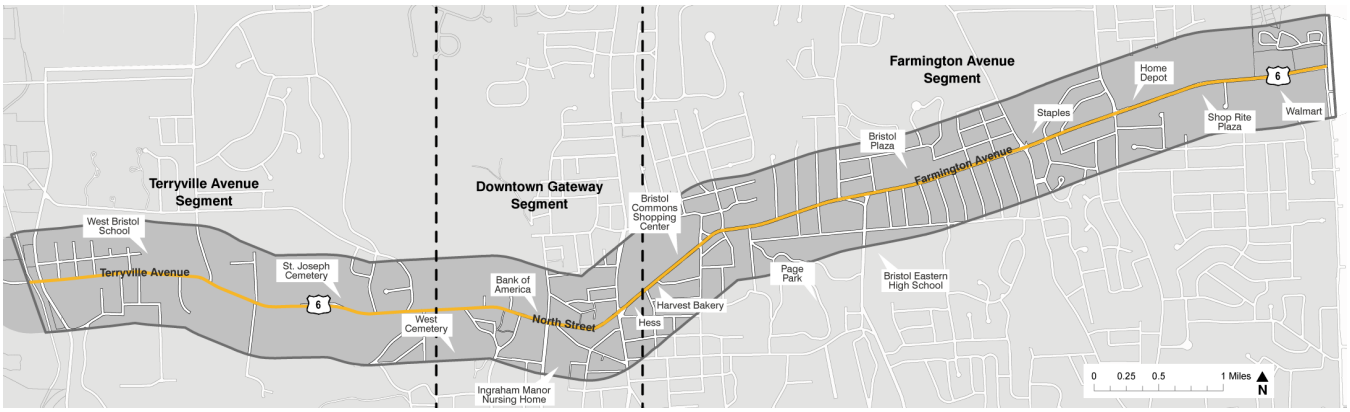
Study Background and Purpose

Route 6 is a major cross-country route that traverses through Bristol, Connecticut and is an important roadway corridor in the community. As a major arterial that carries both local and through traffic, it is a critical link to the Downtown, while providing important access to Bristol's neighborhoods as well as Farmington to the northeast and Plymouth to the southwest. It is also a local and regional destination as a major commercial corridor. The varied mix of land uses and neighborhoods along its length create distinctive changes in character as the corridor travels from west to the east. The corridor study area is shown in Figure 1.

Figure 1: Route 6 Study Corridor



This study and plan focuses on this corridor and is an outcome of a recommendation in the 2015 Plan of Conservation and Development to assess the issues and future opportunities for Route 6 in depth. That recommendation was based on a recognized need to:

- Create a balance between residential and commercial uses along Route 6,
- Address development pressures and related zoning concerns,
- Consider the future of the many aging developments along Route 6, and
- Address traffic congestion and safety concerns on this state road in the context of an upcoming State widening project.

The purpose of this plan is to provide a long-term strategy as to how best to encourage reinvestment in the corridor, manage the associated traffic there, and at the same time encourage redevelopment of a shape and form the community desires. The planning process, therefore, evaluated current land use and transportation issues along the corridor, articulated a shared community vision for its character, and identified strategies that could effectively support the City's vision for the future; for Route 6 land use, economic development, and roadway operations.

Community Involvement Process

The input from the Bristol community was key to developing a long-term vision and direction for the Route 6 Corridor. In particular, that input informed the identification of issues and opportunities in the corridor and crafting a vision for it. In order for a plan to be useful, relevant, and implementable, it must be based on the

consensus of the community on needs and solutions. To this end, one of the most important aspects of the Route 6 Corridor Study was the community outreach and involvement process. Its major components included:

- Working meetings of the Bristol Planning Commission to discuss the plan process and progress
- Two public workshops
- An online survey of community desires and concerns for Route 6
- City webpage along with Mayor's Office and Public Works Facebook pages
- Email blasts to stakeholder groups and individuals
- Flyers and news media

The outcomes of that outreach process are reflected in the each of the following sections of this plan from the discussion of issues and opportunities to the Vision Statement to the recommendations and implementation program.

Corridor Overview

Study Context

The corridor studied for this plan includes all of Route 6 from the Plymouth Town line to the Farmington Town line in Bristol, Connecticut. This section of Route 6 is approximately 5.5 miles in length. The study area was approximately 500 feet on either side of the roadway yet also encompassed all of each property with frontage along the roadway. In looking closely at Route 6, it became apparent that it has distinctly different character from one end to the other. Three corridor segments were identified defined by their differing development patterns and varied travel demands. As such, the Route 6 Corridor was segmented for planning purposes into three interconnected areas, each designated from west to east as follows (see Figure 1);

- Terryville Avenue Segment, from Clark Road to the railway overpass
- Downtown Gateway Segment, from the railway overpass to Maple Street, and
- Farmington Avenue segment, from Maple Street to Camp Street at the Farmington town line

The planning process had four broad outcomes, each of which addressed both the corridor overall and its segments individually. They included:

1. A corridor vision and guiding policies,
2. A future land use scenario with focused Downtown Gateway area guiding concept plan,
3. A set of corridor management recommendations, and
4. An implementation program.

General Land Use Patterns and Zoning

In general, the Route 6 corridor transitions from a more rural setting at its western end to a mix of suburban scale commercial at its eastern end. Throughout the corridor there are pockets of single-family residential neighborhoods. Some multi-family apartments and condominiums occur at the far eastern end. As noted in the 2015 Plan of Conservation and Development (documented in a 1960 photo of Route 6), this disparate character has remained relatively constant for the past 50 years.

Bristol, Route 6, circa 1960

Photo Source: Bristol 2015 Plan of Conservation and Development

Zoning along the corridor has evolved over time to meet changing community goals for Route 6. The current zoning for Route 6 includes the districts listed in Table 1.

Table 1: Current Zoning Districts Along Route 6

Zone*	Title	Primary Uses	Acreage in Corridor
A	Multifamily Residential	Multifamily - up to 8 units per acre	60
BD1	Downtown Business	Retail, government, office, and cultural uses in a concentrated, compact, pedestrian-oriented environment	14
BD2	Downtown Business 2	Same as BD1	10
BN	Neighborhood Business	Banks, retail, personal services	22
BG	General Business	Any business permitted in BN - and including those in a larger format	220
BT	Downtown/Neighborhood Transition Overlay	Same as underlying zone	8
I	General Industrial	Traditional industrial uses and heavy commercial	50
R-10	Single family - 10,000 SF Min. Lot Size	Single family dwellings; farms (5-acre min.); parks, open space, recreation areas	200
R-15/R-25	Single family - 15,000/25,000 SF Min. Lot Size	Same as R-10	318
RM	Mixed Residential Overlay	2 to 3-family dwellings	75
R-40	Single family - 40,000 SF Min. Lot Size	Same as R-10	150

As Table 1 indicates, the majority of land along the corridor is zoned for single-family residential use. The acreage of the varied other commercial zones and one industrial zone all-totaled, add up to just slightly more than half that of the residential acreage as follows.

Table 2: Land Uses by Acreage- Route 6 Corridor

Residential	668 acres
Non-residential	376 acres
Mixed-use	83 acres
Total	1,127 acres

A portion of the corridor is also covered by an aquifer protection overlay zone. Activities such as gas stations which include the use of hazardous materials are prohibited within the zone in order to protect the quality of the drinking water supply.

Zoning changes in the past decade have included some notable contemporary features, with more flexibility of uses and site design than in previously static zones. Yet many traditional provisions remain. This creates challenges for future change to the character of development along Route 6 including the following:

- The single-family residential zones are traditional in nature. While there is the option for a range of Special Permit activities within these zones, there remain limited opportunities to create a mixed-use environment. Such an environment would create a flexibility that in turn could help the character of the corridor to evolve. This lack of flexibility both protects the traditional character of long-time neighborhoods as-is and limits how the corridor can respond to market forces. This has led to recent pressures for rezoning of parcels at the edges of the residential zones to create space for more commercial uses. Commercial activity abutting single-family homes are often incompatible with one another.
- The Downtown Business Zone provides standards for building form to encourage property re-use with the desired urban character at the entry to the downtown (as defined in the 2015 POCD); yet limited development applications that can comply with these standards have been proposed.
- The General Business Zone allows some mix of residential and non-residential uses, but these are considered Special Permit activities which means the application approval process is more lengthy and risky for developers. As such, there is incentive for these zones to retain their current character with suburban scale, big-box plazas.
- The standards for business signage have been updated but a proliferation of tall and large signs, remains, some of which are brightly illuminated, at property edges fronting on Route 6. Thus, the overall number and character of signs along Route 6, particularly the Farmington Avenue segment, often detracts from the visual setting of the corridor.
- Landscaping is required, but fencing may be substituted for landscaping where a business abuts a residential use if permitted by the Zoning Commission.
- Parking provisions are both contemporary and traditional, leading to a mix of effective and ineffective parking conditions including,
    - The parking minimums are relatively high (retail 1 per 250 SF – 1st floor) and no maximum number of spaces is specified
    - The total number of spaces must be the aggregate of the required spaces for each use, for a multi-use or tenant site, creating an oversupply in some locations
    - Shared parking and 'future' parking, or space reserved for future parking is permitted, allowing some economies of scale for new parking facilities
    - There are parking options for the Downtown Business zones; both for more and less parking than is required and parking may be located off-site.
    - A Special Permit is required to take advantage of some parking provisions such as off-site parking and parking reductions, increasing the administrative burden on the applicant as well as the City for such options

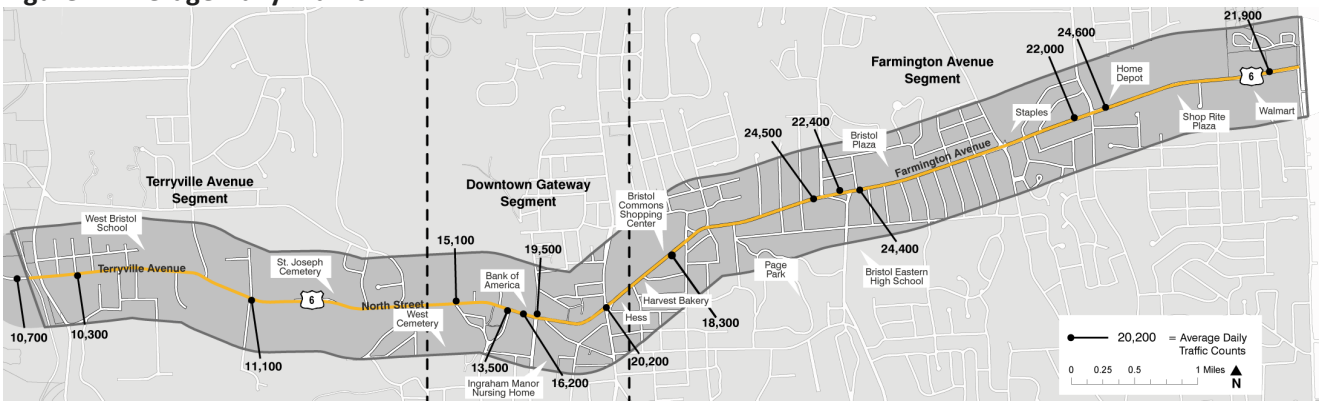
Despite updates to the zoning regulations, one of the challenges to effecting change in the visual character of Route 6 in the past 20 years has also been the limited number of development applications that would have triggered some of these newer provisions.

Transportation System Overview

Roadway Network and Traffic Volumes

Route 6 varies from a two-lane roadway at the western end of the corridor to a three and four lane roadway towards the eastern end of the corridor. The roadway is characterized by multiple intersections, particularly at the eastern end of the corridor where there are frequent intersecting streets and commercial land uses. The roadway is, therefore, punctuated by multiple driveways and curb cuts, particularly at the eastern end of the corridor. Shoulder width varies along the corridor, typically between 2' and 6'. Average daily traffic volume varies from as low as 10,300 vehicles per day along the Terryville Avenue segment to 24,600 vehicles per day along the Farmington Avenue segment.

Figure 2: Average Daily Traffic

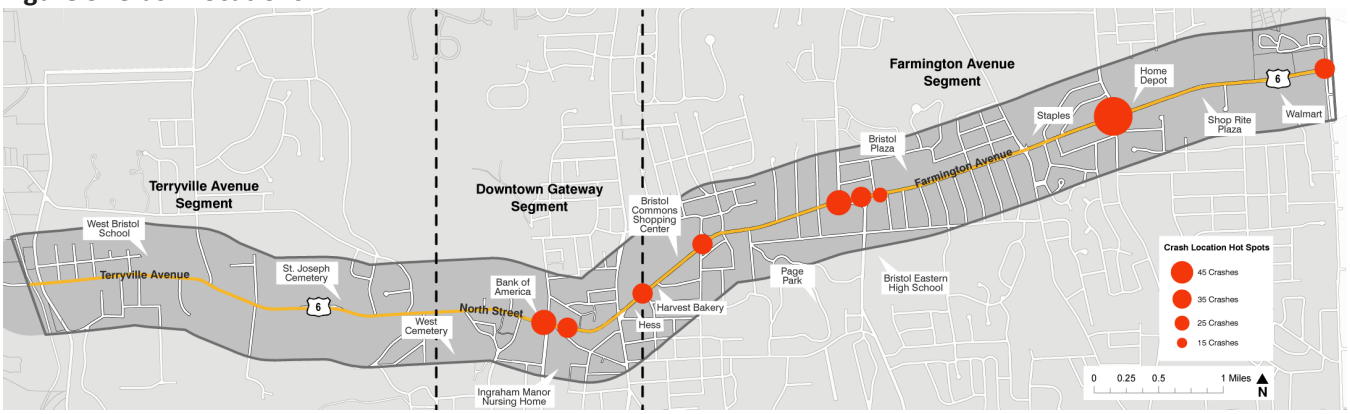


A light traffic day along Route 6, taken at the intersection of Farmington Avenue, Rustic Terrace, and Bristol Commons Plaza
Photo credit: Carol Gould, FHI

Traffic Safety

A review of the most recent crash data available from the Connecticut Crash Data Repository (2012-2014) shows a total of 1,137 crashes occurring along Route 6 in Bristol; an average of 389 per year. The majority of crashes (73%) were reported as "property damage only" with the top contributing factors being "following too closely" and "failed to grant right of way". Over the three-year period, 303 crashes were categorized as "injury (non-fatality)" and one crash, in 2013 had a fatality associated with it. Top crash locations include the intersection of Stafford Avenue and at various shopping plaza intersections. Other common locations include North Main Street, Jerome Avenue, and Brook Street.

Figure 3: Crash Locations

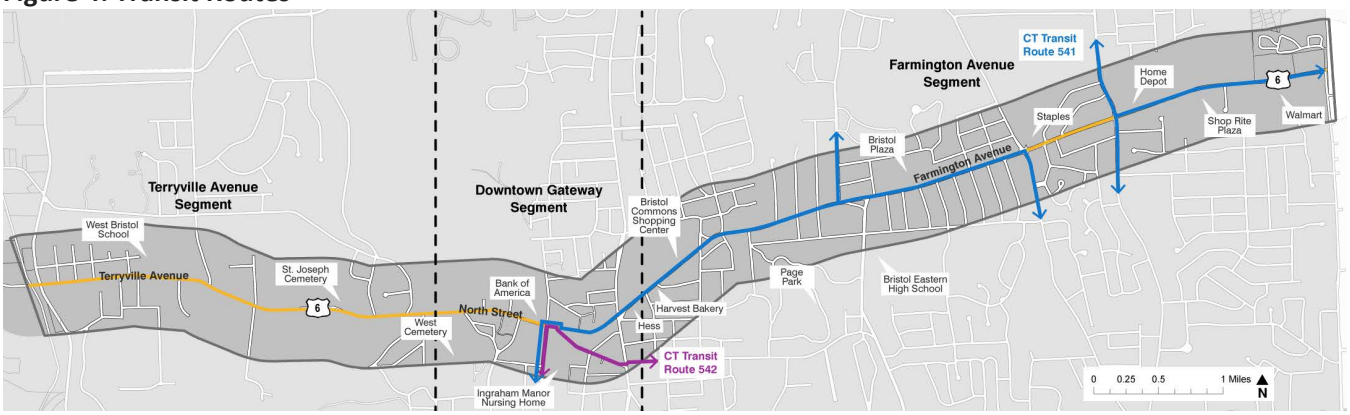


Other Modes of Travel

Transit

Route 6 is served by CT Transit bus routes 541 and 542. Route 541 provides service between North Main Street and Tunxis Community College in Farmington where connections can be made to other routes. Route 542 provides connections between Route 6 and Bristol Hospital. Both routes provide service on roughly an hourly basis on weekdays and Saturdays, with no service on Sundays. While there are multiple bus stops on Route 6, there are no bus shelters or benches located along the roadside.

Figure 4: Transit Routes



Pedestrian and Bicycle Network

Sidewalks are present through much of the corridor with the sidewalk network being most complete in the Downtown Gateway segment. The Terryville Avenue segment has an incomplete sidewalk network with multiple isolated sidewalk segments. The sidewalk network along the Farmington Avenue segment is more extensive and will be improved with the CT DOT Route 6 widening project, but will still have sizeable gaps, particularly on the south side of the roadway. Sidewalk quality is fair to good, but sidewalks are relatively narrow for a commercial corridor (most are less than five feet wide). Sidewalks are also located very close to the edge of the roadway when considering traffic volume and speed, which makes for an uncomfortable pedestrian experience. Crosswalks and curb ramps are present at most signalized intersections but crosswalk markings are noticeably absent parallel to Route 6 at most unsignalized side street intersections. There are no bicycle facilities such as bicycle lanes or pathways within the study area.

Sidewalk to nowhere at intersection of Farmington Avenue and Stafford Avenue
Photo credit: Google Streetview

Lack of sidewalks or shoulders, Farmington Avenue
Photo credit: Google Streetview

Demographic Overview

Population

Per the Environmental Systems Research Institute (ESRI), a nationally recognized source of demographic and market data, the population of Bristol grew just slightly (by 0.4%) in the 15 years between 2000 and 2015. This is comparable to Hartford County growth at 0.2% and the State of Connecticut which grew by 0.5%. In the Route 6 corridor study area, ESRI data is only available in the form of discrete areas with point locations on Route 6 and a one-mile radius around those points as shown in Figure 5. The population in this area is also estimated to have grown by 0.4% in the past 15 years as shown in Table 3. As such, overall, Bristol's population has remained relatively constant over time with very limited growth. This is true for both the entire City and the Route 6 corridor. Notably, however, population in the Terryville segment of the corridor is estimated to have declined marginally.

Figure 5: ESRI Route 6 Data Areas

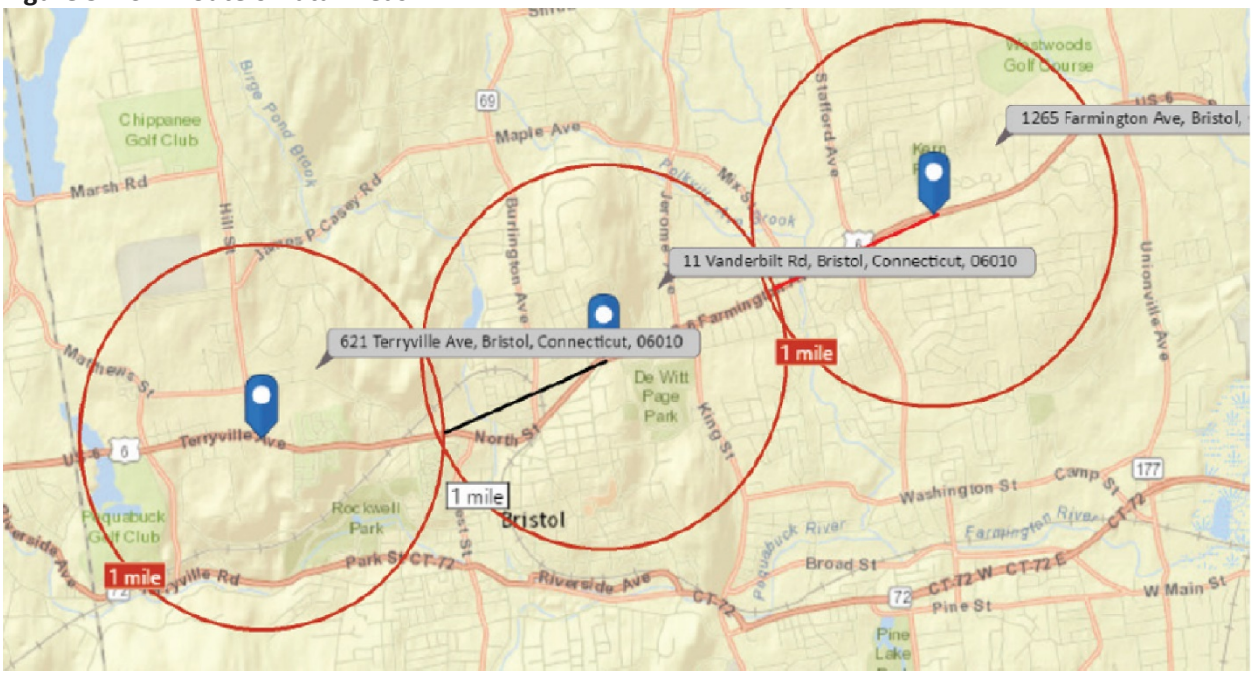


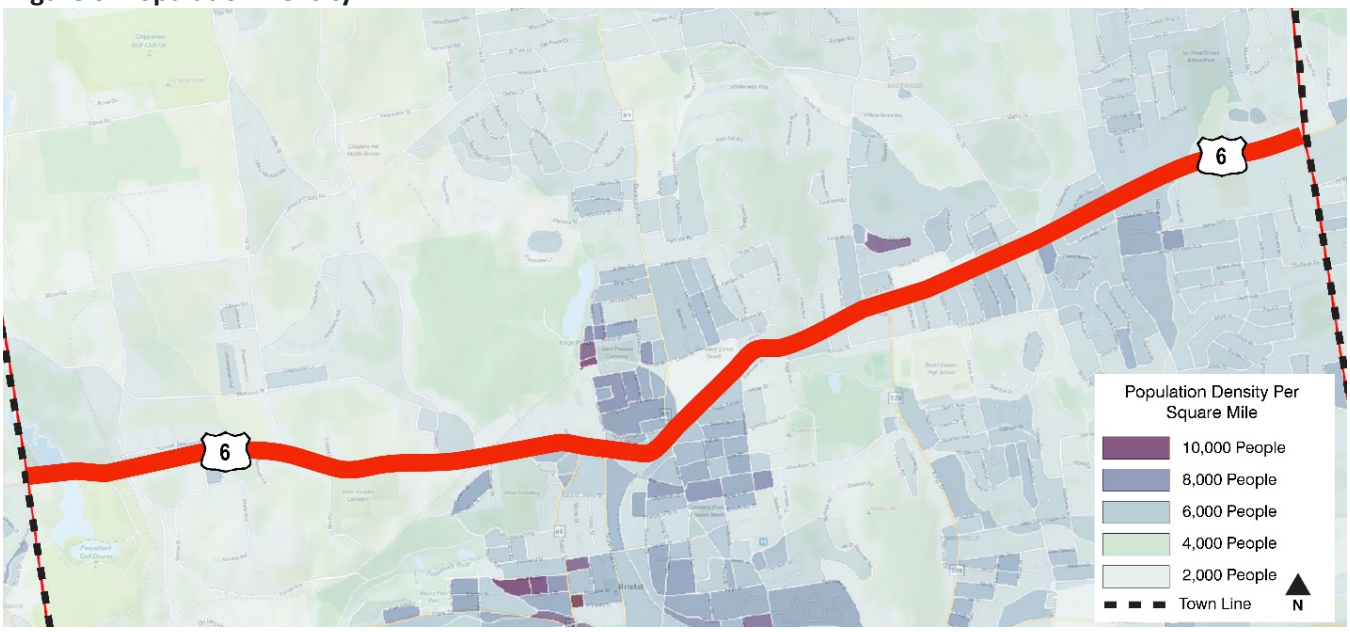
Table 3: Route 6 Population Estimates

	Population		
Vicinity Location	2000	2015	% Change
Terryville Avenue	989	922	- 0.26%
Downtown	2293	2506	+ 1.03%
Farmington Avenue	4321	4499	+ 0.12%
Total	7603	7927	+ 0.43%

Another way to consider population data is to look at population density in Bristol and the Route 6 Corridor. As Figure 6 indicates, population density is lowest along Route 6 at its Terryville Avenue/western end, highest in the

central portion from West Street to about Vanderbilt Road, and of mixed density along the balance of Farmington Avenue to the east.

Figure 6: Population Density



The distribution of the population in terms of age groups is shown in Table 4. This information along with data on household incomes and employment gives an indicator of the market potential with respect to spending in the corridor by residents. As the table shows, the largest percentage of corridor residents are those of working age. The average age across the corridor is about 41. Given the age distribution and average household size, this suggests the corridor has a predominance of working age households of which less than 20 percent have school-age children or younger. The corridor has an average family size (as opposed to household size) of 2.9.

Table 4: Route 6 Population Estimates by Age Group- 2015

	Age Group by %					
Location	0-14 Early school Age	15-24 School-age	24-64 Working Age	65 and older Retirees	Median Age	Average Household size
Terryville Avenue	13.5%	11.5%	62%	13%	45.3	2.13
Downtown	17%	13%	55%	15%	38.5	2.15
Farmington Avenue	19%	11%	55%	15%	42	2.26
Full Corridor	18%	12%	56%	14%	41.2	2.2

Household Incomes

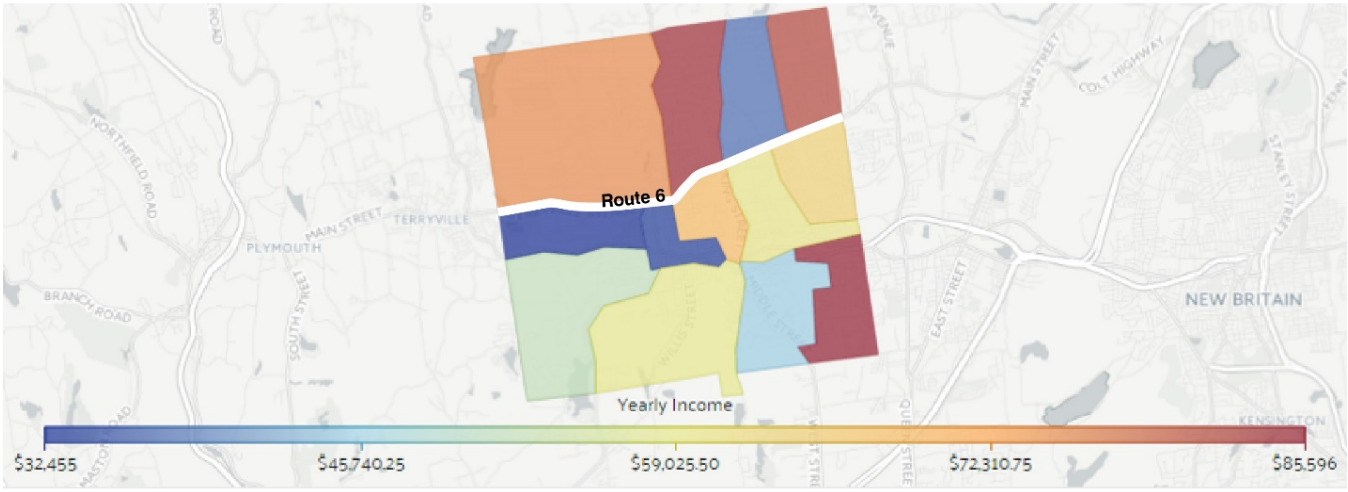
The median household income and net worth by segment of the Route 6 corridor is shown in Table 5. Incomes and net worth in the Terryville segment are overall lower than the national median, while conversely, net worth is higher than the national median in the Downtown Gateway and Farmington Avenue segments of the corridor. The highest median incomes and net worth are for those residents at the eastern or Farmington Avenue end of the corridor.

Table 5: Route 6 Household Incomes and Net Worth

Segment	Median Household Income	Median Net Worth
Terryville Ave.	$39,000	$21,000
Downtown Gateway	$55,000	$98,000
Farmington Ave.	$66,000	$128,000
United States	$51,939	$71,000

An alternate way of looking at household annual incomes is shown in Figure 7. It shows the same overall picture of generally lower incomes at the western end of Route 6 as compared with both its eastern end and the City of Bristol as a whole. Some of the highest earning households in Bristol occur in its northeast quadrant and north of Route 6 in the neighborhoods between Bristol and Burlington. These neighborhoods can be expected to have a comparatively higher level of disposable income and are in close proximity to Route 6 businesses.

Figure 7: Bristol Annual Household Incomes



Housing

Figures 8 and 9 show the housing concentration by type within the corridor. Essentially, single-family housing is most prevalent. The vast majority is also owner-occupied. As expected, the most rental housing occurs at the eastern end of Route 6 where the condominiums and apartment buildings are located.

Figure 8: Detached Single-Family Housing by Percentage

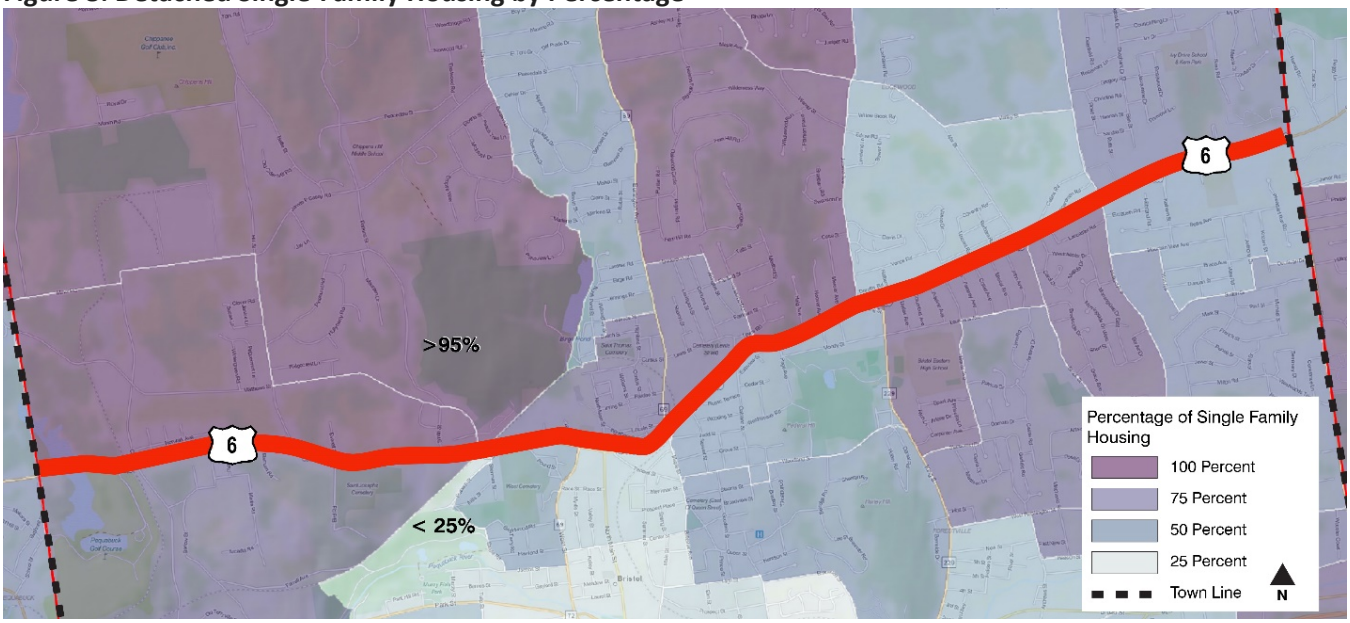
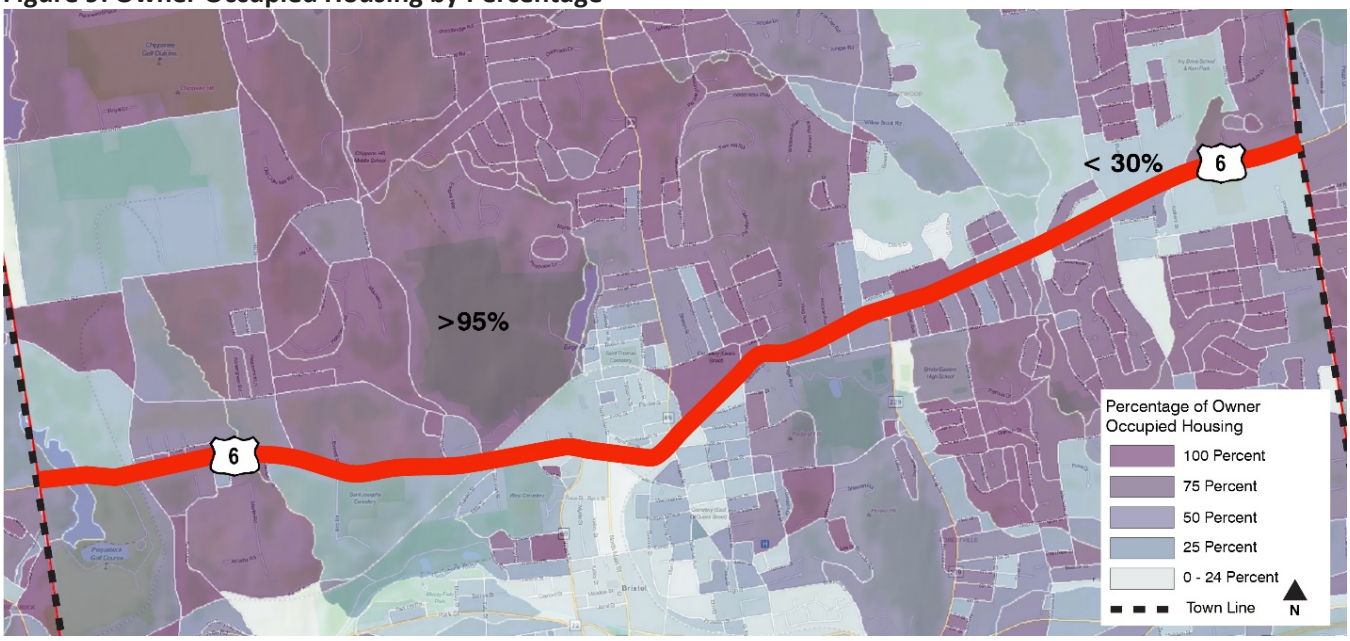


Figure 9: Owner Occupied Housing by Percentage



Businesses and Employment

The data in Table 6 indicates the number of businesses along the Route 6 corridor and within 1 mile of it by segment.

Table 6: Businesses and Jobs in the Route 6 Corridor Area

	Terryville Avenue	Downtown Gateway	Farmington Avenue
Data for all businesses in area	**1 Mile**	**1 Mile**	**1 Mile**
Total Businesses	121	590	292
Total Employees	1,107	5,770	4,788
Total Residential Population	3,475	11,434	10,797
Employee/Residential Population Ratio	0.32:1	0.5:1	0.44:1

Figures 10 and 11 show where people who work in the corridor live and also the opposite; where those who live in the corridor travel to work. This combined information suggests that most of the workers at businesses along Route 6 commute into the corridor from elsewhere in Bristol and select other communities. At the same time, a comparable number of corridor residents commute out of the corridor for work elsewhere.

Figure 10: Where People that Live in the Route 6 Corridor Work

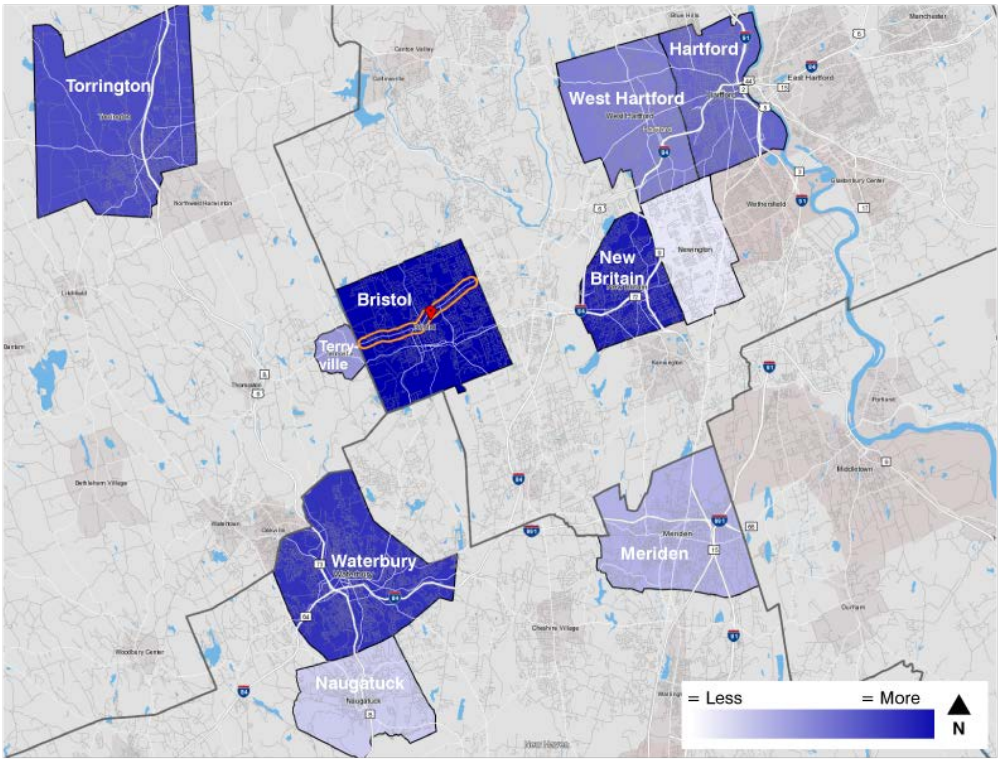
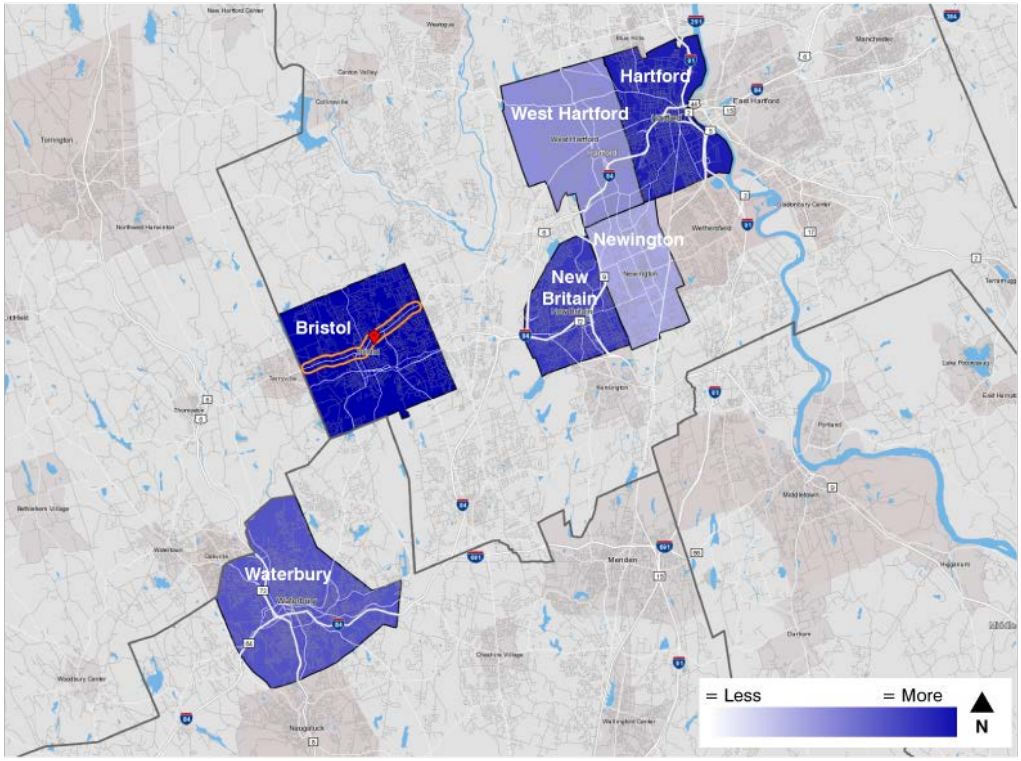
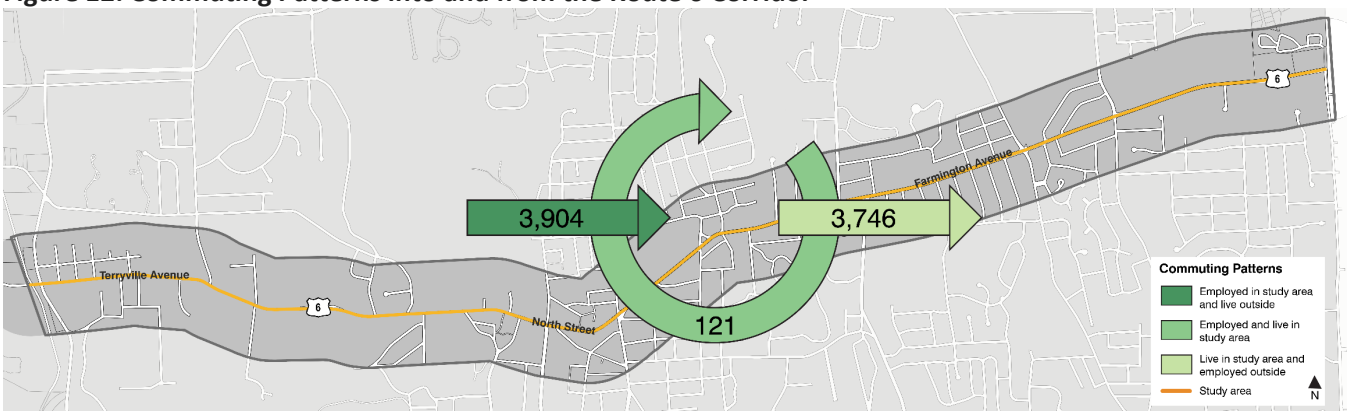


Figure 11: Where Workers at Route 6 Businesses Live



Commuting patterns are shown in Figure 12. According to the 2014 American Community Survey, 3,904 workers were commuting into the Route 6 corridor for work. 3,746 workers were leaving the corridor for work, and about 121 workers, both live and work within the Route 6 corridor.

Figure 12: Commuting Patterns into and from the Route 6 Corridor



Commercial businesses along Route 6, Farmington Avenue
Photo credit: Google Streetview

Market Conditions

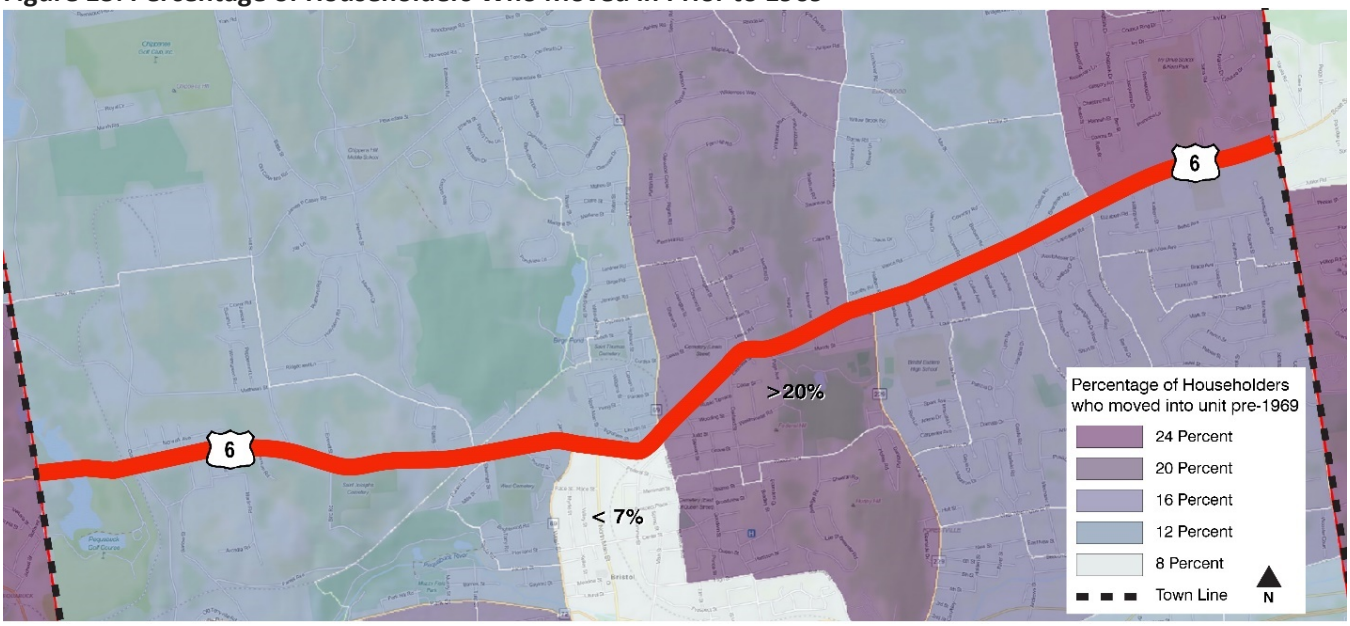
Indicators of market conditions for the Route 6 corridor include housing costs, housing rental rates, and mix of existing businesses in Bristol along with an assessment of the supply and demand for varied types of businesses within the study corridor today.

Housing Value Trends

Trends in housing values are reflected in the number of sales by year as well as median housing value. There were 498 house sales in Bristol in 2013 and 30 new homes constructed (Connecticut Economic Resource Center [CERC] profile 2016). This compares with 1,471 residential sales in 2004 and 122 new home construction permits authorized. There has, thereby, been an overall decline in the Bristol housing market since 2004.

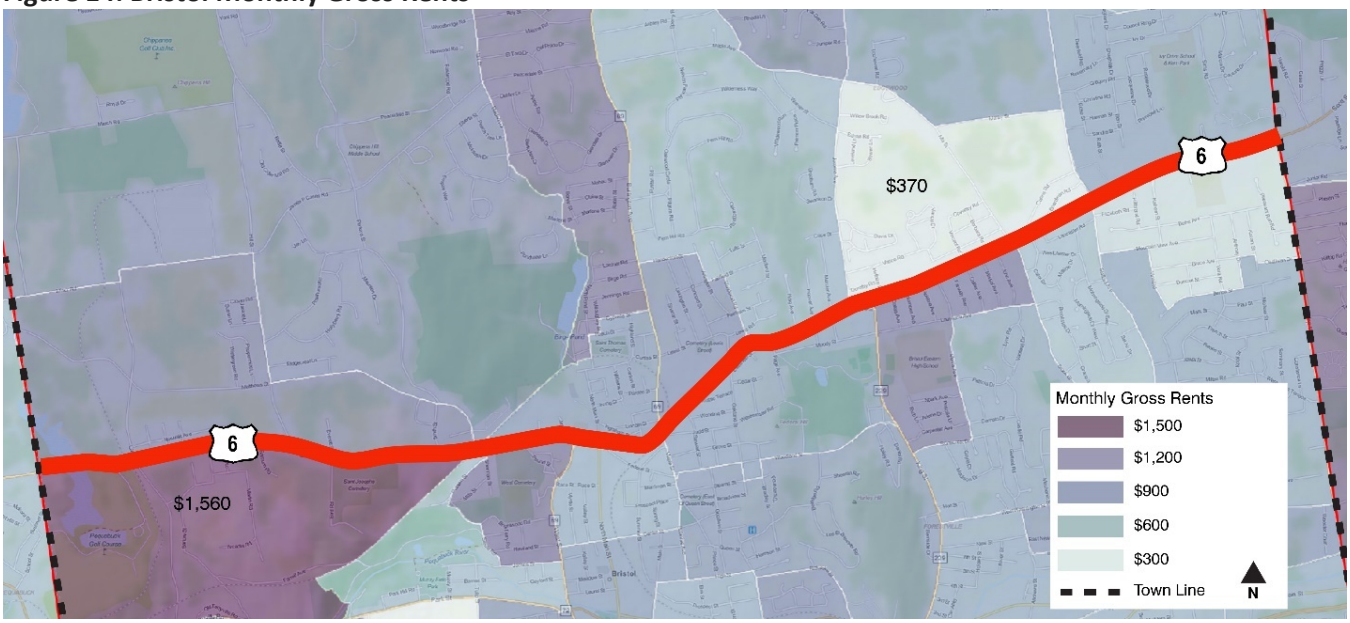
Also, according to Zillow (housing website: https://www.zillow.com/ct/), Bristol median home values declined between 2006 and 2016 from $215,000 to $175,000. Values declined 1.3% just during 2016. Yet Zillow predicts values will rise again by 1.2% during 2017. The median house list price per square foot in Bristol is $128, which is lower than the Hartford metropolitan area average of $147. These trends are consistent with national trends of higher housing values and sales prior to 2008 and a slow recovery following the housing crash in that year. Many of the homes in the Route 6 corridor have been occupied more than 30 years (Figure 13). The CERC profile for Bristol states that nearly 30% of Bristol housing stock was constructed before 1950. These factors, along with the relative home values and trends indicates there is steady potential for housing turn-over in some segments of the corridor in the future.

Figure 13: Percentage of Householders Who Moved in Prior to 1969



The median home rental price in Bristol is $1,200, which is lower than the Hartford metropolitan area median of $1,499 (Zillow 2014 data). Rents as calculated by ESRI are comparable to those estimated by Zillow. Average monthly gross rents for the Route 6 corridor are shown in Figure 14. This data indicates that, generally, Bristol housing values and rents are comparatively affordable. This data also collectively suggests that demand for or attractiveness of housing in the corridor can be expected to remain relatively steady in the future.

Figure 14: Bristol Monthly Gross Rents



Commercial Market Opportunities

Office Market

There is no readily available data indicating the potential for additional office space to be supported within the Route 6 corridor; data such as typical rents or current office space vacancy rates. Nonetheless, anecdotal evidence and general existing land use conditions do suggest some broad conclusions that might be drawn about the potential office market in the corridor.

Under existing zoning, professional offices are permitted in the corridor in the Downtown Business Zone, Downtown Transition Overlay Zone, and General Business Zone, so the opportunity to develop more office space exists in those locations. They are not permitted in the Neighborhood Business Zone, however. Offices which currently exist in the corridor are generally located in small, single use buildings, former homes, or small scale office buildings. Other nearby communities, particularly Farmington, have much more extensive office space options and opportunities than occur along Route 6 in Bristol. Anecdotal evidence is that typical rents by square footage are relatively high for office space in Bristol, or comparable to that in the surrounding area. This information collectively suggests that the market or demand for office space along the Route 6 corridor is unlikely to accelerate greatly in the foreseeable future.

Retail Surplus and Leakage Findings

A retail leakage and surplus analysis examines a community's retail opportunities. It can aid in:

- Indicating how well the retail needs of local residents are being met,
- Identifying unmet demand and possible business sector opportunities,
- Understanding the strengths and weaknesses of the local retail sector.

Retail leakage means that residents are spending more for products than local businesses capture. A retail surplus means that the community's trade area is capturing the local market plus attracting non-local shoppers. The ESRI Leakage and Surplus findings for the City of Bristol and each of the corridor segments are shown in the following four graphs. The findings indicate that within the City of Bristol overall, there is unmet demand for retail offerings in a number of goods categories including:

- Automotive
- Gas stations
- Health and personal care services
- Merchandise sales stores
- Restaurants including limited-service eating establishments

When looking at the corridor, however, there are fewer and somewhat different categories of retail goods in each segment where there may be additional business opportunities. The most notable of these include:

- Building materials and lawn and garden supplies
- Grocers and specialty food stores
- Beer, wine, and liquor stores
- Gas Stations; it should be noted however that a substantial portion of the Farmington Ave. segment is regulated by the Aquifer Protection Area Program, administered by the Aquifer Protection Agency (Zoning Commission) for the City of Bristol, and although pre-existing uses in the area that have been registered can continue, new gas stations would not be allowed
- Florists
- Merchandise stores

Additionally, the surplus side of the graphs reflect that shoppers in the Route 6 corridor are being drawn in from around the region. The regional draw of the Route 6 corridor, particularly with the variety of businesses that show a surplus in the Farmington Avenue segment, can be expected to remain strong.

Figure 15: City of Bristol Leakage and Surplus

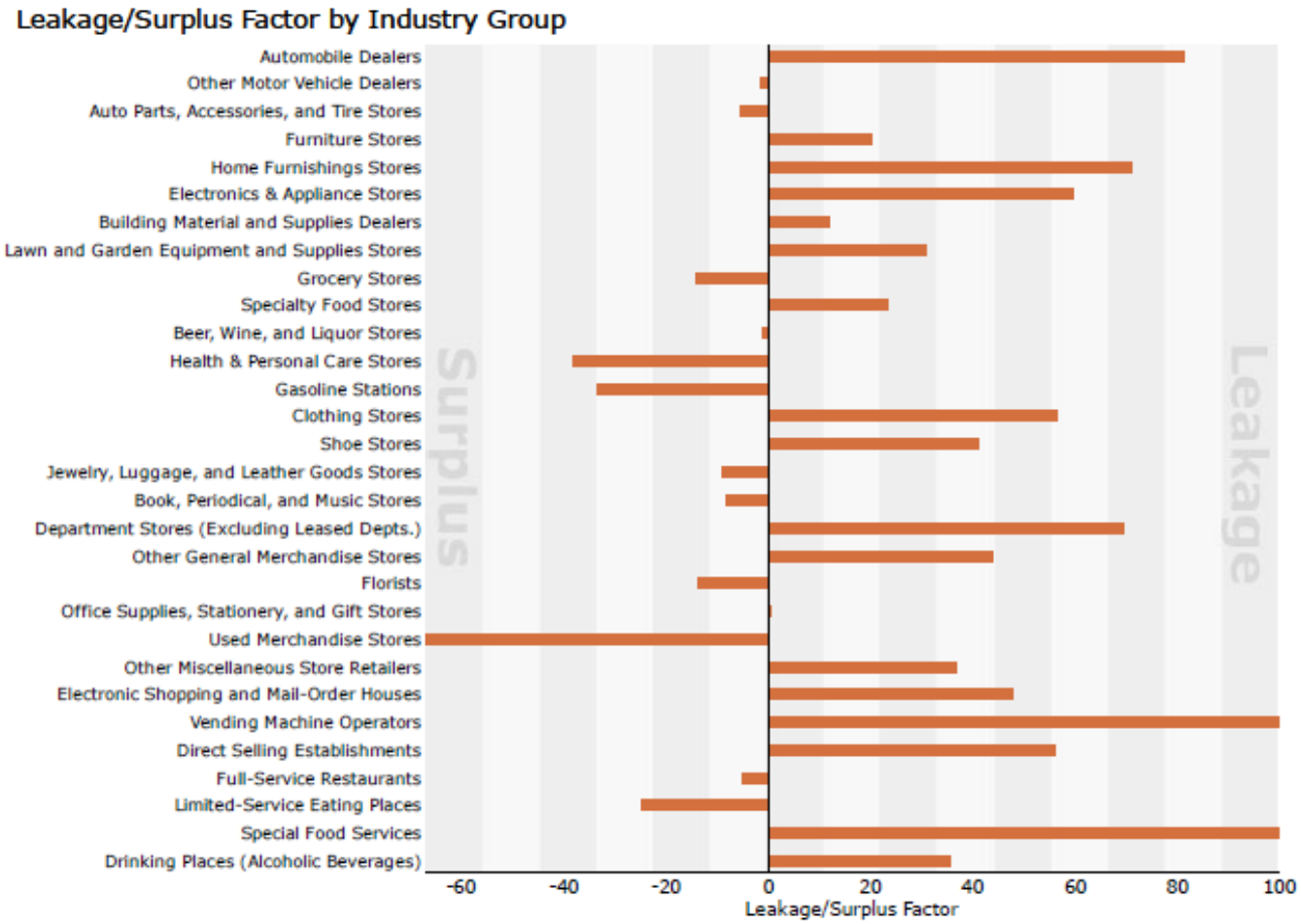


Figure 16: Terryville Avenue Leakage and Surplus

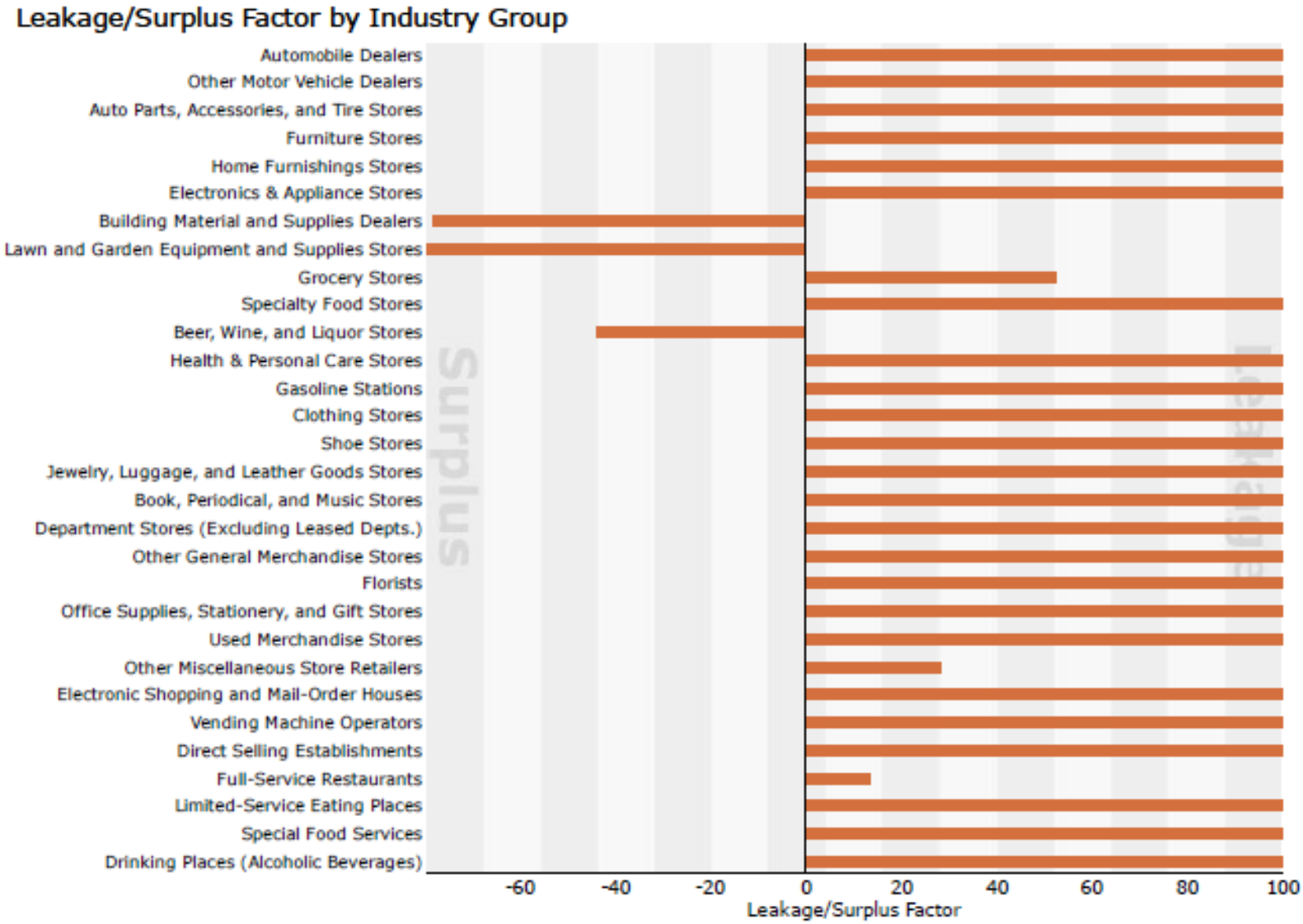


Figure 17: Downtown Gateway Leakage and Surplus

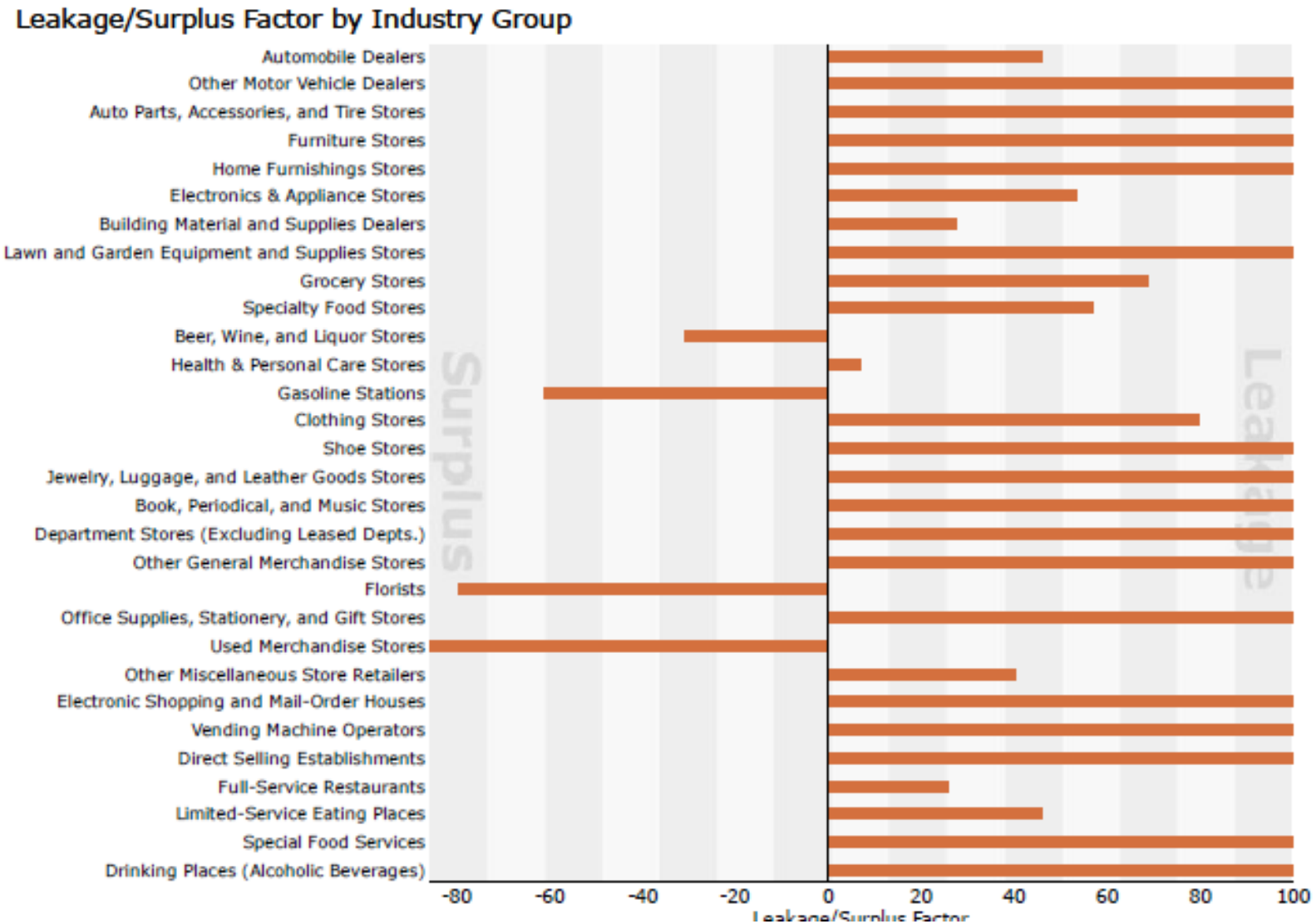
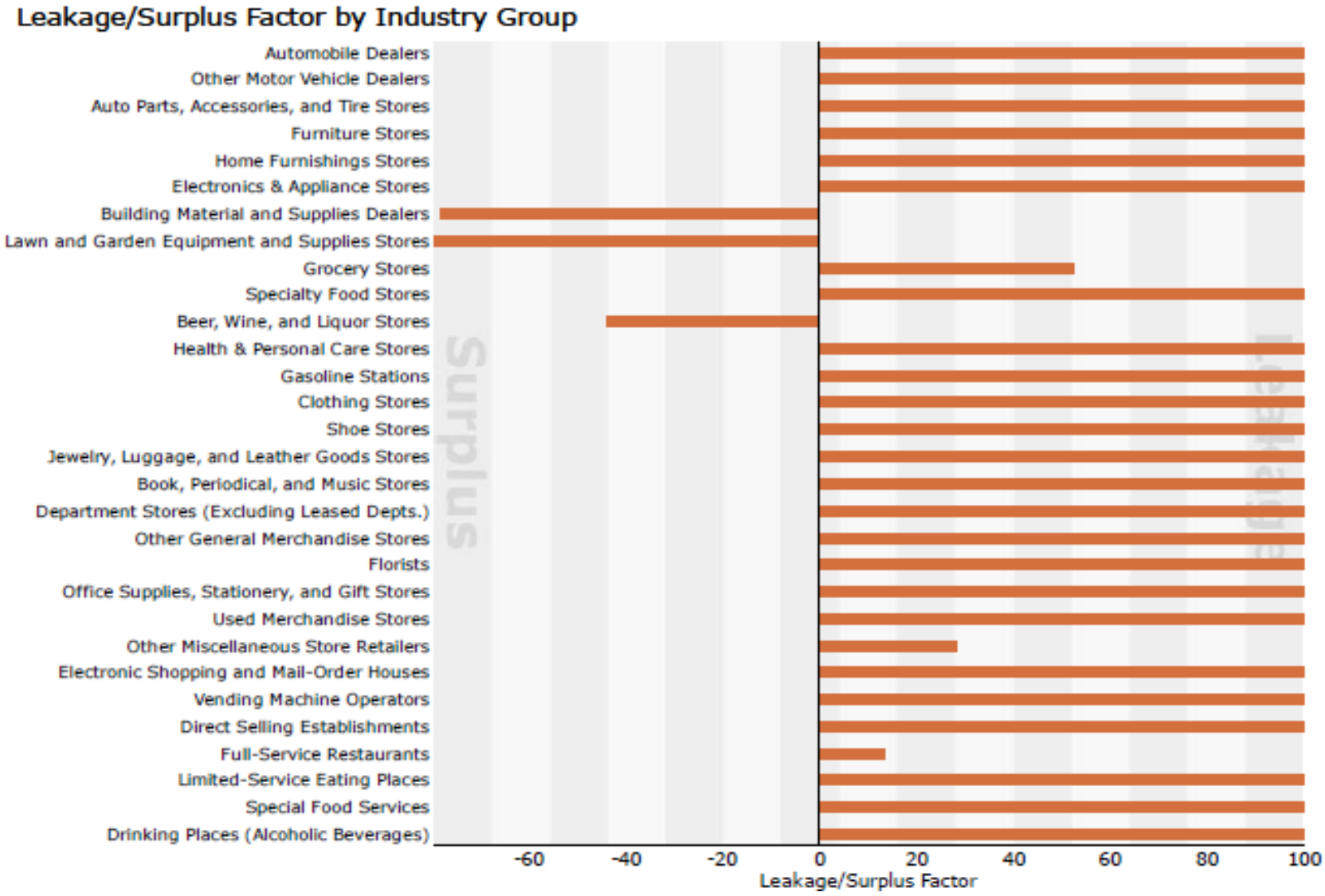


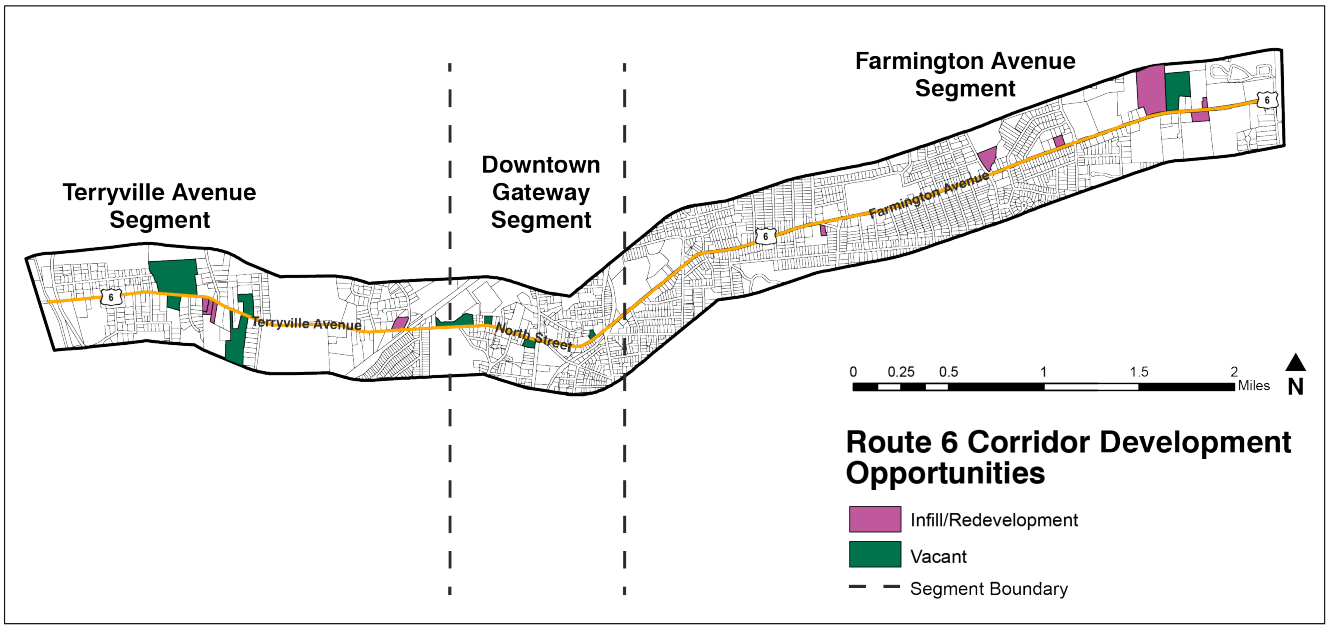
Figure 18: Farmington Avenue Leakage and Surplus



Development Opportunity Sites

There are a limited number of development opportunity sites within the Route 6 corridor. Such sites are those which are vacant, underutilized with potential for infill, or poised for redevelopment. They were identified through conversations with the City Land-Use Office, Bristol Development Authority, and field observation. The location of these sites is shown in Figure 19. The three largest vacant parcels are at the edges of the corridor. The largest, single, redevelopment site, a vacant former plaza, is also at the edge of the corridor, near the Farmington town line.

Figure 19: Development Opportunities



Market Summary Observations

Market opportunities exist in the Route 6 corridor most strongly relative to the unmet demand for retail goods and services in Bristol as a whole. Route 6 is a shopping destination and is likely to continue to serve that function, particularly the Farmington Avenue and Downtown Gateway segments. Other observations regarding market opportunities include:

- The Route 6 Corridor connects neighborhoods of varying socioeconomic conditions.
- The population of the corridor and its close environs is predominantly one of working-age adults who present an opportunity for the Route 6 commercial areas to continue to meet their everyday shopping needs.
- There are areas of the corridor that suggest a potential for relatively high housing transition due to age of the housing stock, rate of home ownership, and length of residency in housing units. The current zoning regulations do not adequately address potential demand for new housing types along the corridor.
- The Route 6 corridor will remain strongly linked to the regional economy both in terms of competition from other area commercial clusters and in terms of meeting regional shopping demand.
- There are a limited number of development opportunity sites along Route 6 and as such, most new development will occur as infill within or reconfiguration of existing developed sites.
- The zoning regulations do not currently adequately address potential site reuse or redesign.

Corridor Conditions, Issues and Opportunities

Corridor-Wide Issues and Opportunities

The conditions summarized in the previous sections along with the feedback from the Bristol community indicate the following about issues and opportunities for the Route 6 corridor as a whole.

- Issues:
  - Zoning does not promote desired design,
  - Market realities indicate that franchise businesses are most likely to succeed; this creates a challenge for small, independent businesses,
  - In all three segments of the Route 6 Corridor, traffic and overall appearance were identified as the top "big concerns",
  - There are too many access points/ poorly designed driveways, contributing to hazardous driving conditions,
  - The sidewalk network is incomplete, presenting challenging walking conditions,
  - Signage is excessive in terms of number, scale, and design,
  - The overall character of the corridor can be described as disparate.
- Opportunities exist to:
  - Distinguish the segments from one another/ promote a cohesive and distinctive character for each,
  - Better protect residential neighborhoods from incompatible adjacent land uses,
  - Improve intersections on minor streets at Route 6 to reduce bottlenecks and hazardous turning movements,
  - Establish a well-connected bicycle network that includes Route 6; explore off-road options,
  - Make targeted sections of Route 6 more pedestrian friendly
  - Right-size parking for developments throughout the corridor,
  - Create opportunities for more small, local/ independent businesses to be sustainable,
  - Adjust zoning to facilitate redevelopment and infill; encourage desired land use patterns,
  - Zone for more consistent and aesthetic sites; manage signage.

Corridor Segment Observations, Issues and Opportunities

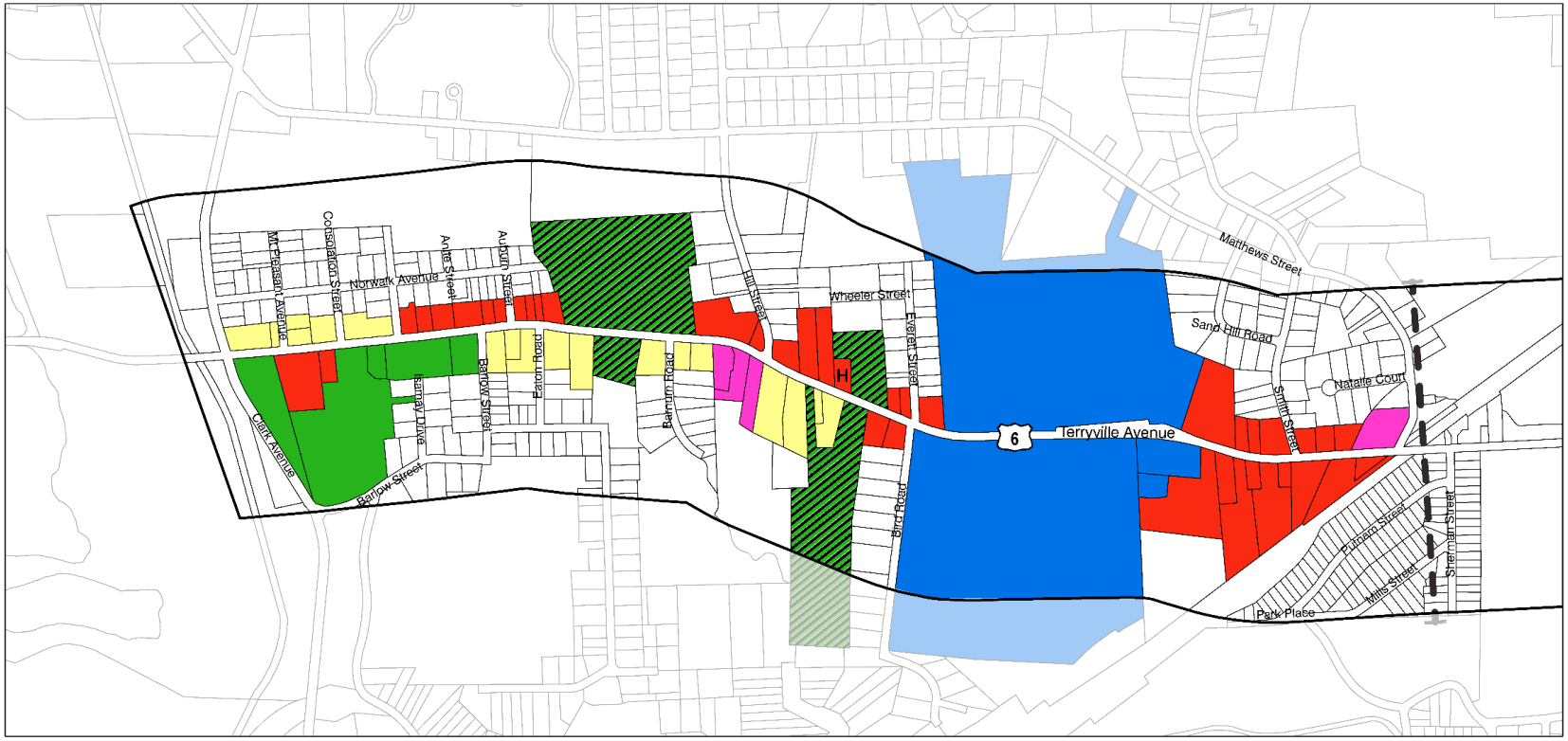
The conditions that distinguish each segment of the corridor are reflected in the figures below and show land use, zoning, visual character and traffic and transportation data. These conditions along with the feedback from the Bristol community indicate the following about issues and opportunities for each segment.

Terryville Avenue Segment

Land Use Patterns and Zoning

Terryville Avenue has a fairly even mix of residential and commercial land uses along the roadway. These are interspersed with pockets of open space and vacant land. Zoning is predominantly low-density residential with neighborhood-business zoning along Terryville Avenue's frontage. The distribution of land uses and zoning are shown in Figures 20 and 21.

Figure 20: Terryville Avenue Land Use



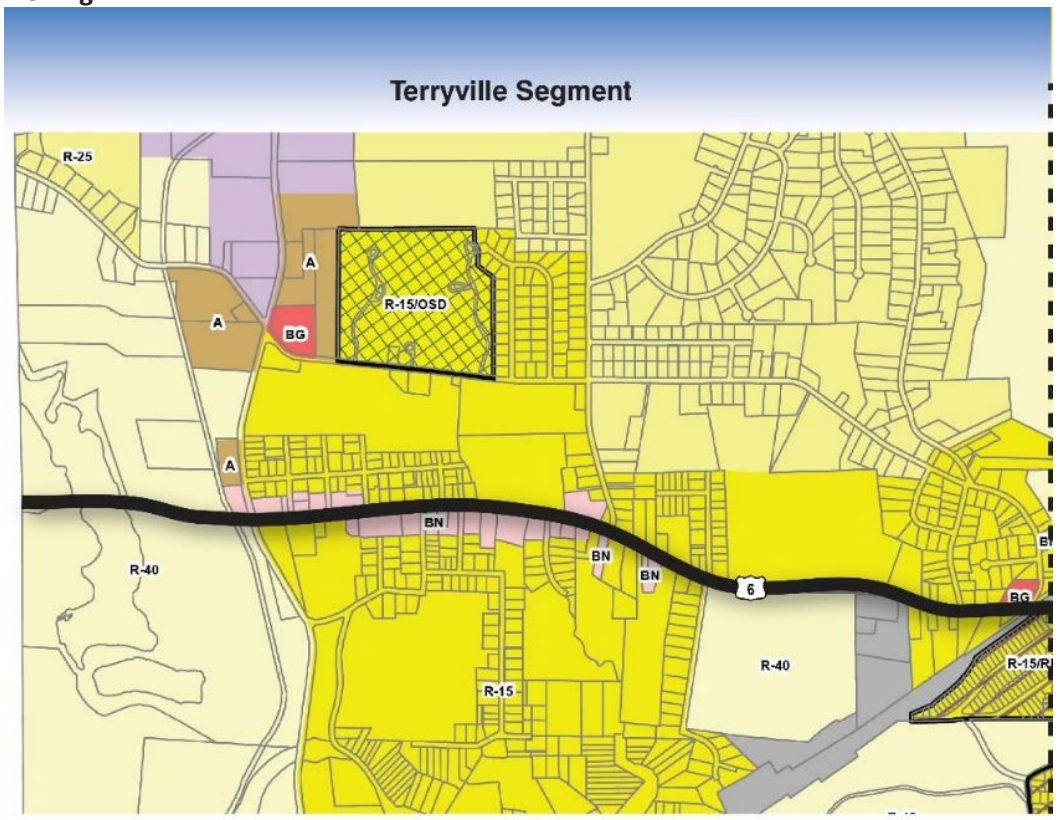
Route 6 Corridor Land Use Categories
Terryville Avenue Segment

- Commercial
- Commercial/Office
- Institution/Cultural
- H Historic
- Industrial
- Infill/Redevelopment
- Multifamily
- Office
- Open Space
- Residential
- Residential/Office Mix
- Vacant
- Segment Boundary

0 0.075 0.15 0.3 Miles

N

Figure 21: Terryville Avenue Zoning



Terryville Avenue Character

Terryville Avenue has diverse character ranging from large open spaces and cemeteries to single-story, small shopping plazas to scattered single family homes. Examples are shown in the photos below.

Figure 22: Terryville Avenue in Photographs

Photo credits: Carol Gould, FHI, 2016

Transportation System Conditions

Traffic

The Terryville Avenue segment carries an average range of 10,300 to 11,100 vehicles per day. This represents the lowest traffic volume of the three segments along the corridor. This traffic volume is sufficiently accommodated by the roadway, which has one lane of traffic in each direction, with no significant congestion at intersections.

Traffic Safety

Crash records obtained from the Connecticut Crash Data Repository for the three most recent available years (2012-2014) indicate a relatively low crash history for the Terryville Avenue segment. As a whole, the corridor averaged 389 crashes per year over the three-year period with an average of 72 crashes per mile each year. Crash rates were significantly lower along this segment with an average of 19 crashes per mile each year.

Bicycles, Pedestrians and Transit

The Terryville Avenue segment is lacking in bicycle and pedestrian infrastructure and transit service. Sidewalks are limited to short segments on individual properties; there is no consistent network along the corridor. Additionally, there are no bicycle facilities along the corridor. CT Transit bus routes do not extend west of North Main Street.

Terryville Avenue Segment Observations, Issues and Opportunities

- Observations
    - A combination of preserved open spaces, rural development patterns and density along with zoning have preserved existing character over time,
    - Given the preserved/open space and natural constraints in the Terryville segment, potential for land use change there is limited.
- Issues:
    - Lack of connections to and among open space/ recreation areas,
    - One large section doesn't have sanitary sewer service; this limits development options,
    - The rail overpass is a visual barrier to the Downtown and a driving hazard (impacts driver sight lines),
    - Although there appears to be pedestrians walking along this segment of Route 6 and some bicyclists, the environment along the roadway is not safe or inviting for either,
    - There is no transit service to this segment of the corridor.
- Opportunities exist to:
    - Preserve the existing more rural character of this segment through zoning,
    - Keep businesses clustered in well-defined activity centers as sustainable commercial destinations through zoning, market focus, and branding,
    - Strengthen the business climate for neighborhood-scale business through zoning/economic development,
    - Provide a safe, well-delineated walking and bicycling environment,
    - Create some transit options.

Downtown Gateway Segment

Land Use Patterns and Zoning

There is a mix of land uses within the Downtown Gateway segment, arranged mostly in pockets of residential, then institutional, and then commercial uses. Zoning in the Downtown Gateway segment is predominantly for mixed-use Downtown Business Zones edged by residential-use zones. Land use and zoning for the Downtown Gateway segment are shown in Figures 23 and 24.

Figure 23: Downtown Gateway Land Use

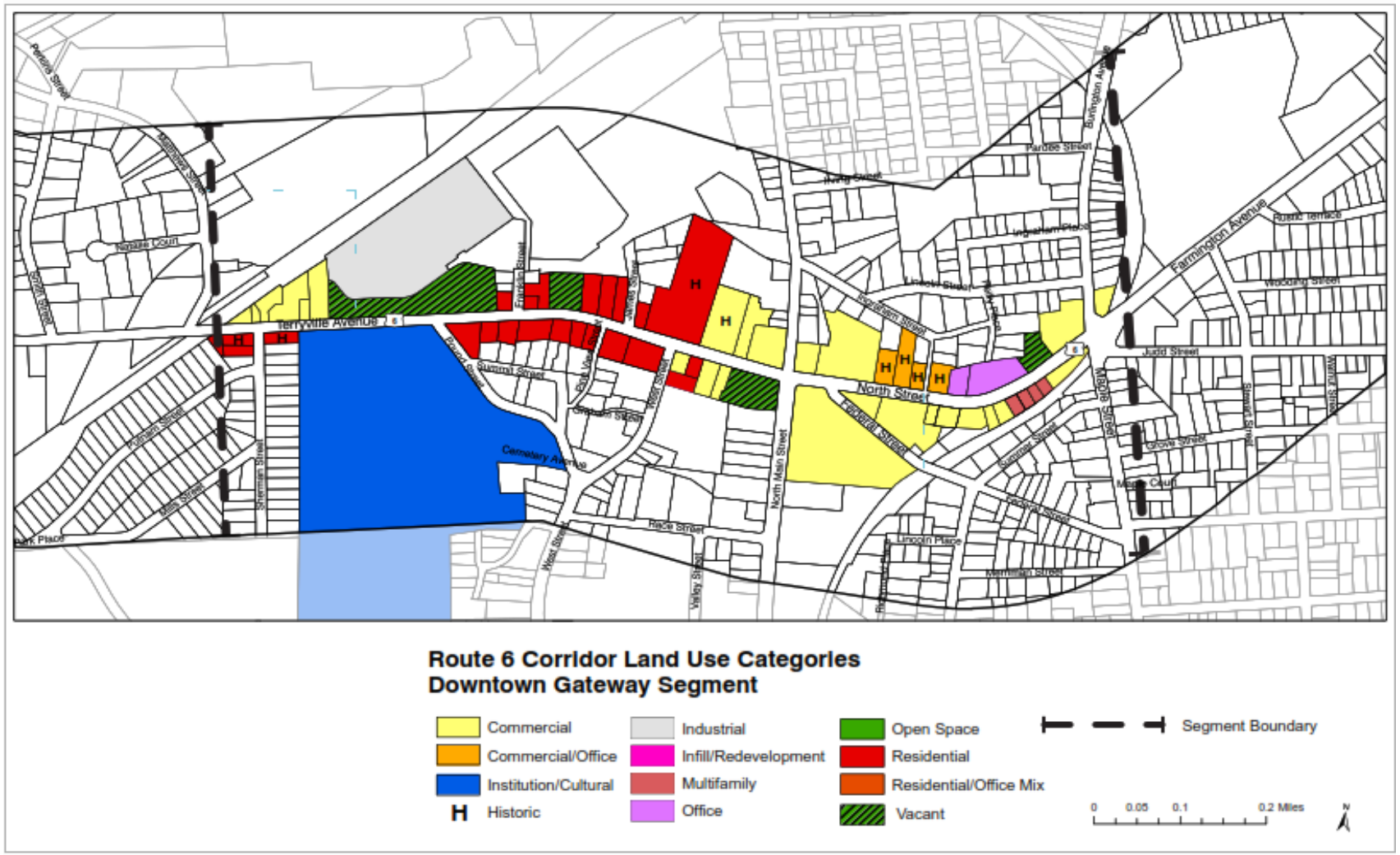
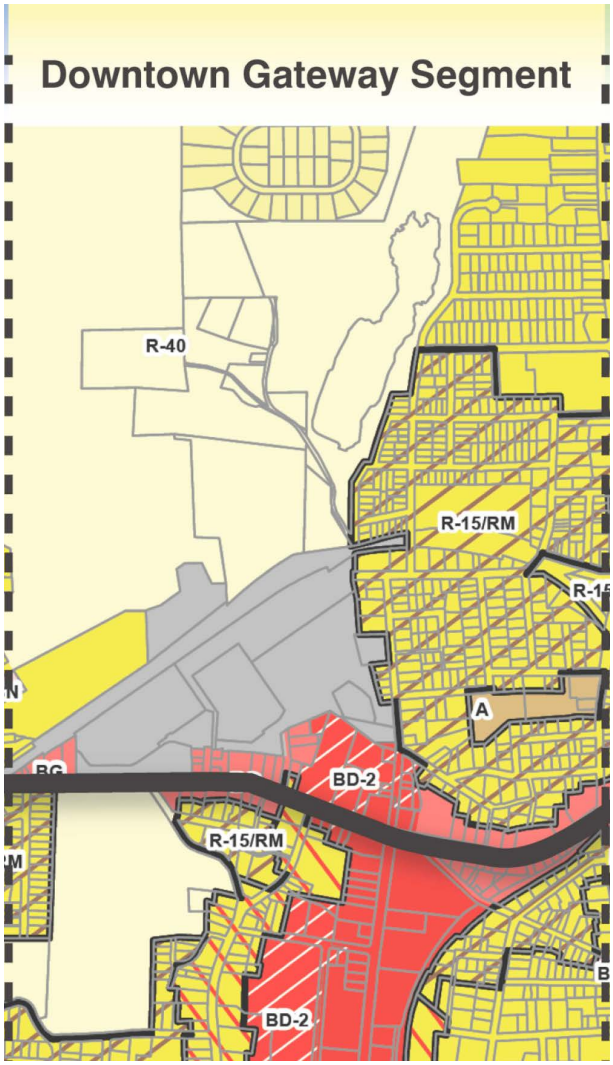


Figure 24: Downtown Gateway Zoning



Residential Zones
- R-40 Single-Family Residential Zone
- R-25 Single-Family Residential Zone
- R-15 Single-Family Residential Zone
- R-10 Single-Family Residential Zone
- A Multi-Family Residential Zone
- SDD* Special Development District

Business Zones
- BN Neighborhood Business Zone
- BHC Route 72 Corridor Business Zone
- BG General Business Zone
- BD-1 Downtown Business Zone
- BD-2 Downtown Business Zone

Industrial Zones
- IP-25 Industrial Park Zone
- IP-3 Industrial Park Zone
- IP-1 Industrial Park Zone
- I General Industrial Zone

Overlay Zones
- OSD Open Space Development Overlay Zone
- RM Mixed Residential Overlay Zone
- BT Downtown/Neighborhood Transition Overlay Zone
- Access Management Overlay Zone
- Level "A" Aquifer Protection Area

(1) Upper and Lower White Bridge & Mix Street

Downtown Gateway Character

The character of the Downtown Gateway has the feel of an urban neighborhood, yet the mix of architecture and design also has a lack of cohesive themes. Examples of the Downtown Gateway character are highlighted in the photos in Figure 25 below.

Figure 25: Downtown Gateway in Photographs

Photo credits: Carol Gould, FHI, 2016

Transportation System Conditions

Traffic

The Downtown Gateway segment carries an average range of 13,500 to 19,500 vehicles per day. These volumes are higher than the Terryville Avenue segment but lower than the Farmington Avenue segment. Congestion along this segment is primarily limited to the North Main Street intersection and peaks during heaviest commuting hours on weekdays and most-popular shopping hours on weekends. With the exception of turn lanes located at the North Main Street intersection, this segment of roadway has one traffic lane in each direction.

Traffic Safety

Crash records obtained from the Connecticut Crash Data Repository for the three most recent available years (2012-2014) indicate a clustering of crashes at the North Main Street and Federal Street intersections with a low occurrence of crashes through the rest of this corridor segment. Most of these are rear end crashes associated with intersection queuing and turning movement crashes associated with turns at the intersection. The crash

rates along this segment were lower than the corridor as a whole (37 crashes per mile per year versus 72 crashes per mile per year).

Bicycles, Pedestrians and Transit

Sidewalks are consistent through the Downtown Gateway segment with sidewalks located on both sides of Route 6 throughout its length. As with the rest of the corridor, there are no bicycle lanes or pathways located along this segment of the roadway. The Downtown Gateway is served by two CT Transit bus routes, Route 541 which extends along Route 6 towards Farmington and Tunxis Community College, and Route 542 which connects Route 6 to Bristol Hospital.

Downtown Gateway Segment Observations, Issues and Opportunities

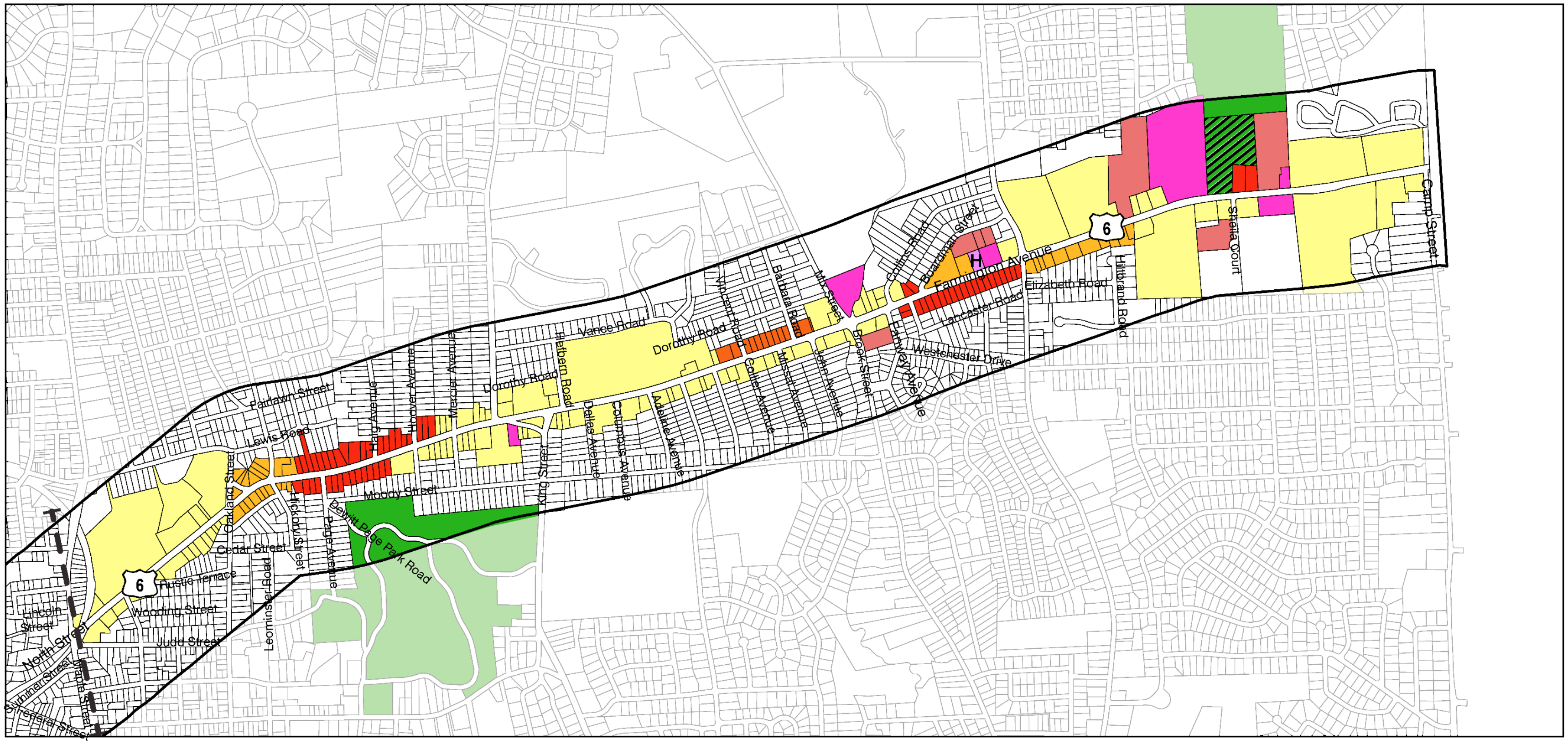
- Observations:
  - The Downtown Gateway is largely built-out; most structures have been there long-term and many reflect outdated design principles,
  - The area is auto-oriented with numerous driveways and parking lots and is not welcoming to pedestrians despite the presence of sidewalks,
  - There is a diverse mix of land uses in the area, yet also small clusters of both residential and then commercial land uses,
  - Visually, a mixed environment, but historic structures do add some continuity to the character of the area.
- Issues:
  - Awkward and hazardous driveways onto Route 6,
  - Busy intersections which operate poorly such as the difficult left turn to North Main Street; accidents are concentrated there,
  - Poor linkage to Downtown core,
  - Lack of bicyclist accommodations,
  - Strict zoning limits redevelopment options.
- Opportunities exist to:
  - Create public/coordinated parking; fostering a park-once environment,
  - Encourage more of a mix of retail and residential development,
  - Strengthen linkage to the Downtown both visually and for walking and bicycling,
  - Provide access management; manage the design and location of driveways,
  - Create branding for market appeal.

Farmington Avenue Segment

Land Use Patterns and Zoning

Land uses along the Farmington Avenue segment of Route 6 are predominantly commercial punctuated with pockets of residences. Similarly, the predominant zoning is for business uses interspersed with and surrounded by residential zoning. Land use and zoning in the Farmington Avenue segment is shown in Figures 26 and 27.

Figure 26: Farmington Avenue Land Use



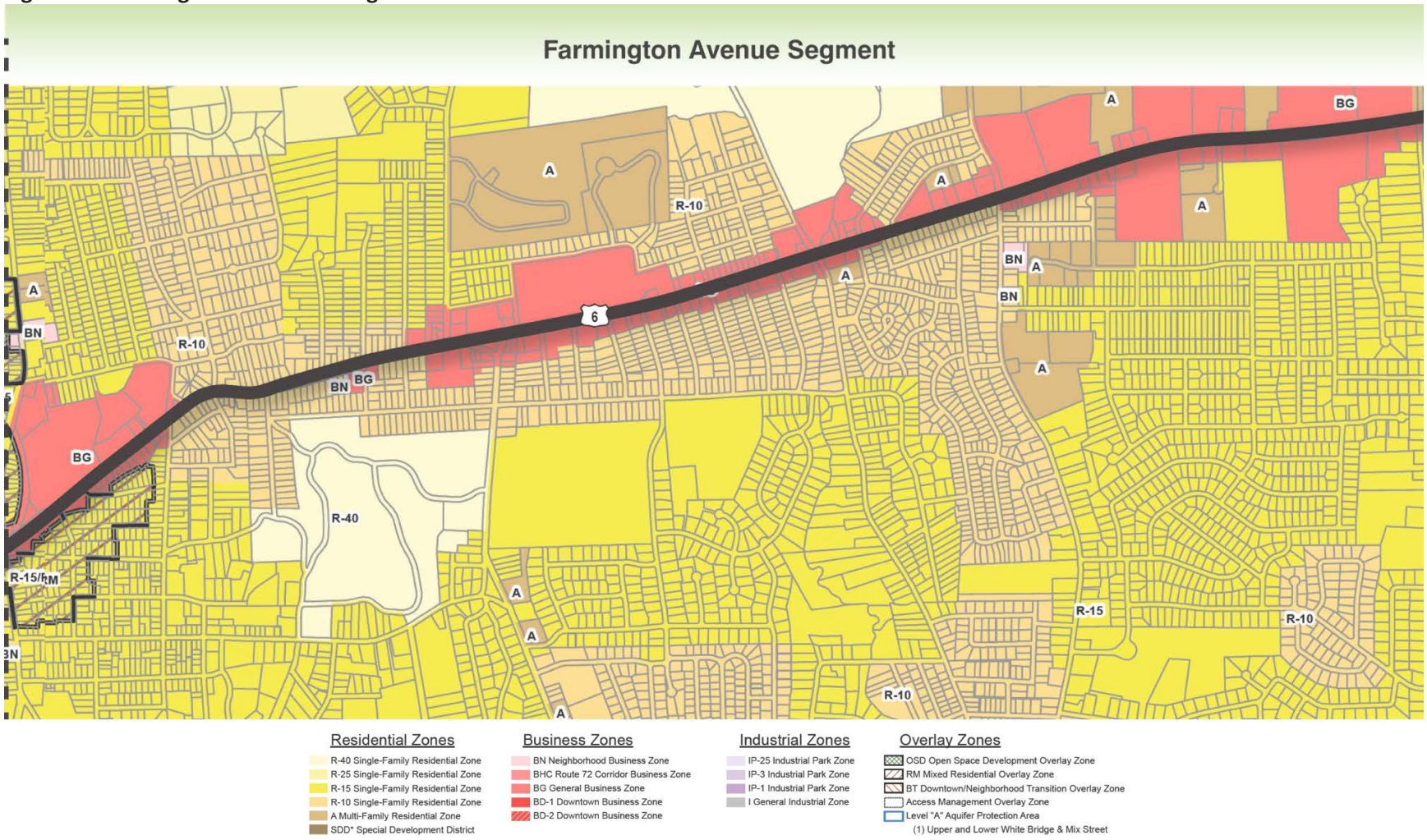
Route 6 Corridor Land Use Categories
Farmington Avenue Segment

- Commercial
- Commercial/Office
- Institution/Cultural
- H Historic
- Industrial
- Infill/Redevelopment
- Multifamily
- Office
- Open Space
- Residential
- Residential/Office Mix
- Vacant
- Segment Boundary

0 0.125 0.25 0.5 Miles

N

Figure 27: Farmington Avenue Zoning



Farmington Avenue Character

The character of the Farmington Avenue segment is dominated by a disparate mix of varied scales and designs of commercial activity accompanied by a diversity of signage at the roadway frontage. The visual character of the Farmington Avenue segment is reflected in the photos in Figure 28.

Figure 28: Farmington Avenue in Photographs

Photo credit: Carol Gould, FHI

Transportation System Conditions

Traffic

The Farmington Avenue segment carries an average range of 18,300 to 24,600 vehicles per day. These volumes are the highest among all the segments of the corridor. Congestion along this segment occurs during peak commuting hours on weekdays and peak shopping hours on weekends. The roadway varies in cross section between two traffic lanes and four traffic lanes with dedicated turn lanes present at multiple intersections. In the eastbound direction, congestion is caused by lane reductions from two lanes to one lane at Adeline Avenue and at Britton Road. This congestion peaks during the weekday morning commute and during busiest weekend shopping periods, such as Saturday afternoons. Congestion is less prevalent in the westbound direction where there are two consistent through traffic lanes between Camp Street and Page Avenue.

The Connecticut Department of Transportation (CT DOT) plans to begin widening Route 6 between Carol Drive and Peggy Lane in 2017. The widening project, which is intended to relieve congestion along the corridor, will increase the number of eastbound through traffic lanes from one lane to two. Additionally, the project will provide new continuous concrete sidewalks on the north side of the roadway throughout the project area. New sidewalks will also be provided on the south side of the roadway although there will remain a gap in the network in a residential area between Carol Drive and Stafford Avenue. The project will also improve traffic signals at the Stafford Avenue, Kathern Street, and Camp Street intersections. Multiple driveways will also be reconstructed and bus pull-offs (one eastbound, one westbound) will be provided on the east side of Kathern Street.

Traffic Safety

Crash records obtained from the Connecticut Crash Data Repository for the three most recent available years (2012-2014) indicate a number of locations along the Farmington Avenue segment of the corridor that experience crash activity on a year over year basis. The most significant crash location along the entire corridor is located at the Stafford Avenue intersection. Most of these crashes are rear end crashes associated with intersection queuing and turning movements or associated with turns at the intersection. Crash rates along this segment of the corridor significantly exceed the average for the corridor as a whole with 112 crashes per mile per year along Farmington Avenue versus 72 crashes per mile per year for the overall corridor.

Bicycles, Pedestrians and Transit

The pedestrian network along this segment of Route 6 is inconsistent. The sidewalk network on the north side of Route 6 is relatively complete, but sizable gaps are present near Sheila Court, Collins Road, Barbara Road and Vincent Road. The network is less complete on the south side of the roadway where only about half of the corridor segment has sidewalks. There are no bicycle facilities along this segment of the corridor, but it is served by CT Transit Bus Route 541.

Farmington Avenue Segment Observations, Issues, and Opportunities

- Observations:
    - The Farmington Avenue segment is largely built-out; yet redevelopment and infill opportunities are more abundant than elsewhere in the corridor,
    - Many commercial plazas are aging and reflect outdated design; they may be poised for redevelopment with a design to meet more contemporary shopping and services demands, if accommodated by zoning,

    - Farmington Avenue is visually, very mixed and disparate; it lacks any cohesive theme; historic properties add little to the corridor aesthetics,
    - CT DOT widening project will mean virtually all this corridor segment will be four lanes wide with turning lanes at signalized intersections.
- Issues:
    - Vacant parcels are not often oriented to Route 6 making them less attractive for re-use,
    - There is pressure to rezone residential land on edges of retail areas for commercial use,
    - New development has competition from Route 72 which is seeing a change in character as guided by a corridor plan,
    - Congestion and intersection safety; particularly for turns from non-signalized side-streets onto Route 6,
    - Poor access design; challenges to neighborhood access,
    - Mix of distracting, unattractive signs.
- Opportunities exist to:
    - Create automobile as well as pedestrian connections among businesses off Route 6; patrons could park once and visit numerous destinations on foot,
    - Provide access management; consolidate driveways,
    - Provide pedestrian and bicycle amenities,
    - Support local business sustainability with zoning updates, branding for market appeal, and enhancements to the character of site design,
    - Establish a cohesive set of design guidelines for character of development along this segment.

Corridor Vision and Guiding Policies

Route 6 Vision

Over time, Route 6 in Bristol will continue to serve its role in the community as a significant commercial corridor where a diversity of goods and services are available to meet the needs of residents and visitors alike. It will be a destination for both essential day-to-day goods and for activities that enhance Bristol's quality of life. It will offer places to live, work, shop, and eat. Most new development will result from infill and adaptive reuse and/or redevelopment of existing sites that builds on and enhances the character of the surrounding neighborhoods and landscapes.

At the same time, there is also a recognition that there are three distinct segments of the Route 6 corridor. Each will continue to evolve in the following ways:

- The Terryville Avenue segment will continue to be a rural neighborhood with homes dispersed along Route 6 and cohesive pockets of small-scale retail to serve the everyday needs of residents and travelers passing-through.
- The Downtown Gateway segment will continue to be a vibrant entry-point to Bristol's Downtown with strong visual and physical connections to it. From the Downtown Gateway, people will be able to walk to the Downtown in a welcoming environment.
- The Farmington Avenue segment of Route 6 in Bristol will continue to have a distinctive identity that is well known throughout the City and the region. It will include both strong residential neighborhoods with a mix of types of homes and cohesive areas of varied commercial activities.

In the future, the Route 6 corridor will provide a balance between local needs for travel and the need to move people and goods throughout the region. The Route 6 roadway will efficiently and safely connect the corridor with the balance of the community as well as with adjoining towns. It will do so by offering opportunities to travel by automobile, walking, bicycling, and transit, along with providing key connections and logical geographic links between them.

Guiding Policies

In order to achieve the vision for the Route 6 corridor, future infrastructure improvements and development will be guided by the following policies to:

1. Place priority on the re-use of previously developed sites and location of new development in existing commercial areas that encourages the adaptive re-use of existing resources while respecting the remaining residential character of the corridor.

2. Encourage design of commercial areas that are compact, mixed-use, and walkable.

3. Maintain the existing housing pattern in the well-established neighborhoods that surround the corridor.

4. Actively pursue a program of economic development that values the existing established businesses and helps to sustain them.

5. Promote new businesses in the existing commercial zones along Route 6 that complement rather than compete with those in the Downtown.

6. Create a transportation model that conveniently links the commercial activities to one another as well as connectivity with other corridor components.

7. Implement access management to reduce the number of curb-cuts along Route 6, with special emphasis being placed on the Farmington Avenue segment.

8. Enhance the aesthetics of Route 6 with complementary site design, signage, and landscaping designed to provide a positive day-to-day experience of the corridor for those who live there, travel there, and spend time at its many destinations.

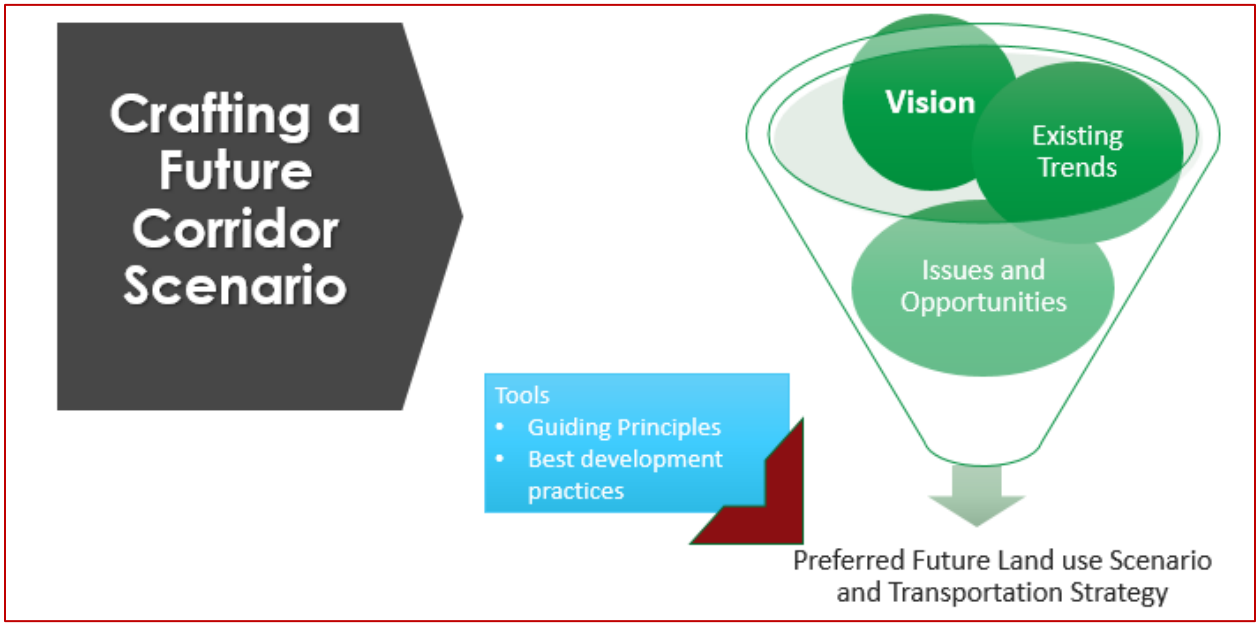
Corridor Land Use Scenario and Downtown Gateway Concept Plan

Overview

The purpose of the preferred land use scenario for the Route 6 corridor is to offer a broad concept for the patterns of land development that could best serve the vision for the area for the future. The vision and guiding policies are, therefore, the foundation for articulating the locations of distinctive categories of land use. This scenario was developed in the context of the conditions, issues, and opportunities identified for the corridor to also give it a real-world basis.

Each of the Plan's future land use categories is intended to reflect a predominant type of use while incorporating other, mutually compatible or complementary uses. For example, both second-story apartments and small office complexes might be appropriate as part of a neighborhood-oriented transition area, while offices of more varied scale might be complementary to a well-designed mixed-commercial site. Allowing for this kind of mix could help to:

- Strengthen and protect the vibrancy of residential neighborhoods, by creating a buffer of appropriate mix and scale between homes and larger scale retail developments
- Create a pedestrian-friendly environment where patrons and residents can walk (or make shorter vehicle trips) among stores for goods and services
- Reduce the number of vehicle trips on Route 6; where drivers can drive park once and reach many of their destinations
- Establish more effective transit routes, which would become more feasible if varied destinations were clustered together



Future Land Use Typologies

The future land use for the preferred scenario was crafted as a set of typologies. A typology is classification based on types or categories of something. For land use, they are a description of development by type including;

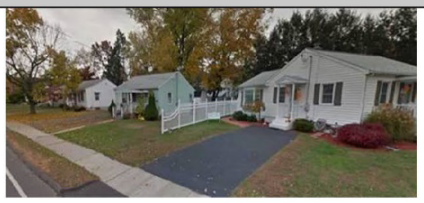
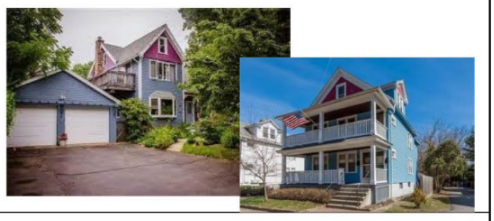
- A description of the preferred broad character for site design under the Vision; what broad patterns of development could/should look like,
- A long-term view; the scenario will not be achieved in a defined time period, but will set a benchmark for the character that the community aspires to achieve for the corridor in the future.

Consequently, the land use typologies are not zoning designations. Rather, a variety of zoning approaches can be used to achieve the typologies shown in the scenario. Pursuit of the scenario is also not intended to replace existing land uses, but to frame a process that allows the change that does occur to be of a character and design that meets the community's vision.

The Preferred Future Land Use Scenario establishes six (6) categories of land use types within the Route 6 Corridor. These are described in Table 7 followed by the scenario for each corridor segment. For the Downtown Gateway segment, a more detailed concept plan was also developed. That plan offers a conceptual view of what the core of this segment could look like under the Route 6 Corridor Vision and applying a related complementary design framework. That framework includes the following parameters for design;

- Must meet the Route 6 Corridor vision
- Provide effective connections to Downtown
- Include Placemaking
    - Bring buildings to the street
    - Emphasize pedestrian circulation
    - Create cohesive streetscapes/landscaping
    - Offer public spaces
- Limit driveways/manage access
- Provide for public parking and an opportunity to park once and reach many destinations

Table 7: Land Use Typologies

Acronym	Name	Intended Uses and Design	What this could look like
R	**Neighborhood Residential**	Single or two family homes; intended to preserve areas of existing homes in cohesive neighborhoods.	
NM	**Neighborhood Mixed-Use**	Small format retail, restaurants, and services businesses; live/work units; intended to enhance/strengthen pockets of existing small-scale activity in Terryville segment of corridor while preserving overall existing natural wooded and residential character.	
DG	**Downtown Gateway**	High-density mixed-use activities intended to facilitate retaining and enhancing existing businesses while also accommodating new uses including multi-family residential, second story apartments, small offices (i.e. lawyers, tax accountants, real estate), small format commercial.	See Downtown Gateway Concept Plan
MR	**Mixed-Density Residential**	Single-family to Multi-family housing (up to 6-unit buildings); intended to create opportunities for higher-density infill complementary to existing single-family neighborhoods.	
C	**Commercial**	Mix of retail businesses, restaurants, services, and offices, of varied scales and including shopping complexes of varied configurations; intended to facilitate redevelopment and infill in heavily commercial portions of the Farmington Avenue segment while encouraging complementary design both within and among adjacent developments.	
TM	**Transition/Mixed Used**	Medium density and limited scale mixed-use activities (residential, small-format office/ commercial) with pocket parks and plazas to create public spaces; intended to create a transition between heavily commercial activities and residential neighborhoods for complementary land uses adjacent to one another the length of the Farmington Avenue segment.	

Preferred Future Land Use Scenarios by Segment

Figure 29: Terryville Avenue Future Land Use Scenario

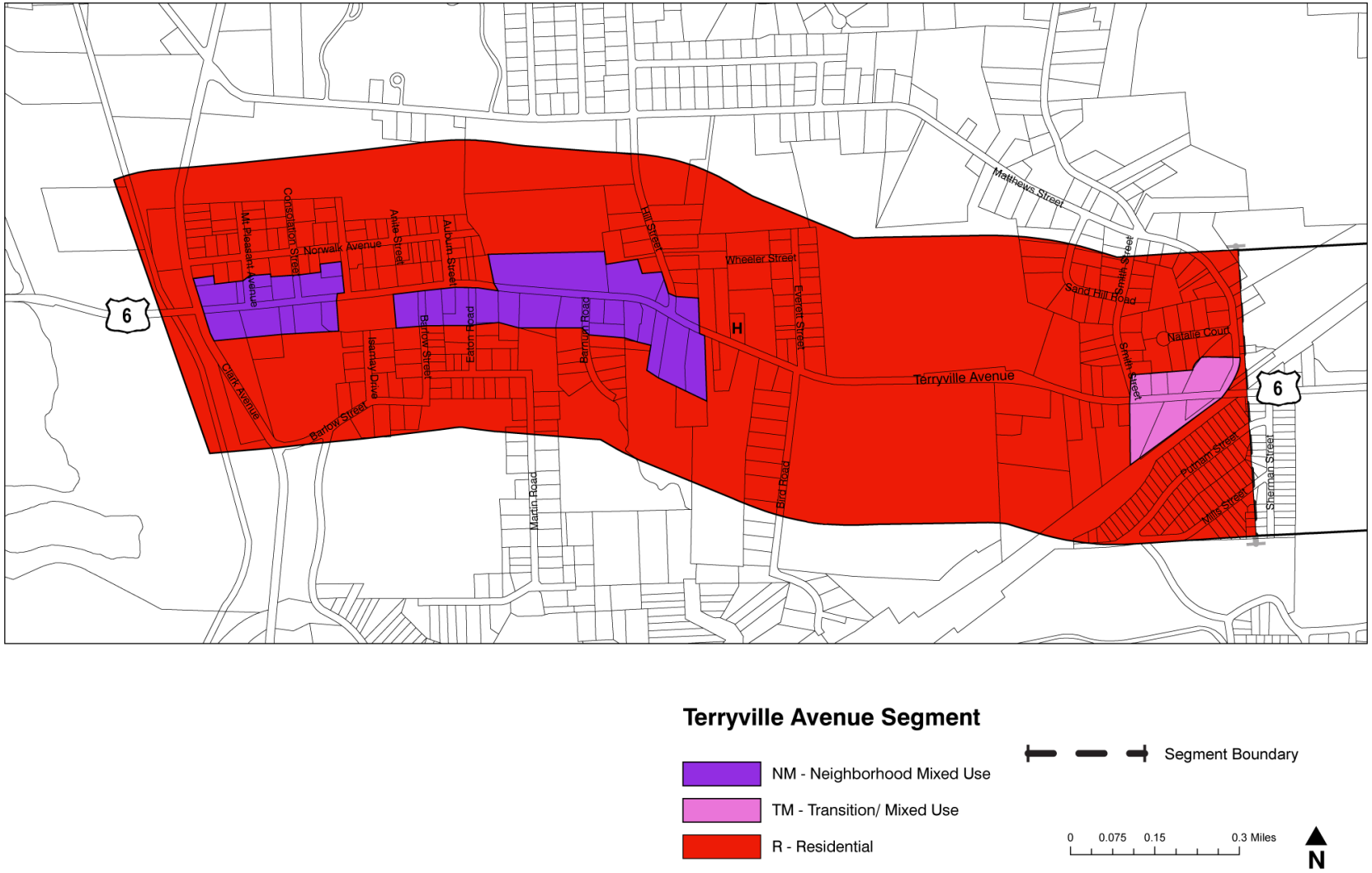


Figure 30: Downtown Gateway Future Land Use Scenario

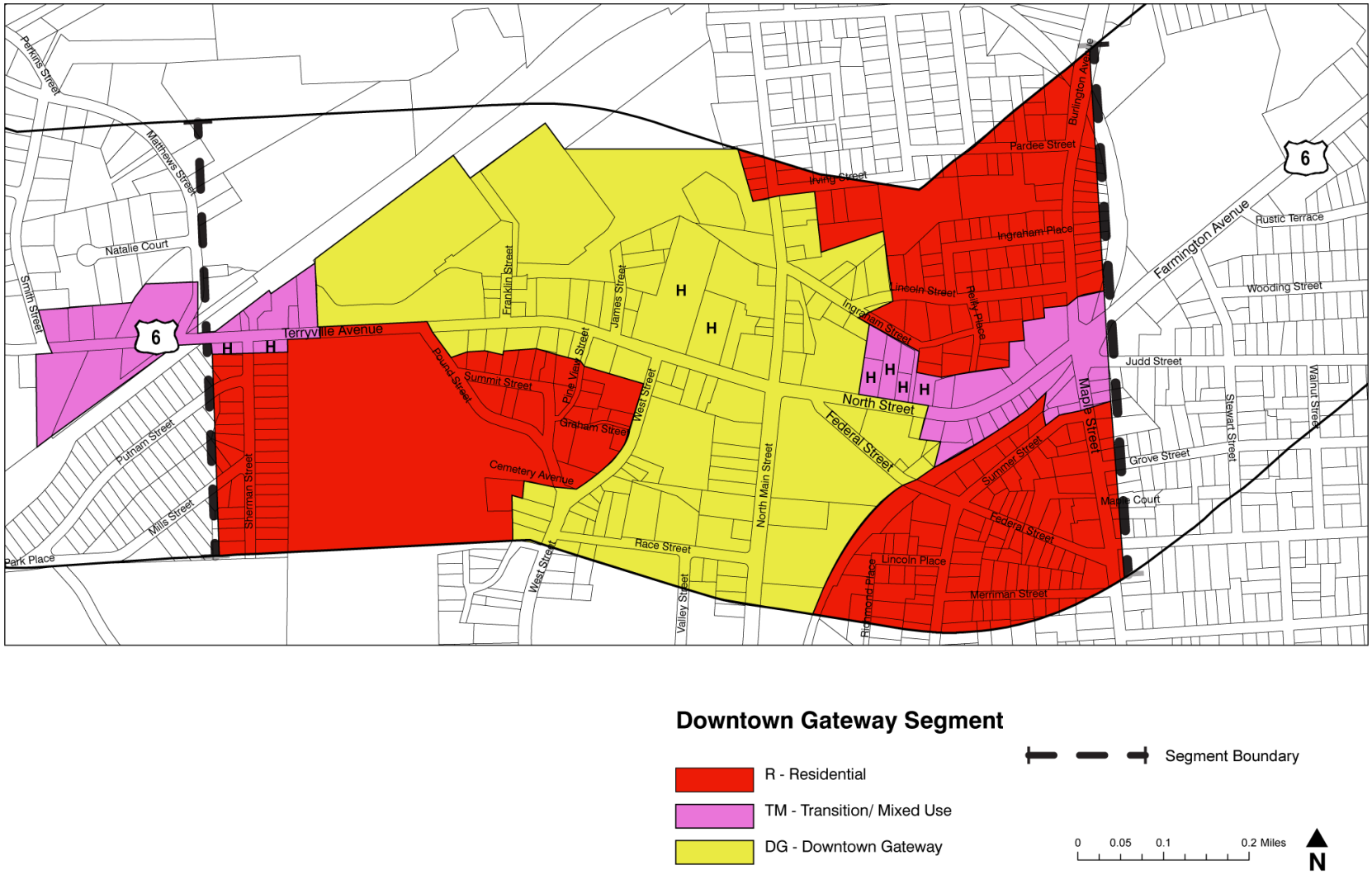


Figure 31: Downtown Gateway Concept Plan

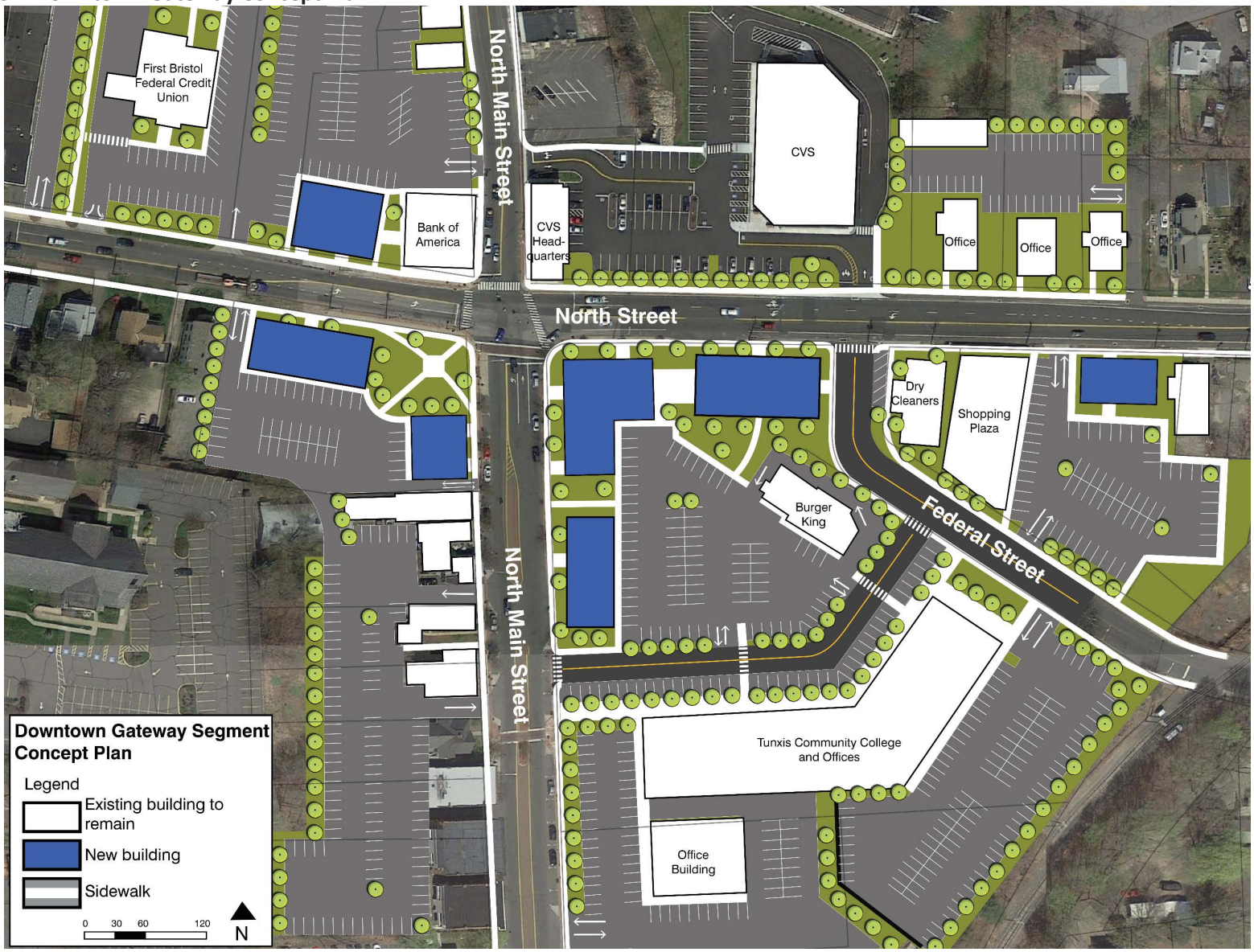
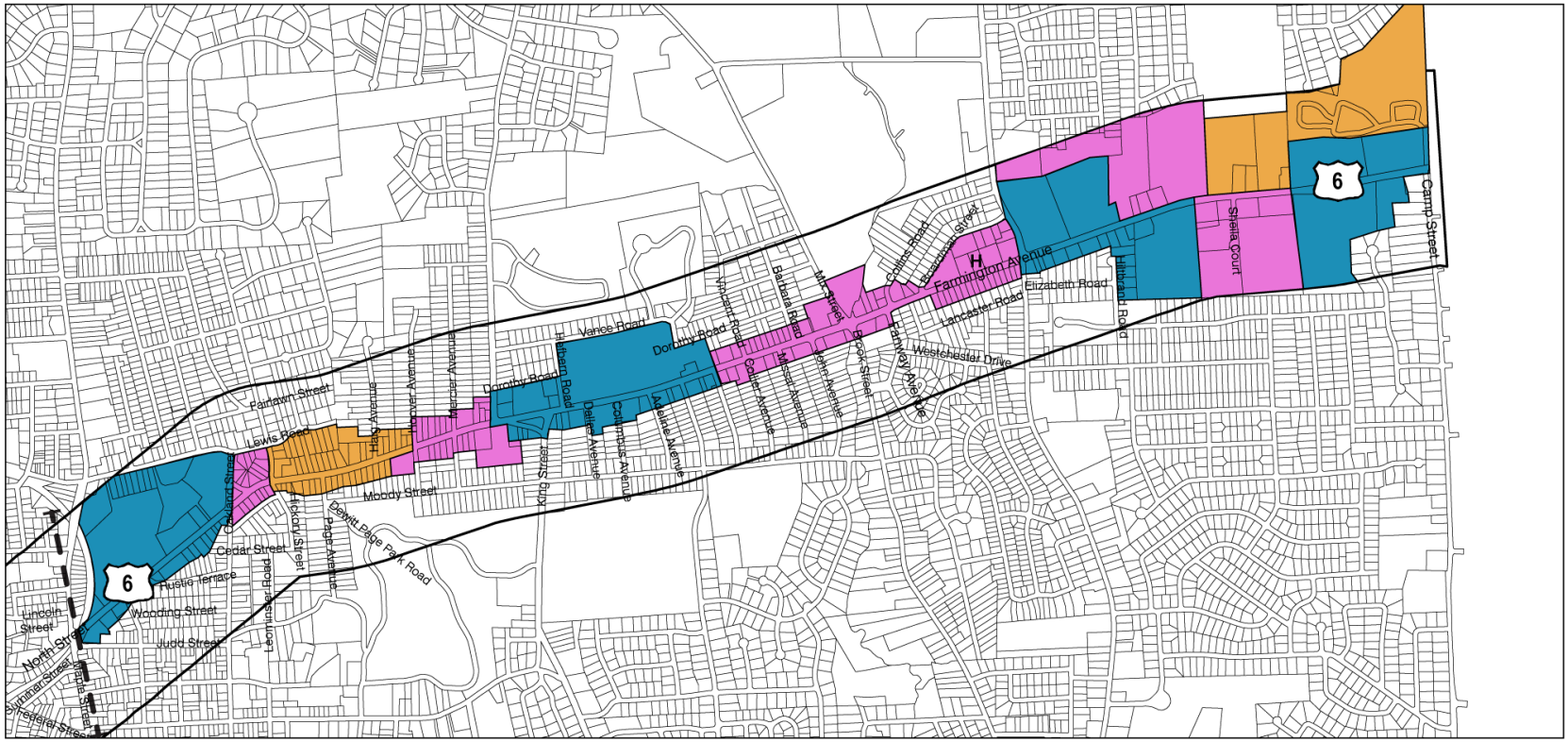


Figure 32: Farmington Avenue Future Land Use Scenario



Recommendations

The following tables list the strategies recommended to be employed to achieve the goals for the Route 6 corridor. The table correlates the recommended strategies to each of the guiding policies for the corridor and includes added detail on how the strategy or recommendation could be applied.

Recommendations – Corridor-Wide

Table 8: Recommendations – Corridor-Wide

Guiding Policy	Recommendation	Application
Place priority on the re-use of previously developed sites and location of new development in existing commercial centers/areas; encourage adaptive re-use of existing resources.	As commercial redevelopment occurs, encourage site plans to include narrative and plan sets that show how they create or strengthen a defined activity center with an organized cluster of attractive business and/or residential destinations.	Site plans should include features that create a sense of destination and place such as • Public spaces and amenities/site focal points • Safe, convenient internal pedestrian ways • Landscaping (internal and at the perimeter) • Avoidance of large uninterrupted parking lots • Connectivity within the site • Mix of retail and non-retail uses edged by inviting sidewalks
	Develop a Commercial Plaza Redevelopment guide. *(note: See Appendix A for links to examples)*	The guide would help applicants understand the City's goals for site re-use and protection of residential areas; it would summarize City preferences for layout, building scale and massing, architectural themes, landscaping, perimeter treatments, parking, circulation and connectivity, etcetera; provide sample graphic/illustrations of preferred site layouts.

Guiding Policy	Recommendation	Application
Place priority on the re-use of previously developed sites and location of new development in existing commercial centers/areas; encourage adaptive re-use of existing resources. *(from previous page)*	Apply requirements related to adaptive reuse of residential buildings to mixed-use developments in the TMU and BG zones.	Current adaptive reuse language applies only to reuse of non-residential buildings for residential use; adjust them to address residential site reuse for a mix of uses in any zone that permits mixed-use.
	Offer incentives for commercial plaza redevelopment that meets or exceeds City objectives for site reuse to create commercial destinations.	Incentives can be offered in varied ways. In Bristol, this could include: • Allowing qualifying redevelopment applications to be considered on a case-by-case basis as a Special Permit activity or not (relief from hearing requirements) • Automatic relief from/reduction of parking standards for creative parking solutions • Property tax-deferral or reduction program • Offering a one-stop permitting system (all permits after approval could be acquired in one municipal office simultaneously)
	Adjust minimum parking requirements and add maximums to avoid development of an excess of parking spaces; allow more flexibility in shared parking arrangements.	Current standards are comparatively high including those for residences; expand shared parking options, as well as parking configuration options (permit decks with perimeter ground floor commercial) and create options for meeting parking supply off-site from the principal use and/or from a public supply as a matter of right.

Guiding Policy	Recommendation	Application
Place priority on the re-use of previously developed sites and location of new development in existing commercial centers/areas; encourage adaptive re-use of existing resources. *(from previous page)*	Explore options for municipal/private parking partnerships including expanded shared parking options (i.e. spaces shared between public and private uses)	Create a parking supply in concentrated commercial areas that serves the collective uses there as opposed to each one individually – create options for where economies of scale could occur in the parking supply; this can be achieved with agreements such as those for: • public parking on private lots • set-aside of spaces in a public lot for specific businesses • shared maintenance costs and revenue on a mixed public/private lot • joint development of a parking deck or garage
	Add to the zoning language to specify what happens when non-residential parcels are consolidated to create a larger site development concept.	As redevelopment occurs, small parcels may be consolidated for reuse. The regulations would benefit from clarity about how such consolidated parcels will be treated relative to access and driveways, a new single parcel falling in more than one zone, what happens to existing nonconformities, and keeping more than one building on the joined lots.
Promote new businesses in the existing commercial zones along Route 6 that complement rather than compete with those in the Downtown.	Distinguish between Major and Minor developments; these can be defined in several ways including how much traffic is generated, parcel size, building footprint, and parking needed.	Making a distinction between major and minor developments allows the regulations to be tailored to each type and to ease the burden of some more complex requirements for simpler, smaller site plans. This can encourage effective use of smaller sites. When this is implemented, the site plan checklist may need to be updated.

Guiding Policy	Recommendation	Application
Promote new businesses in the existing commercial zones along Route 6 that complement rather than compete with those in the Downtown. *(from previous page)*	Develop site design guidance for Major Developments; provide graphic examples/illustrations of preferred site layouts.	Create a Building Form table for Major Development versus Minor Development. Design Standards/Guidance should include items as noted above for commercial redevelopment and include: • Green spaces/public gathering spots • Wayfinding signage/internal signage plan • Public respite areas (such as restrooms, shade trees, seating, water fountains) • Limited curb-cuts and internal traffic calming measures • Carefully situated outdoor storage areas with screening • Design for development pads (i.e. fast food site) at the edges of a commercial center • Green stormwater systems (i.e. rain gardens) • Facades/multiple elevation levels of building frontage • Revisit sign regulations to avoid proliferation of signs or signs of undesirable scale along Route 6 on large multi-tenant developments; expand the alternative signage option in the regulations to make it available to more businesses

Guiding Policy	Recommendation	Application
Encourage compact, mixed-use, and walkable commercial centers/cluster.	Create a Mixed-Use Transition Zone (TMU) and apply to all relevant areas of the corridor as indicated on the Corridor Land Use Scenario	• Combine/merge the TMU with the existing Downtown/Neighborhood Transition Zone for one transition zone with definition and applicable standards • Permit up to 6-family structures as-of-right (currently 3-family only) in the new TMU Zone • Include work/live units as a permitted use • Allow minimal yard setbacks • Add flexibility to building height standards (i.e. more height for mixed use and under select circumstances) • Encourage creative parking solutions to minimize supply (as described elsewhere in these recommendations)
	Provide minimum density requirements for TMU zone.	Maximum density is specified in the regulations (i.e. a maximum of 50% lot coverage) –adding a minimum density (i.e. no less than 50% lot coverage) can help the collective scale/design of the uses in the zone to create a sense of transition between areas of more compact, small-lot residential uses and areas of low-density, more suburban commercial uses.
	Adopt site design standards and guidance for both Minor and Major Developments	Design features noted above, including attention to access, internal circulation by varied modes, connectivity, perimeter treatments, and orientation of buildings to the interior of the development can promote creation of destinations.

Guiding Policy	Recommendation	Application
Encourage compact, mixed-use, and walkable commercial centers/cluster. *(from previous page)*	Adjust parking requirements	• Revisit minimum parking space requirements and scale down where inconsistent with current industry standards • Provide options for satisfying parking demand aside from a large surface lot; provide more flexible minimum standards as well as maximum parking space standards
Maintain and protect the existing housing pattern in well-established neighborhoods that surround the corridor.	Establish the Mixed-Use Transition Zone (TMU) as indicated on the Corridor Land Use Concept	Provide a clear statement of purpose for the zone that emphasizes the intent to provide a buffer and transition area between residential neighborhoods and more intensive commercial nodes
	Allow accessory dwelling units in all mixed-use zones where residential uses are allowed	Permit non-owner related persons to occupy accessory dwelling units, provided the principal structure is occupied by the owners; update the definition of family to be more inclusive and meet current social norms
	Enhance landscaping requirements to provide both effective buffers and connectivity between residential neighborhoods and commercial nodes; provide sample graphic/illustrations in the regulations.	Such illustrations could address locations and scale of: • Hedges and 'green' fencing • Use of planters and bollards • Trees, shrubs, and perennial borders • Rain gardens • Decorative pathways and buffer strips
	Permit Live/Work units in the Mixed-Residential Zone as-of-right.	Correlate standards for operations within work portion of the unit to overall performance standards (noise, lighting, fumes, etcetera)

Guiding Policy	Recommendation	Application
Enhance the Aesthetics of Route 6.	Develop and adopt design guidelines for each of the Route 6 segments for Major and Minor developments.	Regulations could address • Orientation of buildings to the street • Street frontage types – provide graphic examples • Site layout and organization – massing of buildings, building bulk, height, fenestrations • Details on landscaping; add graphic examples • Parking location, circulation, and bicycle and pedestrian accommodations • Perimeter buffers and connectivity • Sustainable development practices – stormwater, energy efficiency – plug-in electric vehicle (PEV) charging stations in parking • Design of civic spaces • Revisit signage standards relative to height, scale, and illumination; develop and adopt design guidance for the alternative signage design option in the regulations

Guiding Policy	Recommendation	Application
Enhance the Aesthetics of Route 6. *(from previous page)*	Establish design standards for TMU zone Minor Developments that are favorable to stand-alone small-scale business.	• Maximum building footprint – such as 10,000 S.F. • Require windows at street frontage • Allow shallow lots • Encourage small front and side setbacks • Encourage shared parking lots for small businesses; allow off-site parking • Identify and establish public parking; allow businesses to get a portion of their parking from a public lot • Consider parking exemptions for changes in use without building expansion or for a given percentage of floor area (i.e. upper floor area) • Scale requirements for landscape buffers to smaller scale of small business • Encourage pedestrian alleys between businesses • Add flexibility for signage located on the storefronts
Implement access management.	Consolidate multiple driveways that are on single parcels.	Include Route 6 in the Access Management Overlay Zone as currently employed for Route 72.
	Reduce the width of driveway curb cuts.	Limit driveway curb cut widths to 30’; reduce open frontage onto Route 6 during redevelopment.
	Provide side road access to properties and remove driveways on Route 6.	For parcels that have frontage on a side road, during redevelopment limit driveway access to side road only (limit direct access to Route 6).

Guiding Policy	Recommendation	Application
Create a transportation model that conveniently links all the corridor components.	Improve the sidewalk network along Route 6; make targeted sections of Route 6 more pedestrian friendly	• Require public sidewalk construction as a condition of new development with frontage on local streets intersecting with Route 6 to connect with the existing network • Complete sidewalk gaps on local streets that connect to Route 6; Require sidewalks be 6' wide on Route 6 and 5' wide on other local streets • Working with CT DOT, develop strategic plan and schedule for completing sidewalk network on Route 6 • Incorporate local sidewalk improvements into City's capitol planning • Provide marked crosswalks along and across Route 6; Work with CT DOT to include crosswalk marking into maintenance schedule for Route 6
	Enhance transit accommodations	• Provide bus shelters, benches, and waiting areas at bus stops • Work with CT Transit and Greater Hartford Transit District (via Regional Shelter Program) to provide amenities at bus stops • Provide opportunities for safe crossings near all bus stops

Guiding Policy	Recommendation	Application
Create a transportation model that conveniently links all the corridor components. *(from previous page)*	Provide bicycle accommodations on or in proximity of Route 6	• Provide shared-use pathway off-road but parallel to/along Route 6 • Apply for greenways grants (Recreational Trails Program) from CT DEEP • Include bicycle lanes and shared road markings on local streets when they are resurfaced or improved • Provide bicycle facilities on local roadways in proximity of Route 6

Targeted Segment Recommendations

Table 9: Recommendations – Terryville Avenue

Terryville Avenue Segment		
Land Use and Development Priorities	**Recommendation**	**Application**
Preserve rural character	Refine boundaries of Neighborhood Business (BN) Zone consistent with the land use scenario for this segment of the corridor.	Review current zoning map and adjust.
	Develop connectivity plan for bicyclists and pedestrians.	Work with CT DOT to develop design concept for Terryville Avenue segment.
	Encourage access management for non-commercial parcels.	Require residences to have turn-arounds with driveways to avoid the need to back out onto Route 6.
Sustain small business in discreet clusters	Consider any development in the BN Zone along Terryville Ave. to be a Minor Development.	Apply related Minor Development design standards.
	Establish a TMU zone at the rail overpass area as shown on the Terryville Avenue land use scenario.	This would create a transition area between the rural residential form of Terryville Avenue and the more intense Downtown Gateway segment.

Transportation System Recommendations – Terryville Avenue

Figure 33: Terryville Avenue Transportation System Recommendations

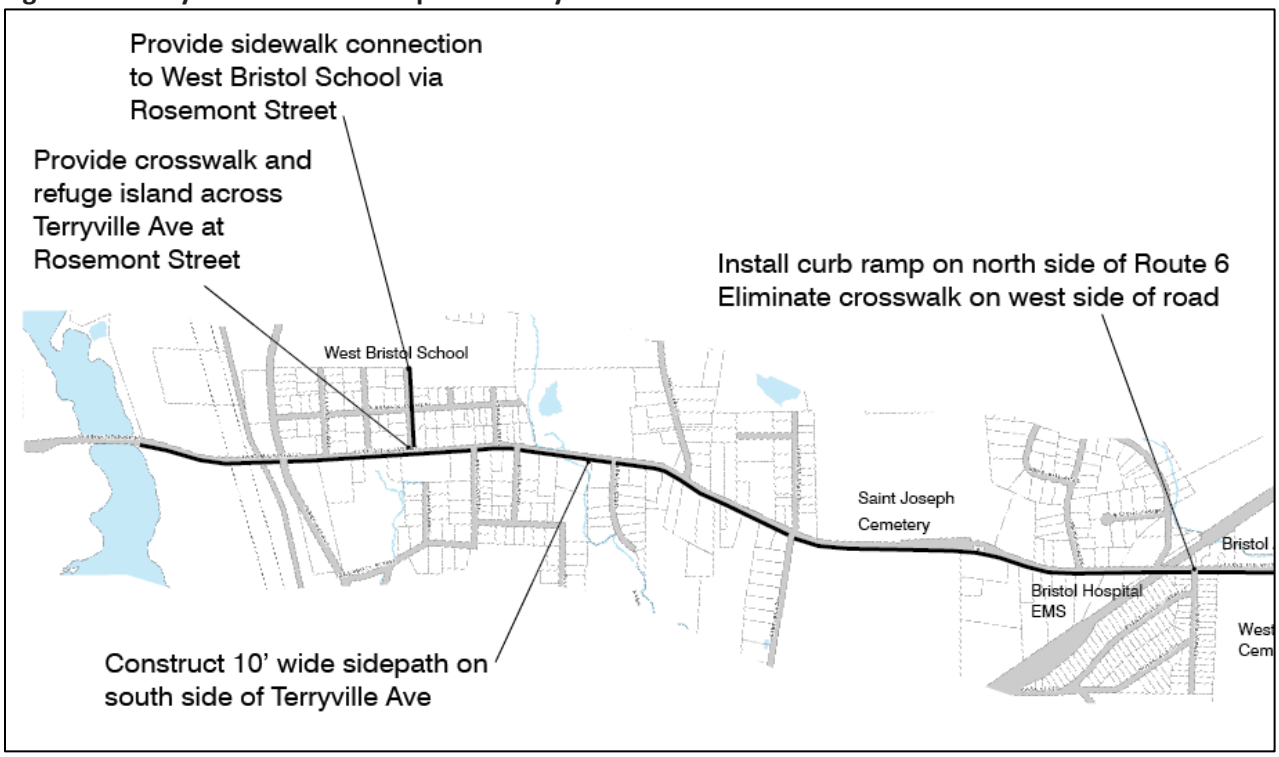


Figure 34: Potential Transportation Improvements Along Terryville Avenue

Table 10: Recommendations – Downtown Gateway Segment

Downtown Gateway Segment		
Land Use and Development Priorities	**Recommendation**	**Application**
Develop the Downtown Gateway as a distinctive area serving as a vibrant entry-point to Bristol's Downtown	Employ the Downtown Gateway concept plan as the design guidance for future developments.	Post the concept plan in the Land Use office and share with applicants during pre-application review meetings.
	Rezone the Downtown Gateway District as guided by the Downtown Gateway Land Use Scenario.	To encourage a dynamic gateway area with a complementary diversity of structures and uses of similar scale and density, replace the BD-1 and BD-2 building form standards with a single set of standards for the district; retain adjacent residential zones in their current form with the addition of the TMU overlay as shown in the Downtown Gateway land use scenario.
	Replace the Downtown Neighborhood Transition Zone with the comparable TMU zone established as an overlay for Route 6.	The Downtown Neighborhood Transition Zone could serve as the foundation for the TMU with adjustments to serve all transition areas of the corridor.
Create strong visual and physical connections between the Downtown Gateway and the Downtown	Develop a Downtown branding program and apply this to future infrastructure improvements.	Carry the design for North Main Streetscape project into the Downtown Gateway area; seek streetscape funding to extend the sidewalk system as shown on the Downtown Gateway concept plan.

Transportation System Recommendations- Downtown Gateway

Figure 35: Downtown Gateway Transportation System Recommendations

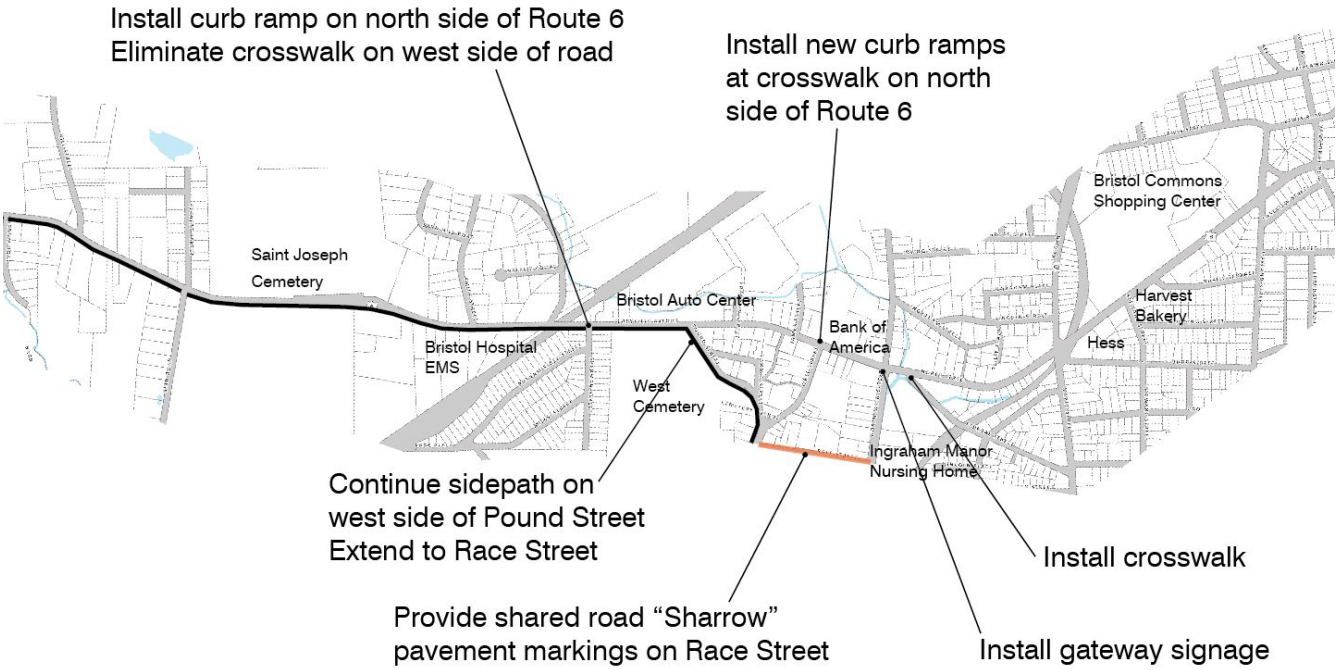


Figure 36: Potential Transportation Improvements: Intersection of Farmington Avenue and Burlington Avenue

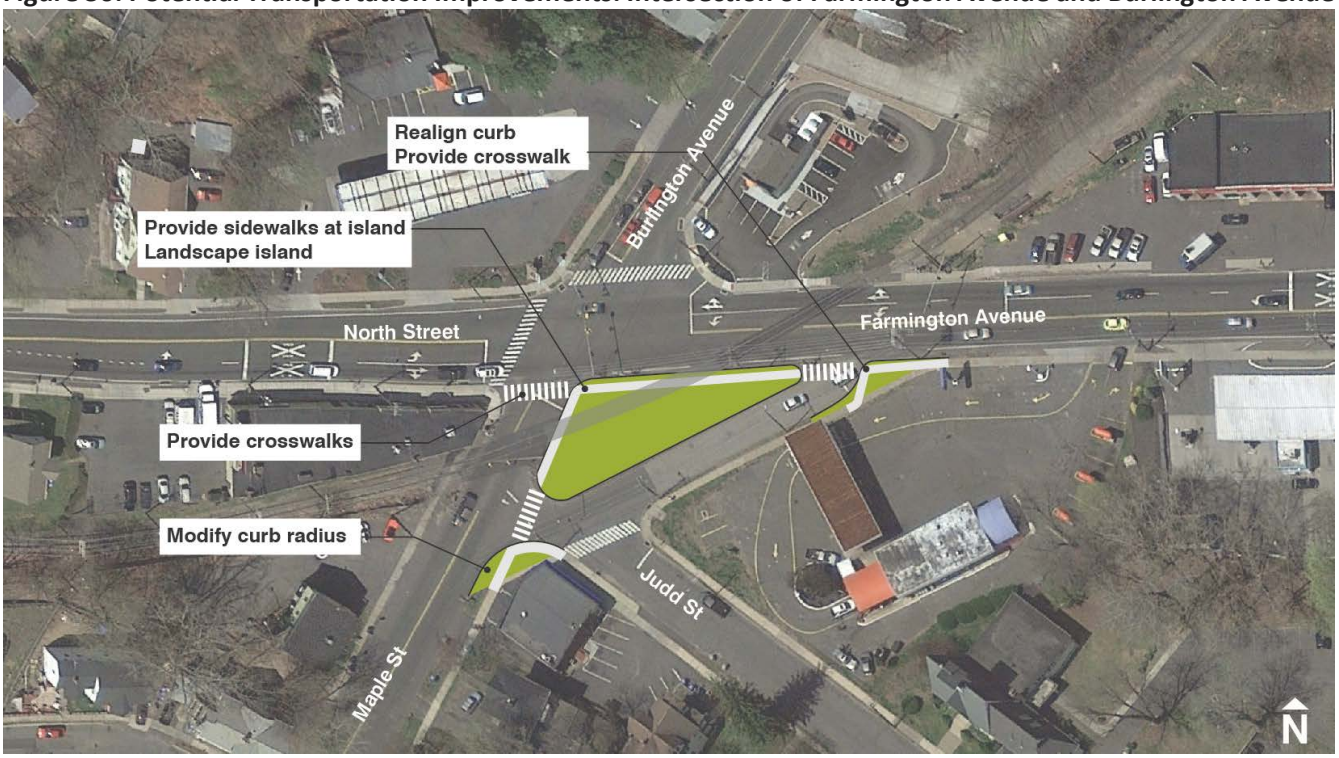


Figure 37: Potential Transportation Improvements at the Intersection of North Street and North Main Street

Figure 38: Potential Transportation Improvements Along Pound Street and Race Street

Table 11: Recommendations – Farmington Avenue

Farmington Avenue Segment		
Land Use and Development Priorities	**Recommendation**	**Application**
Strengthen cohesive areas of varied commercial activities.	Update the General Business (BG) Zone to incorporate new language that distinguishes between Major and Minor developments.	• Encourage Major Developments at a suburban scale that also create a sense of commercial destination in a defined commercial node or pocket • Simplify application/site plan requirements for Minor Developments • Add zoning language to indicate a preferred mix of uses for a Major Development
	Make BG Zone development clusters walkable; emphasize this element of site design for any infill, redevelopment, or adaptive reuse proposals.	Require detailed internal pedestrian circulation plans; provide graphic examples/illustrations with design guidelines.
	Seek site design within the TMU that complements and is sensitive to adjacent residential uses.	Provide graphics to illustrate desired form for transition areas at interface with residential uses; establish standards for parcels that abut residential properties.
	Apply the TMU Zone as an overlay to all relevant areas of Farmington Avenue as indicated on the Corridor Land Use Scenario.	Employ this overlay to encourage both transition between residential and commercial areas and to provide targeted areas for small business/Minor Developments.
Preserve strong residential neighborhoods with a mix of types of homes.	Rezone areas of Farmington Avenue targeted for a mix of residential densities as Mixed-Use Residential; refine requirements for that zone.	Develop a building form table for the Mixed-Residential Zone similar in structure to that for the Downtown Neighborhood Transition Zone.
Enhance aesthetics of Farmington Avenue.	Review signage in the corridor for incremental changes that conflict with the intents of the regulations.	Using zoning enforcement authority, work with property owners to modify excessive signage.
	As redevelopment occurs, ensure that new signage meets design goals for the corridor.	Add language to the regulations that states that any site redevelopment must include a signage plan; existing signage will not be kept as-of-right.

Transportation System Recommendations – Farmington Avenue

Figure 39: Farmington Avenue Transportation System Recommendations

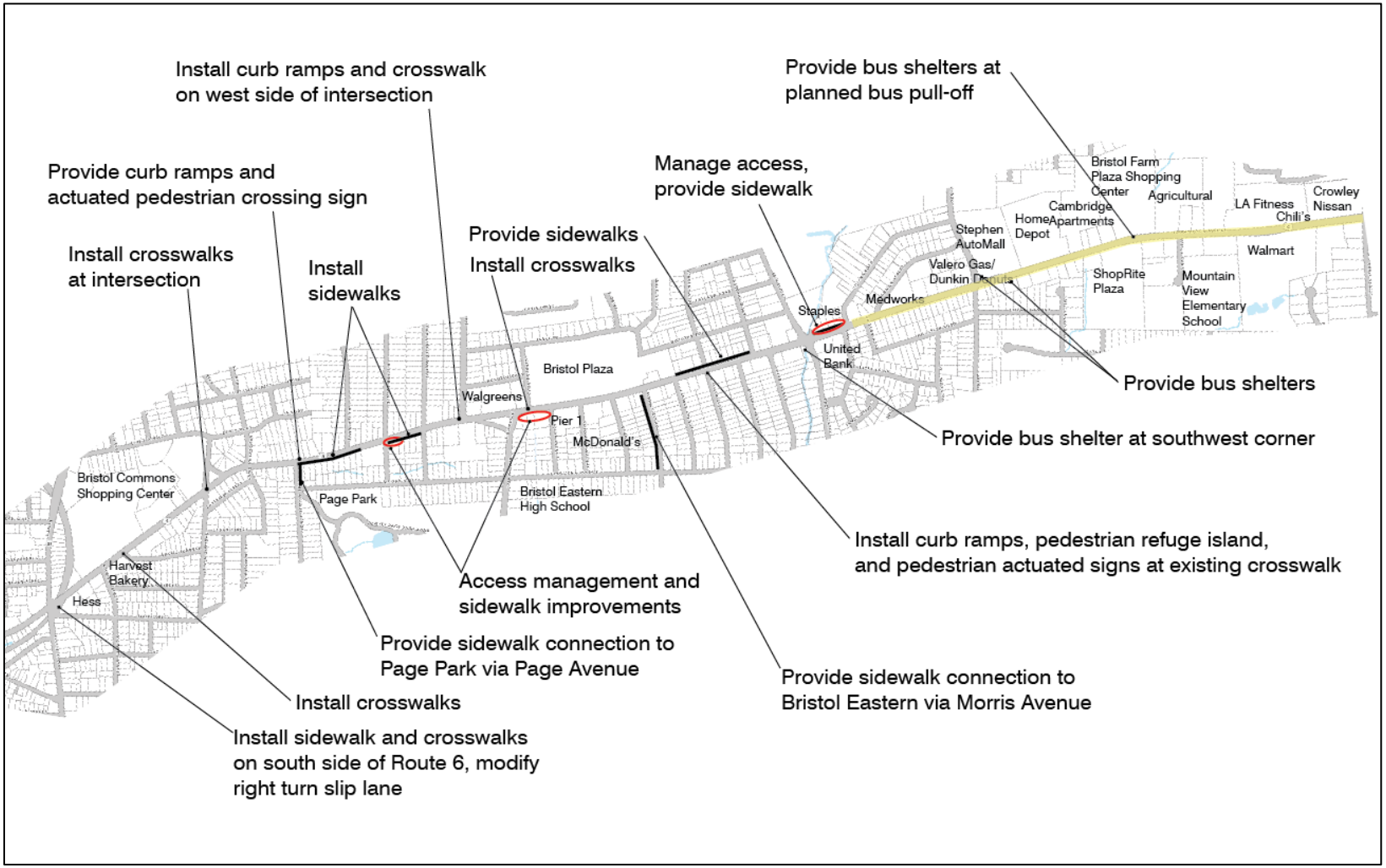


Figure 40: Potential Transportation Improvements: Farmington Ave. Between Brook Street and Collins Street

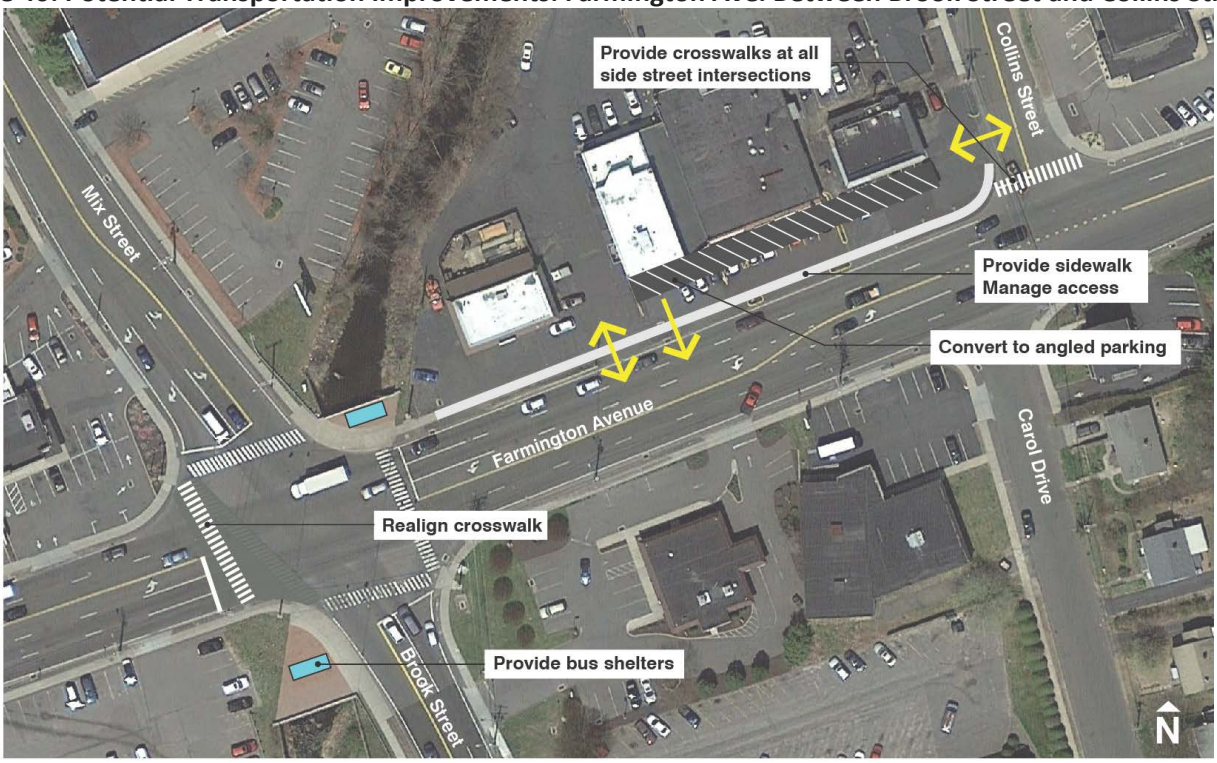


Figure 41: Potential Transportation Improvements: Farmington Avenue Between Fanway Ave and Barbara Rd

Figure 42: Potential Transportation Improvements: Farmington Avenue Between Jerome Ave and Hefbern Rd

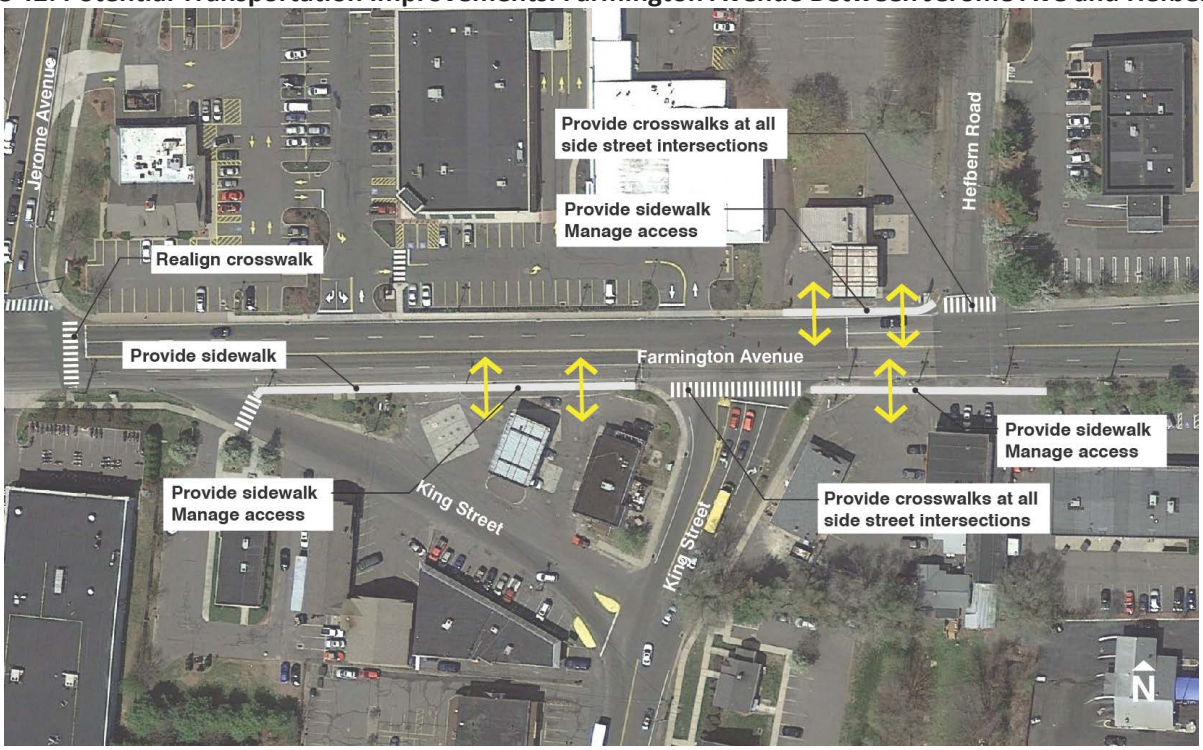


Figure 43: Potential Transportation Improvements: Farmington Avenue Between Hoover Ave and Mercier Ave

Figure 44: Potential Transportation Improvements: Farmington Avenue Between Page Ave and Haig Ave

Implementation Program

Implementation is the essential next-step of the Route 6 planning process. While identification of effective strategies is important, that will only be meaningful if actions are implemented to follow through on them. An Implementation Program has been developed for the Route 6 Corridor Plan and is intended to be a working document. As such, it stands alone, created as a supplement to this plan. An overview is provided below. The Implementation Program should be used, amended, and updated on an ongoing basis as needed to forward the strategies and recommendations for the Route 6 Corridor.

The Implementation Program has three elements, organized as a set of initiatives, each with a related set of action items. It includes a recommended lead City entity that should champion and drive the implementation efforts. The three initiatives are;

- Zoning Initiative
- Development Collaboration Initiative
- Transportation System Initiative

It is not intended that the lead, Champion for each initiative work alone, and bear sole responsibility for those tasks. Rather it is intended that the Champion work to sustain momentum of a collaboration of departments, boards, commissions, and agencies who would contribute to making progress on each of the recommendations. Where appropriate, the City of Bristol should also actively seek the cooperation, support (financial and otherwise), and involvement of other interested parties such as the Naugatuck Valley Council of Governments, the CT DOT, the local business community, and residents.

Further, since some recommendations will involve an additional Plan or a commitment of fiscal resources, their implementation could occur in stages. The Implementation Program, therefore, includes a broad recommended time frame for each initiative within which implementation could be achieved. The time frames serve as a guide and are complemented by a tracking form to allow more specific timelines to be developed and as a tool to be utilized by the Champions to monitor progress.

APPENDIX A
RESOURCE LINKS

- Coventry Commercial Design Guidelines: Coventry, CT; http://www.cnp.uconn.edu/documents/Design%20Guidelines%20for%20Commercial%20Development,%20Coventry,%20CT.pdf

- Town of Middlebury Commercial Development Guide Book: Middlebury, CT; www.middlebury-ct.org/app/download/.../CDG+GUIDE+WITH+PICTURE.pdf

- Infill development techniques: Southern New Hampshire RPC; http://www.snhpc.org/pdf/land6.pdf

- Restructuring the Commercial Strip: USEPA; http://nacto.org/wp-content/uploads/2015/04/Reconstructing-the-commercial-strip_ICFinternational.pdf

- Development review process within commercial revitalization districts and areas: Fairfax County, VA; www.fairfaxcounty.gov/dpz/revitalization/crdbrochure.pdf

- Commercial and Mixed Use Code Handbook; Oregon handbookhttps://www.oregon.gov/LCD/docs/publications/commmixedusecode.pdf

- Expedited development review processes; Development Process Efficiency; National Association of Home Builders; https://www.nahb.org/en/research/~/media/FD37A8E6AE0E4360B388D161EC9B2B4D.ashx