Halfway There
How Connecticut Towns Can Implement Their Visions for TOD

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Regional Plan Association
Are regulations in place to support TOD?

- TOD 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.

- 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
  - investments in public space to improve pedestrian access to transit and TOD centers.
Analysis

**Vision (plan of conservation and development)**
Is there a community vision in place that recognizes the potential of transit to impact development?

**Land Use (zoning)**
Do a mix of land uses meet the needs of residents and businesses?

**Density (zoning)**
Do densities support frequent transit and create local consumer demand?

**Parking (usually zoning)**
Do parking ratios & other strategies encourage transit use and reduce the amount of land and dollars invested in parking?
Findings

<table>
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<tr>
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<th>Density</th>
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Vision

• Plan of Conservation and Development
  • Establishes goals for design and function of station area
  • Recommends changes to zoning and other land use policies
  • Can propose capital investments that impact community design and function, such as
    • Bike paths
    • Pedestrian connections
    • Parks
    • Transit improvements
Vision

- More than ½ of stations are center of TOD-type community visions

- Other stations recognize need for additional planning

- Eleven stations ignore potential of TOD around stations
Community Profile - Bethel

- **Vision:** Rezone station area for moderate density mixed-use, complete sidewalk network

- **Zoning:** mixed-use up to 10 units/acre, more possible w/village district overlay

- **Parking:** standard, with shared & TOD reductions possible

“Landscaped sidewalks connecting the mixed use development with the train station and downtown should include benches, water fountains, and other pedestrian amenities.” - Bethel POCD
Community TOD Planning

- Cannondale (Wilton)
  - Recommends revising zoning

- Wilton
  - Requests additional pedestrian links to station

- Cos Cob (Greenwich)
  - Recommends study of mixed-use development

- Naugatuck
  - (draft) Includes bike/ped plan & IDs TOD sites

- Southport (Fairfield)
  - Supports converting industrial to mixed-use

- Darien-
  - Proposes raising height limit to 3 stories
Zoning- Land Use

• Mixed-uses
  • Provide 24/7 pedestrian/consumer activity
  • Attract residents & workers
  • Diversify tax base
  • Enable car-lite and car-free living
Zoning- Land Use

• Most stations with visions in place have zones which allow a mix of uses
• Others have multiple zones near station, contributing to overall neighborhood mix
Community Profile - West Haven

- **POCD**: extensive action plan for TOD zoning and investment

- **Zoning**: TOD District sets allowed residential: commercial ratio

- **Parking**: 1 space per bedroom

“The recommended TOD Master Plan provides for a mix of land and building uses and relationships that are designed to maximize the revitalization opportunities resulting from the construction of the West Haven Train Station.”
Land Use Strategies

• Bridgeport
  • Downtown village district allows mixed-use and requires at least 2 story height

• New Canaan
  • CBD allows ground-floor retail with offices/apartments on upper floors

• Fairfield Metro
  • Restricts car-oriented uses (drive-thrus etc.)

• Southport (Fairfield)
  • Allows upper-floor residential in designed districts
Zoning - Density

• Higher densities
  • Put destinations closer together
  • Attract investment*
  • Provide customer and ridership base

• Lower densities
  • Limit number of residents/businesses
  • Limit potential transit frequencies
Zoning- Density

- TOD threshold
  - Suburb: 10 units/acre, 3 stories, 1.5 FAR
  - City: 20 units/acre, 4 stories, 2.5 FAR
  - There’s no magic number
- Density may limit development potential
Community Profile - Danbury

- **POCD:** high-density commercial/residential center

- **Zoning:** Allows mixed-use between 5 & 10 stories. Outside CBD, maximum density is usually 10 units/acre

- **Parking:** 1-2 spaces per unit, less when shared

“Concentrate future commercial, industrial, and medium to high-density residential development in the urban core and within the urban development area.”
Densities

- **Bridgeport**
  - Downtown village district allows mixed-use and requires at least 2 story height

- **Derby-Shelton**
  - CDD allows residential up to 12 units/acre, with no limit on height/volume

- **Fairfield Center**
  - Immediate district allows 4-5 story, 1.5-2 FAR mixed-use

- **Fairfield Metro**
  - TOD Overlay zone allows up to 50 bedrooms/acre
Zoning- Parking requirements

• Less parking
  • Creates walkable neighborhoods
  • Supports transit use
  • Lowers development threshold

• More parking
  • Uses space for streets & parking
  • Raises the cost of development
  • Inhibits transit
Zoning- Parking requirements

• Towns are beginning to make use of strategies to reduce parking, such as
  • Shared across time of day
  • Payment-in-lieu supporting public parking

• Parking ratios of 2-3 spaces per unit can doom TOD construction
### Connecticut Metro-North Station Areas

<table>
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<th>Parking Requirements</th>
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<td>Minimum-maximum spaces required per residential unit in zones within 1/2 mile zone of station</td>
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#### Bridgeport
- Ansonia
- Beacon Falls
- Bethel
- Bantam (Redding)
- Bantam (Wilton)
- Bethel (Bridgeport)
- Cannondale (Wilton)
- Cos Cob (Greenwich)
- Danbury
- Danbury Shelters (Derby)
- East Norwalk
- Fairfield
- Fairfield Metro (Fairfield)
- Fairfield Metro (Bridgeport)
- Glenbrook
- Green's Farms (Westport)
- Greenwich
- Norwalk
- Norwalk (Norwalk)
- New Canaan
- New Haven - State Street
- New Haven - Union Station
  - Noroton Heights (Danbury)
  - Old Greenwich
  - Port Chester (Greenwich)
  - Redding
  - Riverside (Greenwich)
  - Rowayton (Norwalk)
  - South Norwalk
  - Southport
  - Springdale
  - Stamford
  - Stamford TC
Community Profile - Bridgeport

- **POCD**: pedestrian-friendly and transit-oriented

- **Zoning**: Downtown village, up to 20 stories

- **Parking**: Low minimums of 0.5/unit + 10% with ability to reduce further with shared parking, car-sharing, unbundled, employee cash-outs...

“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.”
Community Profile - Darien

- **POCD:** supports “park-once” commercial district

- **Zoning:** 2-story commercial, parking, single-family homes

- **Parking:** 2-2.5 spaces per unit, potential reductions for shared

“[Darien] should continue to have higher density housing located near transportation facilities such as train stations, and within walking distance to local shopping.”
Your Community

• Plan of Conservation and Development
  • What does your Plan of Conservation and Development say about your station area?
  • How old is the plan? How well does it reflect community values?

• Zoning
  • What would as-of-right development look like in your station area?
  • How could a change to regulations encourage investment?

• Next Steps