

Halfway

There

How to Create Land Use Policy That Makes
The Most of Connecticut's Transit Network

June 2013



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Are Connecticut Towns Ready for TOD?

Transit-oriented development is an old idea made new again. Connecticut cities and towns grew up around our historic transportation system, with river travel replaced by rail, streetcars, and finally by private vehicles. Prior to the 1950s, most Connecticut cities and towns developed around rail stations or around trolley routes. In the last 20 years, ridership on the Metro-North New Haven Line has grown by 45% and is now the busiest rail route in the country. Communities are taking another look at how their transit assets can drive the next wave of investment and attract a new generation of residents and businesses. Rail-served neighborhoods throughout Connecticut are benefitting from increased desire for transit connections, with strong market demand for TOD in Stamford, New Haven, and South Norwalk supporting the development of new mixed-use communities and the revitalization of existing neighborhoods. TOD isn't just about new development: it also encompasses strategies to connect existing homes to local businesses and transit routes, generating additional transit ridership and consumer demand for neighborhood centers.

Quality transit is only one ingredient in the recipe for TOD. Too often, communities don't realize that their goals for walkable, transit-oriented neighborhood development are being thwarted by out-of-date development guidelines, especially those that govern parking. The neighborhoods that see the most investment will be those that have a community vision for station-area development and have also put in place supportive regulations that provide clear guidance to developers.

Evaluating Connecticut Station Areas

This report reviews the results of our analysis of land use policies and development regulations around Connecticut's active Metro-North commuter rail stations.¹ Stations were evaluated on four conditions that affect readiness for TOD:

- ▶ **Vision:** Is there a community vision in place that recognizes the potential of transit to catalyze development?
- ▶ **Land Use:** Does zoning allow a mix of residential and commercial land uses?
- ▶ **Density:** Does zoning allow densities that support transit and create local demand for shops and services?
- ▶ **Parking:** Do parking requirements encourage transit use and reduce land and dollars invested in parking?

¹ The total count of 42 station areas includes Port Chester, N.Y., less than a half mile from the Greenwich border; the West Haven station opening in 2013, and lists each town within ½ mile of the Branchville and Fairfield Metro stations as a separate station area.

Vision: Do community plans of conservation and development envision station neighborhoods as walkable, mixed-use communities?

Yes: 54% **Partly:** 19% **No:** 26%

Land Use: Are station neighborhoods zoned for a mix of land uses to meet the needs of residents and businesses?

Yes: 52% **Partly:** 24% **No:** 24%

Density: Do allowed densities in station neighborhoods support frequent transit and generate local consumer demand?

Yes: 50% **Partly:** 26% **No:** 24%

Parking: Do parking requirements for development in station neighborhoods reflect walkability and transit use and reduce the cost of providing parking?

Yes: 19% **Partly:** 45% **No:** 36%

Our analysis shows that the desire for TOD is there, but towns need help implementing the tools that enable it. At more than half of Connecticut stations (54%), community visions exist for walkable, mixed-use, transit-friendly communities. Less common are the underlying transit-supportive regulations that enable these types of communities. Limitations include:

- ▶ **Absence of an overall vision for TOD.** Although community plans support walkable neighborhoods in 54% of stations, for 26% of stations there is little recognition that stations can be anything more than park & ride commuter facilities.
- ▶ **Restrictions on types of uses.** At 52% of station areas, a mix of commercial and residential uses are allowed that support a range of housing and amenities. But 24% of station neighborhoods are limited to a single use (usually single-family homes).
- ▶ **Densities too low to support transit or attract investment.** Only half of station neighborhoods allow construction densities appropriate to transit-served neighborhoods that encourage a mix of homes, shops and services within walking distance of transit. Other stations are surrounded by large-lot, single-family houses that limit potential ridership and fail to address the housing needs of smaller households.
- ▶ **Parking requirements for new development that add cost to new homes and businesses and encourage auto use.** Only 19% of station areas have parking regulations that acknowledge the ability of TOD to reduce the need for parking in a neighborhood through improved transit and walkability. More common are regulations that force developers to build more parking than is needed, adding costs that often make projects financially infeasible and creating surface parking lots that go unused.

Developing a TOD Strategy

TOD requires a rethink of our community planning tools and regulations. The suburban development model encourages the separation of homes and businesses and ample free parking. TOD, on the other hand, benefits from having a lot of residents, shops, services, and businesses all within walking distance; encourages the use of transit; and limits the intrusion of the car into pedestrian space. Successful TOD strategies require the alignment of physical and regulatory investments: development of a shared community vision; land use, density, and parking regulations that encourage a mix of compact development types, and investments in public space to improve pedestrian access to transit and TOD centers. Many communities have rewritten their zoning regulations and parking requirements to enable the type of in-town village development that was forbidden under 1950s era zoning codes. While zoning is only one component in getting TOD built, without the right regulations in place, developers face considerable risk in pursuing TOD opportunities.

TOD growth strategies can take multiple forms, from the development of high-rise regional centers to village districts that support local shops and restaurants serving the immediate area. In all cases, the regulations and physical conditions must be calibrated with each other to ensure success.

This spring, with the support of the One Region Funders Group, Regional Plan Association partnered with three other non-profits (Partnership for Strong Communities, Tri-State Transportation Campaign, and Connecticut Fund for the Environment) to develop the Transit-Oriented Development Toolkit for Connecticut (accessible at bit.ly/TOD_CT). The toolkit provides an overview of the process for enabling vibrant, environmentally sustainable transit-oriented neighborhoods. It explores community planning, zoning strategies, complete streets and parking regulations, and ways to incorporate green infrastructure into neighborhoods. The organizations also conducted a series of workshops to train community advocates, municipal staff, and local elected officials in how to enable TOD in their cities and towns. *Halfway There* provides an additional resource for communities with active train service to understand what needs to happen in their communities to support TOD.

In the following table, station areas were ranked 0, 1, or 2 for each regulatory factor depending on how well their regulations address TOD (zero for little to none, 2 for very well.) The results show that Connecticut's larger cities such as Stamford, Bridgeport, and New Haven are more likely to have supportive TOD regulations in place, but that many smaller towns like Derby and Bethel have also developed transit-centered community plans and zoning that allow compact mixed-use development. The map on page 6 shows that towns with transit-oriented development visions are mostly well-distributed throughout the transit network, except along the Danbury and New Canaan branch lines. A brief summary of regulations for each station area is available in the Appendix.

Station	Vision	Land Use	Density	Parking
Ansonia	2	1	1	1
Beacon Falls	2	2	1	0
Bethel	2	2	2	1
Branchville (Ridgefield)	1	0	1	0
Branchville (Redding)	0	0	0	0
Branchville (Wilton)	0	0	0	0
Bridgeport	2	2	2	2
Cannondale (Wilton)	1	0	0	0
Cos Cob (Greenwich)	1	0	0	0
Danbury	2	1	2	1
Darien	2	1	1	1
Derby-Shelton (Derby)	0	2	2	1
East Norwalk	2	2	2	1
Fairfield	2	2	2	1
Fairfield Metro (Fairfield)	2	2	2	1
Fairfield Metro (Bridgeport)	0	2	2	2
Glenbrook (Stamford)	2	2	2	2
Green's Farms (Westport)	0	0	0	0
Greenwich	1	2	1	0
Merritt 7 (Norwalk)	0	1	2	1
Milford	2	2	2	1
Naugatuck	2	1	2	0
New Canaan	1	2	2	1
New Haven- State Street	2	2	2	2
New Haven- Union Station	2	2	2	2
Noroton Heights (Darien)	2	1	1	0
Old Greenwich	2	2	1	0
Port Chester (Greenwich)	2	1	1	0
Redding	1	0	0	1
Riverside (Greenwich)	0	0	0	0
Rowayton (Norwalk)	0	0	0	1
Seymour	2	1	2	1
South Norwalk	2	2	2	1
Southport	0	2	1	1
Springdale (Stamford)	1	2	2	2
Stamford TC	2	2	2	2
Stratford	1	1	1	1
Talmadge Hill (New Canaan)	0	0	0	0
Waterbury	2	2	2	1
West Haven	2	2	2	2
Westport	2	2	1	0
Wilton	0	1	1	1

- 2 Supports Transit-Oriented Development
- 1 Partial Support
- 0 No Support

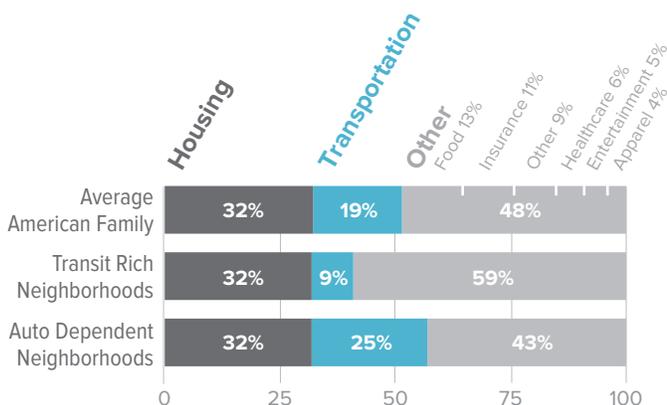
Why TOD?

Nationwide, cities and towns are recognizing that transit-oriented development provides an opportunity to build strong town centers that provide the mix of housing, employment and services in demand by today's market. The post-World War II model of suburban development-- large homes on large lots, separated from offices and shopping-- has after 50 years contributed to long commutes, an unacceptable level of traffic congestion, destruction of habitat and open space, strain on municipal budgets, and has made access to quality housing prohibitively expensive. A TOD growth strategy provides a mix of housing types and price points, reduces dependence on cars, and makes more efficient use of land while diversifying the tax base of municipalities.

Compact, walkable development is good for the bottom line. Municipal tax yields are higher per acre in compact neighborhoods than for large lot suburban commercial and residential properties, and research continually demonstrates that properties near transit enjoy a value premium and are more resilient to real estate downturns. TOD attracts young residents and retirees who want easy access to regional employment and to be able to walk to shops and services. Areas that can support zero- or one-car living have lower transportation costs, making transit neighborhoods more affordable to live in despite higher housing costs.² Companies located in transit-accessible, mixed-use centers are able to attract more highly skilled employees. A sample group of workers in New Jersey ranked access to transit and access to downtown as the numbers two and three amenities they look for in a workplace, coming in just behind food service in a 2011 survey conducted by CB Richard Ellis.³ And transit-oriented

Household Costs by Neighborhood Type

Residents in transit-rich neighborhoods spend less of their income on transportation, reducing the overall cost of living and freeing up income for other purposes



Source: Center for TOD Housing + Transportation Affordability Index, 2004 Bureau of Labor Statistics

² The Center for Neighborhood Technology's H&T Affordability Index provides customizable mapping of how lower transportation costs can help to offset housing cost pressures. htaindex.cnt.org/

³ CBRE study referenced in NJ Future's post "Demand Grows for Smart-Growth Work Environments," available at www.njfuture.org/2012/01/04/smart-growth-offices/.

development increases ridership for existing bus and rail services, making it more feasible to increase the quality and frequency of transit.

Federal and state governments are recognizing the importance of TOD to building economically vibrant and resilient communities. In 2010, the federal HUD/EPA Partnership for Sustainable Communities awarded nearly \$10 million in grants to bi-state coalitions involving Connecticut towns looking to capitalize on transit to develop communities that expand transit, housing and economic growth. 2011 saw the release of \$5 million in state grants to 11 Connecticut towns to support TOD planning, market analysis and studies related to streetscape and utility infrastructure near transit centers. In December 2012, Connecticut Gov. Dannel Malloy announced the creation of an interagency TOD task force headed by DECD Commissioner Catherine Smith that would coordinate the actions of multiple state agencies to facilitate economic benefits from state transportation investments, making TOD projects more competitive for state funding and technical assistance.

Next Steps

This analysis indicates an opportunity and need for action by several levels of government, supporting organizations, and individuals to coordinate development strategies with transit services.

- ▶ Residents and property owners should use this report as a starting point in understanding what is limiting TOD in their neighborhoods and advocate for changes to local land use policies.
- ▶ Planning staff and local elected officials should learn from peer communities who have already implemented transit-supportive zoning and work to calibrate their land use regulations with neighborhood goals.
- ▶ State agencies should improve outcomes through expanding and modifying existing TOD assistance programs to better target roadblocks like parking and pedestrian access, and invest other state program funds where they will have the most impact. This should be a focus of the interagency working group led by Commissioner Smith.
- ▶ Federal and state transit funding should focus on improving transit services to communities most likely to take advantage of them.

The Components of TOD Planning

Creating a Vision

Do community plans of conservation and development envision station neighborhoods as walkable, mixed-use communities?

Yes: 54% Transit-based community vision	Partly: 19% POCD suggests further study	No: 26% POCD does not address station area
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Connecticut state law requires every municipality to develop a comprehensive plan of conservation and development, often referred to as a master plan, at least every 10 years that describes policies, goals and standards for future development.⁴

The plan of conservation and development (POCD) is the blueprint from which later capital investment decisions and regulatory changes should flow. In addition to setting policies for housing and commercial development, these plans can develop designs and funding strategies for improving neighborhood walkability, developing additional transit services or addressing any other issues that may impact the creation of a successful TOD district. Master plan revisions are often multi-year processes that include a substantial and robust public engagement process.

Our research shows that more than half of Connecticut's Metro North stations are at the centers of TOD-based visions codified in town master plans. This indicates a considerable base

of support for transit-oriented development going forward and potential opportunities for future investment in existing town centers once complementary regulations are adopted. Stations with TOD plans are shown in blue in the below diagram.

Other plans (shown in green) identify the need for follow-up planning around rail stations or suggest options for rezoning. West Haven's 2004 Plan of Conservation and Development included a detailed action strategy for developing a new train station and enabling transit-oriented development. Nine years later, the station is nearing completion and is expected to open in the Summer of 2013.⁵ Zoning has been put in place for a transit-oriented design district around the station.

About a quarter of the reviewed plans do not envision rail stations as centers of development (shown in grey). Future updates should explicitly consider opportunities for development near transit.



⁴ Connecticut General Statutes 8-23.

⁵ West Haven Plan of Conservation and Development.

Land Use Mix

Are station neighborhoods zoned for a mix of land uses to meet the needs of residents and businesses?

Yes: 52% Zoning allows mix of uses	Partly: 24% Multiple uses in area	No: 24% Single use
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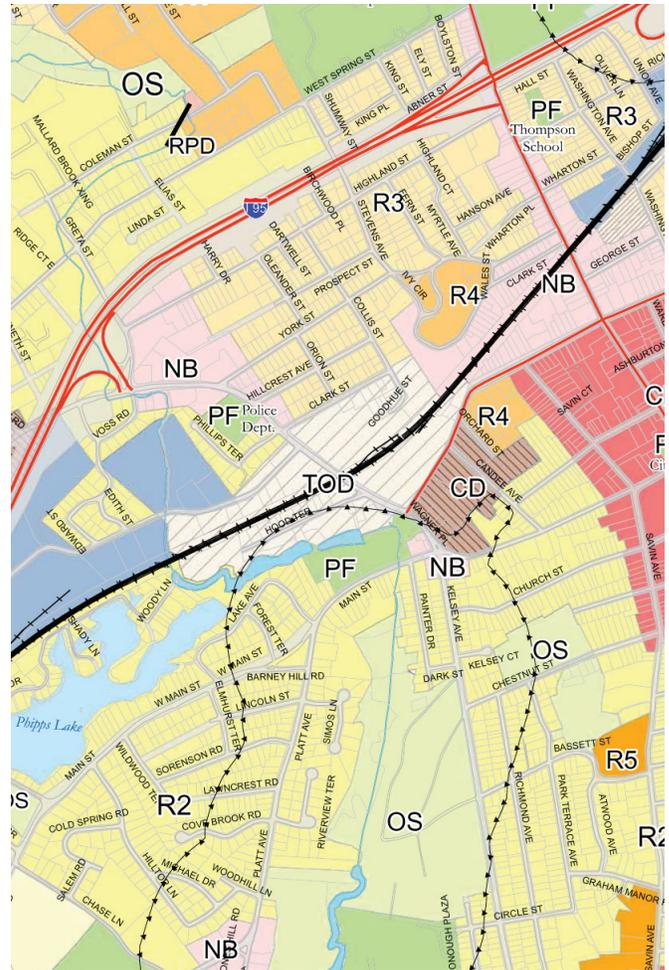
Train station neighborhoods that mix housing, employment, retail, and entertainment are the most successful at maximizing the value of land around their station areas and reducing reliance on cars and parking lots. Homebuyers and renters put a premium on neighborhoods where the basic necessities of life can be obtained on foot. Employees, too, value an environment with nearby shops and services.

About half of Metro-North stations have zoning that allows for a mix of commercial, industrial, and/or residential around the station. Other stations are surrounded by multiple zones that each allow different uses but contribute overall to a multi-use environment.

Many towns have created design districts around stations that encourage pedestrian-oriented uses and restrict uses like gas stations and drive-thru restaurants that cater specifically to automobiles. In Fairfield, a transit-oriented design overlay zone may govern parcel development nearest the new Fairfield Metro station. The zone requires that residential development fronting main streets include a secondary restaurant or retail use. It also lowers parking ratios and requires that 10% of housing be affordable, below market rate units.

Mixed-use development can often be challenging to get right. Neighborhoods zoned for too much retail can draw shoppers from outside the district who must be accommodated with parking. Developers are often unfamiliar with the challenges of financing and leasing mixed-use properties. Flexible zoning such as form-based zoning, which regulates building dimensions and design but is less prescriptive as to use, can help to accommodate a changing market by allowing a variety of potential uses.

West Haven's TOD Zone



Density

Do allowed densities in station neighborhoods support frequent transit and generate local consumer demand?

Yes: 50% 10-20 units/acre, 3-4 stories	Partly: 26% Insufficient densities for investment	No: 24% Low density large lot
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The allowed density of construction around train stations can affect not just the form and height of development but also its function. Higher density neighborhoods tend to provide more amenities for residents and have higher rates of transit ridership, and are more attractive to developers who can achieve economies of scale through increased unit counts. Density can affect the following:

- ▶ **Walkability:** Is the mix of destinations close enough together to be accessible by foot?
- ▶ **Ridership:** Does the neighborhood generate enough riders to support the desired level of transit services?
- ▶ **Market support:** Does enough local demand exist to support shops and services?
- ▶ **Feasibility:** Does the magnitude of construction meet developer criteria for construction cost and investment risk?

For our analysis, we assigned a density threshold for suburban communities of residential densities of 10 units per acre or more and commercial densities higher than a floor area ratio of 1.5 FAR or building height three stories or higher. (Floor area ratio, or FAR, is the ratio of built floor space to lot size, and evaluates both the height of structures and the amount of lot covered). Urban neighborhoods were assigned a threshold of 20 housing units per acre, buildings four stories or higher and an FAR of 2.5. Threshold densities were derived from research indicating the relationship of density and transit services and previous work on TOD guidelines.⁶

Appropriate suburban TOD at 10 units per acre can include small lot single-family and attached homes, as well as townhouses. Townhouses and low-rise multifamily condos and apartments are the lowest density housing types appropriate in urban neighborhoods.

Not surprisingly, zones with the highest allowed densities are found in Connecticut's larger cities. Bridgeport allows construction up to 20 stories or more. Waterbury places no limits on density but requires a special process for approvals. Fairfield Metro and East Norwalk allow higher densities when affordable housing is a component of the development. Other communities regulate densities through controlling bedrooms per acre instead of counting units. Many smaller communities allow commercial development up to a height of three stories. In contrast, subur-



Infill development in Baltimore, Md., (top) and Stamford, Conn.

ban stations like Green's Farms in Westport and Talmadge Hill in New Canaan allow only single-family homes on at least ¼ acre.

Communities should consider whether their allowed zoning is appropriate given community goals for the station. Higher densities near the station can help justify more frequent transit service. They also provide a customer base for local retail and shopping. The number of units or square feet allowed can also determine whether redevelopment is financially feasible, especially when evaluating the value of an existing low-intensity use, such as a gas station, against new construction, or when developers are required to include below market rate units. Many developers prefer investing in four- to five-story wood-frame construction, which is less expensive per square foot than steel or concrete and can be built relatively quickly to minimize risk from a changing real estate market.

⁶ For additional guidelines re density, see Public Transportation & Land Use Policy, by Zupan & Pushkarev, 1977, especially pages 191 & 192.

Managing the Car (Parking)

Do parking requirements for developments in station neighborhoods reflect walkability and transit use and reduce the cost of providing parking?



Connecticut towns are much less likely to have calibrated parking requirements for TOD than to have addressed the other components of station area planning. Parking requirements have a strong impact on community design, walkability, function, and economic feasibility. Surface parking lots push destinations apart, reducing the proximity of amenities and making neighborhoods less walkable. Ample, free parking encourages car ownership and reduces demand for transit services. Finally, parking requirements can be the defining factor in a project's economic feasibility, with surface parking eating up buildable land and structured garage parking adding \$20,000-\$50,000 to the construction cost of each residential unit.

The table to the right shows the minimum number of parking spaces required to be provided per residential unit in zones within 1/2 mile of Connecticut's Metro-North stations. Requirements range from no additional parking required in a small portion of New Canaan, to 2.5 to 3 spaces per unit in suburban communities.

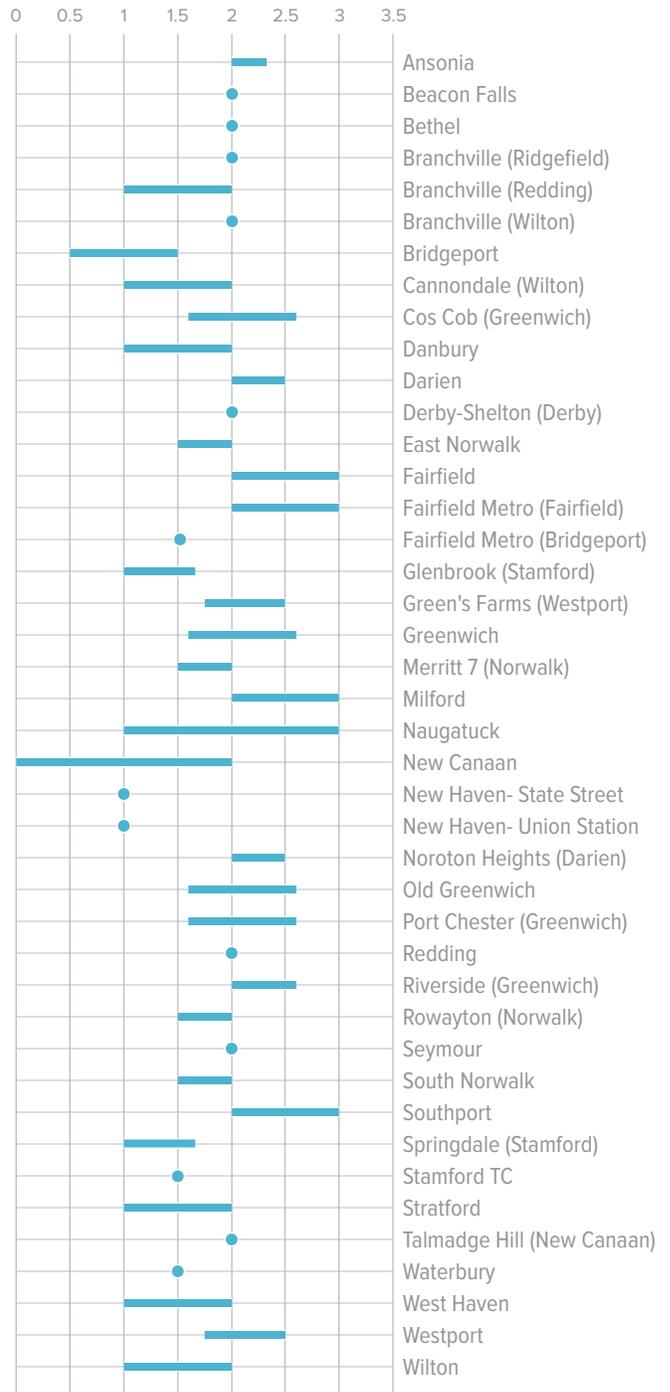
The Appendix includes information on whether specific communities allow use of parking management strategies that reduce overall parking need. Many communities will reduce parking requirements 25 to 50% when applicants can show that parking spaces can be shared by multiple uses occupying parking at different times of day. In Bridgeport, applicants can reduce required parking even further when providing car-share services like Zipcar that can result in lower automobile ownership. Commercial businesses in Bridgeport that encourage transit ridership can also be granted lower parking requirements.

“The competitive edge for a Downtown is the ability to create a pedestrian environment where people walk instead of drive from one place to another. Accommodating parking for new development in Downtown should be conceived in terms of transit-oriented development. Strategies such as reducing parking requirements for new development can be implemented through zoning.”

- Bridgeport Plan of Conservation and Development

Parking Requirements for Development Near Stations

Minimum-maximum spaces required per residential unit in zones within 1/2 mile of stations





Parking in New Canaan, shown in red. Source: Rubicon Seven

In New Canaan, the zoning commission may accept a fee in lieu of parking that goes to support public parking facilities in the vicinity. New Canaan Center also contains a special retail zone that requires no additional parking, instead relying on existing parking facilities around the edge of downtown. The so-called “magic circle” is clearly visible in the above photo, which shows an aerial view of New Canaan with parking facilities (both public and private) marked in red. Outside the core retail area, parking appears to be a primary land use.

In New Haven, shared parking is written into zoning, with half of all residential parking counting towards commercial requirements. The city’s most visible new development is the 32-story tower at 360 State Street, located just across the street from the New Haven- State Street station on the edge of downtown. 360 State Street includes one parking space per each of its 500 apartments in a structured garage, but those spaces are shared by multiple users—by tenants, who pay a separate charge for renting a parking space, by shoppers at the ground level supermarket who receive one hour free validated parking, and by any one else looking for hourly or monthly parking in downtown New Haven or near the New Haven- State Street rail station. Car ownership rates for 360 State Street tenants are low because most of its residents rely on rail transit, public buses, university shuttles, bicycles, or walking to reach jobs, shopping, and friends. The City of New Haven has over the past ten years resurged to become a 24/7 community of shopping, entertainment, employment, and housing, and the city’s parking regulations ensure that any new development contributes to this vitality.

Additional Resources

Center for Transit Oriented Development reports at www.ctod.org, including Rails to Real Estate, Capturing the Value of Transit, and Station Area Planning: How to Make Great Transit-Oriented Places

Connecticut Complete Streets in a Box Toolkit. Tri-State Transportation Campaign. tstc.org/reports/ctcsbx.

Creating Communities for a Lifetime: An Overview for Municipal Leaders. Connecticut Council of Philanthropy. www.ctphilanthropy.org.

Knowledge Corridor Market Analysis (forthcoming). Capitol Region Council of Governments. sustainableknowledgecorridor.org.

Massachusetts Transit-Oriented Development Overlay District Model Bylaw and Guidance. State of Massachusetts. bit.ly/MAmodelTOD.

The High Cost of Free Parking. Donald Shoup.

TOD Zoning Regulations at Gaining Ground Database- TOD Topic. Pace University Land Use Law Center. bit.ly/PaceTOD.

Transit-Oriented Development Toolkit for Connecticut. Connecticut Fund for the Environment, Partnership for Strong Communities, Regional Plan Association, Tri-State Transportation Campaign. bit.ly/TOD_CT.

Appendix

Station					2 Supports Transit-Oriented Development		1 Partial Support		0 No Support	
	Vision	Land Use	Density	Parking	Vision	Zoning	Parking Requirements	Shared & reduced parking		
Ansonia	2	1	1	1	The plan recognizes this area as the main commercial district.	The area is zoned for multiple uses, except for multi-family housing. Buildings up to 3 stories in height. 5.8 units/acre max. It includes commercial, residential and some industrial.	2 spaces per unit + 1 space for every 3 units (multifamily)	Commission may approve reduced parking when shared and also waive parking requirements when within 300-600 ft of municipal parking facility.		
Beacon Falls	2	2	1	0	Encourages higher density and mixed-use development in town center, while decreasing density in rural area; discourages sprawl and preserve land.	Much of the area near station zoned for single-use, large-lot industrial buildings. Within CBD, commercial & 2-family homes are allowed at moderate density (FAR ~1.5, max 8 units/acre for 2 family homes). Special “planned adaptive reuse development zoning” has allowed the redevelopment of former factories into multifamily housing.	Residential: 2/ dwelling unit Commercial & Office: 1/50-300 sq. ft.	For mixed-use lot, sum the parking requirement of all uses. Owners of different lots can establish joint parking area.		
Bethel	2	2	2	1	Calls for rezoning around train station, moderate-density mixed use development ~15-20 du/acre, construction of link to west of tracks for access, and completing sidewalk network approaching station.	Immediately adjacent and to the south of the station, commercial and village center zoning allows mixed-use development with up to 10 units/acre. Village district overlay may grant additional density. Industrial land to the north prohibits other uses.	Residential: 2/ dwelling unit Retail & Office: 1/200 sq. ft. Reductions by special permit for TOD.	Reductions up to 25% for shared parking.		
Branchville Ridgefield	1	0	1	0	POCD Plan incorporates 2002 Branchville Village Plan, promotes Branchville as a focal point, recognizes potential for small-scale TOD, and recommends considering zoning that allows mixed use development (possibly village district) and street, infrastructure investment sensitive to village goals.	Residential and business zones near station only allow low-density single-family and retail/ office up to 40 ft high. Limited opportunity for accessory units.	Residential: 2 spaces/ dwelling unit. Commercial: 1 space per 235 sf retail, 250 sf office.	Allowed in CBD but not at Branchville.		
Branchville Redding	0	0	0	0	Plans focus on Georgetown, located just 1/2 mile to the south of Branchville, where redevelopment would occur around a re-activated Georgetown rail station.	Single-family residential only.	Residential: 1-2 spaces per dwelling unit. Commercial/industrial: 1 space per 200-300 square feet.	Commission may reduce required parking by 20% for shared parking.		
Branchville Wilton	0	0	0	0	Calls for master plan for Georgetown area, exploration of housing opportunities along Route 7 corridor, and zoning to reduce size of retail structures.	Allows only low-density single-family residential. A few parcels zoned for low-density business use.	Residential: 2 spaces/ dwelling unit. Commercial: 1 space per 200 sf retail, 300 sf office.	Shared parking allowed in CBD but not at Branchville.		
Bridgeport	2	2	2	2	Promotes mixed-use and higher density development and flexible zoning. Envisions the downtown to become more pedestrian-friendly and transit-oriented.	Much of the area surrounding train station is zoned as Downtown Village District, which permits mixed(residential, commercial and office)-use and requires development at least 2 stories high up to 20+ stories. Other uses in the 1/2 mile walkshed include Single-, Two- & Three- Family and High Density Residential, Office and Retail Zones..	Residential: Downtown .5 du + 10%, otherwise 1.5/dwelling unit Commercial & Office: 1/100-1000 sq. ft.	Commission may approve reductions for shared parking as well as other TDM strategies such as car-sharing, Payment-in-lieu-of-parking, unbundled parking, employee parking cash out, etc.		

2 Supports Transit-Oriented Development 1 Partial Support 0 No Support

Station	Vision Land Use Density Parking	Vision	Zoning	Parking Requirements	Shared & reduced parking
Cannondale Wilton	1 0 0 0	The master plan calls for revising Cannondale zoning, as it acknowledges that current zoning is not meeting the area's needs.	Besides a small retail district immediately surrounding the station, the area around the station is zoned for low- to medium-density single-family residential.	Residential: 1-2 spaces per dwelling unit. Commercial/industrial: 1 space per 200-300 square feet.	Municipal parking lots may be made available for parking.
Cos Cob Greenwich	1 0 0 0	Plan asks for follow-up study of mixed-use development (including housing) along Post Road, small unit MF housing near train station, and reuse of strip development.	A local business district is at the north edge of the 1/2 mile walk from station allowing mixed use up to .5 FAR density. Station surrounded by mainly low- and moderate-density residential up to ~5 units/acre.	Residential: 1.6-2.6/ dwelling unit. Commercial & Office: 1/150-200 sq. ft.	Shared parking allowed but does not reduce overall parking requirement.
Danbury	2 1 2 1	POCD encourages medium- to high-density commercial and residential development in the urban core (according to executive summary).	CBD zoning allows mix of uses at 100% lot coverage with 5-10 story height max. The 1/2 mile walkshed also includes light commercial and 3-family, multifamily, and high rise residential. Mixed use within one zone not common and requires special permit. 10 dwelling units per acre except in high rise apartments, where 20 efficiency apartments/acre allowed, or within CBD where height limit governs volume.	Residential: 1/efficiency unit, 1.5/1 bedroom unit, 2/ 2 br unit, unit except within downtown revitalization zone (1.5). Retail: 1/150 sq. ft. Office: 1/300 sq. ft.	Primarily weekend or nighttime parking can share space with daytime and weekday parking. Reduced parking in Central Business District. Shared off-site parking may be allowed for high density residential, commercial and industrial districts.
Darien	2 1 1 1	Proposes increasing height limit to 3 stories in commercial areas to allow housing and supports "park-once" strategies.	Most of area is zoned for parking, 2 story commercial, or single-family residential. Residential in upper story allowed closest to train in CBD.	Residential: 2-2.5 spaces per unit. Commercial- 1 space per 150-250 sq ft of gross floor area.	Commission may approve reductions for shared parking.
Derby-Shelton Derby	0 2 2 1	POCD recommends revitalizing downtown with pedestrian friendly streetcapes, visible parking, and building reuse, but does not address rail station as driver of development.	About half of walkshed is zoned CDD and allows a mix of uses. No limits on building height/volume, residential allowed up to 12 units/ acre. Remaining area is single use industrial, business, or residential.	Residential: 2 spaces per dwelling unit. Commercial: 1 space per 50-150 sq ft.	Commission may reduce requirements up to 50% for joint parking.
East Norwalk	2 2 2 1	This is an area already with mixed use development and the plan promotes more development in the future.	Immediate area zoned for industrial/multifamily up to 4 stories (5 with 30% affordable housing) and mixed-use neighborhood business (2 1/2 stories). Bulk of surroundings zoned for SF residential.	Residential- 1.5-2 spaces per dwelling unit. Commercial/industrial: 1 space per 200 square feet.	10-50% reduction depending on use combination. Off-premise parking may also be approved.
Fairfield	2 2 2 1	POCD plan supports pedestrian-oriented design, active first floor uses, reduced parking, and buffer of multifamily housing around center.	Immediate surroundings includes the entire "Center Designed District" which allows mixed residential-commercial uses, and a small area of designed residential, which is now multi-family residential buildings. Densities of 1.5-2 FAR, 4-5 stories. Further out is mostly A Residential, max density 6.9 units per acre. At southern edge of walkshed is B residential, 10 units/acre.	Residential: 2-3/ dwelling unit, reduction possible in commercial and 'designed residential' districts. Commercial & Office: 1/40-250 sq. ft. Central Designed Business Districts: 1 for the first 1500 sq. ft.; 1 per additional 250 sq. ft.	Commission may reduce parking requirements upon review of a parking study indicating reduced demand.
Fairfield Metro Fairfield	2 2 2 1	Amendment to POCD passed in 2010 envisions station as hub of compact mixed-use development.	Recently passed Commerce Drive Area Designed District and TOD Park overlays closest to station allow mixed use & multifamily TOD, density up to 17 units/acre or in TOD park up to 50 bedrooms/ acre. Higher density TOD requires 10% affordable component. Areas further out are low density residential, business and industrial.	Residential: 2-3/ dwelling unit, reduction possible in commercial and 'designed residential' districts. Commercial & Office: 1/40-250 sq. ft. Central Designed Business Districts: 1 for the first 1500 sq. ft.; 1 per additional 250 sq. ft.	Commission may reduce parking requirements upon review of a parking study indicating reduced demand.

2 Supports Transit-Oriented Development 1 Partial Support 0 No Support

Station	Vision Land Use Density Parking	Vision	Zoning	Parking Requirements	Shared & reduced parking
Fairfield Metro Bridgeport	0 2 2 2	POCD plan references upcoming Black Rock NRZ plan, which was prepared in 2008 and supports zoning that maintains existing mix of uses as well as expanded transit.	Area in 1/2 mile walkshed includes Two- & Three-Family and High Density residential districts, and Office and Retail districts. Office and Retail are allowed in residential districts by special permit; multifamily allowed in business districts. Densities 5-15 units/acre, 3-4 story commercial.	Residential: 1.5 spaces per unit. Office: 1 space/250-300 sf.	Commission may approve reductions for shared parking as well as other transportation demand management strategies such as car-sharing, Payment-in-lieu-of-parking, unbundled parking, employee parking cash out, etc.
Glenbrook Stamford	2 2 2 2	Master plan calls for low-density neighborhood commercial surrounded by low-density single- and multi-family with a focus on developing regulations to create a community center	Zoning allows Low Density Single Family, Low Density Multi Family, Commercial- Neighborhood Business (V-C, Village Commercial District). Some zoning closes to station for mixed use FAR up to 1.5, mf up to 17 units/acre, but most is for 5-7 units/acre	1- 1 2/3 space per unit (lower near station).	Shared parking may reduce overall requirement.
Green's Farms Westport	0 0 0 0	No specific statement about mixed-use or higher density development around Greens Farm Stations.	The 1/2 mile walkshed is zoned as low density residential, with a max density of 0.5 dwelling unit per acre.	Residential: 1.75 - 2.50/ dwelling unit. Commercial & Office: 1/50-250 sq. ft.	None.
Greenwich	1 2 1 0	Plan asks for follow-up study to review zoning and consider housing, parking, etc.	Business districts allows commercial/residential up to 3 stories. Moderate density residential (up to ~5 per acre) in surrounding residential	Residential: 1.6-2.6/ dwelling unit Commercial & Office: 1/150-200 sq. ft.	Shared parking allowed but does not reduce overall parking requirement.
Merritt 7 Norwalk	0 1 2 1	No reference to Merritt 7 in the POCD plan.	Areas closest to station zoned for office, 8 story max with FAR up to 1.5. MF residential with special permit. Additional business zone allows business & residential up to 3 stories. Surrounding residential is 1&2 family zone.	Residential: 1.5-2 spaces per dwelling unit. Commercial/industrial: 1 space per 200-400 square feet.	10-50% reduction depending on use combination. Off-premise parking may also be approved.
Milford	2 2 2 1	2002 Plan of Conservation and Development promotes mixed-use and multi-family housing in centers and corridors but recommends avoiding mixing commercial and residential to reduce traffic impacts.	1/2 mile walkshed is covered mostly by Milford Center Design Development (MCDD) District, allowing mixed-use buildings containing two or more permitted uses, maximum FAR 3.0. Balance of area single-family residential.	Residential: 2-3/ dwelling unit. Commercial: 1 space per 250 square feet.	Zoning Board may approve reductions in mixed-use lot.
Naugatuck	2 1 2 0	Draft 2012 POCD identifies TOD-ready sites, includes a bike/pedestrian network plan, and has more recommendations for promoting mixed-use and higher-density development. 2001 Plan generally discounts the potential of station to draw ridership or TOD, but CBD recommendations include high-lot-coverage development including residential up to 40 units/acre.	Most uses in business district, including multifamily housing, require special permit. Maximum FAR of 2 downtown, with 6 story maximum height & 8 maximum units per acre. In residential area beyond CBD, multifamily development requires special permits. Industrial zones prohibit residential.	Residential: 1&2 family homes: 2 spaces/ dwelling unit. Multifamily homes: 3 spaces/dwelling unit. Commercial & Office: 1 space per 200 sf ground floor retail/office, 1 space per 300 square feet upper floors.	None.
New Canaan	1 2 2 1	POCD plan recommends study of Town Center to support/ enhance center, promote balanced mixed-use, enhance pedestrian conditions, improve parking & traffic circulation and proposes review of zoning (since implemented). Areas near town center recommended for continued multifamily development (3-6 units/acre).	CBD around station supports ground-floor retail with small offices or apartments on upper floors. Max height 2-3 stories. District on edge of CBD near station allows larger office buildings. Surrounding apartment zone allows low-density multifamily (approx 8 units/acre, 25% coverage and 2 1/2 story ht).	No minimum parking required in Retail A zone (core downtown). Residential: 2 spaces per unit. Commercial: 1 Space per 100-300 sq ft of gross floor area	Commission may reduce requirements by up to 25% or 5 parking spaces for shared parking. Commission may also accept a fee-in-lieu of parking to support public parking facilities.

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Station	Vision Land Use Density Parking	Vision	Zoning	Parking Requirements	Shared & reduced parking
New Haven-State Street	2 2 2 2	New development and redevelopment calls for high quality mixed-use site plans in downtown and station area.	Station surrounded by central business, high and high-middle density residential, and planned development districts. FARs of up to 6 with residential densities of up to ~40 per acre.	Residential: 1/ dwelling unit. Commercial: 1/100-600 sq ft.	Bicycle parking space can replace every 10th parking space. Mixed-use building can share parking, half of all residential parking spaces counting towards nonresidential requirements.
New Haven-Union Station	2 2 2 2	Calls for mixed-use development around station area.	Moderate-density Business and residential districts around station with maximum 2.0 FA and ~20 dwelling units per acre. Station area is subject of several planning initiatives.	Residential: 1/ dwelling unit. Commercial: 1/100-600 sq ft.	Bicycle parking space can replace every 10th parking space. Mixed-use building can share parking-- half of all residential parking spaces counting towards nonresidential requirements.
Noroton Heights Darien	2 1 1 0	Proposes increasing height limit to 3 stories in commercial areas to allow housing and supports "park-once" strategies.	Most of area is zoned for parking, 2 story commercial, or single-family residential. Small area of 2 story multifamily.	Residential- 2-2.5 spaces per unit.	Commission may approve reductions for shared parking.
Old Greenwich	2 2 1 0	Plan recommends evaluating lots near station for TOD, particularly housing.	Station surrounded by small business district 2 1/2 story, 5 FAR mixed-use, then low- and moderate-density residential. Includes industrial re-use parcel allowing low-density conversion to office or residential.	Residential: 1.6-2.6/ dwelling unit. Commercial & Office: 1/150-200 sq. ft.	Shared parking allowed but does not reduce overall parking requirement.
Port Chester (Byram) Greenwich	2 1 1 0	Neighborhood plan calls for limited contextual infill & ped/parking improvements. Does not recommend land use changes in existing commercial/industrial lots.	Pockets of business zones allow mix of retail, office, & residential. Surrounding 2-family residential zone.. Residential zones approx 10 units/acre (2 family homes). Business district development limited to .5 FAR, 3 stories.	Residential: 1.6-2.6/ dwelling unit; Commercial & Office: 1/150-200 sq. ft.	Shared parking allowed but does not reduce overall parking requirement.
Redding	1 0 0 1	Calls for mixed commercial/ residential community center and suggests additional planning needed.	Parcels nearest the station are zoned neighborhood business, which allows small retail (up to 40' high) and services. 1 bedroom accessory units possible with site plan review. Elsewhere only single family is allowed.	Residential- 2 spaces per dwelling unit Commercial/industrial 1 space per 150-250 square feet	Commission may reduce requirement by up to 20% with shared parking.
Riverside Greenwich	0 0 0 0	Plan emphasizes preservation of existing village via small neighborhood-oriented businesses and potential village district zoning.	Low-density single-family residential zoning.	Residential: 2-2.6/ dwelling unit.	Shared parking allowed but does not reduce overall parking requirement.
Rowayton Norwalk	0 0 0 1	No mention in POCD of any changes in use for area.	Single-family zoning in both Norwalk and adjacent Darien.	Residential:- 1.5-2 spaces per dwelling unit Commercial/industrial: 1 space per 200-400 square feet.	10-50% reduction depending on use combination. Off-premise parking may also be approved.
Seymour	2 1 2 1	The city wants to continue the mixed use development in the area in the future. There is already mixed use development around the station and POCD wants more.	Commercial and apartments allowed in CBD with site plan review. Limited multifamily allowed in residential areas through special permit (no commercial).	Residential: 2/ dwelling unit. Commercial: 1 space/~180 sq. Ft.	Shared parking can reduce overall parking by half with p&z commission approval.
South Norwalk	2 2 2 1	POCD plan proposes and expects mixed use development in the area.	Zones extend N,S, & W to allow mixed-use between 4 and 12 stories. Low density neighborhood business and residential in remainder.	Residential: 1.5-2 spaces per dwelling unit, Commercial/industrial 1 space per 200 square feet.	10-50% reduction depending on use combination. Off-premise parking may also be approved.

2 Supports Transit-Oriented Development 1 Partial Support 0 No Support

Station	Vision Land Use Density Parking	Vision	Zoning	Parking Requirements	Shared & reduced parking
Southport Fairfield	0 2 1 1	POCD plan supports conversion of industrial uses to neighborhood commercial district which includes mixed-use residential.	1/2 mile walkshed includes "Neighborhood Designed District" and "Designed Commercial District", which allow upper-floor residential and densities of 1-1.5 FAR, 3-4 stories. Walkshed also includes A, B, C, R-3 Residential districts (3.2-5 units/acre)	Residential: 2-3/ dwelling unit Commercial & Office: 1/40-250 sq. ft. Central Designed Business Districts: 1 for the first 1500 sq. ft.; 1 per additional 250 sq. ft.	Commission may reduce requirements in commercial zones by up to 50%.
Springdale Stamford	1 2 2 2	Master plan calls for low-density neighborhood commercial surrounded by low-density single- and multi-family with a focus on developing regulations to create a community center.	Nearest station, village commercial district allows FAR of 1.5, up to 4 stories. Surrounding is lower density commercial (FAR 1.0) and residential <10/ acre, except for small pocket of higher density multifamily.	1- 1 2/3 space per unit (lower near station)	Shared parking may reduce overall requirement
Stamford TC	2 2 2 2	Master plan calls for mixed use development.	The station surrounding is zoned Transportation Center Design District, Central Commercial, General Commercial, Multifamily residential, etc. Mixed-use development allowed in commercial districts. Multifamily Residential (R-MF) min lot area of 2000 sq. ft. per dwelling unit.	1 1/2 spaces per unit in central city zone.	Overall requirements may be reduced to 2 spaces per 1,000 sq ft of gross floor area for shared parking, TDM, or contributions to public transit.
Stratford	1 1 1 1	Recommends rezoning some industrial land for mixed-use.	Station area includes scattered commercial mixed-use zones surrounded by mostly single-family residential and some industrial. Densities up to 11.5 units/acre in commercial mixed-use zones, 6 units/acre in residential zones. Higher densities allowed for affordable units. New TOD Zone adopted just outside 1/2 mile radius.	Residential: 1 space per 1 & 2 famiyl units. 3+ unit buildings,;1.5 spaces/1 bedroom unit, 2 spaces/2+ bedroom units. Aff. hsg. require s2 spaces per unit + 10% additional. Commercial: 1 space per 250 square feet.	Reduction of 20% or more only in "planned economic developments."
Talmadge Hill New Canaan	0 0 0 0	Both the Master Plan and Zoning call for very low density residential (between <.25 units per acre and 1 unit per acre), and open space.	Very low density residential (between <.25 units per acre and 1 unit per acre), and open space.	Residential: 2 spaces per unit. Commercial: 1 Space per 100-300 sq ft of gross floor area.	None.
Waterbury	2 2 2 1	Encourages mixed-use in downtown and neighborhood districts, with no residential density limit in the central business district.	CBD has no limits on development but requires special permit process. Redevelopment must relocate displaced parking. 1/2 mile walkshed also includes high- and medium-density residential (8-24 units/acre) and 4-5 story commercial development.	Residential: 1.5/ dwelling unit. Commercial & Office: 1 space per 200-250 square feet. No minimum parking in CBD.	Special permit can reduced parking requirements for proximity to transit, shared parking, transit subsidies, etc.
West Haven	2 2 2 2	Includes extensive plan for TOD district including action plan outlining responsibilities for implementation and associated costs.	TOD district around station allows medium to high density mixed-use in prescribed residential:commercial ratio. Surrounding zones allow lower density mixed use or multifamily development.	Residential: 1 space per bedroom. Minimum 2 spaces per unit except in TOD district. Commercial: 1 space per 200 square feet.	Non-residential zones allow off-site parking, but not shared parking.
Westport	2 2 1 0	Mixed residential and commercial uses are encouraged in Saugatuck Center.	1/2 mile walkshed includes business districts which permit low-density commercial & residential mixed-use with FARs of 0.25-0.5. S urrounding residential area is single-family with maximum density of 7.3 DU/acre.	Residential: 1.75 - 2.50/ dwelling unit. Commercial & Office: 1/50-250 sq. ft.	Up to 50% reduction possible by Commission.
Wilton	0 1 1 1	Emphasizes status quo for development, but asks for additional pedestrian connections especially to connect to train station.	Wilton Center allows mixed-use development by special permit in a small retail area near the station and low-density multifamily further out by special permit.	Residential- 1-2 spaces per dwelling unit. Commercial/industrial 1 space per 200-300 square feet.	Municipal parking lots may be made available for parking.



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