

DANBURY BRANCH IMPROVEMENT PROGRAM

TRANSIT ORIENTED DEVELOPMENT

FINAL REPORT | SEPTEMBER 2010



CONNECTICUT
DEPARTMENT OF
TRANSPORTATION

In Cooperation with
SWRPA
South Western Regional Planning Agency



U.S. Department
of Transportation
**Federal Transit
Administration**

FTA ALTERNATIVES ANALYSIS DRAFT/FINAL ENVIRONMENTAL IMPACT STATEMENT

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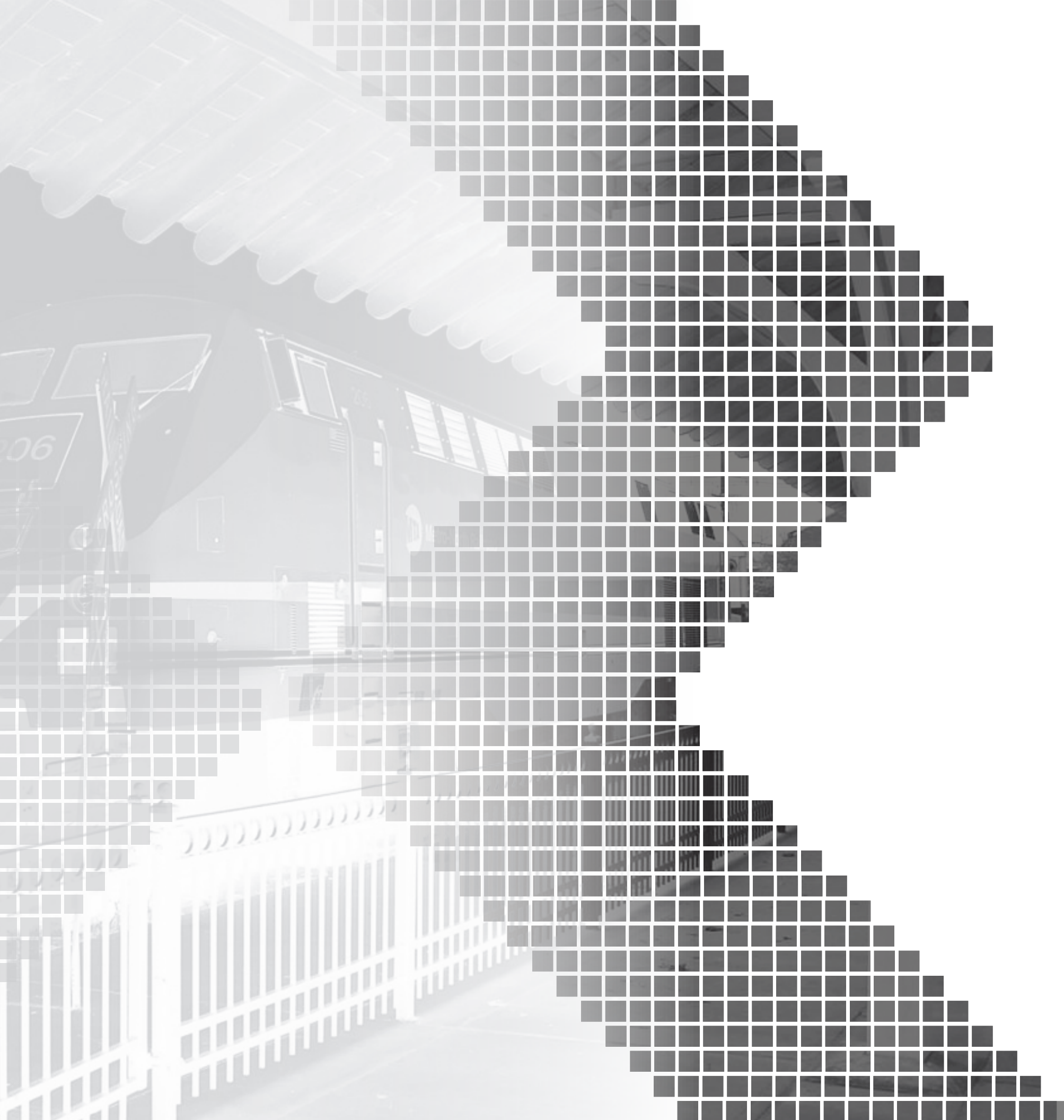
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This report presents an evaluation of transit-oriented development (TOD) opportunities within the Danbury Branch study corridor as a component of the Federal Transit Administration Alternatives Analysis/ Draft Environmental Impact Statement (FTA AA/DEIS) prepared for the Connecticut Department of Transportation (CTDOT).

This report is intended as a tool for municipalities to use as they move forward with their TOD efforts. The report identifies the range of TOD opportunities at station areas within the corridor that could result from improvements to the Danbury Branch. By also providing information regarding FTA guidelines and TOD best practices, this report serves as a reference and a guide for future TOD efforts in the Danbury Branch study corridor.

Specifically, this report presents a definition of TOD and the elements of TOD that are relevant to the Danbury Branch. It also presents a summary of FTA Guidance regarding TOD and includes case studies of FTA-funded projects that have been rated with respect to their livability, land use, and economic development components. Additionally, the report examines commuter rail projects both in and out of Connecticut that are considered to have applications that may be relevant to the Danbury Branch.

Within this framework, the report provides details and data related to the eight communities within the Danbury Branch study corridor. Demographics, market potential, existing land use, and zoning are among the topics discussed. Additionally, a matrix outlining the potential opportunities and constraints related to TOD at each station site is presented. GIS maps show the areas around each station with ongoing TOD efforts as well as those areas that have the potential for TOD. Detailed information on each community's zoning regulations is included in an appendix to this document. Data on wetlands and hazardous materials within each TOD site are presented in appendices as well.



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Introduction

The Danbury Branch (the Branch) study corridor represents significant opportunities and challenges for potential transit-oriented development (TOD). Over the next decades, Connecticut's Southwestern and Housatonic Valley regions are expected to continue to grow. As a result, even with transportation improvements (roadway, rail, bus, pedestrian, etc.) that are currently being implemented and prepared for the future, traffic congestion along I-84, Route 7, and I-95 is expected to intensify. Thus, commuter rail promises to play an even greater role in addressing the region's transportation need while encouraging new, sustainable development around rail stations.

Until recently, however, the frequency, reliability, and speed of commuter rail service on the Branch have not been sufficient to attract new rail ridership. Each year, the number of commuters utilizing the nearby Harlem Line in New York State increases at a faster rate than Branch ridership. As a consequence, the potential for TOD along the Branch has been just that: potential. To date, no TOD projects have been built, and new plans, such as the award-winning Georgetown Development project in Redding, have not yet been realized.

The Centralized Train Control (CTC) and Signalization System, in construction by the State, as well as the future possible improvements being considered for the Danbury Branch, begin to address ways to accelerate improvements to Branch service that could positively impact the TOD landscape. The addition of a new signal system and passing sidings will transform what has been termed "dark territory" into a modern commuter rail service.

The CTC improvements are essential for successful TOD along the Danbury Branch to occur, as it will provide for more reliable and flexible service. This project, however, is only a first step to re-invigorating an under-utilized transportation resource and attracting new riders. The FTAAA/DEIS presents a comprehensive improvement program for the Branch and outlines key improvements being planned to follow the CTC project and promote ridership growth. These enhancements include re-electrification of the Branch to make it compatible with the New Haven Main Line; track geometry and alignment modifications to maximize commuter rail speeds; addition of passing sidings to further increase flexibility of service; additional parking at existing stations to support growth; improved rail connections at South Norwalk to allow for more

frequent Branch shuttle connections and a potential connection to communities in the Housatonic Valley; and the potential extension of service approximately 14 miles north to re-introduce passenger service to the towns of Brookfield and New Milford. These improvements need to be considered to support a successful TOD program along the Danbury Branch.

This report outlines what TOD plans are underway for each of the existing rail stations along the Branch, as well as the TOD opportunities that could result if improvements to the Branch are implemented. The report also addresses the constraints to this type of development and what actions are necessary to facilitate TOD actions.



The Danbury Branch Corridor

The report is organized as follows:

Section 1

What is TOD? - Provides definition of TOD and presents TOD "place" types and guiding principles.

Section 2

The National TOD Picture and FTA Guidance - Presents case studies on transit-supportive land use - Presents FTA ratings for TOD projects within New Starts/Small Starts program.

Section 3

Example TOD Projects Outside of Connecticut - Presents case studies of TOD projects and lessons learned.

Section 4

TOD Examples in Connecticut - Presents examples of current TOD efforts in the State.

Section 5

Danbury Branch TOD Communities - Presents details of TOD elements, opportunities, and constraints in each Branch community.

Appendix A

Background Information on TOD - Presents policy, plans of conservation and development, and the role of metropolitan planning organizations and regional planning agencies.

Appendix B

Municipal Zoning District Definitions and Station Area Zoning Maps - Contains a list of zoning districts and maps station area zoning.

Appendix C

Station Area TOD Potential Maps - Identifies potential areas for TOD at each station.

Appendix D

TOD Questionnaire Responses - Contains responses by municipal officials along the Branch regarding TOD in their community.

Appendix E

Hazardous Contamination Sites - Contains a list of contaminated sites at each station.

1.0 What is TOD?

Transit-Oriented Development (TOD) is defined as “a mixed-use community within an average 2,000-foot walking distance of a transit stop and core commercial area. TODs mix residential, retail, office, open space, and public uses in a walkable environment, making it convenient for residents and employees to travel by transit, bicycle, foot, or car.” This concept, popularized in the early 1990s by renowned architect and urban planner Peter Calthorpe, has revolutionized the transportation industry by connecting land use and transportation in an integrated development approach.

The State of Connecticut has recognized the importance of TOD in the planning process as it continues to upgrade its commuter rail network in response to growth in rail ridership and the need to find alternatives to the automobile. In 2007, the State passed a law that defined TOD as “the development of residential, commercial and employment centers within one-half mile or walking distance of public transportation facilities, including rail and bus rapid transit and services, that meet transit supportive standards for land uses, built environment densities and walkable environments, in order to facilitate and encourage the use of those services.”

The Danbury Branch study corridor includes eight municipalities, which, from south to north, are Norwalk, Wilton, Redding, Ridgefield, Bethel, Danbury, Brookfield, and New Milford. The majority of employees who reside in this corridor (58%) also work within the corridor, and an additional 29% of workers are employed in other cities and towns within Connecticut. This pattern of intrastate commuting demonstrates a growing market for transit use where TOD could serve as a major attraction in drawing potential riders to the stations. Even a small shift in commuting mode choice (78% of corridor employees currently drive alone to work) could have positive impacts on the environment of the corridor. However, encouraging such a shift through the implementation of TOD would not only benefit the environment, but the economies of the municipalities within the Danbury Branch study corridor would also be positively impacted.



TOD in Strasbourg, France

Elements of TOD for the Danbury Branch Corridor

The key elements that characterize successful TOD often include higher-density mixed-use development within walking distance – or a half mile – of transit stations; a variety of housing types; quality public spaces; a “rational” amount of parking; and walking and biking facilities that emphasize walkways, paths, and pedestrian connections between key destinations.

The Center for Transit-Oriented Development, an organization focused on best practices, research, and tools that support market-based TOD, uses a performance-based definition that highlights the following outcomes for determining success of a TOD:

- **Increase “location efficiency” so people can walk and bike and take transit**
- **Boost transit ridership and minimize traffic**
- **Provide a rich mix of housing, shopping and transportation choices**
- **Generate revenue for the public and private sectors and provide value for new and existing residents**
- **Create a sense of place**

It is important to recognize that TOD elements and scale differ from one corridor to another, from one type of transit to another, and from one station location to another. As is often noted, one

TOD size or type does not fit all. In fact, a variety of TOD place types have been defined by transit specialists. These include:

- **Regional Center**
- **City Center**
- **Suburban Center**
- **Transit Town Center**
- **Urban Neighborhood**
- **Transit Neighborhood**
- **Mixed Use Corridor**

The Danbury Branch corridor can be characterized as a mostly suburban corridor with several key City Centers, at least three Transit Town Centers, and several Suburban Centers. The two key City Centers are within the cities of Norwalk and Danbury, which both have downtown rail stations. A third potential City Center, in New Milford, would result from an extension of the Danbury Branch. The TOD place type designations, as determined by recent observations, is shown in Table 1.1.

Table 1.1: TOD Place Types

| Station (Existing or Alternative) | TOD Type |
|-----------------------------------|---------------------------------|
| South Norwalk | Regional/City Center |
| Merritt 7 | Transit Town Center |
| Wilton | Transit Town Center |
| Cannondale | Transit Town Center |
| Branchville | Suburban Center |
| Redding | Suburban Center |
| Bethel | Transit Town Center |
| Danbury | Regional/City Center |
| North Danbury Sites #1 and #2 | Suburban Center |
| Brookfield Site #1 | Suburban Center |
| Brookfield Site #2 | Transit Town Center |
| New Milford Sites #3, #4A&B, #5 | City Center/Transit Town Center |
| New Milford Sites #1 and #2 | Suburban Center |

In addition to the types of TOD places, it is important to consider what are the most important and relevant elements of TOD that can be applicable to the existing and future station sites along the Branch. These elements typically include level of transit service and intermodal connections, amount of parking, walkability and overall pedestrian access, density of mixed-use and residential development, level of traffic, and quality of public spaces.

Table 1.2 describes a set of guiding principles that are consistent with best practices for TOD and the concept of livability that can be considered essential to the success of TOD within the Danbury Branch corridor.

What is a livable community?

“It’s a community where if people don’t want an automobile, they don’t have to have one. A community where you can walk to work, your doctor’s appointment, pharmacy or grocery store. Or you could take ... rail, a bus, or ride a bike.”

- US Department of Transportation Secretary Ray LaHood, October 2009

Table 1.2: TOD Guiding Principles

Recommended TOD Guiding Principles for the Danbury Branch Corridor

Quality and Level of Commuter Rail Service

The current level of rail service along the Branch is one train every 30-45 minutes during AM and PM peak weekday service, with much more infrequent service during the midday, nights, and weekends. Three trains per day on the Branch provide a direct trip to Grand Central Terminal. Improvements to frequency and reliability of service will have an overall positive impact on TOD for the Branch.

Level of Parking

Each station along the Branch exhibits different parking requirements and characteristics. There is no overall solution to parking; it must be addressed on a station-by-station basis. Too much parking in one location could discourage TOD, while too little would discourage use of commuter rail service. It is critical for stations along the Branch to balance the need for increased commuter rail parking with the attractiveness and quality of the TOD environment.

Quality of Pedestrian Access and Walkability within Each TOD Site

TOD relies on a safe, convenient network of sidewalks and pathways within a few minutes walk from the station, typically defined as one-quarter and one-half mile radii. Improvements to existing pedestrian and bicycle facilities need to be integrated into any future TOD planning at Branch stations.

Control of Traffic Congestion at Each TOD Location

Careful planning of station access to minimize traffic congestion and not encumber pedestrian flow, especially during peak hours, in conjunction with the planning and development of TOD at each station location, will need to be an important part of the planning process as TOD efforts move forward.

Balance of New Residential and Mixed Use Development

Successful TOD is based on four components: density that is greater than the community average; a mix of residential, commercial, service employment, and public uses; pedestrian-friendly buildings; and a defined center with multiple attractions.

2.0 The National TOD Picture and FTA Guidance

Along with the transportation benefits, cost-effectiveness, and environmental impacts of a transit project, the FTA considers transit-supportive land use and economic development as key rating factors when determining eligibility for funding. This is especially true under the New Starts/Small Starts program. In 2010, Transportation Secretary Ray LaHood announced that funding guidelines for major transit projects would also be based on livability issues. Therefore, transit-supportive land use and economic development have become even more important areas for project sponsors to address.

The land use and economic development rating factors are described in the FTA's Guidelines and Standards for Assessing Transit-Supportive Land Use. According to this guidance, the FTA will examine three major categories for candidate projects. These categories, which are further explained in Table 2.2 are:

- **Existing Land Use:** The existing development and character within the individual station areas and its ability to support the transit investment. Key indicators are the existing residential

Table 2.1: FTA Quantitative Element Rating Guide

| Rating | Existing Land Use | | | | Corridor Policies and Station Area Zoning | | | | |
|-----------------|------------------------------------|-------------------------------------|-----------------------------------|--------------------------------------|---|------------------------------|---------------------|------------------------------|--------------------------------|
| | Station Area Development | | Parking Supply | | Station Area Development | | Parking Supply | | |
| | Emp. served by system ² | Avg. pop. density (persons/sq. mi.) | CBD typical cost/day ³ | CBD spaces per employee ⁴ | CBD comm. FAR ⁵ | Other comm. FAR ⁶ | Residential DU/acre | CBD spaces per 1,000 sq. ft. | Other spaces per 1,000 sq. ft. |
| High (5) | < 250,000 | > 15,000 | > \$16 | < 0.2 | > 10.0 | > 2.5 | > 25 | < 1 | < 1.5 |
| Medium-High (4) | 175,000 – 250,000 | 10,000 – 15,000 | \$12 – 16 | 0.2 – 0.3 | 8.0 – 10.0 | 1.75 – 2.5 | 15 – 25 | 1 – 1.75 | 1.5 – 2.25 |
| Medium (3) | 125,000 – 175,000 | 6,667 – 10,000 | \$8 – 12 | 0.3 – 0.4 | 6.0 – 8.0 | 1.0 – 1.75 | 10 – 15 | 1.75 – 2.5 | 2.25 – 3.0 |
| Low-Medium (2) | 75,000 – 125,000 | 3,333 – 6,667 | \$4 – 8 | 0.4 – 0.5 | 4.0 – 6.0 | 0.5 – 1.0 | 5 – 10 | 2.5 – 3.25 | 3.0 – 3.75 |
| Low (1) | < 75,000 | < 3,333 | < \$4 | > 0.5 | < 4.0 | < 0.5 | < 5 | > 3.25 | > 3.75 |

¹ This table is intended as a rough guide for assigning land use ratings for factors in which quantitative data are given primary consideration. The ranges shown were developed based on an analysis of land use characteristics and assigned ratings for New Starts projects rated for Fiscal Years 1999 through 2002. Measures of parking supply are the most commonly reported measures but may not be available for every project.

² Entire line with a no-transfer ride from the New Starts project stations (including the CBD), even if the New Starts project is an extension not located in CBD.

³ CBD core (not fringe parking).

⁴ Average across CBD.

⁵ CBD core area.

⁶ Elsewhere in corridor (typical for commercial districts).

and employment densities in the corridor, the character of development in the station areas, and the supply of parking.

- **Transit-Supportive Plans and Policies:** Local planning policies and regulations and how well they allow or encourage transit-supportive development. Key indicators include height and density limitations, parking policies, and regional growth management strategies.
- **Performance and Impacts of Policies:** Demonstrated examples of how the existing policy and regulatory guidance has impacted development on the ground within the study area. Key indicators include the amount of transit-supportive development currently or recently constructed and the ability of transit to support existing local economic development efforts.

Based on the above factors, FTA rates projects on the following scale: Low, Medium-Low, Medium, Medium-High, and High. While the rating process is largely a qualitative exercise, a significant portion of the evaluation is based on quantitative elements. The quantitative elements are based on two main elements: existing land use data and existing policies. The thresholds for rating existing land uses and corridor policies and zoning are shown in Table 2.1.

Within the Danbury Branch study corridor, it is anticipated that the quantitative land use data will not fall into the “Medium” to “High” range shown in the table. This will make it all the more important that the planning, policies, and performance categories make a strong case for TOD in these station areas when seeking federal funding. By aligning planning, zoning, and parking policies with the preferences of the FTA, project will have an improved chance of qualifying for funding under the New Starts/Small Starts program.

It is also important to note that the FTA's Guidelines and Standards for Assessing Transit-Supportive Land Use was last

updated in May 2004. Thus, evaluations based on this document, like the ones highlighted in this section, do not focus on livability criteria as much as future evaluations will. It is anticipated that the Guidelines and Standards will be updated to reflect livability principles, so that economic development and transit-supportive land use will become a crucial aspect of project evaluations.

Table 2.2: FTA Land Use Rating Categories, Factors, Supporting Factors

| Category 1: Existing Land Use | |
|---|---|
| Existing Land Use | <ul style="list-style-type: none"> ▪ Existing alignment and station area development ▪ Existing alignment and station area development character ▪ Existing station area pedestrian facilities, including access for persons with disabilities |
| Category 2: Transit Supportive Plans and Policies | |
| Growth Management | <ul style="list-style-type: none"> ▪ Concentration of development around established activity centers and regional transit ▪ Land conservation and management |
| Transit-Supportive Policies | <ul style="list-style-type: none"> ▪ Plans and policies to increase alignment and station area development ▪ Plans and policies to enhance transit-friendly character of alignment and station area development ▪ Plans to improve pedestrian facilities, including facilities for persons with disabilities ▪ Parking policies |
| Supportive Zoning Regulations | <ul style="list-style-type: none"> ▪ Zoning ordinances that support increased development density in transit station areas ▪ Zoning ordinances that enhance transit-oriented character of station area development and pedestrian access ▪ Zoning allowances for reduced parking and traffic mitigation |
| Tools to Implement Land Use Policies | <ul style="list-style-type: none"> ▪ Outreach to government agencies and the community in support of land use planning ▪ Regulatory and financial incentives to promote transit-supportive development ▪ Efforts to engage the development community in station area planning and transit-supportive development |
| Category 3: Performance and Impacts of Policies | |
| Performance of Land Use Policies | <ul style="list-style-type: none"> ▪ Demonstrated cases of development affected by transit-supportive policies ▪ Station area development proposals and status |
| Potential Impact of Transit Investment on Regional Land Use | <ul style="list-style-type: none"> ▪ Adaptability of station area land for development ▪ Local economic environment |

Projects with Favorable New Starts Ratings

A summary of New Starts Ratings and excerpts related to land use planning arguments and detailed ratings are presented in the following pages for five transit projects that have been or are being implemented. Excerpts are taken from the FTA New Starts Annual Report in which the project has a detailed profile. The intent of this information is to provide a context of how the Transit-Supportive Land Use Patterns and Policies evaluations fit into the larger evaluation context and how real plans and patterns have been ranked in FTA's assessment process.

These case studies illustrate the power of a strong Transit-Supportive Land Use rating to offset an application's weaker rankings in other areas, which will become even more important as FTA evaluations focus more on livability principles. In particular, experience has demonstrated that:

- A Transit-Supportive Land Use rating can offset a weaker Cost Effectiveness rating; and
- Within the Transit-Supportive Land Use factors, a strong rating in the Policy subcategory (local and regional) can offset a low rating for Existing Land Use conditions. This emphasizes that proactive planning for TOD in greenfield, exurban, or lower-density suburban communities can be critical.

CASE EXAMPLE 1:

WEBER COUNTY TO SALT LAKE CITY COMMUTER RAIL

FY07 Annual Report / Final Design Phase
(November 2005)

The Utah Transit Authority (UTA) constructed the 43-mile Weber County to Salt Lake City Commuter Rail project. The project included eight stations in Pleasant View, Ogden, Clearfield, Layton, Bountiful, and downtown Salt Lake City. The commuter rail line operates within an existing railroad corridor, utilizing right-of-way previously acquired by UTA under a rail corridor preservation plan. Bus and light rail transit connections will provide further service to other travel markets, including Weber State University, Hill Air Force Base, Freeport Center, the University of Utah, the Medical Center, and the areas of Sandy and Draper in the southern part of Salt Lake City. The Weber County to Salt Lake City Commuter Rail project is the northern segment of a planned commuter rail system extending beyond downtown Salt Lake City to Provo, and it addresses current and projected increases in levels of vehicle congestion and increasing travel demand across the region.

Project Justification Rating: **Medium**

The project is rated Medium for project justification based on a Medium-Low rating for cost effectiveness and a Medium rating for transit-supportive land use.

Transit-Supportive Land Use Rating: **Medium**

The Medium land use rating is based on a Medium-Low rating for existing land use and Medium ratings for transit-supportive plans and policies and their performance and impacts.

Existing Land Use Rating: **Medium-Low**

- The average station area population density is 3,000 residents per square mile. Total station area employment is also relatively low, at approximately 30,600 jobs. Similarly, total employment served by the system is modest at 76,600. This figure includes much of the Salt Lake City CBD.
- The Salt Lake Intermodal Station and Union Station in Ogden are at the edge of the cities' downtowns, within ½ mile of office buildings and large entertainment and mixed-use complexes. At the stations outside Salt Lake City and Ogden, vacant land and pockets of residential, commercial, and light industrial development predominate. Land use patterns are largely low-density and auto-oriented.
- The parking supply in downtown Salt Lake City is limited. The average parking cost in the downtown area is \$8 per day.



Union Station in Ogden

Ample free parking is available at all other station areas.

- Overall, current levels of population, employment and other trip generators in station areas are marginally supportive of a major transit investment.

Transit-Supportive Plans and Policies Rating: **Medium**

- The Salt Lake metropolitan area is experiencing high rates of in-migration. Population and employment increases in the metropolitan area are projected to exceed 30 percent by 2030, and approximately 16 percent of population growth and 26 percent of employment growth are projected to occur in the project corridor. State policy supports locally-initiated growth management policies and programs, which have been guided with some success by the efforts of Envision Utah, a private land use planning advocacy group.
- However, no legally binding growth management policies are in effect in the region, and land development remains largely market-driven.
- Master planning efforts are actively under way at most stations for the purpose of fostering transit-supportive development.
- Official support for transit-oriented zoning is strong throughout the corridor, though planning efforts in most station areas remain at an early stage. High-density transit-oriented zoning has been adopted for sections of downtown Salt Lake City and Ogden.
- UTA has worked closely with the development community and officials from local jurisdictions, who have demonstrated strong support for the project and TOD in station areas. Several corridor municipalities plan to invest in pedestrian infrastructure around stations. Salt Lake City is a participant in a program enabling residents within ½ mile of a rail station to have access to increased mortgage credit.

Performance and Impacts of Policies Rating: **Medium**

- A number of development projects have been located to take advantage of recently-initiated light rail service. However, these initiatives have been limited to the Salt Lake City CBD. It is expected that commuter rail service will result in some

changes to planned development at several of the proposed rail stations.

- Major redevelopment projects are being constructed in Ogden's downtown, within walking distance of the existing intermodal center.
- A transit-adjacent development with big-box retail and some residential uses has been proposed for the Farmington commuter station.

CASE EXAMPLE 2:
NORTHSTAR CORRIDOR RAIL:
MINNEAPOLIS-BIG LAKE, MINNESOTA
FY07 Annual Report / Preliminary Engineering Phase
(November 2005)

The Minnesota Department of Transportation (MnDOT), in cooperation with the Northstar Corridor Development Authority, has constructed a 40-mile commuter rail line that will connect the Minneapolis CBD with the Town of Big Lake. The commuter rail line will operate on an existing Burlington Northern Santa Fe freight rail line, and the project includes a vehicle maintenance facility, layover facility, and requisite track and signal upgrades. The project also includes a four-block extension of the existing Hiawatha light rail transit line from its current terminus at 5th Avenue North in the Minneapolis CBD to a proposed multimodal station at 3rd Avenue North, where the Northstar rail line will terminate. Five of the proposed six stations include park-and-ride lots that would provide over 2,400 parking spaces. This project is part of a larger proposal to construct an 82-mile commuter rail line from Minneapolis to Rice, Minnesota.

The Northstar Corridor is one of the fastest growing areas in the Twin Cities metropolitan region. It includes a fully developed urban core and several rapidly growing suburban areas. Major highway routes into the CBD are at capacity during peak periods for commuters from the north and northwest. By 2025, the number of trips in the corridor is expected to increase by over 30 percent, and the number of inbound trips to the Minneapolis CBD is estimated to increase by almost 75 percent. This growth in travel is anticipated to result in longer automobile travel times in the corridor. Increasing roadway capacity to meet growing travel demand is constrained by geography and existing development. By avoiding roadway congestion surrounding downtown Minneapolis, the project is expected to improve mobility for peak period commuters.

Project Justification Rating: **Medium**

The project is rated Medium for project justification based on a Medium-Low rating for cost effectiveness and a Medium rating for the project's transit-supportive land use.

Transit-Supportive Land Use Rating: **Medium**

The Medium land use rating is based on Medium ratings for existing land use and performance and impacts of land use policies and a Medium-High rating for transit-supportive plans and policies.

Existing Land Use Rating: **Medium**

- Total employment within a ½ mile of all station areas is approximately 46,400. Total employment for the Minneapolis CBD is estimated at 146,500.
- Population density in the corridor is relatively low (1,900 per square mile).
- Beyond the Minneapolis CBD, the corridor's land use is a mix of smaller mixed use, town-scale, and main street areas with



Anoka Station Concept Plan

medium- to low-density residential and industrial uses. Several proposed station areas are located near redevelopable land and low-density housing.

Transit-Supportive Plans and Policies: **Medium-High**

- The local metropolitan planning organization (MPO) has established a growth boundary in its 2030 Regional Development Framework where urban services are provided and policies encourage clustered, mixed-use growth along transportation corridors. Four of the six station areas are within the growth boundary, and the MPO coordinates planned growth within the other two station areas.
- Master Plans in each of the impacted cities with future stations, including Minneapolis, have policies to support mixed use and medium-density residential development near proposed stations. Each of the impacted municipalities are in the process of adopting transit-oriented zoning regulations to permit mixed uses and medium- to high-density residential development in station areas based on the Northstar Corridor Development Authority's and the Minnesota DOT's Northstar Project Office's Station Neighborhood Development Principles and Guidelines.

Performance and Impacts of Policies: **Medium**

- Private developers have proposed transit-supportive, mixed use redevelopment projects at three key stations along the project's alignment. One of the proposals, near the planned Elk River station, has already broken ground.
- Redevelopment and mixed use development strategies are being developed for all proposed station areas, all of which have available space for additional residential and commercial uses.

**CASE EXAMPLE 3:
SOUTH CORRIDOR LRT**

Charlotte, North Carolina
FY05 Annual Report / Final Design Phase
(November 2003)

The Charlotte Area Transit System, in cooperation with the City of Charlotte, constructed a light rail transit (LRT) line extending from Uptown Charlotte (the city's CBD) to Interstate 485 (I-485) in south Mecklenburg County near the South Carolina state line. A 3.7-mile portion of the proposed system – between Uptown and Scaleybark Road – operates on an abandoned Norfolk Southern right-of-way owned by the City of Charlotte. The remaining 5.9 miles of the planned system operates on separate tracks generally paralleling the right-of-way. Seven proposed stations include park-and-ride lots with over 3,600 spaces in total and serve as transfer points for local and express bus service.

The South Corridor generally parallels Interstate 77 and South Boulevard, the primary roadway options for north-south commuters in the corridor. Both roadways currently have extremely high levels of congestion during the morning and evening peak hours, with no capacity increases planned for either facility due to physical constraints that make such improvements very expensive. The proposed project provides a transit alternative to these congested roads. In addition, the City of Charlotte is actively involved in a number of TOD and urban redevelopment activities, and the South Corridor project facilitates such development along the alignment. The project serves a variety of travel markets, including inbound and reverse commute work trips, as well as leisure trips to the Charlotte Arena (NBA Bobcats), Ericsson Stadium (NFL Panthers), and the historic South End.

The overall project rating of Recommended is based upon the strong transit-supportive land use plans and policies in place along the corridor, as well as the strength of the project's capital and operating plans.

Project Justification Rating: **Medium**

The Medium project justification rating reflects the strong transit-supportive land use policies in place to support the project tempered by the project's relatively weak cost effectiveness. There are approximately 1,600 low-income households within a ½-mile

radius of the proposed LRT, which is roughly 17 percent of total households within that radius. There are an estimated 72,500 jobs within ½ mile of the proposed stations.

Transit-Supportive Existing Land Use &
Future Patterns Rating: **Medium-High**

The Medium-High land use rating reflects the strong policies employed by the region to implement transit-supportive land use development in the Charlotte-Mecklenburg metropolitan area and the demonstrated results of those policies. The rating also acknowledges the region's cooperative approach across agencies to realize this goal.

Existing Conditions

- The predominant land uses along the proposed corridor are commercial, industrial, and residential, along with lower-density office and institutional uses.
- The northern terminus of the project is the Charlotte CBD, which contains 14 million square feet of office space and more than 55,000 employees. The CBD contains other major trip generators including stadiums, the Charlotte Convention Center, and the North Tryon arts and entertainment district.
- The southern portions of the corridor are low density and automobile-oriented with land uses that are a mixture of light



Lynx Blue Line at East/West Boulevard Station

industrial, multi-family residential, and commercial, including a large regional retail facility.

Future Plans, Policies and Performance

- The region has proactively supported and developed land use plans and policies that are supportive of transit. The 2025 Integrated Land Use/Transit Plan is designed to concentrate growth within designated transit corridors (the South Corridor being one of such corridors) and promote urban redevelopment in an older section of the city. Local measures have been approved to support the Plan, including a pedestrian overlay zone and TOD regulations.
- Station area plans have progressed with significant public input. The South Corridor Infrastructure Project includes an ambitious reconfiguration of the street and pedestrian network to support transit-oriented uses and transportation facilities that are accessible and pedestrian-oriented.
- Redevelopment and infill development are continuing in the Charlotte region, especially high-density development along the future light rail corridor.
- New developments in the South End demonstrate the incorporation of transit-oriented design concepts such as higher development densities and building heights, shorter setbacks and streetwalls, active uses at ground level, and the location of parking to the rear of development sites.
- Over the past five years, 20 projects representing over \$250 million in private sector development have been built or designed around the northern end of the alignment in anticipation of the future light rail line.
- New developments around the southern end of the alignment are beginning with isolated residential and commercial developments.

**CASE EXAMPLE 4:
NORTH CENTRAL CORRIDOR COMMUTER RAIL**

Chicago, Illinois
FY02 Annual Report / Final Design Phase
(November 2000)

Metra, the commuter rail division of the Regional Transportation Authority of Northeastern Illinois constructed 16 miles of additional mainline track, including a two-mile stretch of third track along the existing 53-mile North Central Service (NCS) commuter rail line. The NCS also shares the tracks of Canadian National (CN), which operates freight service. The corridor extends from downtown Chicago to Antioch on the Illinois-Wisconsin border. The project also includes track and signal upgrades, construction of five new stations, parking facilities, expansion of an existing rail yard, and the purchase of one new diesel locomotive and eight bi-level passenger cars.

The North Central Corridor (NCC) is an area located along the Wisconsin Central Limited track between Antioch and Franklin Park and along the Milwaukee-West Line between Franklin Park and Chicago. The corridor includes the two most significant hubs of employment in the six-county northeastern Illinois region: the Chicago CBD and the area surrounding O'Hare International Airport. Metra estimates an average of 8,400 weekday boardings on the full NCS line in the year 2020.

The overall project rating of Recommended is based on the project's adequate justification criteria ratings and the strength of the project's capital and operating financing plans.

Project Justification Rating: **Medium**

The Medium project justification rating reflects Medium ratings assigned to each of the justification criteria.

Transit-Supportive Existing Land Use & Future Patterns Rating: **Medium**

The Medium land use rating reflects the adequate transit-supportive development characterizing the proposed NCC. The rating also acknowledges widespread local redevelopment initiatives and Metra's proactive efforts to engage municipalities along the NCC in land use planning and transit-oriented design.

Existing Conditions

- Downtown Chicago, which is a major destination for riders, contains high-density development that is pedestrian- and transit-friendly. The NCC also serves the O'Hare International Airport (100,000 jobs).
- Beginning at Union Station and extending out towards the Antioch Station, the development character changes from high-density development to rural low-density land uses.
- While the areas surrounding Metra stations in Chicago and other communities are zoned for high-density development, most communities in the corridor do not have zoning regulations that apply specifically to transit station areas.
- Parking requirements are generally the responsibility of individual municipalities. The 2020 Regional Transportation Plan encourages the implementation of parking space reduction policies. Downtown Chicago's parking policies prohibit stand-alone commercial parking facilities. In addition, the municipality of Antioch offers a reduction of 15 percent in the number of parking spaces required for commercial use when parking is shared.

Future Plans and Policies

- Metra has made a commitment to assist communities in updating their comprehensive plans to include TOD. Metra has developed a set of brochures entitled Land Use Guidelines and Local Economic Benefits to Foster TOD and has provided assistance to several communities located along the NCC. Approximately eight communities have indicated that TOD activities are currently in place in their areas. However, no examples have been provided of specific incentives for private or public development projects in station areas.
- Several station areas along the NCC have plans to develop TODs within existing residential, commercial, and light industrial areas. The strategies range from new single-family homes and multi-family dwelling units to retail and open space developments.
- Directly east of Mundelein Station, plans call for 235,000 square feet of office facilities for the proposed State-funded University Center of Lake County.
- At the proposed Franklin Park Station, plans call for the development of a nine-story assisted living complex located

one block from the new station. In addition, a nine-story condominium development with retail is planned adjacent to the nearby Franklin Park Station on the Milwaukee West Line.



Mundelein TOD Plan

**CASE EXAMPLE 5:
SOUTHWEST CORRIDOR COMMUTER RAIL**

Chicago, Illinois
FY01 Annual Report / Preliminary Engineering Phase
(November 1999)

Metra added 11 miles to an existing 29-mile corridor connecting Union Station in downtown Chicago to 179th Street in Orland Park, Illinois. The project extended commuter rail service from Orland Park southwest to Manhattan, Illinois and included the construction of three miles of a second mainline track, two additional stations and parking facilities, and multiple track, signal, and station improvements. In addition, two existing rail yards were expanded, a third rail yard constructed, and several railroad bridges rehabilitated. Metra purchased two diesel locomotives and 13 bi-level passenger cars. Finally, the project included the relocation of the downtown Chicago terminal from Union Station to the LaSalle Street Station.

The South West Corridor is an 11-mile area located along the Metra South West Service (formerly Norfolk Southern railroad) between the southwest side of Chicago and Orland Park. The corridor also encompasses the central and southwest portions

of Will County, including the former Joliet Arsenal property. The corridor includes the most significant hub of employment in the six-county northeastern Illinois region: the Chicago CBD. Metra estimates 13,800 average weekday boardings, including 7,600 daily new riders, using the full South West Corridor line (including the 11-mile extension) in the year 2020.

The overall project rating of Highly Recommended is based on the project's strong cost-effectiveness and mobility improvements and the strength of the project's capital and operating financing plans.

Project Justification Rating: **Medium-High**

The Medium-High project justification rating reflects strong cost-effectiveness and mobility improvements, as well as adequate transit-supportive land use.

Transit Supportive Existing Land Use & Future Patterns Rating: **Medium**

The Medium land use rating reflects the current low-to-moderate density, single-family residential land uses, and non-binding transit-supportive policies that characterize most of the Southwest Corridor. However, the rating also acknowledges the proactive efforts of the local municipalities within the corridor in developing future TODs.

Existing Conditions

- The South West Corridor covers an area generally defined by the Norfolk Southern Railroad between Chicago and Orland Park as well as the southwest portion of Will County. The northern segment of the corridor is largely built-out and includes Chicago's CBD.
- The urbanized areas on Chicago's southwest side and the older areas of Oak Lawn, Chicago Ridge, and Worth are also built-out to allowable densities. The population of the Southwest Corridor grew approximately two percent between 1980 and 1990. Most of this growth occurred in the southern half of the corridor.
- Growth of between 23 and 27 percent is predicted for the corridor between 1990 and 2020. Corridor employment is

expected to grow 28 to 30 percent over the same period, with the number of employees increasing by 17 percent in the Chicago CBD and 56 to 64 percent in areas outside of downtown Chicago.

- A major trip generator in the corridor is the Chicago CBD (390,000 jobs).
- The Orland Square Shopping Mall and the Chicago Ridge Mall are within the corridor's station areas.
- Major institutional uses include the Palos Community Hospital, the Christ Community Hospital, and several community colleges.

Future Plans and Policies

- Manhattan Station is promoting development to preserve its historic and architectural character. The Village has a policy that promotes increasing the number of housing units within walking distance of commuter rail stations.
- Higher-density residential development is planned for the Southwest quadrant of the Orland Park/153rd Street station area. The Village has established separate streetscape and façade improvement programs for its Old Orland area. The Village is currently acquiring key parcels of land to implement its plan. The Village's Comprehensive Plan recommends the redevelopment of the Johnson Lumber Yard, adjacent to the station, to commercial use, using a neo-traditional, pedestrian-oriented focus.
- With the exception of Chicago, current zoning ordinances for proposed and existing Metra stations do not support the increased development density or enhance the transit-friendly character of station areas.
- The Village of Manhattan has a strong comprehensive plan that seeks to balance growth and discourage sprawling development. The Manhattan station is located within an historic district. The land use component identifies three priority land use designations, which would allow varying intensities of development. These include greenbelt, low-density transition, and suburban living/shopping/employment. The low-density transition concept recommends creative land use planning techniques that will allow the clustering of homes away from the greenbelt, thereby preserving open space.
- The Village of Orland Park anticipates that the area within its



Orland Park Plan

planning jurisdiction will be fully developed. The community's plan emphasizes the need to strengthen neighborhoods by establishing distinctive housing environments with a unique character. An extensive network of open space in the corridor is proposed as part of the Orland Park plan.

3.0 Example TOD Communities Outside of Connecticut

The following example communities highlight the success of different approaches to TOD around commuter rail stations. When nurtured by appropriate urban design, TOD creates vibrant places to reside, shop, work, and gather. These qualities reap tangible quality of life benefits for residents and visitors. These places also enhance a community's identity and economic base.

In the context of the Danbury Branch, the purpose of presenting these case studies is to demonstrate that TOD principles can apply to a variety of circumstances. These case studies show that TOD planning can successfully take place in different types of station areas, from existing downtowns to greenfield sites.

Table 3.1 summarizes the example communities discussed in this section. One distinction that was intentionally looked at was whether the TOD was due to recent planning, a naturally-occurring development type, or a hybrid of the two. Although the principles of TOD will remain the same, for communities along the Danbury Branch there will need to be a variety of approaches tailored to the unique planning and development framework present in each station area, as shown in Section 5.

Table 3.1: Example Communities

| City/Town/Village | Metro Area | Train Line | TOD Type | New or Existing Transit Service (year opened) |
|-------------------------|----------------------|-------------------------------|---------------------------------|---|
| Anoka, Minn. | Minneapolis-St. Paul | Northstar | Planned | New (2009) |
| Woodstock, Ill. | Chicago | Metra UP-NW | Planned/ Naturally Occurring | Existing |
| Arlington Heights, Ill. | Chicago | Metra UP-NW | Planned | Existing |
| Glen Ellyn, Ill. | Chicago | Metra UP-W | Naturally Occurring | Existing |
| South Orange, N.J. | New York City | NJ Transit Northeast Corridor | Planned/ Naturally Occurring | Existing |
| Cohasset, Mass. | Boston | MBTA Commuter Rail | Planned | New (2007) |
| Ogden, Utah. | Salt Lake City | FrontRunner Commuter Rail | Planned/ Naturally Occurring | New (2008) |
| Hillsboro, Ore. | Portland, Ore. | MAX Blue Line | Planned | New (1998) |

Anoka, Minneapolis

Anoka is a city located 20 miles northwest of Minneapolis with a population of approximately 18,000. Anoka is one of the first six stations along the Northstar Corridor commuter rail line connecting the northwest suburbs to downtown Minneapolis. The line began operating in November 2009.

Station Area Development

The City of Anoka has conducted extensive planning and analysis for development in their station area, which has historically housed industrial land uses. Many of the industrial parcels are no longer in use, while others continue with active manufacturing businesses.

The City has taken an aggressive approach to redeveloping the station area by purchasing the sites north and south of the station for parking and bus connections. They have also received a grant to develop a mixed-use, multi-story parking deck that will potentially incorporate retail uses

Planning & Policy Guidance

The City has adopted long-range TOD plans for the station area that envision a residential and mixed-use concentration around the station site. Much of the area around the station has been rezoned as a "TOD District" where mixed uses and higher densities are allowed and encouraged. A tax-increment financing (TIF) district is under development and would fund additional site assembly and remediation to transform industrial areas into residential neighborhoods.

A recent strategy and phasing plan for the area projects that the western portion of the station area, adjacent to the Rum River, will develop in the near term, while longer-term development will occur in the eastern portion.

As of 2009, the City has been fielding development proposals from developers interested in adding residences within walking distance of the new station. A key consideration for the City will be that each individual redevelopment proposal be created to enhance the TOD prospects of surrounding properties.



Northstar Commuter Rail Rendering

Woodstock, Illinois

The City of Woodstock is located, more than 40 miles northwest of Chicago. The population in this historic city is approximately 23,000. The Woodstock station is currently served by Metra's Union Pacific Northwest line, which operates seven days a week between Harvard and downtown Chicago. This station and passenger service to Chicago has been in existence since 1855.

A typical trip from Woodstock to Chicago takes nearly 90 minutes, but some express trains make the trip in 73 minutes. The line is currently applying for New Starts funding to upgrade and extend service, potentially reducing the travel time to Chicago. As of 2006, there was an average of 456 weekday boardings at the Woodstock station.

Station Area Development

Woodstock Station is located two blocks north of Woodstock's downtown area. The historic commercial district is situated around a city square and is separated by Highway 120, one of the main thoroughfares in the City.

Directly to the north of the station is the 11-acre former Die Cast site, which is being developed as a new residential district called Woodstock Station. This 205-unit development grew directly out of a City planning effort that identified the preferred type, scale, and design of housing for the site.

The development of a new residential district on the Die Cast Site

has spurred other residential redevelopment in the area. One example is Emerson Lofts, which converted the former Emerson Typewriter Factory into a 53-unit condominium development within walking distance of the rail station.

Planning and Policy Guidance

In 2002 and 2003, the City of Woodstock undertook the creation of a Woodstock Transit-Oriented Development Study that analyzed current market, traffic, circulation, and parking conditions and developed an implementation strategy for the area surrounding the train station.

The results of the market analysis were recommendations for new residential developments that would attract an under-served specialty market in the broader study area. Demand for new retail and office in the downtown area was expected to be limited, with potential for convenience retail and small service office uses in the short term. Zoning and parking regulations in the area were updated to pave the way for the new development types for this transit-oriented property.



Woodstock TOD Plan

Arlington Heights, Illinois

The Village of Arlington Heights is located more than 25 miles northwest of downtown Chicago. The population in the suburb is approximately 76,000.

Station Area Development

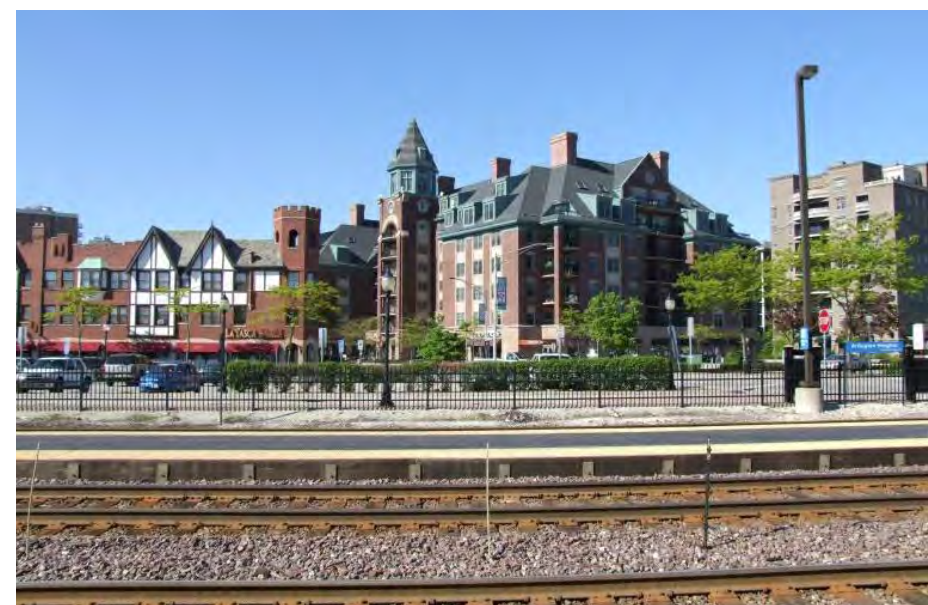
Arlington Heights is considered a model community for long-term planning and implementation of TOD. Although the Village had long been served by Union Pacific Northwest Line commuter service, until recently, the Village did not have a vibrant town center or a connection between the main train station and the downtown.

A fundamental project in the early regeneration of the downtown was the relocation of the train station for improved integration with the CBD.

Planning and Policy Guidance

The vision for the redevelopment was a concerted effort, including the implementation of two TIF districts and an update of the zoning ordinance to allow for the creative mix of land uses and increased densities. In 2007, the Village created a new master plan for the downtown and renewed its TOD planning efforts.

As a result of this planning, the Village has seen the development of more than 600 residential units, a town square and other civic amenities, and mixed-use development that offers retail, entertainment, office space, and structured parking.



View of Downtown Arlington from the Train Station

Glen Ellyn, Illinois

The Village of Glen Ellyn is located about 23 miles west of downtown Chicago. The Village has a population of approximately 27,000. There has been continuous passenger rail service to Glen Ellyn since the 1800s. The current service is operated by Metra along its Union Pacific West Line, and the travel time between Glen Ellyn and downtown Chicago is between 35 and 45 minutes.

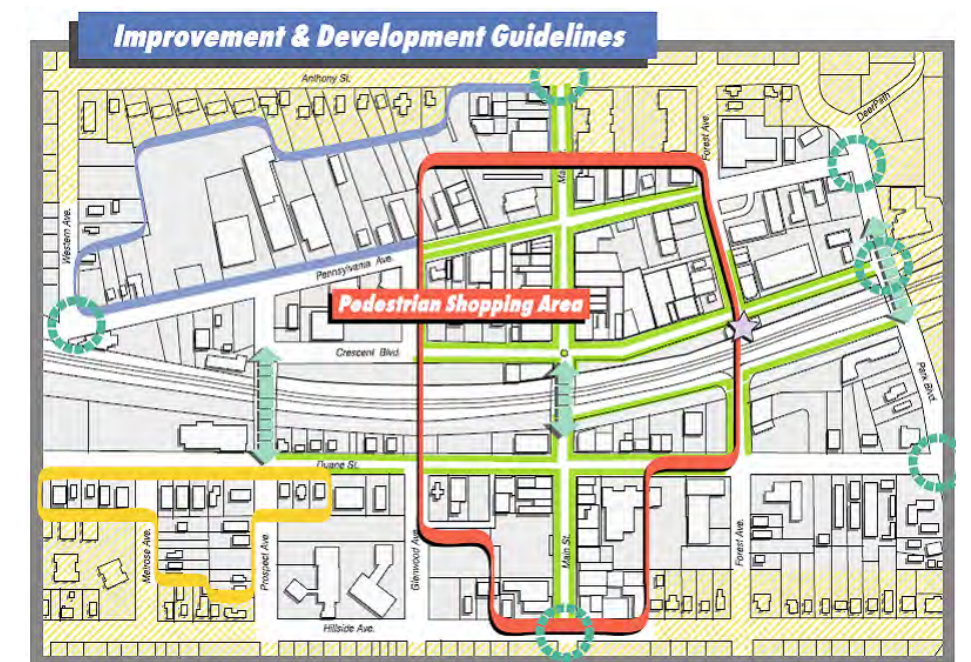
Station Area Development

The train station is located in Glen Ellyn's CBD, which is a pedestrian-friendly district with shopping, restaurants, and a movie theater. Much of the development in the station area is of historic character. The area surrounding Glen Ellyn's station has experienced growth in residential units, as key available sites have been redeveloped as mixed-use residential with apartments and condominiums atop ground-floor retail. As an attractive location with convenient transit service, continued demand for a range of residential products is anticipated in the future.

Planning and Policy Guidance

Zoning in the downtown allows for a density of up to four stories throughout much of the station area.

With a historic, walkable downtown adjacent to the train station, planning in Glen Ellyn has been focused less on growth and



Downtown Glen Ellyn Planning

development and more on maintaining aesthetic value, walkability, and economic vitality. The Village's Comprehensive Plan outlines a pedestrian shopping district along with key pathways. The train station is located on the edge of the pedestrian district.

Another consideration for the downtown is the blending of new development with the existing historic aesthetic. Due to the lack of large opportunity sites in the downtown, some of the higher-potential sites for redevelopment are surface parking lots. Current downtown planning is focused on consolidating parking needs for the district in one or two garages to allow other portions of the district to develop.



Downtown Glen Ellyn

South Orange, New Jersey

The Township of South Orange is an affluent suburb of New York City with a population of approximately 17,000. South Orange is also home to Seton Hall University and its more than 10,000 students. South Orange is located along New Jersey Transit's Morris & Essex commuter rail line and has had continuous passenger rail service to New York City since the mid-1800s. The current service travels to New York's Penn Station by way of Newark.

Station Area Development

The South Orange Station is situated in the midst of South Orange's CBD. The signature development within the station area is the newly renovated train station. As part of a station reconstruction effort during the late 1990s, the six unproductive commercial spaces under the station's viaduct were renovated into commuter-

oriented retail shops and restaurants. As a result of the station upgrades and the station's proximity to Seton Hall University, several developers began building medium-density housing near the station, resulting in 500 new residential units.

Planning & Policy Guidance

The State of New Jersey is at the forefront of TOD through its Transit Village Initiative, which provides priority funding and technical assistance for communities that meet the criteria to be designated as a Transit Village. To be eligible for the program, communities must adopt a TOD redevelopment plan or zoning ordinance, specify TOD sites and projects, identify bicycle and pedestrian improvements, and establish a management organization for the area. South Orange became one of the first designated Transit Villages in 1999.

South Orange was an early Transit Village because in 1996 it adopted a redevelopment plan for the station area that emphasized residential and business growth as well as transit-supportive mixed-use development. The Village has also been active in:

- Access and circulation planning for bicyclists and pedestrians;
- Investments in the transit station as a focal point of the community; and
- Identifying and purchasing vacant redevelopment parcels for new transit-oriented developments.



Downtown South Orange

Cohasset, Massachusetts

Cohasset is a section of Scituate, a small seacoast town on Cape Cod Bay, midway between Boston and Plymouth. The Greenbush Line, which opened in 2007, is a branch of the Massachusetts Bay Transportation Authority (MBTA) Commuter Rail System and restored service on a line that had been dormant since 1959. The Cohasset Station on the Greenbush Line is located in an outlying portion of the town, removed from the CBD.

Station Area Development

The immediate station area is largely undeveloped, with single-family homes and a golf course to the north and underdeveloped, formerly industrial areas to the south. Development is beginning to occur in the southern portion.

Old Cohasset Square, the first major redevelopment project within the Cohasset station area, is a retail-oriented development positioned to take advantage of proximity to the commuter station as well as access to adjacent Chief Justice Cushing Highway. The development, currently under construction, features 36,000 square feet of retail space and 16 luxury apartments. The development incorporates a pedestrian link to the train station, and the developers intend to capture the future high-density residential market that is expected around the station.

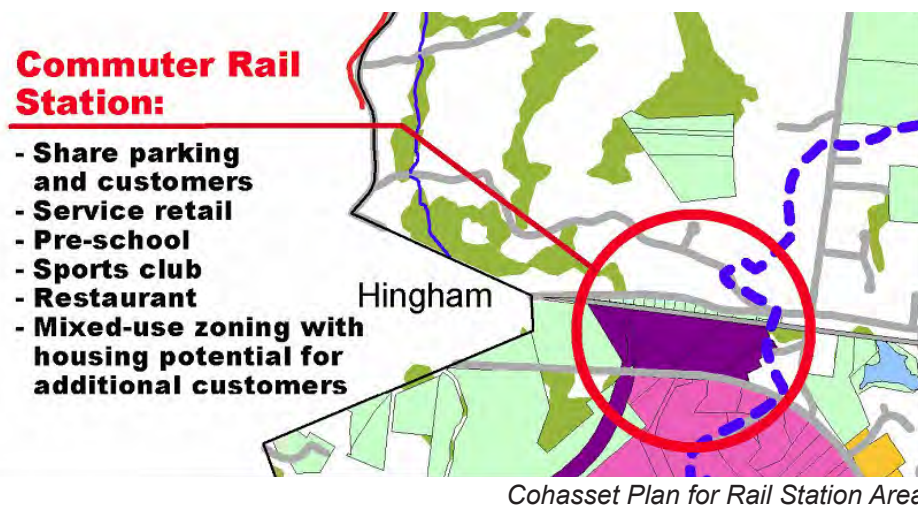
Planning & Policy Guidance

The station area had previously been zoned for light industrial uses. In 2006, Cohasset developed a TOD Overlay District within its zoning code. The key element of this special district is to encourage a mix of moderate- to high-density development within walking distance of a transit station. Additional items within the overlay district include:

- Reduced lot-size requirements and minimum setback rules
- Residential required as part of new developments
- Design standards for new developments that emphasize pedestrian access, buildings oriented to roadway frontages, street trees and landscaping, pedestrian amenities, and relationship to other developments
- Relaxed parking requirements for residential and commercial space, or the potential to utilize shared parking agreements

for complementary uses within the district

The new TOD Overlay District has provided a vision of the future conditions of this portion of Cohasset, and was a key factor in developing Old Cohasset Square into its current configuration.



Ogden, Utah

Ogden is located north of Salt Lake City and has a population of approximately 81,600. Ogden was founded in 1846 and is famous for its position as the city closest to Promontory Summit where the “Golden Spike” was driven to open the nation’s first transcontinental railroad. The city served as a major railway hub for much of its history and still handles a great deal of freight rail traffic, making it a convenient location for manufacturing and commerce.

The first phase of the Utah Transportation Authority’s (UTA) commuter rail alignment between Salt Lake City and Weber County was completed in the spring of 2008. The project was undertaken as a partnership between UTA, Ogden, Weber County, Weber State University, McKay Dee Hospital, the Utah Department of Transportation, and the Wasatch Front Regional Council.

Station Area Development

As a historic city with roots based in railroads and a downtown organized around its train station, Ogden’s basic fabric and framework are conducive to TOD and efficient land use.

Planning and Policy Guidance

Ogden’s General Plan establishes TOD and multi-modal transportation options as one of the guiding principles of the

Plan: “Expanding the role of transit to support the movement of people, both within the City and within the region. Developing the intermodal hub. Making Ogden City a pedestrian-friendly community by increasing walking, biking and hiking opportunities.”

The City’s zoning around the train station supports these goals. The majority of properties in the ½-mile radius are in zoning districts that permit high-density development of mixed uses and prohibit or discourage low-density residential single uses. While the City’s zoning code specifies parking minimums, zones around the station permit reduced, market-driven parking requirements.

The City’s Redevelopment Agency has designated several zones around the CBD for redevelopment. Local initiatives, many beginning in the 1970s as an outgrowth of urban renewal, have resulted in downtown revitalization and redevelopment.



Downtown Ogden

Hillsboro, Oregon

The City of Hillsboro is a suburb of Portland with approximately 88,000 residents. The MAX Blue Line system, which offers light rail commuter service, connects Hillsboro’s Orenco Station to Portland in 30 to 40 minutes. Hillsboro is located within the “Silicon Forest,” which is well-known for its large base of high-tech employment. Major employers include Intel, which has more than 15,000 employees in Hillsboro.

Station Area Development

Development around Orenco Station has mostly occurred since

1998 when light rail service began in Hillsboro. The master-planned development around Orenco Station (also called Orenco Station) has produced a community with a pedestrian axis to the station, a walkable town center with 60,000 square feet of mixed-use shops, buildings with limited on-street parking and lots tucked behind, a range of housing types and prices, and a residential net density of approximately 16 units per acre.

Planning and Policy Guidance

The Hillsboro’s Zoning Ordinance, adopted in 1997, identifies ¼-mile and ½-mile radii around Orenco Station. These areas are zoned as a Station Community with commercial, residential village, industrial, and conservation uses. These four districts encompass a broad range of land uses, which allows for a vibrant and organized mix of uses.

Orenco Station is identified in Portland’s 2040 Plan as a new town center and was the focus of initial planning efforts by Tri-Met, the regional transit provider. Tri-Met sought to have large, vacant parcels master-planned so that developers would respond in time to have existing residences adjacent to the light rail line when service began. In collaboration with the property owner, the City of Hillsboro developed Station Community Planning Areas within a ½-mile radius of transit stops.



Master Plan for Orenco Station

CASE STUDIES: Lessons Learned for TOD Development Along the Danbury Branch

From these case studies, the following conclusions and lessons learned surfaced as applicable and relevant to TOD along the Danbury Branch.

Cohasset, Massachusetts MBTA Commuter Rail - Greenbush Line

Service Details:

7-day service all day in both directions
50- to 60-minute headways during peak periods
40- to 50-minute trip to Downtown Boston
Single tracked with sidings for passings (same as the Branch)

Key Conclusions:

- Example of single-track rail line with significant new TOD.
- Station located in outlying, undeveloped portion of the town.
- Planning for the area adjacent to the station on the south side has focused on residential and retail mixed-use that takes advantage of rail and highway access.
- Zoning and land use policy changes were put in place via a TOD Overlay District that requires higher densities and improved pedestrian connections.

Anoka, Minnesota Northstar Corridor

Service Details:

7-day service during peak periods
30-minute headways
30-minute trip to Downtown Minneapolis
Double tracked

Key Conclusions:

- New station and service located in historically industrial portion of the City.
- City has taken initiative to acquire and remediate key potential development sites around station.
- In the process of enacting zoning, planning, and incentives to allow and encourage transit-supportive development.

Woodstock, Illinois Metra UP-NW

Service Details:

7-day service all day in both directions
30- to 40-minute headways during peak periods
70- to 90-minute trip to Downtown Chicago
Double tracked

Key Conclusions:

- Planning emphasized improved signage and pedestrian connections to station from downtown.
- Used former industrial parcels for mixed-use development.
- Planned for residential development in short-term with space for retail and service uses in the future.

Arlington Heights, Illinois Metra UP-NW

Service Details:

7-day service all day in both directions
15- to 20-minute headways during peak periods
40- to 50-minute trip to Downtown Chicago
Double tracked

Key Conclusions:

- The downtown had been adjacent but not oriented to station.
- Policies and incentives set the stage for high-density residential mixed use development in the TOD area.
- Physical improvements included a new, more accessible train station and the relocation of parking to a garage.

Glen Ellyn, Illinois Metra UP-NW

Service Details:

7-day service all day in both directions
20- to 30-minute headways during peak periods
35- to 45-minute trip to Downtown Chicago
Double tracked

Key Conclusions:

- Historic TOD suburb with downtown-oriented to rail station.
- Focus on maintaining character of the downtown.
- Recent developments have increased residential units.

South Orange, New Jersey NJ Transit- Morris and Essex Line

Service Details:

7-day service all day in both directions
15- to 20-minute headways during peak periods
30- to 40-minute trip to Downtown New York City
Double tracked

Key Conclusions:

- Among the first of New Jersey's Transit Villages.
- Renovated train station with commuter-oriented retail shops and restaurants provided an impetus for development.
- Residential demand was increased, leading to an additional 500 units of residential around the station.

Ogden, Utah Front Runner Commuter Rail

Service Details:

6-day service all day in both directions
30-minute headways during peak periods
50-minute trip to Downtown Salt Lake City
Single tracked with double track at stations (similar to the Branch)

Key Conclusions:

- Historic town with development organized around rail.
- Reduced parking requirements in the CBD near the station.
- TIF and other tools have been used to spur TOD.

Hillsboro, Oregon MAX Blue Line

Service Details:

7-day service all day in both directions
10-minute headways during peak periods
30- to 40-minute trip to Downtown Portland
Double tracked

Key Conclusions:

- Suburb with rail service introduced in the late 1990s
- Area surrounding station was master planned to provide for higher-density, mixed use development.
- Successfully integrated a range of development types while conserving open space and achieving high densities.

4.0 Example TOD Communities in Connecticut

Connecticut has a long history of commuter rail service. At the peak of its operation in 1950, the New Haven Railroad had only 1,800 miles of track but carried more passengers than any other railroad in the history of the United States Railroad industry. Today there are fifty active railroad stations in Connecticut. Rail service is provided by Metro-North Railroad's New Haven Main Line and New Canaan, Danbury and Waterbury Branches. The Connecticut Department of Transportation's Shore Line East Line provides service between New London and New Haven. Amtrak provides regional rail connections at many stations throughout the state.

Commuter rail in Connecticut has always and will continue to play a major role in transportation in the State. It should be noted that nearly 85% of all weekday commuter travel from Connecticut to New York is by train, making the New Haven Line one of the busiest commuter rail lines in the country. It should also be noted that the Stamford Transit Center has become not only the busiest rail station in Connecticut, but also the second busiest, after Grand Central Terminal, on the entire Metro-North System.

Today, Connecticut's challenge is to build upon its long history of commuter rail service and to provide more opportunities for TOD. To begin to meet this challenge, a number of municipalities have initiated efforts to develop TOD within their communities. These efforts include the development of TOD zoning regulations, private sector investment in TOD, intermodal facility planning, market analysis, and integration of parking expansion plans with TOD

These efforts demonstrate that Connecticut is very active in pursuing TOD opportunities at many different levels. These include rail service enhancements, integrated planning and development efforts at the municipal, regional and statewide level, as well as many levels of private sector investment. This section of the report provides relevant examples of these activities that are applicable to TOD within the Danbury Branch corridor.

City of Stamford – TOD Zoning Regulations

The City of Stamford's 2002 Master Plan identified a series of neighborhood centers that, through the use of principles of TOD and New Urbanism, could become focal points for development and growth while maintaining a lower density and scale than a typical downtown neighborhood. Local interest and transit access



Springdale Station

combined to identify Glenbrook and Springdale as early case studies. The neighborhoods of Glenbrook and Springdale each have a rail station on the New Canaan Branch. The neighborhoods recently completed a multi-year planning process to reposition their village centers as walkable Main Streets ensuring that all infill development is transit-oriented.

In January 2009, new zoning and design guidelines for Springdale were approved that combine a variety of elements to achieve TOD. These elements include a progressive approach to parking that acknowledges the neighborhood's transit service and walkability.

City of Stamford – Harbor Point TOD

Harbor Point is being planned as a model of TOD, incorporating innovative urban design, community planning, and advanced environmental design. The project is being planned to be the terminus of a potential transit connection between the Stamford Transportation Center, Darien, and Greenwich. Harbor Point has been recommended for a high-speed ferry landing and federal funds have been awarded for ferry service connecting Bridgeport, Stamford, and New York City. The project is considering an Energy Improvement District, which would relieve congestion on the regional grid.

Harbor Point will feature 80 acres of mixed-use space, all within a 10-minute walk from the Stamford Transportation Center. The design of the project is a prime example of Smart Growth and is consistent with the growth management principles of Connecticut's



Future Harbor Point Development

Conservation and Development Policies Plan.

The planned improvements will revitalize an area with existing infrastructure. Four thousand housing units will be created at multiple price points, and 400 of these will be affordable. The project also exemplifies the best of TOD by creating a labor force growth center within walking distance of the train station and large employment centers. This will reverse the housing-transportation paradigm that for years has had people moving farther and farther from their place of work. In addition to reducing traffic congestion, this development will provide a means for the City, as well as the State, to retain its valuable labor force.

City of Stamford – Stamford Downtown Light Rail Concept Plan and Feasibility Study

This Study provided an innovative market analysis of the economic development and financial impacts that would occur if a streetcar system were implemented in downtown Stamford. The three components of the analysis were a corridor market analysis, a development impacts analysis, and a financial analysis.

The Study demonstrated that the construction of a streetcar or light-rail transit (LRT) line in Downtown Stamford could have a major impact on travel patterns, TOD, and redevelopment prospects in the potential streetcar corridor. Existing research from other communities was combined with an evaluation of key TOD factors in Stamford to build a real estate market analysis that assessed expected future conditions of the development market as it would

exist without the transit investment.

This analysis assumes that a transit line could be implemented over the course of five to ten years. Despite the implementation of the transit service requiring a five- to ten-year time line, it is anticipated that the land use and development impacts may begin to take effect prior to the initial operating date of service. Experience from other communities suggests that development impacts begin once funding for a project is in place and design work is underway.

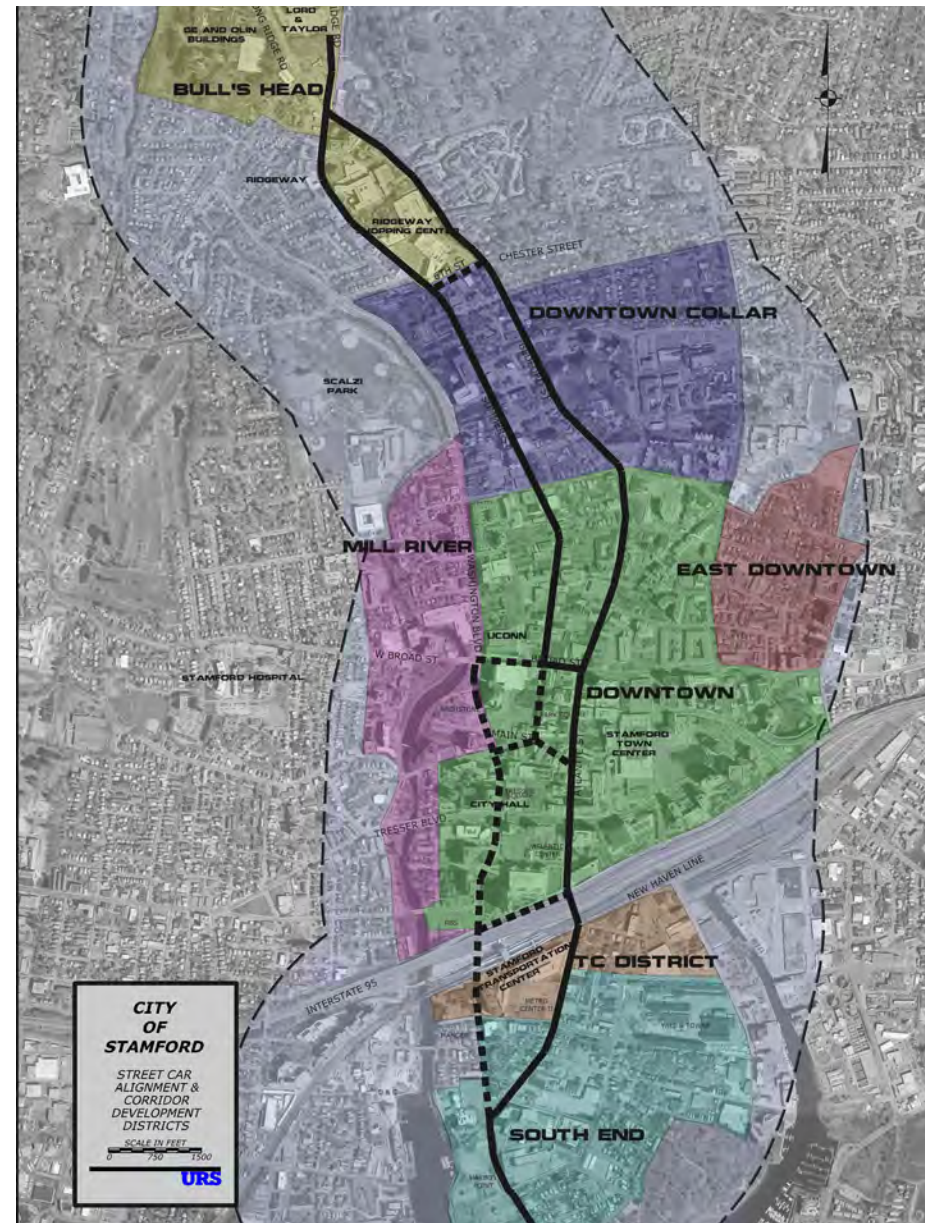
Property Value Impact

The impacts of a new streetcar system on overall property values can be significant. The Study concludes that the City of Stamford could capture future financial benefits from the streetcar system to help fund the project's operating or capital costs. This is based on the idea that access to a transit service improves the accessibility of a site, particularly in an urban setting. This additional level of accessibility and convenience for travelers translates into higher property values for adjacent properties.

According to recent research on the property value impacts of LRT and streetcar systems, property values increase for commercial and residential parcels adjacent to transit. The size of the increase, however, is dependent on the local market, geography, land use, and distance from the rail station. It is reasonable to estimate up to a 10% to 15% increase in property values for commercial and residential parcels near the proposed Stamford streetcar line.



Stamford Transportation Center



Stamford Streetcar Development Districts

Economic Development Impact

The streetcar system could lead to increased development density and accelerated growth on redevelopment sites adjacent to the alignment and stations. The increased accessibility and convenience of urban sites located near transit not only drives up the value of those properties, but it also makes them more attractive as development sites, particularly for dense, transit-supportive uses such as office buildings and mixed-use residential.

Examples from Portland, Denver, Dallas, and other communities show an accelerated pace and density of development. All show the scale of private investment along the transit lines. The Portland example in particular demonstrates how development density increases as one gets nearer the transit line.

Town of Redding – Georgetown TOD

The approved Georgetown TOD is located at the site of the former Gilbert and Bennet Wire Company facility in Redding. This planned development would include 416 units of diverse housing, more than 300,000 square feet of commercial space, a performing arts center, a health club, a bed and breakfast, and a new Metro-North railroad station with a parking garage.



Georgetown - Existing Structure

Georgetown has been planned as a livable and walkable neighborhood. All the buildings and areas will be connected by safe and attractive pedestrian pathways. Access for automobiles will be provided by passageways constructed behind the buildings.

A new Georgetown train station on the Danbury Branch would connect the new village center with Norwalk, Stamford, Greenwich, and New York City. No one in the development would be more than a ten-minute walk from the train station.

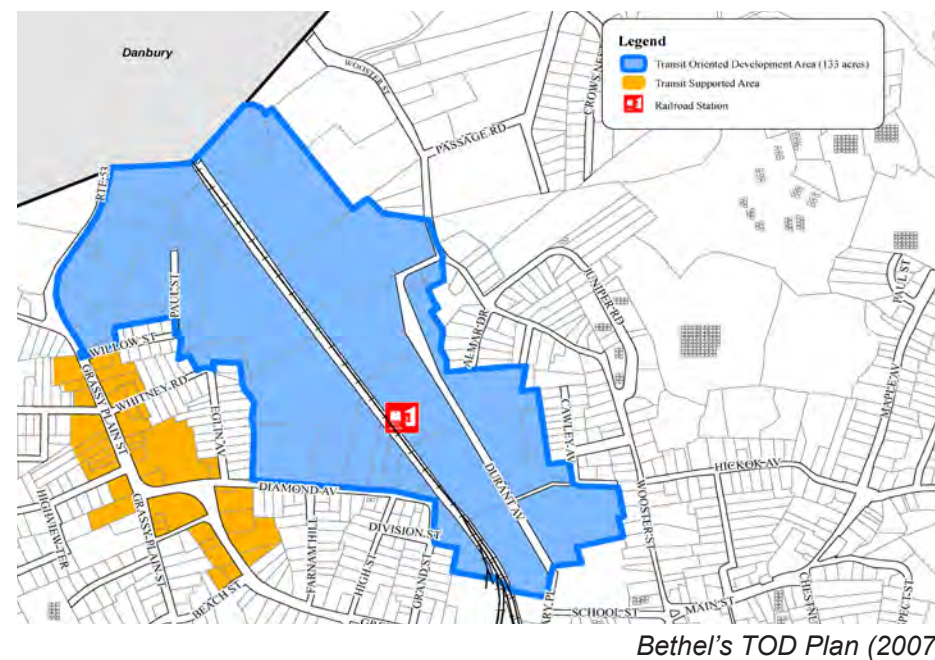
Town of Bethel – TOD in Downtown Bethel

The Danbury Branch train station serving Bethel is located on the northern fringe of the Bethel Village Center. This center is compact, pedestrian-friendly, and contains a mix of commercial, office, and institutional land and building uses surrounded by a variety of housing types. Bethel Station was located in the middle of this village center until the 1990s, when it was relocated approximately 2,200 feet to the north to provide for improved parking and to eliminate congestion caused by trains blocking Main Street while stopped at the station.

The 2007 Bethel Plan of Conservation and Development supports rail-oriented TOD around Bethel Station. As stated in the Plan, "one area that is appropriate for TOD is the area adjacent to the Metro-North Railroad Station on Durant Avenue. The Board of Selectmen, the Planning and Zoning Commission, and the Economic Development Commission should work together to begin the process of assembling appropriate parcels in the area for TOD development." The Plan calls for amendments to the Town's zoning regulations to encourage multi-story buildings, small front setbacks, ground floor retail and restaurants with upper story

residential uses, structured parking, and landscaped sidewalks that feature benches, water fountains, and other pedestrian amenities. The Plan also states that “in addition to transit-oriented developments, there may also be locations appropriate for moderately dense residential development (approximately 10 to 15 units per acre) that integrate transit options by providing access to the train station. The area around Grassy Plain north of Greenwood Avenue should be examined as a potential location for transit supported development.”

In recent decades the number of Bethel residents that commute daily to Stamford and other southwestern towns has continued to increase. This commuter flow is one market that could be served in Bethel by the proposed TOD area and related housing. Another potential market would be the reverse flow, coastal commuters travelling to office locations in the new TOD. This would reflect the trend found along the Shoreline East rail passenger service east of New Haven, where commuters increasingly reach new



employment along the rail line.

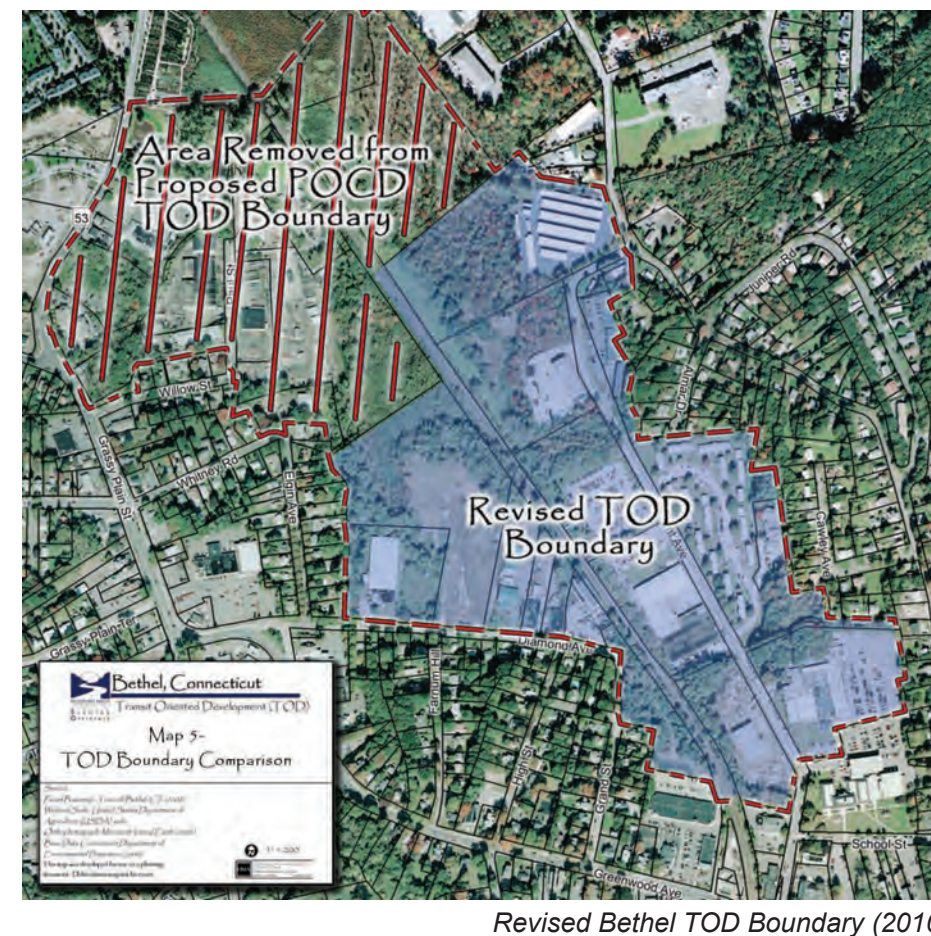
Town of Bethel – Bethel Station TOD Feasibility Study

In March 2010, the Housatonic Valley Council of Elected Officials (HVCEO) released the Bethel Rail Station Transit-Oriented Development Feasibility Study, which was prepared by Harrall-Michalowski Associates. The Study responded to the recommended actions put forth in Bethel's 2007 Plan of Conservation and Development. The Study analyzed the land use, environment, and infrastructure surrounding the rail station in Bethel and identified

several TOD-supportive characteristics of the area surrounding Bethel Station, including mixed use development, proximity to downtown Bethel, the availability of developable parcels, multi-family residential uses, and significant traffic volumes.

Based on these characteristics, the Study redefined the Bethel TOD District. This redefinition decreased the size of the district from the 2007 Plan. The Study explained this change by demonstrating that the northern area of the original district was too far from the station, had too many wetlands, and lacked transit-supportive land uses. The Study then developed conceptual plans for the newly-defined TOD District and analyzed the financial, sewer, and traffic impacts of the plans.

The Study recommended a series of action items that would be needed for the Town to move forward with the development of TOD around Bethel Station. These steps include educating property owners about the benefits of TOD; rezoning the areas around Bethel Station to support TOD; encouraging CTDOT to build a west platform at the station; and considering regulations for transit-supportive development with lower densities than a TOD. To support these recommendations, the Study included a sample of TOD zoning regulations.



City of Norwalk – South Norwalk Rail Station Intermodal Facility Study

It was the City's and Norwalk Transit District's goal to develop a fully integrated intermodal facility to encourage and promote optimal, safe, and seamless connections between a variety of transportation modes including rail, bus, shuttles, taxis, automobiles, and bicycle and pedestrian facilities. The South Norwalk intermodal facility will be designed to promote additional development and TOD in the area. While respecting the existing neighborhood community and culture, the facility will act as an anchor to other development centers within the City of Norwalk and promote the development of housing and amenities that are affordable, sustainable, and beneficial to the community.

In an effort to encourage and promote public transit usage, decrease regional traffic congestion, and redevelop the area surrounding the station, a preliminary TOD study was performed for the area surrounding the station. The report findings establish that the intermodal station will support the development of mixed-income, high-density housing, retail, and other amenities located on the station site and in the surrounding area.



City of New Haven – New Haven Union Station Transit-Oriented Development Study

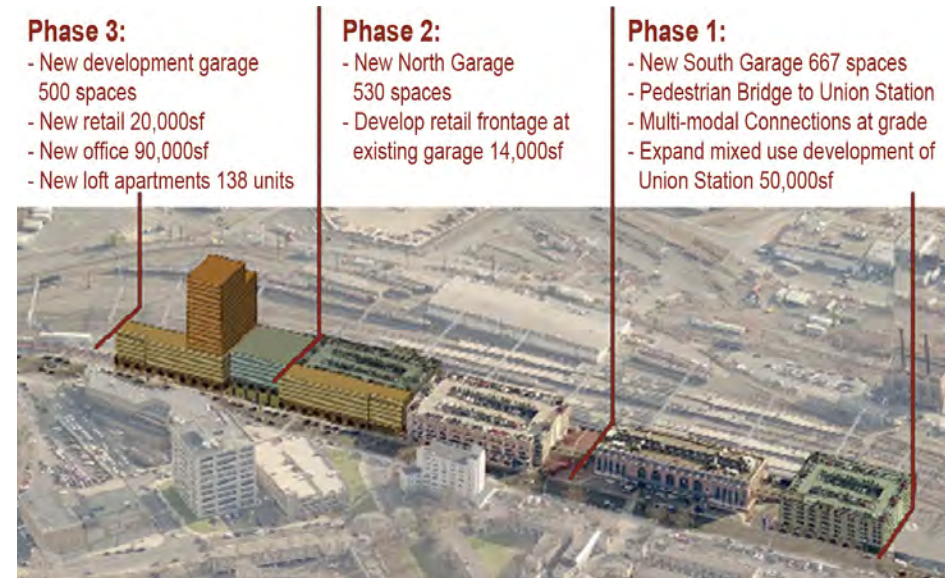
Union Station is a principle hub in Connecticut for passenger rail service. The existing station parking demand exceeds the available supply, and the market is strong for office, retail, and residential uses. There is also significant opportunity for TOD.

The purpose of the Study was to evaluate the current and future

parking demands and market conditions with the goal of developing a conceptual design to meet the growing parking demand and encouraging TOD opportunities.

The Study identified successful TOD projects and provided alternative conceptual plans. The Study evaluated the financial feasibility of the proposed plans and provided input on governance. The TOD strategies were to foster mixed use at and adjacent to the station; enhance connectivity; pursue pedestrian-friendly streets and places; and plan for flexibility and future developments.

The final recommendations call for nearly 1,700 parking spaces, 34,000 square feet of retail development, 90,000 square feet of office space, 50,000 square feet of mixed use development, 138 apartments, a pedestrian bridge to Union Station, and at-grade multimodal connections. These enhancements will be developed in a phased approach, to be completed in 2017.



Union Station Future TOD Phases

Route 7 Transportation and Land Use Study

Route 7 is a key regional north-south roadway in western Connecticut that has seen traffic growth and increased congestion that have been spurred by development. A Route 7 Expressway or bypass route has been considered by the Connecticut Department of Transportation in the past, but these proposals never progressed beyond preliminary stages. While localized roadway widening and intersection improvements have been completed or are underway, traffic choke points are a growing problem.

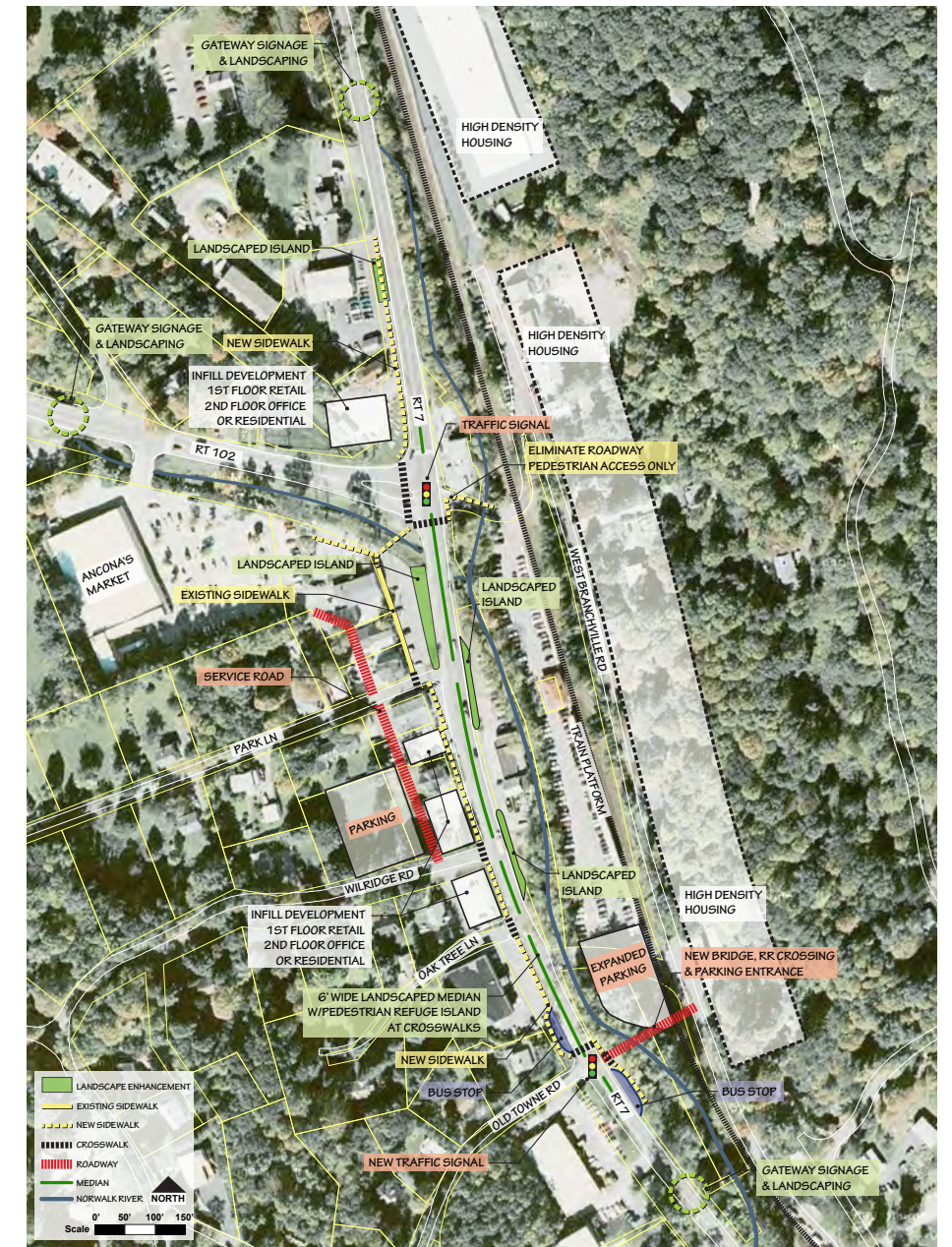
The Route 7 Study seeks to develop creative yet practical solutions to address these issues and get the best use of Route 7 in future years without compromising community character or valued environmental resources. Ultimately, the Study will create a

plan for Route 7 that includes recommended actions for improving travel, strategies for directing growth in ways that are in line with the character and desires of the affected municipalities, and appropriate tools for fulfilling these objectives.

The Study seeks to maximize the capacity on Route 7 while improving overall safety and access to commuter rail service on the Danbury Branch Line. The Study will also explore ways to improve bus service and enhance bicycle and pedestrian facilities in a way that complements rail service in the study corridor. The strategies developed by the Study will center on a goal of encouraging continued economic growth through Smart Growth principles such as compact, mixed use, human scale, walkable communities and transit-oriented development.

Thus far, an Existing Conditions and Trends report has been completed. Efforts are ongoing to analyze future conditions, develop land use scenarios, identify potential locations for TOD, identify a preferred land use scenario, and identify recommended transportation system improvements. The final report for the Study is expected in late 2010.

There is ongoing coordination between the Route 7 Transportation and Land Use Study and the Danbury Branch Improvement Study. This coordination has included meetings to discuss the Branchville Station parking improvements, accessibility improvements, and bicycle and pedestrian improvements. These modifications will enhance the station's TOD viability.



Route 7 Study Draft Concept Plan for Branchville Station Area (Option 1)

5.0 Danbury Branch TOD Communities

The Danbury Branch study corridor includes nearly 38 miles of existing rail between Norwalk and New Milford. The 23.6 miles of rail between Norwalk and Danbury is owned by the Connecticut Department of Transportation, and the remaining 14 miles of rail between Danbury and New Milford is owned by the Housatonic Railroad Company and its subsidiary, the Danbury Terminal Railroad.

A total of eight municipalities are part of the TOD opportunities analysis presented in this report. These include, from south to north, Norwalk, Wilton, Ridgefield, Redding, Bethel, Danbury, Brookfield, and New Milford. Table 5.1 summarizes the population, land area, and population density of these municipalities and compares them to those of the study corridor and the State.

Table 5.1: Population & Population Density

| Town | Population | Land Area (Sq. Mi.) | Population Density |
|----------------|------------|---------------------|--------------------|
| Norwalk | 84,877 | 22.8 | 3,723 |
| Wilton | 17,924 | 26.9 | 666 |
| Ridgefield | 24,031 | 34.4 | 699 |
| Redding | 9,365 | 31.5 | 297 |
| Bethel | 18,481 | 16.8 | 1,100 |
| Danbury | 78,939 | 42.1 | 1,875 |
| Brookfield | 16,269 | 19.8 | 822 |
| New Milford | 28,967 | 61.6 | 470 |
| Study Corridor | 278,853 | 256 | 1,090 |
| Connecticut | 3,540,846 | 5,009 | 707 |

The TOD discussion in this section focuses on the area around the existing railroad station for each community, with the following exceptions:

- There is also a separate discussion for the proposed Georgetown station area, which is located in Redding
- The Danbury analysis includes the existing rail station as well as two potential new station locations in North Danbury that are among the alternative station locations being considered for the extension of rail service to New Milford
- In Brookfield, where there is currently no commuter rail service, two locations are considered.
- In New Milford, five alternative station locations sites were examined for TOD opportunities.

The map below depicts all of the TOD sites presented in this report and their location along the Danbury Branch.

For all of the communities in this report, the following elements are covered:

- Plan of Conservation and Development (POCD)
- Demographics and Market Potential
- TOD Attributes, Studies, and Plans (Potential TOD maps can be found in Appendix C)
- Detailed zoning information (Appendix B)

In addition, ongoing TOD initiatives in each Branch community are presented. These are summarized in Table 5.2.

A summary of the opportunities and constraints for each of the existing or potential commuter rail station locations on the Branch

Table 5.2: TOD Initiatives for Danbury Branch Communities

| Entity Responsible | Ongoing or Planned TOD Initiative | Status |
|------------------------|--|---|
| City of Norwalk | Transit Oriented Development Plan for South Norwalk Station Neighborhood | Request for Proposal to be issued in 2010 |
| Town of Wilton | 2009 Plan of Conservation and Development – Wilton Center, Cannondale and Georgetown recommendations | Adopted November, 2009 |
| Town of Redding | 2008 Plan of Conservation and Development - Smart Growth and Responsible Growth practices | Adopted December, 2008 |
| Town of Redding | Georgetown Transit Oriented Development Project – 416 new housing units, 300,000 sq ft commercial development and new RR station as part of TOD project | Ongoing |
| Town of Ridgefield | 2010 Update of Plan of Conservation and Development – flexible redevelopment and zoning | Adopted July 2010 |
| HVCEO - Town of Bethel | TOD Study of Bethel Station area – analysis of TOD potential located in proximity to rail station and preparation of model TOD zoning regulations | Completed March 2010 |
| City of Danbury | Downtown Danbury – Main Street Renaissance Task Force Report to create policy recommendations to foster development of businesses and strengthen linkages within city | Ongoing |
| Town of Brookfield | 2001 Plan of Conservation & Development – Recommended mixed-use node at four corners area (Route 202 and 25); also recommended Village Core from Route 7 east to former rail station | Ongoing |
| Town of New Milford | Update of 1999 Plan of Conservation & Development examines TOD opportunities in downtown New Milford | Expected completion 2010 |
| SWRPA & HVCEO | Route 7 Transportation and Land Use Study will include a report titled "Feasibility of a multi-modal transportation center at the Branchville Railroad Station." | Expected completion 2011 |

is presented on the following two pages. This is intended as an overview of the positive TOD attributes for each location as well as the physical, environmental, or other constraints that must be overcome for TOD to occur.

The information in this section is supplemented by municipal responses to a TOD questionnaire distributed in August 2010. A summary of these responses follows the Opportunities and Constraints Matrix, and complete responses can be found in Appendix D. A more detailed overview of each study site subsequently follows.



Danbury Branch TOD Communities Opportunities and Constraints Matrix

| Existing or Potential Station Site | Opportunities | Constraints |
|------------------------------------|--|---|
| South Norwalk (SONO) | The SONO neighborhood, and specifically the city blocks to the east of Chestnut and to the south of Monroe Streets, has considerable potential for redevelopment as a TOD neighborhood. | The surrounding SONO neighborhood is one of the oldest neighborhoods in Norwalk. It is important to maintain the quality of life and economic opportunities for the existing neighborhoods. |
| Merritt 7 | The ¼-mile area around the Merritt 7 Station contains many of the components of TOD. There are existing single- and multi-family residential neighborhoods, service businesses, offices, and industrial businesses all within a ¼ mile of the station. | The pedestrian access and a connection from the residential and commercial areas on the west side of the station and the limited amount of land available for redevelopment are the primary constraints for further TOD. |
| Wilton | Downtown Wilton, the commercial and social center of Wilton, is located within a ¼ mile of the station across Route 33 (Old Ridgefield Road). There are also more than 600 residential units located within ½ mile of the station. | The Norwalk River and Route 33 separate Downtown Wilton from the station. The lack of a pedestrian connection from downtown limits the TOD potential of this area. |
| Cannondale | There may be opportunities for TOD in specific parcels of commercially zoned property to the east and south of the station. | There are concerns about the impact any future commercial development in this area could have on the neighborhood. The regulated water courses and the lack of public water and sewer around the station also limit the TOD potential. |
| Georgetown | The Georgetown TOD at the historic Gilbert and Bennet Wire factory site has been approved for a large redevelopment project. Plans call for a new station, a parking garage, 400+ residential units, and 300,000+ square feet of commercial space. | The downturn in the real estate and financial markets has stalled the start of development for the Georgetown TOD. |
| Branchville | The Town of Ridgefield is committed to preserving, improving, and expanding Branchville Village as a residential and commercial area as well as a transportation center. Branchville was and is Ridgefield's first TOD neighborhood. | The surrounding topography, Route 7, and the Norwalk River limit the amount of land available for development in Branchville. The lack of public water and sewer also limits future development potential. |
| West Redding | The area around West Redding Station has a history of mixed uses and contains commercial and residential zoning districts. The area on the north side of the station along Long Ridge Road is the most likely place for any future TOD. | There are floodplains and wetlands to the south, east, and west of the station. The lack of public water and sewer also limits the potential for TOD. |
| Bethel | The Town of Bethel Plan of Conservation and Development called for identifying locations for TOD around the station. The Town, in conjunction with HVCEO, prepared a TOD District Analysis and developed TOD Zoning Regulations. | There are floodplains, wetlands, and watercourse north, northeast, and west of the station. The variety of zoning districts and land uses around the station would necessitate a new regulatory framework to allow for and encourage TOD. |

Danbury Branch TOD Communities Opportunities and Constraints Matrix (Continued)

| Existing or Potential Station Site | Opportunities | Constraints |
|--------------------------------------|---|---|
| Danbury | Downtown Danbury contains a traditional Main Street with many classic 19 th century buildings all within ¼ mile of the station. The new townhouse development on nearby Liberty Street is a model for future TOD. | The downturn in the real estate and financial markets has impacted new development in Danbury. An approved multi-family development containing 500 units has not been built. |
| North Danbury 1 | The site is located in the Danbury Corporate Office Park. The Park is home to several large corporations. The site is bounded to the south by large retailers, to the east by a single-family neighborhood, to the west by White Turkey Road, and to the northeast by the Park. | The area is well-developed, and undeveloped parcels contain steep slopes and wetlands. The actual station site is limited in size by topography and surrounding development. |
| North Danbury 2 | The site on the west side of White Turkey Road and its abutting properties are owned by the State of Connecticut. The site contains an existing commuter parking lot. | The site and the adjoining parcels are narrow, bounded by Route 7 and White Turkey Road, and contain extensive areas of rock outcrops. The small site has limited capacity for parking, and the surrounding area has limited potential for TOD due to the topography and surrounding development. |
| Brookfield 1 | The site on the east side of Pocono Road is located on an undeveloped parcel of land and is bounded to the west by many municipal services, the town hall, fire station, and ball fields. The area on the east side of the tracks contains single-family neighborhoods. | The site is long and narrow and is bounded to the west by Pocono Road and to the east by railroad tracks and some wetland areas and watercourse. The area west of the site is developed with commercial, industrial, and municipal uses. |
| Brookfield 2 | The Plan of Conservation and Development called for the development of a mixed use node at the nearby intersection of Routes 202 and 25. The proposed station site and the abutting properties were designated as the “Village Expansion Area.” The Plan also recommends establishment of rail service to Brookfield and a station at this location, which is the location of Brookfield’s historic rail station. | The station site is small, narrow, and has limited capacity for parking and TOD. Additional parking would need to be constructed in the surrounding area to allow for development potential and bus access. |
| New Milford 1 | The station site is located on the east side of Picket District Road surrounded by large commercial buildings and parking lots. | The areas to the east and northeast of the site contain floodplains and wetlands. The Housatonic River is located within ¼ mile of the site. |
| New Milford 2 | The site is located on Anderson Avenue, and the areas to the east, west, and north contain existing buildings with potential for redevelopment. The former mill building on the west side of the track has been approved for residential and commercial uses. | The areas to the west and southeast of the site contain floodplains, wetlands, and the Housatonic River. All are located within ¼ mile of the site. |
| New Milford 3, 4A, 4B & 5 | These sites are all located in Downtown New Milford. A New England Green and numerous classic 18 th and 19 th buildings are located within ¼ mile of the station sites. Many of these buildings already have ground-level businesses and residential uses on the upper floors. | The former downtown New Milford Station and the abutting parking spaces are now used for other purposes. The development of a station in downtown New Milford will require the construction of a large parking garage. |

Summary of TOD Questionnaire Responses

| Question | Municipal Responses |
|---|--|
| What efforts are ongoing to promote Transit Oriented Development (TOD) at the rail station in your community? | Every community along the Danbury Branch has an ongoing TOD effort and/or has developed TOD plans/policies through their Plan of Conservation and Development. |
| Do you have any existing compact residential or residential mixed use developments approved within the last decade with housing densities greater than 10 units per acre? If so, what types of comments did you receive during the review process? | The communities of Norwalk, Redding, Danbury, and Brookfield have approved compact residential or mixed use developments within the past 10 years. Overall, the public was supportive of these development projects. Some concern was voiced about the density of affordable units in Norwalk, potential impacts to wetlands in Brookfield, and potential traffic impacts in Danbury. |
| Do you have appropriate or suitable sites to promote this type of development? If so, would you consider initiating TOD within a quarter- to half-mile of the rail station? If no, why not? | Officials in Norwalk, Redding, Bethel, Danbury, Brookfield, and New Milford identified appropriate sites for TOD around their rail stations. Although there are not any obvious TOD sites in Ridgefield, the town would be willing to consider initiating this type of development where site conditions allow. |
| Would you consider revising your municipal parking regulations to promote higher density TOD within a half-mile of the rail station? | All of the Danbury Branch communities generally indicated that they would consider modifying their parking regulations to promote TOD projects. |
| Do you have any specific recommendations to help promote TOD within your community? | <p>Each municipality had a different recommendation for promoting TOD within their community:</p> <ul style="list-style-type: none"> • Norwalk: Consider reviving the former Wall Street rail stop on the Danbury Branch. This neighborhood is ideal for TOD. • Wilton: The Danbury Branch Improvement Program should support funding for key projects, such as the bridge/walkway plan that would connect downtown Wilton to Wilton Station. • Redding: The Town should support TOD where appropriate, while being mindful of the importance of being environmental stewards and protecting the watershed. • Ridgefield: Parking and amenities at the station need to be made more attractive to commuters. Safe pedestrian access between parking and the station is also imperative. • Bethel: The Danbury Branch Improvement Program should recommend the construction of a west side, tandem platform at Bethel Station. It is also important to continue public outreach efforts to further educate the community on the financial, cultural, and environmental benefits of TOD. • Danbury: The City should continue to promote high density residential and mixed use development in the downtown where transit and other services are readily available to support such development. • Brookfield: Move forward with the plan to extend rail service and develop a station at the Four Corners in Brookfield. • New Milford: Extend rail service to New Milford. |

Norwalk

The City of Norwalk anchors the south end of the Danbury Branch rail corridor. Incorporated in 1651, Norwalk is part of Fairfield County and is bounded by New Canaan and Wilton on the north, Long Island Sound on the south, Westport on the east, and Darien on the west. Norwalk, which is the sixth most populous city in Connecticut, is made up of several distinct neighborhoods. These include East Norwalk, South Norwalk (SONO), Rowayton, Silvermine, Cranbury, and Norwalk Center, which together offer many opportunities for shopping, dining, and recreation. Norwalk also has an abundance of natural resources, including a harbor, streams, beaches, islands, and marshlands.

There are two existing rail stations served by the Danbury Branch in Norwalk. The first is South Norwalk Station, which is the southern terminus for the Branch. Norwalk's second station, Merritt 7 Station, is the first stop on the Branch and is located approximately three miles north of South Norwalk Station.

This section presents the following information related to TOD within the City of Norwalk:

- Norwalk Plan of Conservation and Development
- Demographics and Market Potential
- Existing TOD Attributes, Studies, and Plans

Plan of Conservation and Development

The Norwalk Planning Commission adopted the Norwalk Plan of Conservation and Development on June 10, 2008, effective July 3, 2008. The concepts behind TOD and smart growth are present throughout the plan.

For example, the introduction of the plan states, “by directing new development to appropriate locations, the city can offer places for new residents. With proper planning, dense mixed use development in existing transportation corridors and improved public transit can effectively accommodate new population growth, without adversely impacting existing neighborhoods and natural resources. Locating new businesses adjacent to transit corridors will greatly increase the likelihood of public transportation options in the future. Lower vehicle use will translate into less environmental impact, less traffic impacts and greater health into the future.”

Chapter A: Balanced Economic Growth further states, “In the past,

the City has successfully avoided the problems associated with single-use districts – such as “bedroom” communities and office parks. These problems can include greater traffic congestion, undue tax burdens on select sectors, and over dependence on particular industries. Future redevelopment planning should identify under-performing sites that detract from their surrounding districts, and which can accommodate and benefit from growth. Additionally, by placing new growth near transit centers, increased congestion and other potential consequences of new development can be minimized. Compact development patterns, sensitively designed and based on transit centers, should include efforts to preserve open spaces and other public areas.”

Demographics and Market Potential

Table 5.3 indicates that Norwalk, the most populous municipality along the Danbury Branch, had a population of 84,692 in 2007. Norwalk is projected to grow at a slightly faster rate than the State average between 2000 and 2030. The table indicates that the City is younger than the State with 65% of the population within the 18-65 group compared to 53% for the State. This is the age of employment, suggesting an associated demand for transportation options for travel to work.

Table 5.3: Population Data, Norwalk

| | Total Population | | Projected Growth 2000-2030 | Median Age (2007) | Age 5-17 (2000) | Age 18-64 (2000) | Age 65+ (2000) |
|-------------|------------------|-----------|----------------------------|-------------------|-----------------|------------------|----------------|
| | 2000 | 2007 | | | | | |
| Norwalk | 82,951 | 84,692 | 16.6% | 39 | 25% | 65% | 13% |
| Connecticut | 3,405,565 | 3,549,606 | 14.2% | n/a | 17% | 53.0% | 14% |

Table 5.4 indicates that Norwalk has a lower median household income than the Region but a higher household income than the State. The poverty level in Norwalk (7.2%) is higher than the rate in the Region but lower than that of the State. Norwalk's unemployment rate stands at nearly 4%, a rate that is higher than the Region's but lower than the State's.

Regarding market potential for TOD, the population in Norwalk has many characteristics that indicate a strong potential for TOD. The population is projected to grow faster than the State, and it is younger and wealthier than the State population. Norwalk also has a greater percentage of renters (36.9%) compared to the State (31.2%). Norwalk has a large number multi-family units, with 46% of the housing units built in 2008 being two units or more.

Table 5.4: Income and Employment, Norwalk

| | Median HH Income (2007) | % Below Poverty (2000) | Employed Persons (2006) | Percent Unemployed (2006) |
|--------------|-------------------------|------------------------|-------------------------|---------------------------|
| Norwalk | \$72,756 | 7.2% | 46,701 | 3.6% |
| SWRPA Region | \$114,502 | 5.6% | 174,178 | 2.5% |
| Connecticut | \$65,859 | 7.9% | 1,765,083 | 4.3% |

South Norwalk Station – TOD Attributes/Plans/Studies

South Norwalk Station, located at 29 Monroe Street and 1 Chestnut Street in the SONO district of Norwalk, contains a station building and high level platforms. There is a parking garage with 708 parking spaces and a surface lot with 108 parking spaces. This is the only station in the corridor that is adjacent to the New Haven Main Line, and it is the southern terminus of the Danbury Branch.

The ¼-mile area around the station contains many of the components of TOD, including different types of commercial and residential uses, and thus has TOD potential. The properties surrounding the station site include a mix of older, commercial and residential uses with enhancement potential through redevelopment. The properties to the east and northeast of the Station contain portions of the Norwalk Redevelopment Agency's South Main Corridor Renewal Area.

The Norwalk Transit District prepared the “South Norwalk Rail Station Intermodal Facility Study” in June 2009. The purpose of the study was to establish the station as an intermodal transportation facility. The study products included a conceptual plan of a fully integrated intermodal facility that was designed with the intent of



South Norwalk Station - Westbound

providing optimal, seamless connections for passengers between a variety of transportation modes including rail, public transit, automobile, and bicycle/pedestrian facilities.

As part of the Study, the “South Norwalk TOD Market Overview and Preliminary Facility Programming” Report was prepared by the Williams Group Real Estate Advisors in May 2009. Based on economic, demographic, and real estate market data, the report concluded that the South Norwalk Transit Center site and “blocks to the east of Chestnut and south of Monroe Street would be an appropriate location for TOD. This would not only assist with SONO revitalization, but also has the potential to provide a joint development opportunity for the City that would support additional ridership and provide potential revenue subsidization to the transit center.”



SONO

Merritt 7 Station – TOD Attributes/Plans/Studies

Merritt 7 Station is located at the Merritt 7 Business Complex near Route 7 and Exit 40 of the Merritt Parkway. The station contains a shelter and the only low level platform on the Danbury Branch. There are 88 parking spaces located in a narrow, single-lane parking lot that is adjacent to the tracks.

Merritt 7 Station may be considered the first modern TOD of the Danbury Branch. It has grown into a major employment center with an adjacent residential complex. Merritt 7 Station was built as part of the Merritt 7 Corporate Office Park. The first building in the Park opened in 1980, and the station opened in 1985. Today there are six Class A office buildings with nearly 1.4 million square feet of office space on 22 acres with a variety of services including

a shuttle bus to the station, a health club, dining and catering facilities, and car rental services. Located around the corner from the station, at 399 Main Avenue, are the Merritt River Apartments.

As part of the Danbury Branch Study, a “Station Site Screening and Selection Report” has been prepared. This report includes alternate concept designs and plans for a multimodal station at Merritt 7 Station. The following locations were considered:

- The property across the street from the existing station.
- A site on the west side of Glover Avenue, just south of Grist Mill Road, approximately ½ mile north of the existing station.
- A site on the east side of Glover Avenue, just south of Grist Mill Road, approximately ½ mile north of the existing station.

For each of these sites, an alternative station site conceptual engineering plan, an environmental screening, an assessment of traffic conditions and access, and a travel demand forecast were prepared. The new Merritt 7 Intermodal Station would contain up to 1,000 parking spaces.

The ¼-mile area around the existing station and the areas around the proposed station contain many of the components of TOD, including different types of commercial and residential uses. The existing development within the ¼-mile area include: the Merritt 7 Corporate Office Park and residential development on the west side of Route 7; office, commercial, and residential uses on and around Glover Avenue; and retail and services along Route 7. The missing component is a direct pedestrian connection between the development on the west side of the tracks and the station. There is also existing low-density multi-family housing on the west side of the station and high-density multi-family housing and single-family homes on the east side of the station. The west side of Glover Avenue, with its existing, older, single-story commercial buildings, is a prime site for redevelopment as a TOD.

City of Norwalk – TOD Attributes/Plans/Studies

As was previously noted, the purpose of the “South Norwalk Rail Station Intermodal Facility Study” (June 2009) was to establish the station as an intermodal transportation facility and provide the impetus for redevelopment in the surrounding area. The area north of South Norwalk Station contains parts of the Norwalk Reed Putnam Urban Renewal/Redevelopment Area. According to the

Norwalk Redevelopment Agency, the proposed redevelopment of this area would include approximately:

- 1,000 multi-family residential units;
- 650,000 square feet of retail space;
- 500,000 square feet of commercial/office space area; and
- 5,500 parking spaces.

According to the Norwalk Planning Department, no TOD Zoning Regulations or Zone Districts have been created around South Norwalk Station or in the Reed Putnam Urban Renewal/Redevelopment Area. It is important to note, though, that the Zoning Regulations for these areas have been amended to allow for greater density and reduced parking requirements, two key components of TOD.

The Norwalk Redevelopment Agency also will be preparing a “Downtown Connectivity Master Plan for Norwalk” to examine how to provide pedestrian connections between downtown Norwalk and the approved five million square feet of new development along the West Avenue Corridor. The Agency has also commissioned the “TOD Plan for the South Norwalk Station Neighborhood,” a 10-year study that is expected to be completed by July 2020. According to the Agency, the goal of the TOD Plan is to make it so that “visitors, residents, and employees will eventually be able to reduce their use of automobiles; fully utilize the district’s transit services; walk to work or shopping; enjoy an improved living environment, including better park, pedestrian and bike facilities.”



Merritt 7 Station

Wilton

Incorporated in 1802 after having originally been a part of Norwalk, Wilton is part of Fairfield County and is bounded by Ridgefield on the north, Norwalk and Westport on the south, Weston and Redding on the east, and New Canaan and New York State on the west. Wilton is largely a residential community, with 58% of the total land in the town taken up by residential uses. The town has also preserved nearly 1,000 acres of open space for active and passive recreational use, and this gives Wilton an open and rural feeling. As a result, the town has a limited amount of land remaining for development. This section presents the following information related to TOD within the Town of Wilton:

- Wilton Plan of Conservation and Development
- Demographics and Market Potential
- Existing TOD Attributes, Studies, and Plans

Plan of Conservation and Development

The Wilton Planning Commission adopted its Plan of Conservation and Development on November 9, 2009, effective January 1, 2010. The ideas and concepts behind TOD and smart growth are presented in the Plan.

The Plan recognizes that there are three distinct villages in Wilton – Wilton Center, Cannondale, and Georgetown. The Plan states, “all three areas present opportunities to provide a mixture of amenities, businesses, and housing in a manner respectful



Wilton

of Wilton’s heritage. These areas also provide an opportunity to reinforce development patterns that allow residents to get around on foot, by bicycle or via transit.”

The Plan seeks to “ensure that Wilton Center remains the cultural, social, and business center of Town” through the following actions:

- Consider establishing a Main Street Program to help promote Wilton Center businesses.
- Improve pedestrian connections leading into Wilton.
- Complete the sidewalk network within Wilton Center.
- Provide additional pedestrian amenities in Wilton Center, such as benches.
- Consider measures to slow traffic on Old Ridgefield Road.
- Build the Hubbard Road Connector.
- Implement the Wilton Center Street Tree Plan.
- Encourage large, landscaped setbacks in Wilton Center.
- Move forward with the River Walk.
- Consider creating shared, centralized parking.
- Explore the use public transit to Wilton Center, such as bus service, shuttles, or trolleys.

The Plan encourages the exploration of “development options in Cannondale that reflect the historic setting and scale of existing buildings” through the following actions:

- Determine the boundaries of Cannondale.
- Create a detailed vision and master plan for Cannondale.
- Engage residents of Cannondale throughout the process.
- Amend zoning as needed to implement the plan

The Plan hopes to “promote the shift from automobile-oriented development to pedestrian scale neighborhoods in Georgetown” though the following actions:

- Review zoning provisions to ensure they encourage smaller scale development.
- Explore tools to retain smaller housing units in Georgetown.

- Monitor trends in Georgetown related to Gilbert and Bennett factory redevelopment.
- Create a master plan to capture opportunities in Georgetown.
- Engage residents of Georgetown throughout the process.

Demographics and Market Potential

Table 5.5 indicates that Wilton’s projected population growth from 2000-2030 is 30.4% compared to 14.2% for the State. Wilton is younger than the State, with 58% of the population within the 18-64 age group.

Table 5.6 indicates that Wilton has a higher household income and a lower poverty rate than the Region and the State. While unemployment in Wilton is slightly above the rate in the Region, the town has less unemployment than the State.

Regarding market potential for TOD, the population in Wilton has many characteristics that could be supportive of TOD. The population is projected to grow faster than the State, and it is younger and wealthier than the State population. This suggests a demand for transportation options for travel to work from a population that would be attracted to the service.

Table 5.5: Population Data, Wilton

| | Total Population | | Projected Growth 2000-2030 | Median Age (2007) | Age 5-17 (2000) | Age 18-64 (2000) | Age 65+ (2000) |
|-------------|------------------|-----------|----------------------------|-------------------|-----------------|------------------|----------------|
| | 2000 | 2007 | | | | | |
| Wilton | 17,633 | 18,144 | 30.4% | 42 | 22% | 58% | 12% |
| Connecticut | 3,405,565 | 3,549,606 | 14.2% | n/a | 17% | 53.0% | 14% |

Table 5.6: Income and Employment, Wilton

| | Median HH Income (2007) | % Below Poverty (2000) | Employed Persons (2006) | Percent Unemployed (2006) |
|--------------|-------------------------|------------------------|-------------------------|---------------------------|
| Wilton | \$176,384 | 2.9% | 8,099 | 2.9% |
| SWRPA Region | \$114,502 | 5.6% | 174,178 | 2.5% |
| Connecticut | \$65,859 | 7.9% | 1,765,083 | 4.3% |

Wilton Station – TOD Attributes/Plans/Studies

Wilton Station is located at 17 Station Road on the west side of Danbury Road (Route 7) near the intersection of Route 7 and Ridgefield Road (Route 33 and 106). The station contains a station building, a vehicular pedestrian rail crossing, and a center island platform that is covered by a canopy for most of its length. The station contains two surface parking lots with 212 parking spaces. The ¼-mile area around the station contains many of the

components of TOD, including different types of commercial and residential uses. Wilton Station is located immediately north of downtown Wilton, but it is separated from downtown by the Route 33 Bridge. Downtown Wilton is the social and retail center of the town and contains a large commercial area with office space, retail, restaurants, and the town library. Downtown contains about 500,000 square feet of office and retail space, and there are 600 residential multi-family units located about ½ mile south of the station. The biggest impediment to TOD is the lack of pedestrian connections between Wilton Station and downtown.

The 2009 Town of Wilton Plan of Conservation and Development contains a number of recommendations for Wilton Center. The first focuses on maintaining Wilton Center as is, with minor improvements. The second looks at opportunities that could emerge as properties undergo redevelopment. The last recommends moving forward with the River Walk, a pedestrian connection between downtown and the station.

The area north of Route 33 and west of the station contains extensive areas of a floodway, the 100- and 500-year flood plains, and open water. The Center is already well built out, so the ideal location for any future TOD would be the area north of Route 33, east and west of Route 7.

Cannondale Station – TOD Attributes/Plans/Studies

Cannondale Station is located on the east side of Route 7 at 22 Cannon Road. The station includes a station building with a coffee shop and a high level platform. The platform has a full-length canopy, benches, and stairs and a ramp that provide access to



Cannondale Station

the rail cars. Two surface lots offer 140 parking spaces.

The ¼ mile area around the existing Station has limited potential for TOD, in part because the area has no public water or sewer. The areas east and south of the Station contain portions of the Stream Channel Encroachment line, the 100- and 500-year floodplains, and the Norwalk River.

The 2009 Plan of Conservation and Development recommended that the Town work with the neighborhood to create a vision



Wilton Station

and master plan for Cannondale. Zoning regulations would be amended as needed to implement the master plan.

Town of Wilton – TOD Attributes/Plans/Studies

As was previously noted, Wilton recently updated its Plan of Conservation and Development, and the proposed plan contains many TOD concepts. The issue of the lack of a pedestrian connection between downtown Wilton and the rail station is one of great concern to the Town and a major impediment to future TOD efforts. The Town has applied for grant monies to design and build a pedestrian bridge and walkway, which upon completion, will connect the Wilton Train Station and Wilton Center. This project is vital in terms of connecting existing high density housing and businesses with mass public transportation.

The Town of Wilton also has an option to lease several acres of land to a non-profit organization (Wilton Commons, Inc.) whose



Mixed Use Development in Downtown Wilton

mission is to build 51 units of affordable-restricted senior housing within several hundred feet of Wilton Station. Wilton Commons Inc. is in the final stages of securing construction funding and is hopeful of proceeding with the project in 2011.

Redding

Incorporated in 1767, Redding is part of Fairfield County and is bounded by Bethel and Danbury on the north, Easton and Weston on the south, Easton and Newtown on the east, and Ridgefield and Wilton on the west. Redding has sought to maintain its character through policies that secure more than a third of the town's land for open space, protect watersheds and sensitive lands, preserve the view from scenic roads, advancing efforts to protect historic buildings and sites, and encourage Smart Growth policies that create walkable, transit-oriented opportunities for development.

This section presents the following information related to TOD within the Town of Redding:

- Redding Plan of Conservation and Development
- Demographics and Market Potential
- Existing TOD Attributes, Studies, and Plans

Plan of Conservation and Development

The Redding Planning Commission adopted the 2008 Plan of Conservation and Development for Redding on December 17, 2008, effective December 29, 2008. The Plan focuses on conservation priorities and encourages Smart Growth and Responsible Growth practices. This development approach seeks to:

- Discourage sprawl;
- Concentrate new development near existing infrastructure;
- Conserve open space and natural resources;
- Encourage environmentally-compatible and energy efficient design principles; and
- Plan new infrastructure for cohesive centers and more efficient use of land.

Demographics and Market Potential

Table 5.7 indicates that Redding's population is projected to decrease by 12.6% between 2000 and 2030. The table indicates that Redding is younger than the State, with 62% of the population within the 18 to 64 age group, compared to 53% for the State.

Table 5.8 indicates that Redding has a higher household income and lower poverty level than the Region and the State. Unemployment in Redding is 2.8%, which is higher than the Region's 2.2% but lower than the State's 4.3%.

Regarding market potential for TOD, the younger, wealthier population in Redding is likely to be supportive of TOD.

Table 5.7: Population Data, Redding

| | Total Population | | Projected Growth 2000-2030 | Median Age (2007) | Age 5-17 (2000) | Age 18-64 (2000) | Age 65+ (2000) |
|-------------|------------------|-----------|----------------------------|-------------------|-----------------|------------------|----------------|
| | 2000 | 2007 | | | | | |
| Redding | 8,270 | 8,590 | -12.6% | 43 | 21% | 62% | 11% |
| Connecticut | 3,405,565 | 3,549,606 | 14.2% | n/a | 17% | 53.0% | 14% |

Table 5.8: Income and Employment, Redding

| | Median HH Income (2007) | % Below Poverty (2000) | Employed Persons (2006) | Percent Unemployed (2006) |
|--------------|-------------------------|------------------------|-------------------------|---------------------------|
| Redding | \$128,870 | 1.8% | 4,421 | 2.8% |
| HVCEO Region | \$81,329 | 4.4% | 110,894 | 2.2% |
| Connecticut | \$65,859 | 7.9% | 1,765,083 | 4.3% |

Georgetown Station – TOD Attributes/Plans/Studies

A new railroad station is proposed as part of the approved Georgetown TOD in the former Gilbert and Bennet Wire Factory site in Redding, which is located about 1.5 miles south of Branchville Station. Georgetown is located at the intersection of four towns: Redding, Weston, Ridgefield and Wilton. The plans call for a high level platform and a parking garage with 300 to 600 spaces.

The ¼-mile area around the proposed station has great potential for TOD and contains part of the approved Georgetown TOD. The areas to the east and west of the Georgetown TOD have potential for additional development.

West Redding Station – TOD Attributes/Plans/Studies

West Redding Station is located at 3 Long Ridge Road, just west of Route 53 near the Bethel and Danbury town lines. There is a high level platform with stairs and a ramp, a shelter area, and a full-length canopy over the platform. The station contains 82 parking spaces in a surface lot.

The ¼ mile area around the station has limited potential for TOD. The greatest limiting factor for TOD is the fact that there is no public water or sewer available around the station. The other limiting factor is that the areas to the south, east, and west of the



Proposed Georgetown TOD



West Redding Station

station contain large portions of the 100- and 500-year floodplains, streams, and wetlands. The most likely area for TOD within the vicinity of West Redding Station would be the properties located on the north sides of Lana Ridge Road and Side Cut Road.

Town of Redding – TOD Attributes/Plans/Studies

As was previously noted, the historic Gilbert and Bennet Wire Factory site has been approved for a large-scale, mixed-use TOD. The Georgetown TOD will include:

- 416 units of diverse housing.
- 300,000+ square feet of commercial space.
- A new Metro-North railroad station with parking garage.
- Pedestrian trails connecting the development to the train station within a 10-minute walk.

The project is stalled at this time due to economic conditions.

Ridgefield

Incorporated in 1708, Ridgefield is part of Fairfield County and is bounded by Danbury on the north, Wilton on the south, Redding on the east, and New York State on the west. Ridgefield is largely a residential community, with 75% of the total land in the town taken up by residential uses. Ridgefield is also home to businesses ranging in size from small, local operations to the American headquarters of Boehringer-Ingelheim Pharmaceuticals. As Ridgefield has developed, the town has remained true to its colonial roots, and Main Street, which is more than a mile long, is lined with stately homes, restaurants, churches, and shops. This section presents the following information related to TOD within the Town of Ridgefield:

- Ridgefield Plan of Conservation and Development
- Demographics and Market Potential
- Existing TOD Attributes, Studies, and Plans

Plan of Conservation and Development

The Ridgefield Planning Commission adopted the 2010 Plan of Conservation and Development for Ridgefield on July 12, 2010, effective August 16, 2010. The Plan focuses on several themes that are consistent with TOD. These include the goals of discouraging sprawl, strip retail, and big box retail while encouraging public transit, walking, and bicycling.



Main Street, Ridgefield

The Plan also recognizes the the importance of Branchville as a potential locations for TOD efforts. The Town seeks to encourage this type of development in Branchville by:

- Continuing to implement appropriate recommendations of the 2002 Branchville Village Plan;
- Considering revisions to zoning that would allow opportunities for mixed uses, including residential, with limitations on size, density, and scale of development;
- Considering revisions to zoning to allow adaptive reuse or business development of properties surrounding the train station;
- Examining opportunities for inter-municipal sewer service with Georgetown, within limitations that would prohibit inappropriate high-density development; and
- Supporting a program (with an agency like the Economic Development Commission) for low-interest façade improvement loans, to improve the appearance of buildings in this important gateway.

Demographics and Market Potential

Table 5.9 indicates that Ridgefield's projected population growth is 18.4% compared to 14.2% for the State. Ridgefield is younger than the State, with 60% of the population within the 18 to 64 age group, compared to 53% for the State.

Table 5.9: Population Data, Ridgefield

| | Total Population | | Projected Growth 2000-2030 | Median Age (2007) | Age 5-17 (2000) | Age 18-64 (2000) | Age 65+ (2000) |
|-------------|------------------|-----------|----------------------------|-------------------|-----------------|------------------|----------------|
| | 2000 | 2007 | | | | | |
| Ridgefield | 23,643 | 24,073 | 18.2% | 42 | 22% | 60% | 11% |
| Connecticut | 3,405,565 | 3,549,606 | 14.2% | n/a | 17% | 53.0% | 14% |

Table 5.10 indicates that Ridgefield has a higher household income and a lower poverty rate than those of the Region and the State. Unemployment in Ridgefield is 2.8%, which is higher than the Region's 2.2% but lower than the State's 4.3%.

Table 5.10: Income and Employment, Ridgefield

| | Median HH Income (2007) | % Below Poverty (2000) | Employed Persons (2006) | Percent Unemployed (2006) |
|--------------|-------------------------|------------------------|-------------------------|---------------------------|
| Ridgefield | \$134,367 | 2.4% | 11,413 | 2.8% |
| HVCEO Region | \$81,329 | 4.4% | 110,894 | 2.2% |
| Connecticut | \$65,859 | 7.9% | 1,765,083 | 4.3% |

Regarding market potential for TOD, the population in Ridgefield has many characteristics that could encourage TOD. Many of Ridgefield's residents are already rail commuters due to the town's close proximity to employment centers in Stamford and New York City. The residents of Ridgefield live in numerous and various types of multi-family and single-family developments, many of which are occupied by renters. The presence of large number of commuters and various kinds of housing creates a positive potential for TOD.

Branchville Station – TOD Attributes/Plans/Studies

Branchville Station is located near the intersection of Route 7 and Route 102. The station includes a station building, a coffee shop, and a high level platform. The platform has a full-length canopy, benches, and stairs and a ramp that provide access to the rail cars. The station offers 170 parking spaces in a surface lot surrounding the station.

The ¼ mile area around the station has some potential for TOD, but there are some limiting factors. For example, there is no public water or sewer available in any part of Branchville. Also, the Norwalk River separates the station and parking area from Route 7. The south access point is a narrow bridge over the river, while the north access point is a culvert containing the river. Any new development on the station side of Route 7 would likely require new bridges/culverts to cross the Norwalk River.

Today, even without public water and sewers, the land on either side of Route 7 is extensively developed. If the Branchville area were to be connected to the proposed public water and sewers in Georgetown, the potential for TOD would be greatly enhanced.

Branchville Station is one of the busiest stations on the Danbury Branch. The historic village center and train station are evidence of Branchville's role as a transportation hub, as well as commercial and residential center for this part of Ridgefield. The Town would like to preserve and expand the unique role of Branchville Village as a transportation, commercial, and residential center.



Branchville Station

The Branchville Village Plan, which was adopted in September 2002, recommended desirable land use strategies, addressed possible transportation improvements, and suggested alternative strategies. The Plan provided schematic guidelines for the redevelopment of the commercial area along Route 7 and a concept plan to enhance the parking facilities at the station. The concept plan called for the construction of a decked parking structure designed with an historic mill building façade. The Plan called for the relocation of the two access drives off of Route 7, the preservation of the existing station building, and the expansion of the station as a multi-modal transportation center.

The Plan also contained several recommendations for ways to encourage “an appropriate village environment” in Branchville. These recommendations include the following land use strategies:

- Finding solutions to Route 7 traffic issues that are compatible with the village character of Branchville;
- Providing on-street parking and sidewalks;
- Amending zoning regulations to encourage buildings to be built closer to the street; and
- Supporting the enhancement of Branchville Station as a multimodal transportation center.”

Town of Ridgefield – TOD Attributes/Plans/Studies

Related plans for Ridgefield include the Route 7 Transportation and Land Use Study, which will include a report entitled, “Feasibility of a Multi-Modal Transportation Center at the Branchville (Ridgefield) Railroad Station.” The purpose of the report is to assist Ridgefield in developing a transit center and garage at its railroad station. This report will be part of a multi-phased transportation study being conducted by Fitzgerald & Halliday, Inc. in cooperation with the Housatonic Valley Council of Elected Officials (HVCEO) and the South Western Regional Planning Agency (SWRPA). Draft concept plans of two options for the Branchville Station area were completed in 2010.

The Ridgefield Economic Development Commission also has formed a Route 7 committee to look at development in the entire Route 7 corridor, with a focus on Branchville.



Route 7 Study Draft Concept Plan for Branchville Station Area (Option 2)

Bethel

Incorporated in 1855, Bethel is part of Fairfield County and is bounded by Brookfield on the north, Redding on the south, Newtown on the east, and Danbury on the west. Bethel is a partially rural and partially suburban community with a mixed-use village center. At only 16.8 square miles in area, Bethel is the smallest town within the study corridor. This section presents the following information related to TOD within the Town of Bethel:

- Bethel Plan of Conservation and Development
- Demographics and Market Potential
- Existing TOD Attributes, Studies, and Plans

Plan of Conservation and Development

The Bethel Planning Commission adopted the 2007 Plan of Conservation and Development for Bethel on October 9, 2007, effective October 15, 2007. The Economic Development chapter of the Plan contains a section titled “Support Transit-Oriented Development.” This section states that “the Commission recommends identifying locations for compact, transit accessible, pedestrian-oriented, mixed use development, sometimes referred to as transit-oriented development.”

The Plan included the following recommendations for actions related to TOD:

- Identify appropriate locations for TOD and consider assembling parcels.



Bethel Center

- Work with property owners to educate them about the benefits of TOD.
- Rezone the areas around the rail station to support TOD.
- Encourage Metro-North Railroad (MNR) to build a west side platform at the train station.
- Consider transit supportive development with lower densities than allowed in a TOD.
- Coordinate and collaborate with MNR and the Housatonic Valley Council of elected Officials (HVCEO).

Demographics and Market Potential

Table 5.11 indicates that Bethel’s projected population growth between 2000 and 2030 is 49.7% compared to 14.2% for the State. The table also shows that Bethel is younger than the State, with 63% of the population within the 18 to 64 age group, compared to 53% for the State.

Table 5.12 indicates that Bethel has a higher household income and a lower poverty rate than the Region and the State. Unemployment in Bethel is 3.2%, which is higher than the Region’s 2.2% but lower than the State’s 4.3%.

Regarding market potential for TOD, the population in Bethel has many characteristics that could support TOD. Not only is the population projected to increase at a faster rate than that of the State, but Bethel residents are also younger and wealthier than the State average. Nearly a quarter of Bethel’s residents, 23%, are also renters.

Table 5.11: Population Data, Bethel

| | Total Population | | Projected Growth 2000-2030 | Median Age (2007) | Age 5-17 (2000) | Age 18-64 (2000) | Age 65+ (2000) |
|-------------|------------------|-----------|----------------------------|-------------------|-----------------|------------------|----------------|
| | 2000 | 2007 | | | | | |
| Bethel | 18,067 | 18,307 | 49.7% | 39 | 20% | 63% | 10% |
| Connecticut | 3,405,565 | 3,549,606 | 14.2% | n/a | 17% | 53.0% | 14% |

Table 5.12: Income and Employment, Bethel

| | Median HH Income (2007) | % Below Poverty (2000) | Employed Persons (2006) | Percent Unemployed (2006) |
|--------------|-------------------------|------------------------|-------------------------|---------------------------|
| Bethel | \$84,641 | 2.5% | 7,348 | 3.2% |
| HVCEO Region | \$81,329 | 4.4% | 110,894 | 2.2% |
| Connecticut | \$65,859 | 7.9% | 1,765,083 | 4.3% |

Bethel Station – TOD Attributes/Plans/Studies

Bethel Station is located at 13 Durant Avenue in Bethel, just north of downtown and opposite the Bishop Curtis Homes. The station contains a brick station building and a high level platform with a lighted canopy and benches. There is a ramp to provide handicapped access to the platform. The surface parking lot at the station contains 197 spaces.

The ¼-mile area around the Station contains many components of TOD, including a mix of various commercial and residential uses. The area to the east contains multi- and single-family residences; the areas to the southeast and northeast contain commercial and industrial uses; and the areas to the west, southwest, and northwest contain a mix of single- and multi-family residences, retail, commercial, and industrial uses.

A limiting factor for TOD is the presence of wetlands around Bethel Station. The area to the north of the station on both sides of the track contains areas of the 100- and 500-year floodplains, as well as some streams and open water.

In March 2010, HVCEO released the Bethel Rail Station TOD Feasibility Study, prepared by Harrall-Michalowski Associates. This study identified several TOD-supportive characteristics of the area surrounding Bethel Station. These include:

- The study area contains a mix of uses.
- Proximity to downtown increases market potential.
- Parcels of significant size offer development opportunities.
- A multi-family residential pattern is already established.
- Traffic volumes on Route 53 and Route 302 demonstrate existing activity in the area.
- Opportunity for shared parking.

The Study recommended action items for the Town to move forward with the development of TOD around Bethel Station, including:

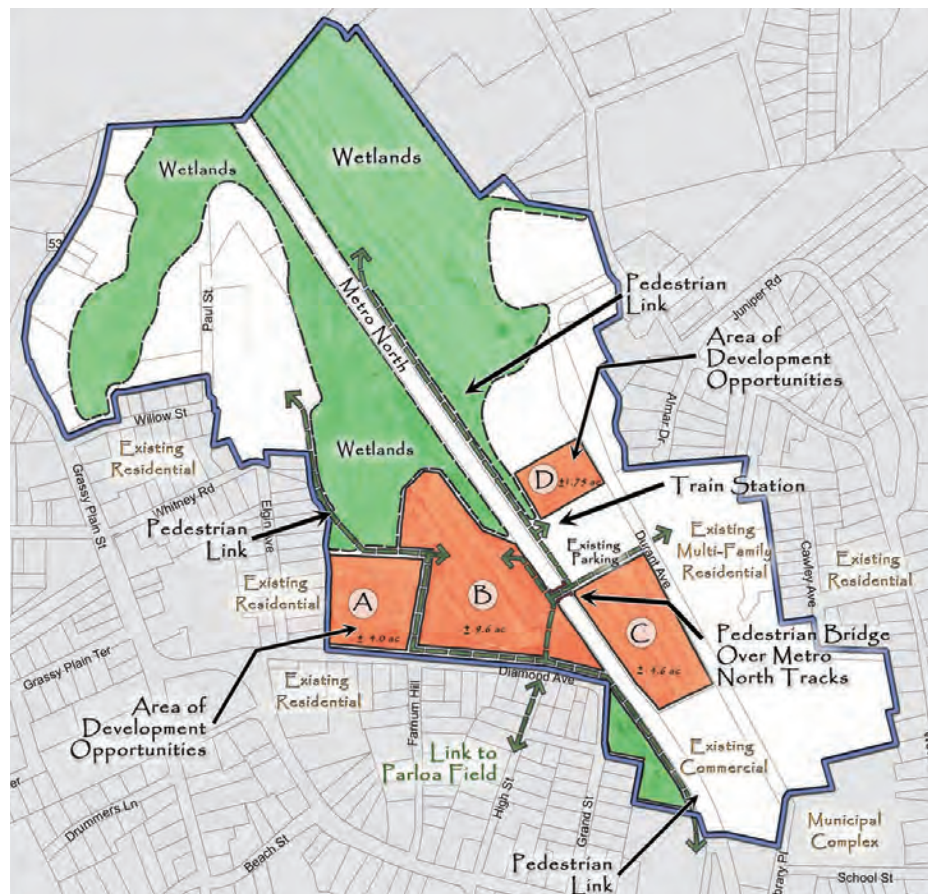
- Educate property owners about the benefits of TOD.
- Rezone the areas around Bethel Station to support TOD.
- Encourage CTDOT to build a west platform at the station.
- Consider regulations for transit-supportive development with lower densities than a TOD.



Bethel Station

Town of Bethel – TOD Attributes/Plans/Studies

The 2007 Bethel Town Plan of Conservation and Development recommends identifying locations for TOD near Bethel Station. The HVCEO Bethel Rail Station TOD Feasibility Study demonstrated that there are underutilized industrially zoned properties adjacent to the train station on both the east and west side of the tracks. This potential TOD area encompasses 121 acres of land distributed over 36 parcels.



Bethel Rail Station TOD Feasibility Study - Development Opportunities

Danbury

Incorporated in 1702, Danbury is part of Fairfield County and is bounded by New Fairfield on the north, Redding on the south, Bethel and Brookfield on the east, and Ridgefield and New York State on the west. In 2008, Mayor Mark Boughton appointed the Main Street Renaissance Task Force. This group was tasked with working in conjunction with the City’s Department of Planning and Zoning to prepare a Plan for Downtown Danbury. This Plan will focus on creating policy recommendations to foster business development, promote community activities, and strengthen linkages within the city. This section presents the following information related to TOD within the City of Danbury:

- Danbury Plan of Conservation and Development
- Demographics and Market Potential
- Existing TOD Attributes, Studies, and Plans

Plan of Conservation and Development

The Danbury Planning Commission adopted its Plan of Conservation and Development on October 9, 2002, effective October 15, 2002. In many ways, the Plan was ahead of its time for including TOD and smart growth ideals. For example, the Plan



Main Street, Danbury

recommends the following actions:

- Concentrate future commercial, industrial, and medium to high density residential development in the urban core and within the urban development area.
- Consider the creation of a planned unit development zoning district.
- Prepare and promote architectural and urban design guidelines for the downtown.
- Investigate the creation of a “Village District” for the Main Street Historic District.

Demographics and Market Potential

Table 5.13 indicates that Danbury’s projected population growth between 2000 and 2030 is 19.6% compared to only 14.2% for the State. Danbury is also younger than the State, with 67% of the population within the 18 to 64 age group, compared to 53% for the State.

Table 5.14 indicates that Danbury has a lower household income and a higher poverty rate than the Region and the State. Unemployment in Danbury is 3.4%, which is higher than the Region but lower than the State.

Regarding market potential for TOD, the population in Danbury has many characteristics that could support TOD. The population is projected to grow faster than the State, and it is younger and more accustomed to living in a dense environment. Danbury also has a greater proportion of renters, 40%, than is generally found in the State (31%).

Table 5.13: Population Data, Danbury

| | Total Population | | Projected Growth 2000-2030 | Median Age (2007) | Age 5-17 (2000) | Age 18-64 (2000) | Age 65+ (2000) |
|-------------|------------------|-----------|----------------------------|-------------------|-----------------|------------------|----------------|
| | 2000 | 2007 | | | | | |
| Danbury | 74,848 | 78,765 | 19.6% | 37 | 16% | 67% | 12% |
| Connecticut | 3,405,565 | 3,549,606 | 14.2% | n/a | 17% | 53.0% | 14% |

Table 5.14: Income and Employment, Danbury

| | Median HH Income (2007) | % Below Poverty (2000) | Employed Persons (2006) | Percent Unemployed (2006) |
|--------------|-------------------------|------------------------|-------------------------|---------------------------|
| Danbury | \$65,161 | 8.0% | 42,478 | 3.4% |
| HVCEO Region | \$81,329 | 4.4% | 110,894 | 2.2% |
| Connecticut | \$65,859 | 7.9% | 1,765,083 | 4.3% |

Danbury Station – TOD Attributes/Plans/Studies

Danbury Station is located at 1 Patriot Drive, which is one block from downtown Danbury’s dining and entertainment district. The station contains a brick building, a high level platform with a lighted canopy, and a ramp to provide handicapped access to the platform. The station contains 147 surface parking spaces. Patriot parking garage, which has 550 spaces, is located across the street from the station and is used by commuters.

The ¼-mile area around the station contains many of the components of TOD including a mix of different types of commercial and residential uses. The area to the south contains a mix of residential and commercial uses; the area to the east contains commercial uses; and the area to the north is a mix of residential and commercial uses.

Downtown Danbury, which has many classic 19th century buildings along a traditional Main Street, only a few blocks from Danbury Station. There has been some redevelopment in this area that could be considered a model for future TOD efforts.

The existing parking structure, the proximity to Main Street, and the abundance of older buildings that could be renovated and reused give Danbury some of the greatest potential for TOD along the Danbury Branch.



Danbury Station Tracks

Danbury North Site Option #1 – TOD Attributes/Plans/Studies

Site Option #1 for the proposed Danbury North Station is located on a portion of 12 Riverview Drive. The ¼-mile area around the proposed station has limited potential for TOD. This is the largest developable property on the east side of White Turkey Road. The area to the northeast contains Berkshire Corporate Park; the area



Danbury North Station Site Option #1



Danbury North Station Site Option #2

to the east is a single family residential neighborhood; the area to the south contains a large retail development that is separated from the site by a watercourse, wetlands, and floodplains; and the area to the west across White Turkey Road is bounded by Route 7 and has limited area for development due to the narrow shape of the property and the presence of large rock outcrops.

Danbury North Site Option #2 – TOD Attributes/Plans/Studies

Site Option #2 for the proposed Danbury North Station is located in an undeveloped parcel of land known as Lot #32 on Federal Road. The property is owned by CTDOT and contains an existing commuter parking lot. The ¼-mile area around the proposed station has limited potential for TOD.

This station site is the largest developable property on the west side of White Turkey Road. The site is long, narrow, and bounded to the north by an interchange and overpass, to the south by Riverview Drive, to the west by Route 7, and to the east by White Turkey Road.

City of Danbury – TOD Attributes/Plans/Studies

As previously noted, Danbury's Main Street Renaissance Task Force is working in conjunction with the City's Department of Planning and Zoning to prepare a Plan for Downtown Danbury. This Plan will focus on creating policy recommendations to foster business development, promote community activities, and strengthen linkages within the city, thereby improving the TOD potential of the City.

Brookfield

Incorporated in 1788, Brookfield is part of Fairfield County and is bounded by Bridgewater and New Milford on the north, Newtown and Bethel on the south, Newtown on the east, and Danbury and New Fairfield on the west. While nearly half (45%) of Brookfield’s land is taken up by residential uses, the town is also a significant employment hub. One of the largest employers is the Regional YMCA of Western Connecticut, which has its offices in Brookfield Commons. In 2007, Brookfield had 1.22 jobs for every housing unit, and this was the fourth highest jobs-housing ratio within the study corridor (behind Wilton, Danbury, and Norwalk). This is especially telling about Brookfield’s attraction as an employment center considering that at 19.8 square miles in area, Brookfield is the second smallest town in the corridor. This section presents the following information related to TOD within the Town of Brookfield:

- Brookfield Plan of Conservation and Development
- Demographics and Market Potential
- Existing TOD Attributes, Studies, and Plans

Plan of Conservation and Development

The Brookfield Planning Commission adopted the 2002 Plan of Conservation and Development for Brookfield on November 15, 2001, effective January 1, 2002. One of the seven strategies within the Plan is to “establish of a Village Center.” According to the Plan, residents are supportive of establishing a village center in the Four Corners area of Brookfield, which is located at the intersection of



Brookfield Commons

Route 202 and Route 25.

Among other things, the Plan recommended that the Town:

- Rename the Central Business District to a Village Business Zone that:
 - Meets the elements outlined in the Village District Act,
 - Encourages an intense cluster of smaller retail uses, and
 - Facilities filling in gaps buildings between buildings.
- Initiate village-type development in a small area and work outward to more closely monitor and manage the success of the village.
- Develop appropriate design guidelines for the village area.
- Update the Zoning Regulations to eliminate requirements for road widening in CBD Zone.
- Enhance the design for village by:
 - Providing a continuous network of sidewalks
 - Providing for diagonal on-street parking
 - Encouraging building expansion closer to the street, and
 - Allowing parking reductions for shared use.

Later in the Plan, support for a Danbury Branch extension is stated as follows: “Brookfield should support the establishment of this rail service and seek a rail station in Brookfield. This rail service will provide rail service to Danbury, Norwalk, Stamford, White Plains, and Grand Central Station in New York. This will enhance the overall quality of life in Brookfield and increase the desirability of the community. A location in or near the Four Corners areas is the most logical location although finding an appropriate site may require additional study.”

Demographics and Market Potential

Table 5.15 indicates that Brookfield’s projected growth is 26.0% between 2000 and 2030 compared to 14.2% for the State. The table indicates that Brookfield is younger than the State, with 62% of the population within the 18 to 64 age group, compared to 53% for the State.

Table 5.16 indicates that Brookfield has a higher household income and lower poverty rate than the Region and the State.

Unemployment in Brookfield is 3.2%, which is higher than the Region’s 2.2% but lower than the State’s 4.3%.

Table 5.15: Population Data, Brookfield

| | Total Population | | Projected Growth 2000-2030 | Median Age (2007) | Age 5-17 (2000) | Age 18-64 (2000) | Age 65+ (2000) |
|-------------|------------------|-----------|----------------------------|-------------------|-----------------|------------------|----------------|
| | 2000 | 2007 | | | | | |
| Brookfield | 15,664 | 16,210 | 26.0% | 41 | 20% | 62% | 11% |
| Connecticut | 3,405,565 | 3,549,606 | 14.2% | n/a | 17% | 53.0% | 14% |

Table 5.1: Income and Employment, Brookfield

| | Median HH Income (2007) | % Below Poverty (2000) | Employed Persons (2006) | Percent Unemployed (2006) |
|--------------|-------------------------|------------------------|-------------------------|---------------------------|
| Brookfield | \$99,196 | 2.3% | 8,715 | 3.2% |
| HVCEO Region | \$81,329 | 4.4% | 110,894 | 2.2% |
| Connecticut | \$65,859 | 7.9% | 1,765,083 | 4.3% |

Regarding market potential for TOD, the population in Brookfield has many characteristics that could support TOD. The population is projected to grow faster than the State, and it is younger and wealthier than the State population in general.

Brookfield Site Option #1 – TOD Attributes/Plans/Studies

Site Option #1 for the proposed Brookfield Station is located on a portion of undeveloped land on the east side of Pocono Road directly across the street from the Town Fire Station at 92 Pocono Road.

The ¼-mile area around this site may have limited potential for TOD. The area to the west and northwest across Pocono Road contain municipal facilities, including the Fire Station, athletic fields, and the Town Hall. The area to the west is narrow and is located between Pocono Road and Route 7. The area to the southwest contains large industrial buildings.

The site is a long and narrow parcel of land, bounded to the north by a single family home and to the south by a stream and the adjoining 500-year floodplain. The area to the east contains a stream bounded by the 500-year floodplain, and further to the east are single-family homes.

Brookfield Site Option #2 – TOD Attributes/Plans/Studies

Site Option #2 for the proposed Brookfield Station is the former train station located at 272 Whisconier Road (Route 25) at its intersection with Tucks Road. The former station building is now

part of the Craft Center Campus, and the nearest cross street is Station Road. The site is located in the Village Business District Zone, which is a mixed use development zone. The site is surrounded by a mix of land uses including retail, educational, and commercial uses.

The ¼-mile area around this site has some potential for TOD. The site location is a long narrow parcel of land bounded to the east by the railroad tracks and a rising hill, and to the west by Whisconier and Tucks Roads. The development potential of the properties on the west side of Whisconier and Tucks Roads is further limited by the Silk River, which runs parallel to these roads.

As was previously noted, the Brookfield's 2002 Plan of Conservation and Development recommended the development and enhancement of a mixed use node in the Four Corners area, with the recommended "Village Core" fronted on Route 7 and extending east to Silk River. Station Site Option #2 and the abutting properties to the north and south are parts of the "Village Expansion" area.

Town of Brookfield – TOD Attributes/Plans/Studies

There is a proposal currently before the Brookfield Zoning Commission to adopt an overlay Incentive Housing District in the Four Corners area to include the Town Center District. The proposed densities, which would be supportive of TOD efforts are as follows:

- Mixed use development: 6-24 units/acre
- Multi-family development: 20-24 units/acre
- Town Houses: 10-20 units/acre
- Single-Family Houses: 6-12 units/acre



Former Brookfield Station/Station Site Option #2



Brookfield Station Site Option #1

New Milford

Incorporated in 1712, New Milford is part of Litchfield County and is bounded by Kent on the north, Bridgewater and Brookfield on the south, Washington and Roxbury on the east, and Sherman and New Fairfield on the west. New Milford, at nearly 62 square miles in area, is the physically largest of the towns in the study corridor. The town features considerable commercial development. New Milford also has a historic town center, which includes its town hall, library, and town green, as well as restaurants and retail shops. New Milford's former rail station is located on Railroad Street, near the intersection of Route 202. There are two tracks passing through the station area. The former station building is now used for offices, and the former station parking lot provides parking for downtown New Milford. Station Site Options #2 through #5 are located in the vicinity of the former station.

This section presents the following information related to TOD within the Town of New Milford:

- New Milford Plan of Conservation and Development
- Demographics and Market Potential
- Existing TOD Attributes, Studies, and Plans

Plan of Conservation and Development

The New Milford Planning Commission adopted the 1997 Plan



New Milford Town Green

of Conservation and Development for New Milford on October 29, 1997. The New Milford Planning and Zoning Commission is currently updating this Plan. The Planning Commission will be discussing and considering ideas for TOD in downtown New Milford during the updating of the Plan.

Demographics and Market Potential

Table 5.17 indicates that New Milford's projected growth is 30.9% between 2000 and 2030 compared to 14.2% for the State. New Milford is younger than the State, with 66% of the population within the 18 to 64 age group, compared to 53% for the State.

Table 5.18 indicates that Town of New Milford has a higher household income and a lower poverty rate than the Region and the State. Unemployment in New Milford is 3.3%, which is higher than the Region's 2.2% but lower than the State's 4.3%.

Table 5.17: Population Data, New Milford

| | Total Population | | Projected Growth 2000-2030 | Median Age (2007) | Age 5-17 (2000) | Age 18-64 (2000) | Age 65+ (2000) |
|-------------|------------------|-----------|----------------------------|-------------------|-----------------|------------------|----------------|
| | 2000 | 2007 | | | | | |
| New Milford | 27,121 | 28,950 | 30.9% | 39 | 18% | 66% | 10% |
| Connecticut | 3,405,565 | 3,549,606 | 14.2% | n/a | 17% | 53.0% | 14% |

Table 5.18: Income and Employment, New Milford

| | Median HH Income (2007) | % Below Poverty (2000) | Employed Persons (2006) | Percent Unemployed (2006) |
|--------------|-------------------------|------------------------|-------------------------|---------------------------|
| New Milford | \$81,618 | 3.3% | 16,324 | 3.3% |
| HVCEO Region | \$81,329 | 4.4% | 110,894 | 2.2% |
| Connecticut | \$65,859 | 7.9% | 1,765,083 | 4.3% |

Regarding market potential for TOD, the population in New Milford has many of the characteristics that could support TOD. The population is projected to grow faster than the State and it is younger and wealthier than the State population.

New Milford Site Option #1 – TOD Attributes/Plans/Studies

Site Option #1 for the proposed New Milford Station is located at 87 Pickett District Road on the east side of the road and the west side of the railroad tracks. The 16.9 acre site is located in the Restricted Industrial Zone and the nearest cross street is Dodd Road. The properties to the north, south, east and west are also located in the Restricted Industrial Zone and further to the east of the site is the Housatonic River.

The ¼-mile area around this site may have limited potential for

TOD. The abutting properties to the north, south, and west contain large industrial buildings. Portions of this site, including the existing railroad track, are located in the 100-year floodplain. To the east of the site is the Housatonic River, which is bounded on both sides by areas of the 100-year floodplain.

New Milford Site Option #2 – TOD Attributes/Plans/Studies

Site Option #2 for the proposed New Milford Station is 4.6 acres in size and is located at 48 Anderson Avenue on the west side of the railroad tracks. The site's nearest cross street is Grove Street. The ¼-mile area around the site may have potential for TOD due to its proximity to Downtown New Milford.

The site is located on the north side of Anderson Avenue at the site of an existing printing company facility. The abutting properties to the north and south contain single- and multi-family residential buildings. The property to the east contains a commercial building, and the property to the west contains a former mill building. The mill building has been approved for mixed use residential and commercial development. The areas further to the south and west contain the Housatonic River and the abutting 100-year floodplain.

New Milford Site Option #3 – TOD Attributes/Plans/Studies

Site Option #3 for the proposed New Milford Station is located on the northwest corner of the intersection of Bridge Street and Railroad Street, in downtown New Milford on the west side of the railroad tracks. The 5.1 acre site is located in the Village District Zone. The ¼-mile area around the site has potential for TOD.



New Milford Station Site Option #3

New Milford Site Option #4A

Site Option #4A for the proposed New Milford Station is located on the west side of Railroad Street, just north of the former station building and the existing public parking. This site is located in the Village District Zone. The ¼-mile area around this site has potential for TOD. The site is currently occupied by several existing buildings containing a hardware and lumber business.



New Milford Station Site Option #4A

New Milford Site Option #4B – TOD Attributes/Plans/Studies

Site Option #4B for the proposed New Milford Station is located on the east side of Railroad Street, across the street from Site #4A, between Boardman Terrace and Bennitt Street. This site is located in the Village District Zone and consists of several adjoining properties on the north side of Boardman Terrace and the south side of Bennitt Street. The ¼-mile area around this site, which uses much of the land contained in Site #4A, has potential for TOD.



New Milford Station Site Option #4B

New Milford Site Option #5 – TOD Attributes/Plans/Studies

Site Option #5 for the proposed New Milford Station is located at 6 Young's Field Road on the east side of Young's Field Road and the west side of Housatonic Avenue. The 14 acre site is zoned for business purposes. The site is currently occupied by the Town of New Milford Public Works Yard. The ¼-mile area around this station site has potential for TOD.

Town of New Milford – TOD Attributes/Plans/Studies

In August 2009, New Milford adopted the Housatonic Riverfront Zone. This regulation covers an area south of downtown to The Bleachery and north to the southern section of Housatonic Avenue, on the east side of the Housatonic River. This Zone is meant to encourage adaptive reuse of large industrial or underused parcels of riverfront land on the village side of the river. The regulation encourages mixed-use development, and it is expected to allow for the addition of 70 to 80 residential units at the Bleachery property alone.

Related plans for New Milford include the 2009 "Central New Milford Pedestrian Loop Concept Plan." Completed by the Stantec Corporation of Hamden for the Housatonic Valley Council of Elected Officials (HVCEO), this Plan proposes the creation of a pedestrian loop on both sides of the Housatonic River between Bridge Street (Route 67 and 202) on the north and Lanesville Road on the south. The creation of a complete pedestrian network in New Milford would support future TOD efforts.

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Appendix A - Background Information on Transit-Oriented Development Potential

Connecticut Conservation and Development Plan Policies

The Office of Policy and Management (OPM) maintains The Connecticut Conservation and Development Plan Policies for Connecticut, 2005-2010 (C&D Plan). The C&D Plan includes policies that guide the planning and decision-making processes of state government relative to balancing economic growth with resource conservation concerns, and coordinating state planning activities with long-term effectiveness in the expenditure of public funds. Growth Management Principle #3 of the C&D Plan is “Concentrate Development around Transportation Nodes along Major Transportation Corridors to the Viability of Transportation Options.”

According to this principle, transportation planning must integrate ideas and processes from the local, state, and regional level. The principle goes on to encourage transit supportive land uses through a “process whereby communities plan and zone for intensive, mixed use development in close proximity to transit stations or along transit corridors where physical infrastructure is typically already in place.” Such land uses are seen as an opportunity for infill development around stations, and such development could result in making municipalities more attractive to visitors.

Office of Policy and Management Office of Responsible Growth

The Office of Responsible Growth was established by Executive Order 15 to coordinate state efforts to revitalize cities, preserve the unique charm of the state, and build livable, economically strong communities while protecting natural resources.

Department of Economic and Community Development Responsible Growth Guidelines

Connecticut’s Responsible Growth Task Force, which works closely with the Department of Economic and Community Development (DECD), defines responsible growth as “economic, social, and environmental development that incorporates land use and resources in ways that enhance the long-term quality of life for current and future generations of Connecticut residents.”

DECD Responsible Growth criteria include:

1. Project activities should be in conformance with the Conservation and Development Policies Plan for Connecticut.
2. Locate Projects within existing developed areas and promote infill development.
3. Locate projects within existing public utilities service areas (water, sewer, etc.).
4. Projects outside of public utility services areas should be scaled to use on-site systems, where practicable, to manage unplanned development of adjacent land.
5. Promote transit-oriented development.
6. Promote energy/water conservation, energy efficiency and “green” building design.
7. Avoid impacts to natural and cultural resources and open space.
8. Promote mixed-use development and compatible land uses (pedestrian-friendly with access to multiple destinations within close proximity of each other).

Regional Plans of Conservation and Development

Connecticut General Statutes Section 35(a) requires that each regional planning agency must make a plan of development for its area at least once every ten years. Among other things, regional plans must address issues of land use, housing, transportation, and recreation. These plans are based on studies of physical, social, economic and governmental conditions and trends, and they should promote the coordinated development of an area.

Section 35(a) was amended in 2005 to address TOD. This amendment required that regional plan identify potential TOD locations based on their ability to have “compact, transit accessible, pedestrian-oriented mixed use development patterns and land reuse.” Such development should be consistent with the following growth management principles:

- Redevelopment and revitalization of regional centers and areas of mixed land uses with existing or planned physical infrastructure;
- Expansion of housing opportunities and design choices to accommodate a variety of household types and needs;

- Concentration of development around transportation nodes and along major transportation corridors to support the viability of transportation options and land reuse;
- Conservation and restoration of the natural environment, cultural and historical resources and traditional rural lands;
- Protection of environmental assets critical to public health and safety; and
- Integration of planning across all levels of government to address issues on a local, regional, and state-wide basis.

Southwest Regional Planning Agency (SWRPA)

Norwalk and Wilton are member communities of the Southwest Regional Planning Agency (SWRPA). The SWRPA Regional Plan of Conservation and Development 2006–2015 was prepared prior to the 2005 statute and the plan does not address TOD.

Housatonic Valley Council of Elected Officials (HVCEO)

Danbury, Bethel, Brookfield, New Milford, Redding, and Ridgefield are member communities of the Housatonic Valley Council of Elected Officials (HVCEO). The HVCEO 2009 Regional Plan of Conservation and Development identified areas where it was feasible and prudent to have compact, transit accessible, pedestrian-oriented mixed use development patterns.

The Regional Plan assessed the TOD potential at each of the Region’s existing, planned or potential rail passenger stations, the HART bus central transfer station, and along HART bus routes. The Plan’s assessment included the following comments:

Redding

Georgetown Railroad Station

Planned TOD Project

This development has received all required town, state and federal approvals. This TOD is a Brownfield redevelopment project that includes a new Georgetown Railroad Station on the Danbury Branch Line as authorized by CTDOT. (Since this was published, due to current economic conditions, the project has not moved forward.)

West Redding Railroad Station

TOD Potential: To be determined

Currently, the West Redding Railroad Station has the least patronage of any station on the Danbury Branch Line. This is an “out of the way” station location adjacent to a small, historic, and rural hamlet.

Redding’s 2008 draft Plan of Conservation and Development states “this edition of the Town Plan seeks to expand the discussion of higher density development to include the central part of the hamlet of West Redding due to its transportation resources and its resulting potential for transit-oriented development. It should be noted, though, that West Redding’s lack of public water and sewer and its sensitive location at the headwaters of the Saugatuck River may turn out to be limiting factors.”

Ridgefield

Branchville Railroad Station

TOD Potential: To be determined

In 2002, the Ridgefield Planning and Zoning Commission prepared the Branchville Village Plan that included a goal to “Preserve the train station as part of Branchville,” and to “support enhancement of the Branchville railroad station as a multi-modal transportation center with transit-oriented services at near the train station”, essentially TOD.

Bethel

Bethel Railroad Station

TOD Potential: Significant

This station is located on the northern fringe of the Bethel Village Center. This center is compact, pedestrian friendly, and contains a mix of commercial, office and institutional land and building uses surrounded by a variety of housing types. The 2007 Bethel Plan of Conservation and Development supports rail-oriented TOD around the Bethel Railroad Station. HVCEO will complete an economic feasibility study of this proposal in 2009.

Danbury

Downtown Danbury Railroad Station

TOD Potential: Significant

Commuter rail service on the Danbury Branch Line currently ends

in Downtown Danbury. With its central transfer station also located in Downtown Danbury, fixed route bus service is provided by the Housatonic Area Regional Transit District (HART) throughout the Danbury and to Bethel, Brookfield, New Milford, and Ridgefield.

Hosting these two transit facilities, Downtown Danbury can function as a TOD area. There is a wide variety of retail and service businesses and relatively high density residential neighborhoods, all located within walking distance of public transit services in an attractive, pedestrian friendly environment.

Danbury and Regional Hart Bus Stops

TOD Potential: Low at Present

Bus stops to access Housatonic Area Regional Transit vehicles on their many routes throughout the Housatonic Valley Region are numerous. But due to today’s relatively low service frequency, these geographically diffuse bus stops do not currently have the potential to become the transit element of a TOD.

Danbury North Railroad Station (Planned)

TOD Potential: Minimal

The HVCEO Future Growth Map offers a supportive “Primary Growth Area” designation for this location. The limitation on TOD potential at this site is due to the lack of developable land in the vicinity that could be linked with pedestrian access to the station and that could support the full range of TOD uses.

Brookfield

Brookfield Railroad Station (Planned)

TOD Potential: Significant

The design guidelines used by Brookfield for planning the future of the Village Center area call for mixed use development and state that the Town should “prepare for the possibility of rail passenger service from New Milford to Norwalk,” and “identify an appropriate location for a commuter parking lot connected to the rail line by a pedestrian bridge over the Still River.”

New Milford

Downtown New Milford Railroad Station (Planned)

TOD Potential: Significant

The Phase I findings of the Danbury Branch Rail Electrification Feasibility Study concluded that the restoration/extension of

commuter rail service to New Milford would result in over 300 new daily boardings and increase ridership on the Branch Line by 37%, a dramatic projection as rail studies go.

Municipal Plans of Conservation and Development

According to the Connecticut State Statute Sec. 8-23, local planning commissions must amend their plan of conservation and development at least once every ten years. These plans must:

- Be a statement of policies, goals, and standards for development of the municipality;
- Be designed to promote the development and the general welfare of residents;
- Recommend the most desirable use of land within the municipality;
- Recommend the most desirable population density within the municipality;
- Note inconsistencies it may have with the state plan of conservation and development;
- Make provisions for the development of housing opportunities; and
- Promote housing choice and economic diversity in housing.

Appendix B - Municipal Zoning District Definitions and Station Area Maps

Norwalk Zoning: Residential

AAA Residence

- Principle uses and structures in an AAA Residence Zone shall be for the following uses and no others: Single-family detached dwelling, Parks and Playgrounds, Farms, truck gardens and nurseries provided that all produce is cultivated on the premises.
- Special Permit uses and structures include: Public museums, Places of worship, Schools, Public utility supply or storage facilities, Firehouses, Conservation development, Waterfront clubs, Golf clubs, Nursery schools or child day care centers. Restaurants in public parks.

AA Residence

- Principle uses and structures in an AA Residence Zone shall be for the following uses and no others: Single-family detached dwelling, Parks and Playgrounds, Farms, truck gardens and nurseries provided that all produce is cultivated on the premises.
- Special Permit uses and structures include: Public museums, Places of worship, Schools, Public utility supply or storage facilities, Public and private colleges and universities, Cemeteries, Golf clubs, Youth day camps, Firehouses, Conservation development, Congregate housing, Nursery schools or child day care centers.

A Residence

- Principle uses and structures in an A Residence Zone shall be for the following uses and no others: Single-family detached dwelling, Parks and Playgrounds, Farms, truck gardens and nurseries provided that all produce is cultivated on the premises.
- Special Permit uses and structures include: Public museums, Places of worship, Schools, Public utility supply or storage facilities, Public and private colleges and universities, Cemeteries, Golf clubs, Youth day camps, Firehouses, Conservation development, Waterfront clubs, Convalescent homes, Congregate housing, Nursery schools or child day care centers, Commercial communication towers

B Residence

- Principle uses and structures in a B Residence Zone shall be for the following uses and no others: Single-family detached dwelling, Parks and Playgrounds, Farms, truck gardens and nurseries provided that all produce is cultivated on the premises.
- Special Permit uses and structures include: Public museums, Places of worship, Schools, Public utility supply or storage facilities, Public and private colleges and universities, Schools or institutions for mentally, physically, emotionally handicapped, Halfway houses, Cemeteries, Youth day camps, Firehouses, Nursery schools or child day care centers, Convalescent or nursing homes, Planned residential development, Group homes, Congregate housing.

D Residence

- Principle uses and structures in a D Residence Zone shall be for the following uses and no others: Single-family detached dwelling, Two-family detached dwelling, Parks and Playgrounds, Farms, truck gardens and nurseries provided that all produce is cultivated on the premises.
- Special Permit uses and structures include: Public museums, Places of worship, Schools, Public utility supply or storage facilities, Public and private colleges and universities, Schools or institutions for mentally, physically, emotionally handicapped, Halfway houses, Cemeteries, Youth day camps, Firehouses, Nursery schools or child day care centers, Convalescent or nursing homes, Planned residential development, Multifamily dwelling containing 12 or more dwelling units, Elderly housing, Congregate housing, Public or nonprofit community centers, Group homes, Community residences, Boarding or rooming houses and Waterfront clubs.

Norwalk Zoning: Commercial

Washington Street Design District (WSSD)

- Principle uses and structures in the Washington Street Design District shall be for the following uses and no others: Dwellings, when located above any principal or Special Permit

use, Retail stores and personal services, Offices, medical, Banks and financial institutions, Full service restaurants, Theaters, auditoriums, and Off-street parking facilities.

- Special Permit uses and structures include: expansion of an existing manufacturing use, Hotel up to eight stories and 89 feet in height or boatel, Marinas, Commercial boat docks, Commercial recreation establishment and Boutique manufacturing.

Reed Putnam Design District – Subarea A (RPDA)

- Principle uses and structures in the Reed Putnam Design District – Subarea A shall be for the following uses and no others: Mixed use developments, including two or more of the following uses: offices, including medical, retail stores, business service establishments, restaurants, multifamily residence, hotels, Transportation terminals designed as an integral part of a structure, Parks, playgrounds, open space and Child day-care centers.
- Special Permit uses and structures include: Electric power generator, Off-street parking structures and surface parking lots. Accessory uses: Commercial communication antenna and Outdoor dining, street vendors.

Reed Putnam Design District – Subarea B (RPDB)

- Principle uses and structures in the Reed Putnam Design District – Subarea B shall be for the following uses and no others: Mixed use developments, including two or more of the following uses: offices, including medical, retail stores, business service establishments, restaurants, multifamily residence, hotels, transportation terminals designed as an integral part of a structure, Parks, playgrounds, open space, and day-care centers.
- Special Permit uses and structures include: Electric power generator, Off-street parking structures and surface parking lots. Accessory uses: Commercial communication antenna and Outdoor dining, street vendors.

Reed Putnam Design District – Subarea C (RPDC)

- Principle uses and structures in the Reed Putnam Design

District – Subarea C shall be for the following uses and no others: Multifamily dwellings, Hotels, Park, playgrounds, open space and day-care centers.

- Special Permit uses and structures include: Boutique manufacturing as an accessory use to a permitted retail use, Electric power generator, Marinas and marina-related facilities. Off-street parking structures and surface parking lots. Commercial communication antennas are permitted as accessory use when located on an existing building or structure.

Reed Putnam Design District – Subarea D (RPDD)

- Principle uses and structures in the Reed Putnam Design District – Subarea D shall be for the following uses and no others: Multifamily dwellings, Museums, maritime centers and exhibition facilities, Retail stores, restaurants and offices including medical offices, Parking structures and day-care centers

Reed Putnam Design District – Subarea E (RPDE)

- Principle uses and structures in the Reed Putnam Design District – Subarea E shall be for the following uses and no others: Multifamily dwellings, Elderly housing, Retail stores and personal and business service shops, offices, including medical, Banks and financial institutions, Restaurants and taverns, Theaters and auditoriums, Business schools and studios, Places of worship, Parks, playgrounds, open space, Museums and day-care centers.
- Special Permit uses and structures include: The expansion of an existing manufacturing use, Public utility supply or storage facility and Boutique manufacturing as an accessory use to a permitted retail use.

Executive Office (EO)

- Principle uses and structures in an Executive Office Zone shall be for the following uses and no others: Offices, including medical, Banks and financial institutions, Hotels and motels, Personal and business services and retail stores having a gross floor area 30,000 square feet or less, Restaurants and taverns, Theaters and auditoriums, Schools, including business and trade schools and studios, Mixed-use development, Research and development facilities, Manufacture, processing or assembly of goods, Parks and recreational facilities, Museums, Public utility supply or storage facilities, Firehouses and Off-street parking

facilities.

- Special Permit uses and structures include: Warehouse and distribution facilities, Gasoline stations and the sale and service of motor vehicles, Transportation terminals, Multifamily dwellings, Commercial recreation establishments, Retail stores having a gross floor area of more than 30,000 square feet, Commercial planned residential development, Helicopter landing site and Electric power generator.

Neighborhood Business District (NB)

- Principle uses and structures in a Neighborhood Business District shall be for the following uses and no others: Single-family and two-family dwellings, Multifamily dwelling containing fewer than 12 or more dwelling units, including elderly and congregate housing, Retail stores and personal and business services having a gross floor area of less of fewer than 8,000 square feet, Bank and financial institutions, Restaurants and taverns having a gross floor area of less of fewer than 2,500 square feet, Places of worship, Schools, including nursery schools and child day-care centers, Marinas including the sale, repair and servicing of boats, commercial fishing and boating facilities and waterfront clubs, Parks and Playgrounds, Museums and libraries, Off-street parking facilities and Fire stations.
- Special Permit uses and structures include: Multifamily dwelling containing more than 12 more dwelling units, including elderly and congregate housing, Retail stores and personal and business services having a gross floor area of 8,000 square feet or more, Offices having a gross floor area of 8,000 square feet or more, including medical, Restaurants and taverns having a gross floor area of 2,500 square feet or more, Commercial recreation establishments, Gasoline service stations and the sale and service of motor vehicles, Public utility supply or storage facilities, Halfway houses with fewer than 200 square feet of living area per person, Boarding and rooming houses and group homes and Convalescent and nursing homes.

South Norwalk Business District (SNBD)

- Principle uses and structures in the South Norwalk Business District shall be for the following uses and no others: All uses permitted in a D Residence Zone, Offices including medical, Banks and financial institutions, Hotels and motels, Retail stores and personal services, Restaurants and taverns, Theaters

and auditoriums, Lodge, meeting and concert halls, Schools, including business and trade schools and studios, Mixed-use development, Research and development facilities, Museums and libraries and Off-street parking facilities.

- Special Permit uses and structures include: Commercial recreation establishments, Off-street parking structures and garages and Boutique manufacturing as an accessory use to a permitted retail use.

Marine Commercial District (MC)

- Principle uses and structures in Marine Commercial District shall be for the following uses and no others: Marinas, water based recreational uses, docks and port facilities, Recreational and commercial fishing and boating facilities, Finfish and shellfish processing plants, Shipyards, boat building and sales and marine repair facilities, Industrial, processing and storage facilities, dependent on waterborne transportation for the supply of product, Waterfront clubs, Marine research labs and related facilities, Parks, playgrounds, open space and public recreational facilities, Marine police, harbor master and other marine enforcement agencies and other water dependent uses.
- Special Permit uses and structures include: Multifamily dwellings including elderly and congregate housing, Restaurants and taverns, Offices, including medical, Hotels, Retail establishments and personal and business service shops, Public utility supply or storage facilities, the expansion of an existing manufacturing use and Terminals for freight or passengers arriving or departing by ship.

Business No. 2 (B2)

- Principle uses and structures in an Business No. 2 Zone shall be for the following uses and no others: All uses permitted in a D Residence Zone, Offices, medical and contractors, Banks and financial institutions, Hotels and motels, Retail stores and personal services, Restaurants and taverns, Theaters and auditoriums, Lodge, meeting and concert halls, Schools, including business and trade schools and studios, Mixed-use development, Research and development facilities, Museums, Off-street parking facilities.
- Special Permit uses and structures include: New Manufacturing facilities, Warehouse and distribution facilities, Gasoline stations and the sale and service of motor vehicles,

Halfway houses, Commercial recreation establishments, Expansion of existing contractor's plant and storage yard, Animal care centers, Extended stay hotels, Retail stores having a gross floor area of more than 30,000 square feet, Helicopter landing site and Electric power generator.

Norwalk Zoning: Industrial

Industrial Zone No. 1 (I1)

- Principle uses and structures in the Industrial Zone No. 1 shall be for the following uses and no others: Manufacture, processing or assembly of goods, Warehouse, storage and wholesale distribution facilities, Transportation and bus storage facilities, Building materials sale and storage yards, including contractor's storage yards, Offices including banks and financial institutions and contractor's office, All principal uses permitted in the Marine Commercial Zone, Retail stores and personal services, Printing establishments, Municipal sewage treatment facilities, Research and development facilities and All uses permitted in a C Residence Zone..
- Special Permit uses and structures include: Municipal utility plant or storage yard, Gasoline stations and sale and service of motor vehicles, Propane gas storage of more than 30,000 gallons or cubic feet of natural gas other than public utilities, Asphalt and concrete plants and recycling of operations and crushing/processing facilities, Motor vehicle storage and junkyards, Solid waste transfer stations, Commercial recreation facilities, Hotels, Adult day care centers, Helicopter landing sites and Animal care centers.

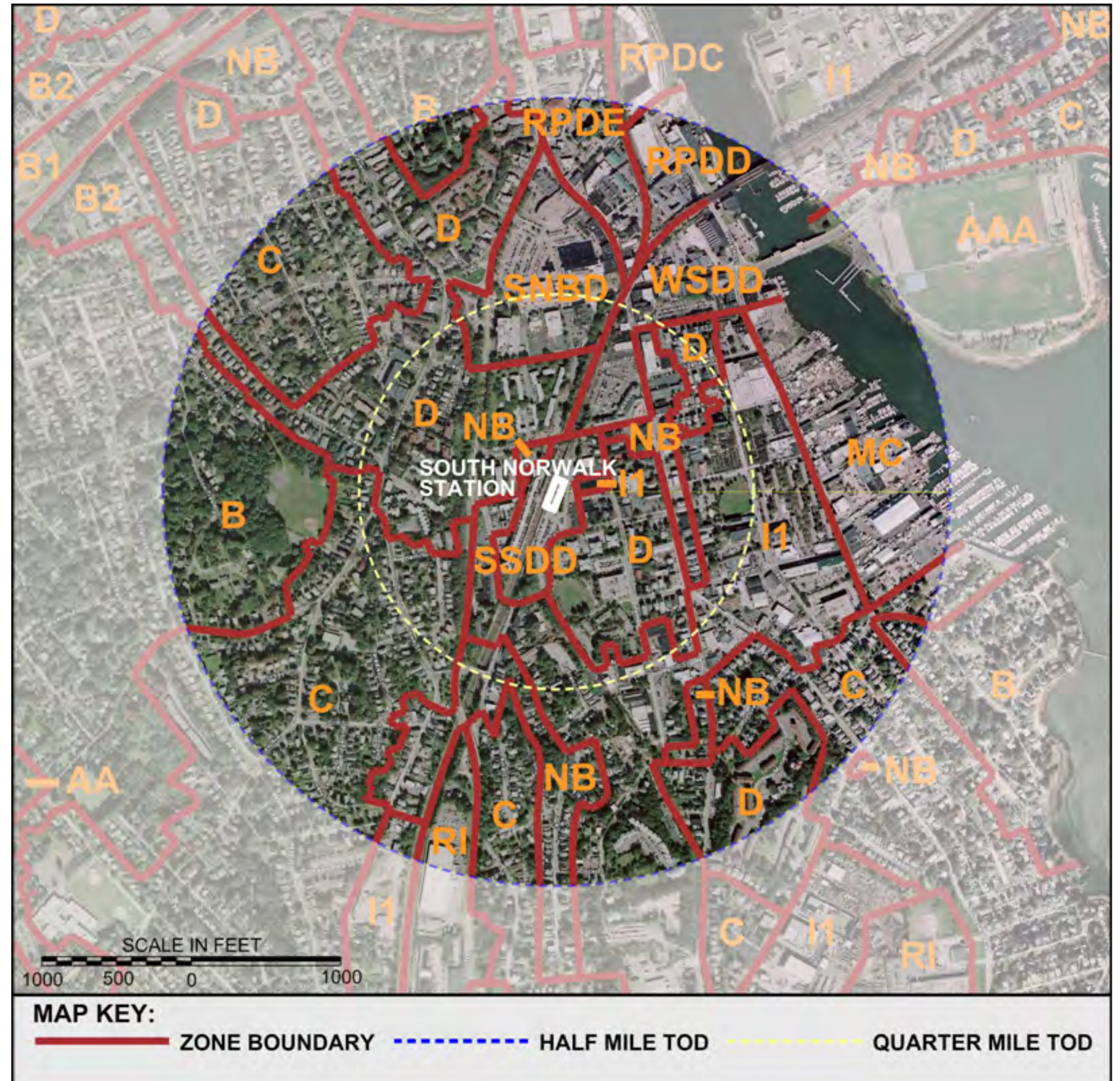
South Norwalk Station Zoning

The ¼ and ½ mile areas around the South Norwalk Station contain a variety of different Zone Districts. This variety reflects the unique nature of the SONO District/neighborhood of Norwalk.

The area surrounding the Station contains portions of the following Zone Districts:

- B: B Residence Zone
- C: C Residence Zone
- D: D Residence Zone
- L1: Industrial No. 1
- MC: Marine Commercial
- NB: Neighborhood Business District
- RI: Restricted Industrial
- RPDC: Reed Putnam Design District – Subarea C
- RPDD: Reed Putnam Design District – Subarea D
- RPDE: Reed Putnam Design District – Subarea E
- SNBD: South Norwalk Business District
- SSDD: SoNo Station Design District
- WSDD: Washington Street Design District

Today in the area surrounding the South Norwalk Station many of the various levels of density and types of mixed use development associated with TOD are not only permitted but encouraged by the existing Zoning Regulations.



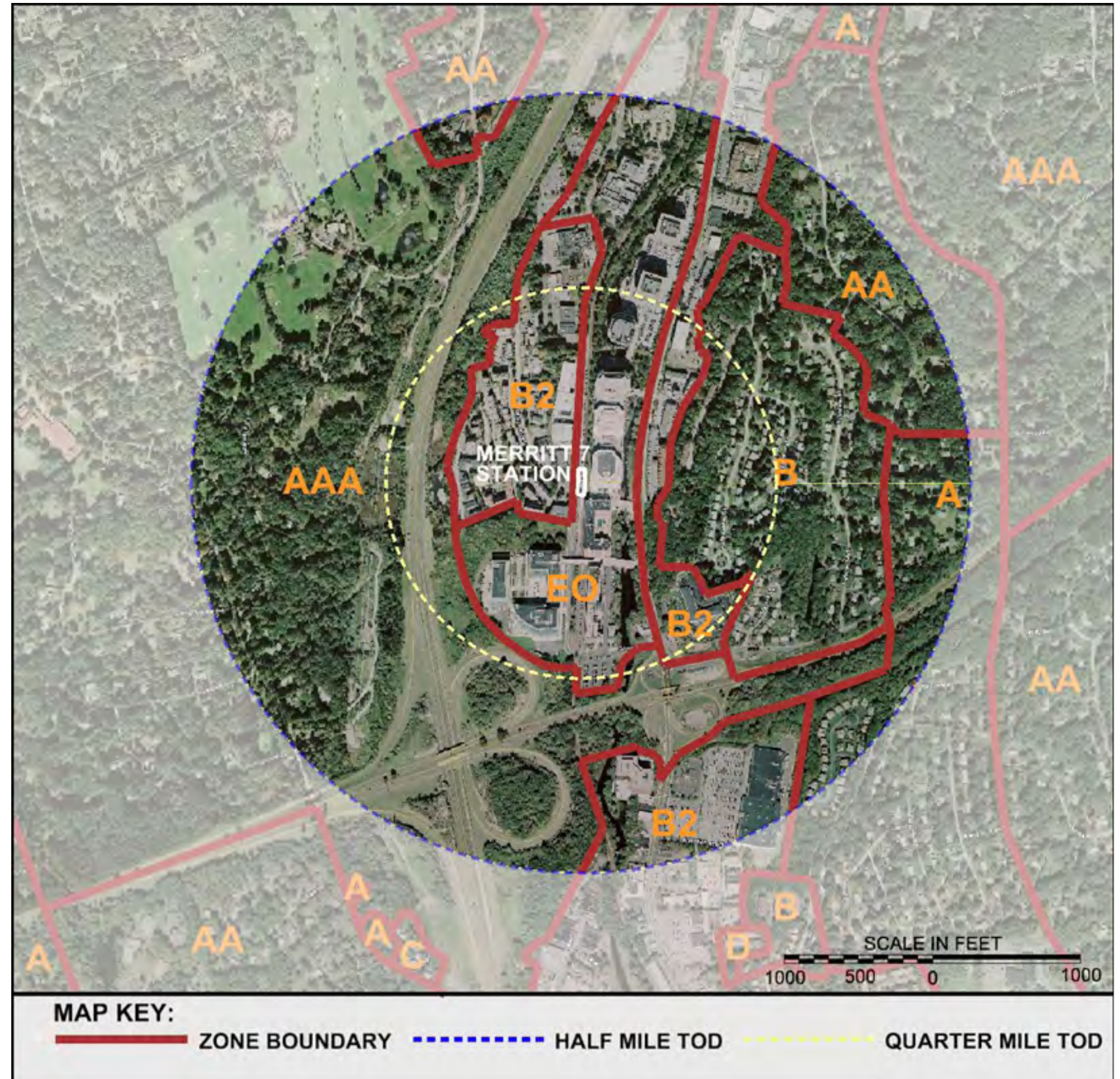
Merritt 7 Station Zoning

The ¼ and ½ mile areas around the Merritt 7 Station in Norwalk contain a number of different Zone Districts. These districts reflect the nature of the existing mixed use development around the station.

The area surrounding the Station contains portions of the following Zone Districts:

- A: A Residential Zone
- AA: AA Residential Zone
- AAA: AAA (AAA) Residence Zone
- B: B Residence Zone
- B2: Business No. 2
- EO: Executive Office Zone

Today in the area surrounding the Merritt 7 Station many of the various levels of density and types of mixed use development associated with TOD are not only permitted but encouraged by the existing Zoning Regulations.



Wilton Zoning: Residential

Single Family Residence District (R-1A, R-2A)

- Permitted uses: The following principal uses shall be permitted in all single-family residential districts as a matter of right: Single family dwellings, Farms, Open space, both private and public parks.
- Special Permit uses: Public and semi-public uses, Private membership recreation clubs, Public utility buildings, structures or uses. Radio or television reception or transmission facilities, Cemeteries, Planned Residential Developments, Nursing homes, Group homes, Riding stables, Congregate housing, Child care centers, Adult day care centers, Group day care home, Schools, both public and private, Adaptive reuse of historical structures, Professional offices for non-resident occupants, Bed and Breakfast accommodations, Permitted Accessory Uses: The following accessory uses shall be permitted in all single family residential districts: Private garages, sheds, buildings for housing domesticated animals. The display and sale of farm or garden produce, nurseries or greenhouse stock, Professional office or home occupations, Family day care homes, Accommodation of roomers or boarders, Garden houses, tool houses, playhouses and greenhouses, Conservation Developments and Planned Residential Developments.

Center Residence Apartments (CRA-10)

- Permitted uses: Single family attached dwellings, Multi-family dwellings, and attached dwellings, Senior citizen housing, Open space and Affordable housing units.
- Special Permit uses: Public and semi-public uses, Private membership recreation clubs, Public utility buildings, structures or uses. Radio or television reception or transmission facilities, Cemeteries, Nursing homes, Group homes, Congregate housing, Child care centers, Adult day care centers, Group day care home, Schools, both public and private.

Designed Residence District (DRD)

- Permitted Uses: Single family detached dwellings, attached dwellings, Open space, both private and public parks, Affordable housing.
- Permitted Accessory Uses include: Private garages,

Recreational facilities for use by residents and their guests, Professional office or home occupations for resident occupants, Family day care homes, Garden houses, tool houses, playhouses and greenhouses, Radio or television reception or transmission facilities.

- Special Permit uses: Public and semi-public uses, Private membership recreation clubs, Public utility buildings, structures or uses. Radio or television reception or transmission facilities, Cemeteries, Nursing homes, Group homes, Congregate housing, Adult day, Child Day care, Group day care home, Schools both public and private.

Design Retail Business District (DRB)

- The following principal uses with a GFA of 20,000 square feet or less, shall be permitted DRB Zone subject to Site Plan approval: Store and shops for retail businesses, Store and shops for personal service businesses, Banks or financial institutions, General offices, Medical offices, Retail Dry cleaning or laundry outlets, Child day care centers or group day care homes, Libraries, museums, art galleries, Adult day care centers, Printing, photocopy facilities, Dance or art studios and Caterers.
- The following principal uses shall be permitted in the DRB Zone subject to Special Permit and Site Plan approval: All permitted uses with a GFA of greater than 20,000 square feet, Restaurants without drive-thru facilities, Convalescent or nursing homes, Congregate housing, Banks or financial institutions with drive-thru facilities, Radio or television reception or transmission facilities and Public Utility buildings, Dwelling units located above street level stores or offices, Bed and Breakfast establishments, Movie theaters, Private membership recreation clubs, Health/fitness/racquet club, Assisted living facility, Schools, public or private, Civic/social/charitable organizations, Existing automotive sales and service facilities, and Sexually-Oriented Business.

General Business District (GB)

- The following principal uses with a GFA of 20,000 square feet or less, shall be permitted in the GB District subject to Site Plan approval: All permitted in the DRB Zone, Retail sales of home building supplies, Nurseries or garden supply stores, Funeral homes, Caterers, Equipment rental, Printing, photocopy

facilities, Health or fitness club, Restaurant, sit down, and Dance or art studios.

- The following principal uses shall be permitted in the GB District subject to Special Permit and Site Plan approval: All permitted uses with a GFA of greater than 20,000 square feet with a maximum size of 30,000 square feet for retail including any outdoor display, Commercial recreation facilities, if entirely enclosed, such as ice skating and roller skating rinks or bowling alleys. Wholesale or storage warehouses. Commercial kennels or veterinary hospitals. Contracting businesses, Automotive repair, Radio or television reception or transmission facilities and Public Utility buildings, Dwelling units located above street level stores or offices at a maximum density of three dwelling units per acre, Convalescent or nursing homes, Movie theaters, Restaurants without drive-thru facilities, Automotive rental, Car washes, Automobile sales and service and motor vehicle service stations, Congregate housing, Assisted living facility, Schools, public or private, Civic/social/charitable organizations, Banks or financial institutions and Manufacturing.

Wilton Center District (WC)

- The following principal uses with a GFA of 20,000 square feet or less, shall be permitted in the WC District subject to Site Plan approval: Store and shops for retail businesses, Store and shops for personal service businesses, except that the sale, service or rental of motor vehicles is excluded, Retail Dry cleaning or laundry outlets, Restaurants, sit-down, Banks or financial institutions, Offices for sale and leasing of real estate, Medical offices, Public or semi-public uses, Bed and Breakfast establishments, Health or fitness clubs, Printing, photocopy facilities and General offices.
- The following principal uses shall be permitted in the WC District subject to Special Permit and Site Plan approval: Grocery stores with a GFA greater than 20,000 square feet but not exceeding 60,000 square feet, Multi-family dwelling units not on street level nor first floor at a maximum density of five units per acre, Movie theaters, Child day care centers, Adult day care centers, Banks or financial institutions with a drive-in facility, General and medical offices with a GFA greater than 20,000 square feet, Public or semi-public library with or without a drive-up window with a GFA greater than 20,000 square feet but not more than 60,000 square feet.

Designed Enterprise District (DE-5)

- The following principal uses with a GFA of 20,000 square feet or less, shall be permitted in the DE-5 District subject to Site Plan approval: Research or development laboratories, Offices for business or professional uses, Manufacturing, Wholesaling, warehousing or storage uses, Printing, photocopy facilities, Retail sales of home building and maintenance materials.
- The following principal uses shall be permitted in the DE-5 District subject to Special Permit and Site Plan approval: All permitted site plans with a GFA greater than 20,000 square feet, Retail sales of home building supplies with a GFA of no greater than 30,000 square feet, Accessory dwelling units in single family residences, Convalescent or nursing homes, Private membership recreation clubs, Public Utility buildings Radio or television reception or transmission facilities, Congregate housing, Child day care center and Health and fitness club,

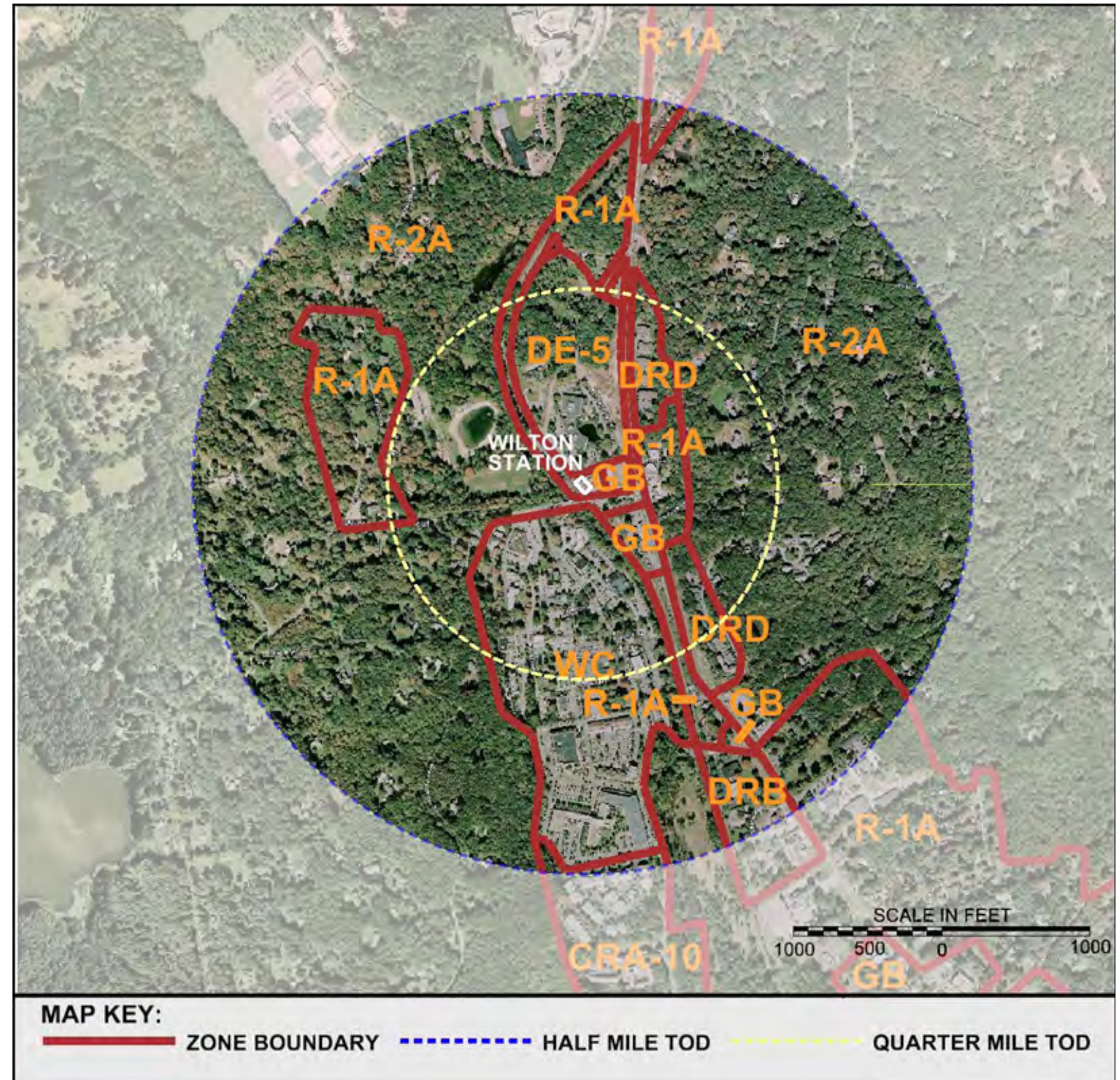
Wilton Station Zoning

The ¼ and ½ mile areas around the Wilton Station in Wilton contain a number of different Zone Districts. These districts reflect the nature of the existing mixed use development around the station today.

The area surrounding the Station contains portions of the following Zone Districts:

- CRA-10 : Center Residence Apartment Zone District
- DE-5: Design Enterprise Zone District
- DRD: Design Residence District
- GB: General Business District
- R1-A: Residence 1A Zone District
- R2-A: Residence 2A Zone District
- WC: Wilton Center Zone

Today in the area surrounding the Wilton Station many of the various levels of density and types of mixed use development associated with TOD are not only permitted but encouraged by the existing Zoning Regulations.



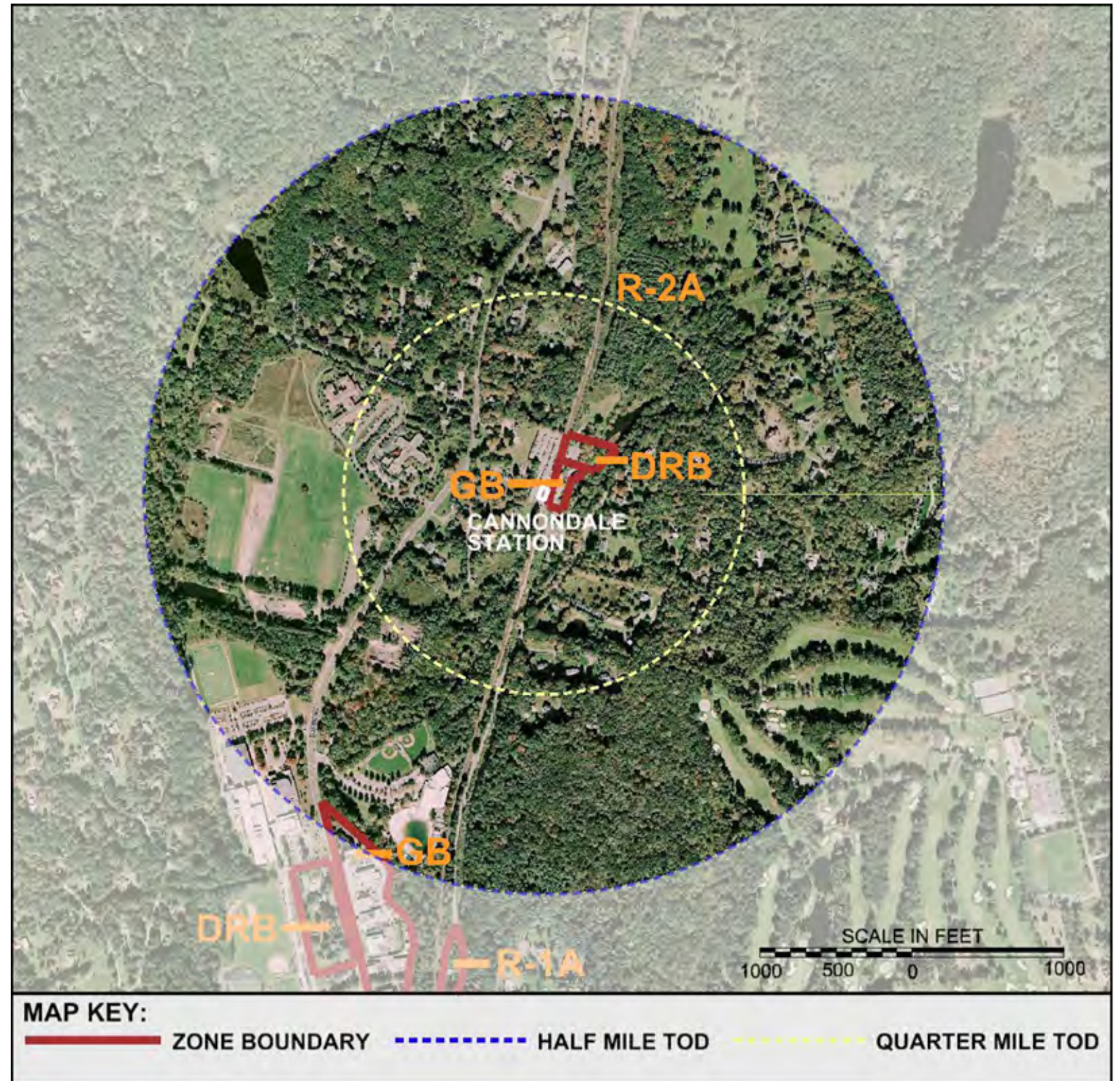
Cannondale Station Zoning

The ¼ and ½ mile areas around the Cannondale Station in Wilton contain only three different Zone Districts. These districts reflect the nature of the limited development around the station today.

The area surrounding the Station contains portions of the following Zone Districts:

- DRD: Design Residence District
- GB: General Business District
- R2-A: Residence 2A Zone District

The area surrounding the Cannondale Station has very limited development and the existing Zoning Regulations do not lend themselves to any kind of TOD.



Redding Zoning: Residential

Rural Residential (R-2), Low Density Residential (R-1), Suburban Residential (R-1/2), Village Residential (R-V)

- Permitted principal uses in the R-2, R-1, R-1/2 and RV Residential Zones include: A detached single-family dwelling one per lot, Public and private open space reservations, where maintained in a natural condition without buildings or activity areas, Farming, forestry and horticultural.
- Permitted accessory uses: Customary home occupations conducted on the premises by the residents of the premises. The professional office of a physician, dentist, architect, engineer, attorney, consultant, realtor, or any other member of a recognized profession, resident on the premises. The studio of an artist, craftsman, designer, musician, photographer, scientist or writer, resident on premises.
- Additional permitted accessory uses include: storage garages and workshop for self-employed member of recognized trade. Detached accessory buildings and structures clearly incidental to the residential use of the principal dwelling. Recreational facilities limited to use by the residents on premises and their guests. On-site parking for recreational vehicles owned and in regular or seasonal use by residents on premises, Seasonal display and sale of farm, garden and nursery produce, when raised entirely on the premises.
- Permitted Special Uses: Public and private schools, Churches and other places of worship, Public parks and recreational facilities, Town government and public safety facilities, Special residential complex (public housing) owned and operated by the Town of Redding, Public libraries, museums, nature centers, art galleries, Public utility and public service facilities, Private social and recreational clubs, Golf clubs, equestrian clubs and country clubs, Livery stables, riding academies, livestock farms and forest sawmills, Retail sale and processing of farm and forest produce, Cemeteries, Recreational camps, arboretums and conservation training centers, An accessory residential apartment, subordinate to a single-family dwelling, A public fair, Bed and Breakfasts and a Wireless telecommunication facility.

Special Development District (SDD)

- On application by the owner(s) of affected property in the NB, BC, or OR Zones or of a particular site recommended for such designation by the Town Plan of Development, the Redding Zoning Commission may establish a Special Development District Permitted.
- Principal uses shall be limited to one of the following: Retirement Village residential community deed-restricted to residents fifty (50) years of age and older. Life-care residential community, including a range of housing types and a nursing – care facility to serve the needs of the elderly and the infirm.

Redding Zoning: Commercial

Historic Mill Center District (HMC)

- Permitted Principle Uses: Stores and shops for the conduct of retail trade in customary household, personal and convenience goods, Bank, barber shop, beauty shop, tailor, photographer, appliance repair, retail bakery, food caterer, pharmacy, service agency and specialized schools, Full service restaurants, Laundry and dry cleaning outlet, Business and professional offices, U.S. Post office and Public parks and open space.
- Permitted Special Uses: Public and private schools, Churches and other places of worship, Public parks and recreational facilities, Town government and public safety facilities, Special residential complex

Neighborhood Business Zone (NB)

- Permitted Principle Uses: Stores and shops for the conduct of retail trade in customary household, personal and convenience goods, Bank, barber shop, beauty shop, tailor, photographer, appliance repair, retail bakery, food caterer, pharmacy, service agency and specialized schools, Full service restaurants, Laundry and dry cleaning outlet, Business and professional offices, U.S. Post office and Public parks and open space.
- Permitted Special Uses: Retail, office, Civic public, institutional and utility uses, Corporate office and research facilities, Multiple-family residential, including apartments, condominiums, townhouses, or specialty elderly housing and A wireless telecommunication facility.

Business Center District (BC)

- Permitted Principle Uses: Stores and shops for the conduct of retail trade in customary household, personal and convenience goods, Bank, barber shop, beauty shop, tailor, photographer, appliance repair, retail bakery, food caterer, pharmacy, service agency and specialized schools, Full service restaurants, Laundry and dry cleaning outlet, Business and professional offices, U.S. Post office and Public parks and open space, Institutional and public service facilities, including schools, fire house, police station, library, museum, church, place of worship, community or cultural center, day-care facility, public agency, hospital, medical or dental clinic, nursing home, convalescent hospital, Funeral home and Private club, civic or fraternal organization.

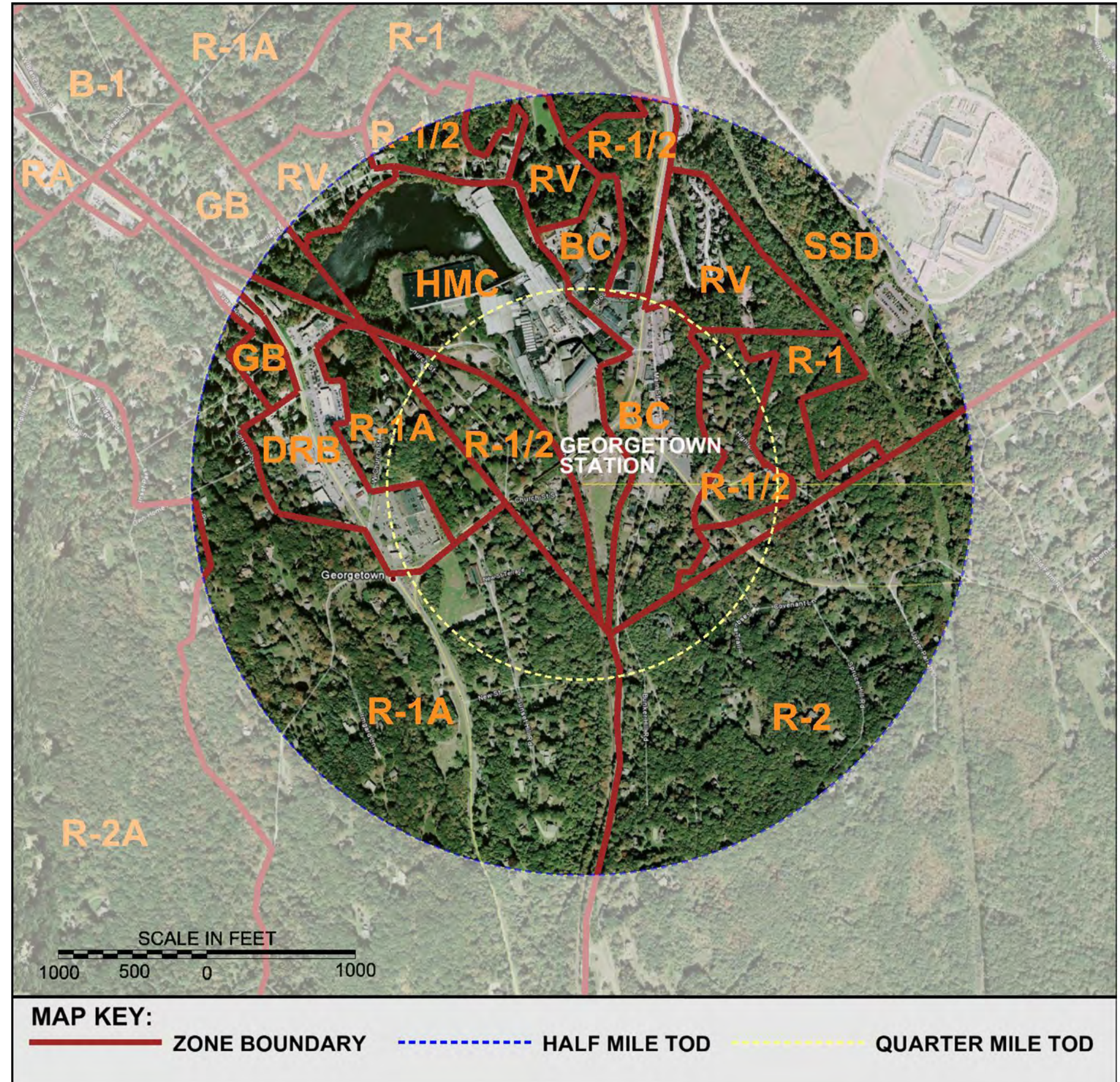
Georgetown Station (Planned) Zoning

The ¼ and ½ mile areas around the planned Georgetown Station in Redding contain a number of three different Zone Districts. These districts reflect the mixed use nature of the development within the vicinity of the proposed station today.

The area surrounding the Station contains portions of the following Zone Districts:

- BC: Business Center Zone
- HMC: Historic Mill Center Zone District
- R-1/2: Suburban Residential Zone District
- R-V: The Village Residential Zone

Today in area of Georgetown many of the various levels of density and types of mixed use development associated with TOD are not only permitted but encouraged by the existing Historic Mill Center Zoning Regulations.

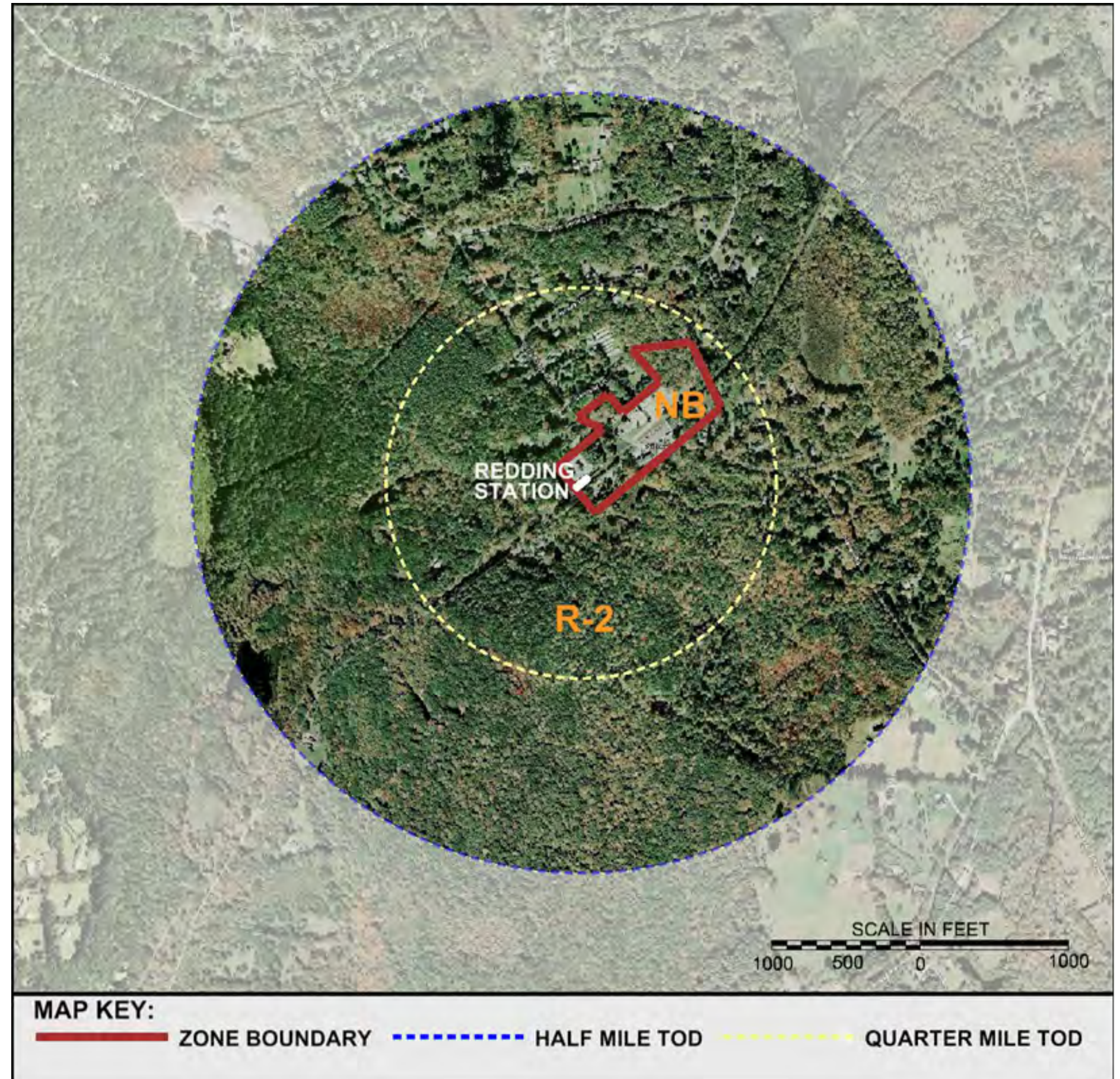


West Redding Station Zoning

The $\frac{1}{4}$ and $\frac{1}{2}$ mile areas around the West Redding Station in Redding contain only two different Zone Districts. These districts reflect the limited nature of the development around the station today.

The area surrounding the Station contains portions of the following Zone Districts:

- NB: Neighborhood Business Zone District
- R-2: Rural Residential Zone District



Ridgefield Zoning: Residential

Residential 1-Acre (RA), Residential 2-Acre (RAA)

- Permitted as a matter of right: Conservation uses such as open space. Agricultural uses such as Farming, forestry, truck gardening, nursery gardening and the display and sale of farm and garden produce raised on the premises, government uses, institutional uses, recreational uses and cemeteries.
- Permitted with a Zoning Permit: Single family detached dwelling, accessory uses associated with a single family home, such as home-based business, family day care for children and accessory dwelling unit.

Ridgefield Zoning: Commercial

Business 1 (B-1)

- The following uses are permitted within an existing building by issuance of a Zoning Permit by the Zoning Enforcement Officer provided that no new floor area is created and no new additional parking is created. If additional parking is required, the Planning Director must approve change of use application. If new floor area is created, the uses are permitted by Special Permit: Retail store, Service establishment or personal service establishment, Business, professional or medical office, Real Estate office, Bank, Sit down restaurant, Food retail with seating for less than fifteen (15) customers.
- Uses requiring a Special Permit include: Construction which results in new floor area, municipal or government uses, Food retail with seating for more than fifteen (15) customers, Gasoline station, Sale of new or used motor vehicles, Motor vehicle repair or service, Bowling alleys, Golf driving range, Fitness center, Group day care homes, Educational or religious uses, Funeral homes, Commercial kennels, Veterinary hospitals, Indoor theater, Hotel or motel and Public Utility stations.

Light Industry (B-2)

- The following uses are permitted within an existing building by issuance of a Zoning Permit by the Zoning Enforcement Officer provided that no new floor area is created and no new

additional parking is created. If additional parking is required, the Planning Director must approve change of use application. If new floor area is created, the following uses are permitted by Special Permit: Service establishment or personal service establishment, Business, professional or medical office, Real Estate office, Bank, Sit down restaurant, Offices for executive, administrative or data processing activities.

- Uses requiring a Special Permit include: Construction which results in new floor area, municipal or government uses, Food retail with seating for more than fifteen (15) customers, Research laboratories, Manufacturing of precision or pharmaceutical products, Contractor's yards and structures, Bowling alleys, Golf driving range, Fitness center, Group day care homes, Educational or religious uses, Funeral homes, Commercial kennels, Veterinary hospitals, Indoor theater, Hotel or motel and Public Utility stations.

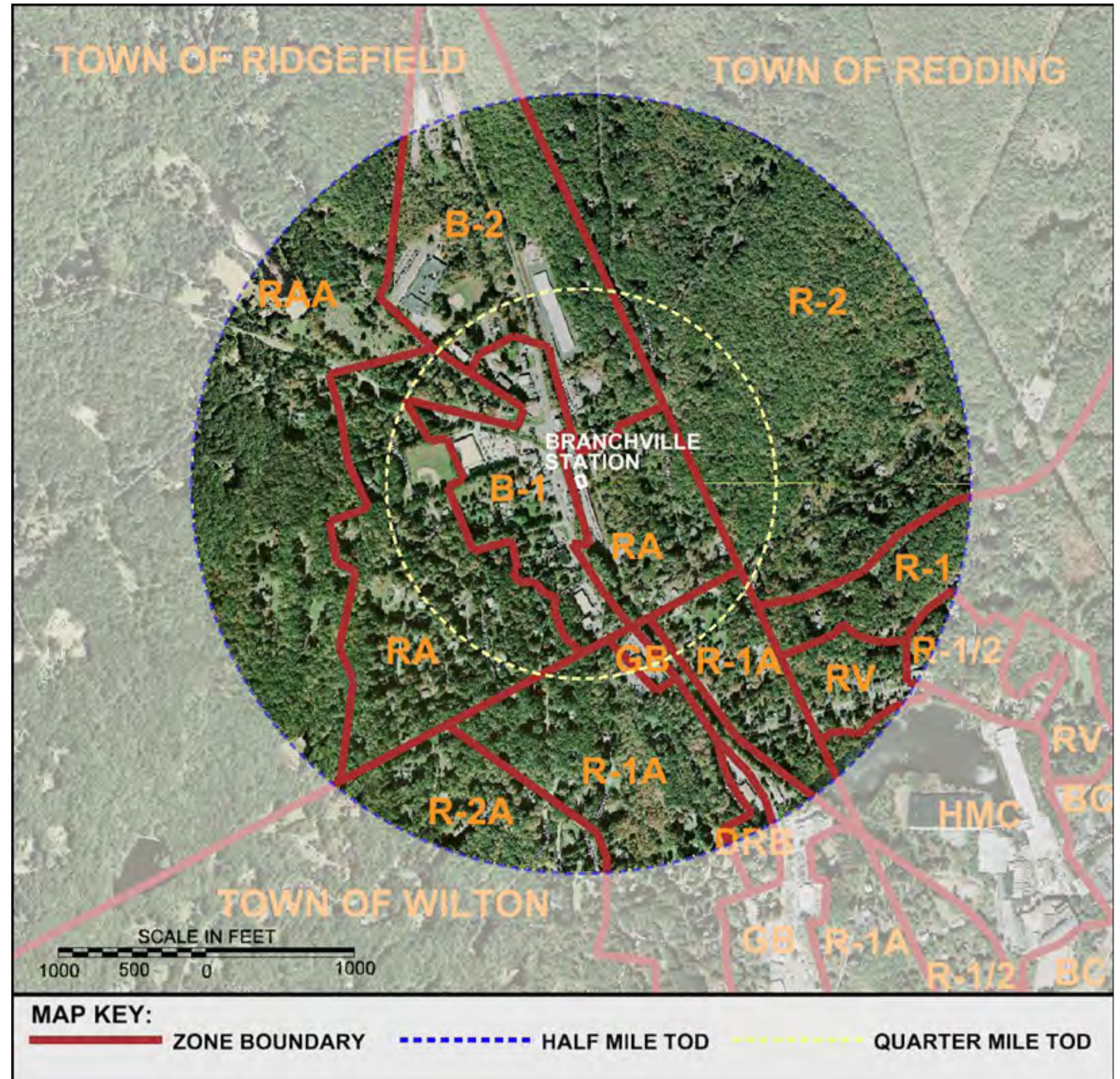
Branchville Station Zoning

The ¼ and ½ mile areas around the Branchville Station in Ridgefield contain a four different Zone Districts. These districts reflect the development existing land use around the station today.

The area surrounding the Station contains portions of the following Zone Districts:

- RA: Residential 1-Acre Zone
- RAA: Residential 2-Acre Zone
- B-1: Business 1 Zone District
- B-2: Business 2 Zone District

The area surrounding the Branchville Station on either side of Route 7 is very developed for an area without public water and sewer. The existing Zoning Regulations would need to be amended to allow for the mix of uses and densities needed for TOD.



Bethel Zoning: Residential

Residential Two-Family Zone (RR-10)

- Uses permitted as a matter of right include: Two-family dwelling, one per lot, Rooming house providing for the leasing of rooms or the taking of boarders conducted by the resident occupants only.
- Special permit uses include: Cluster development, Cemeteries, Church and Club.

Apartment/Professional Office Zone, (RMO)

- Uses permitted as a matter of right include: Professional office; Any use permitted in the RR-10 Zone; daycare facility.
- Special permit uses include: Any use permitted in the RR-10 Zone by special permit, 3- and 4-family dwellings, Apartments, Schools charging for instruction, and Group daycare facility.

Bethel Zoning: Commercial

Commercial Zone (C1)

- Permitted uses. Provided that the proposed building does not exceed 1,000 square feet in usable floor space, one or more of the following permitted uses may be provided within one structure: Sale at retail of Dry goods, Food, Hardware, Home furnishing, Supplies for art, hobbies, music, pets, books, drugs, flowers, gifts, hearing aids, leather goods, liquor (packaged only), luggage, musical instruments, office equipment, electronic equipment, bicycles, household appliances, etc.
- Service Businesses: Animal hospital or veterinarian and Banks, Barber shops, Clinics or laboratories, medical or dental, Dry cleaning, interior decorator, Locksmith, Hotel or motel which may include a restaurant, Licensed medical professional, Post office and walk in package delivery, Offices, Library, Repair shop, Church, Copy Center, Restaurants, (excluding fast food) and Self-serve automatic laundry establishment.
- Special permit uses. Uses and buildings in excess of 1,000 square feet in usable floor space as listed above as well as the following uses shall be permitted after the granting of a special permit. Sale at retail, similar to above.

- Light industrial use, Assisted living facility, Congregate housing, Continuing care retirement community, Nursing facility, Fire Station, Outside storage or display of materials, Athletic Club, use and operation of amusement devices, Recreational facility, including batting cages, miniature golf, putting course, tennis facilities, ice skating facilities and golf driving ranges.

Commercial Zone (C)

- Permitted uses. Provided that the proposed building or use does not exceed 1,000 square feet in usable floor space, and further provided that such uses shall be operated primarily as retail businesses and that nor more than one structure exists on the lot, one or more of the following uses may be operated: Any use permitted in the C1 Zone. Automobile gasoline filling stations, Automobile wash or detailing and Automobile salesroom. Billiard parlor, Blueprinting, Bowling alley, Club or lodge or fraternal organization, Restaurant, Electric substation, Fire Station, Gas regulator station, Hotel or motel, Laboratory, dental or medical, Licensed medical professional, Museum, Music studio, Newspaper distribution station, Park, Parking of motor vehicles, Railroad right-of-way, Police Station, Residential multi-family structure, Repair shop, Retail sales, Telephone exchange, Theater, Utility pumping station and Apartments in the same structure as other permitted uses.
- Uses requiring a Special permit include: Athletic club, more than one structure on a lot.

Bethel Zoning: Industrial

Industrial Park (IP)

- Permitted Uses include: Public services, including ambulance service, fire station, library, police station, post office and terminal for public vehicles (including repair or storage), Animal hospital or pet store, Bank or savings and loan association (state or federally chartered), Blueprinting, Clinic, dental or medical, Contractor yard for vehicles, equipment, materials and/or supplies, Utilities, including electric substations, gas regulation stations, telephone exchanges, pumping stations, above-ground water storage tank, water reservoirs and satellite and cable television facilities, Laboratory, Landing or takeoff area for rotorcraft, not including maintenance, repair, fueling or

hangar facilities, Licensed medical professional, Manufacturing, Motel, not including a trailer camp or trailer court, Motor vehicle service or gasoline filling station, Newspaper distribution station, Office, Parking and/or commercial storage of vehicles, Plant husbandry and sale of produce and plants raised on the premises; need not be enclosed, Railroad facilities, but not including shops, Repair, rental and servicing: the repair, rental and servicing of any commodity, the manufacture, processing fabrication, warehousing or sale of which commodity is permitted in the district, Repair shop for automobile bodies, Restaurant, excluding fast-food restaurant,

- Sale at retail: the sale at retail of the following: Hardware, Any commodity, manufactured, processed or fabricated only on the premises. Any commodity warehoused only on the premises, but only to the extent that the total floor area devoted to retail sales of all such warehoused commodities shall not exceed 20% of the gross floor area of the warehouse, Equipment, supplies and materials, except commercial explosives, designed especially for use in agriculture, mining, industry, business, transportation, building and other construction, Sale at wholesale or storage: the sale at wholesale, the warehousing and/or storage of any commodity except the following: live animals and commercial explosives, School for training in occupational skills. Enrollment may be open to the public or limited; may include dormitories for students and instructors, Trucking freight terminal, Day-care center, Adult day care and Light industrial.

- Special permit uses. The above referenced Permitted uses and buildings in excess of 1,000 square feet listed as well as the following uses are permitted with a special permit: Commercial kennel, Recreational facility, including athletic clubs, tennis facilities, ice-skating facilities and golf driving ranges, Fast-food restaurant, Manufacturing of Abrasives, Alcohol distillation, Animal by-products, Bone black, Brewery, Carbon black and lampblack, Charcoal, Cinder and cinder blocks, Clay and clay products, Coal or coke, Detergents, soaps and by-products using animal fat, Electric power generator station, Fermented fruits and vegetable products, Fertilizers, Glass, Glue and size, Grain milling, Graphite, Meat slaughtering or packing, Metals, Metal ingots, pigs castings, sheets or bars, Oils and fats (animal and vegetable), Paints, pigments, enamels, japans, lacquers, putty, varnishes, whiting and wood fillers, Paper pulp and cellulose, Paraffin, Petroleum and petroleum products, Portland and similar cements. Sawmill or planning mill and Tannery.

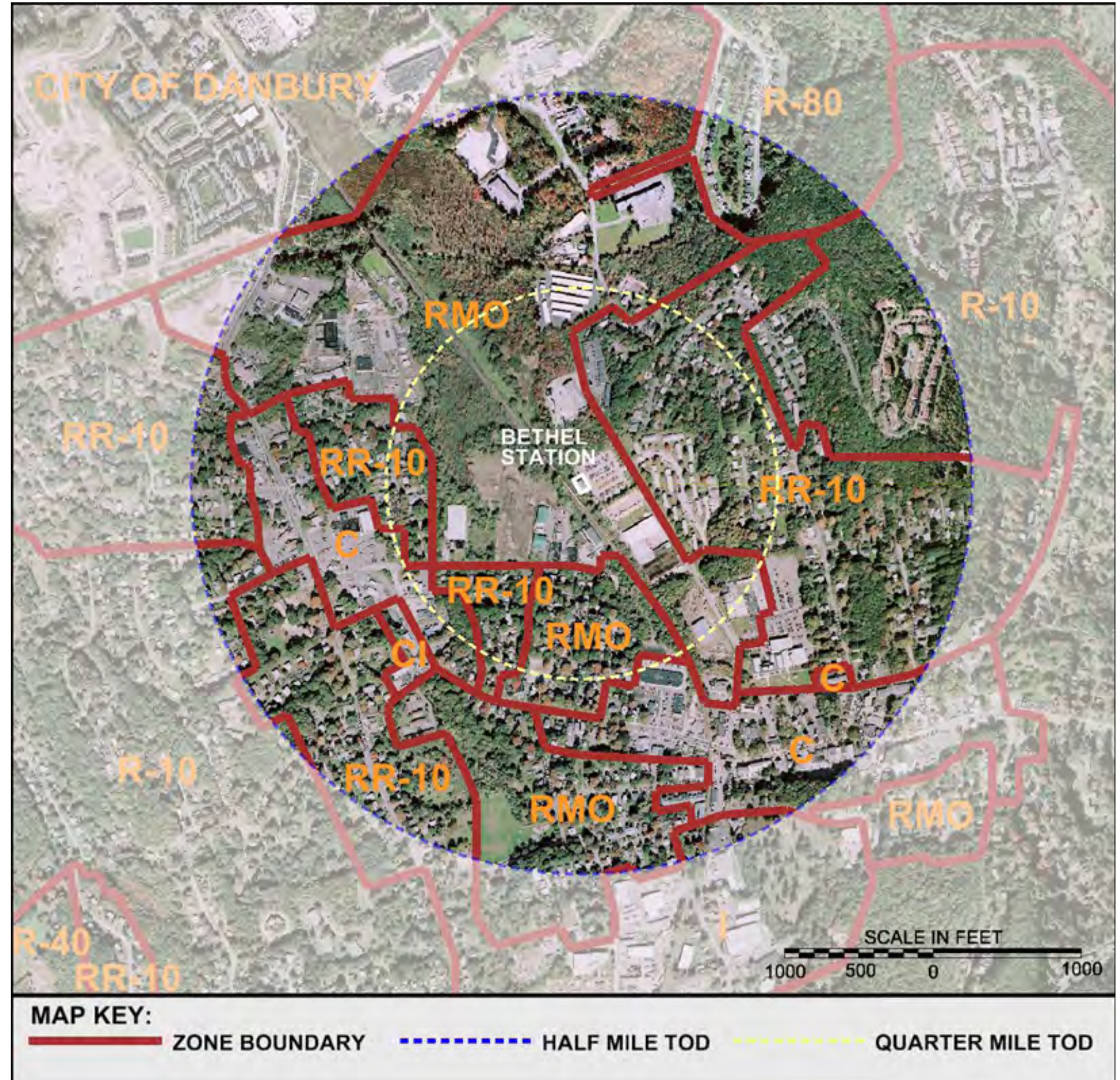
Bethel Station Zoning

The ¼ and ½ mile areas around the Bethel Station in downtown Bethel contain a number of different Zone Districts. These districts reflect the nature of the existing mixed use development around the station today.

The area surrounding the Station contains portions of the following Zone Districts:

- R-10: Residential Single-Family Zone District
- R-80: Residential Single-Family Zone District
- RM-O: Apartment Professional Office Zone District
- RR-10: Two-Family Residence Zone
- C: Commercial Zone
- C1: Commercial Zone

The existing Zoning does provide for a variety of uses and densities in the vicinity of the existing station. However the regulations would have to be amended to provide for true TOD development. The 2007 Bethel Town Plan of Conservation and Development recommended identifying locations for compact, transit accessible, pedestrian-oriented, mixed use development, referred to as "Transit-Oriented Development", (TOD), near the Bethel railroad station. HVCEO has assisted the Town of Bethel and has hired a consulting firm to prepare a study which will include a market analysis of the area and recommendations for new TOD zoning regulations for the designated area. The study is expected to be completed in early 2010.



Danbury Zoning: Residential

Single family Residential Zoning Districts (R-20, R-80)

- Land and structures may be used only for the following uses: Church or other place of worship, Firehouse, Nursery, kindergarten, elementary, secondary school, One family dwelling and Park, playground or recreational facility.
- Special Exception Uses: Cemetery, Childrens Bereavement counseling and education center, Cluster development, College or university, post secondary business or technical school, Country club, Day care center, Farming, Firehouse, Historic properties or structures, Museum and Telephone exchange, sewage or water pumping station, water storage facilities.

Multi-Family Residential Zoning District (RMF-4, RMF-6)

- Land and structures may be used only for the following uses: Apartment house, Cemetery, Church or other place of worship, Congregate housing, Continuing care facility, Day care center, Firehouse, Garden apartment, Nursery, kindergarten, elementary, secondary school, Nursing home, One family dwelling, Park, playground or recreational facility, Police station, Row house, Three family dwelling and Two family dwelling.
- Special Exception Uses: Grocery store Laundromat, Housing incentive option, Mobile manufactured home parks, Rooming or boarding house and Telephone exchange, sewage or water pumping station, water storage facilities.

Three Family Residential Zoning District (R-3)

- Land and structures may be used only for the following uses: Church or other place of worship, Firehouse, Nursery, kindergarten, elementary, secondary school, One family dwelling, Park, playground or recreational facility, Police station, Row house, Three family dwelling and Two family dwelling.
- Special Exception Uses: Cemetery, Congregate housing, Continuing care facility, Day care center, Nursing home, Telephone exchange, sewage or water pumping station, water storage facilities.

High Rise Residential Zoning District (RH-3)

- Land and structures may be used only for the following uses: Apartment house, Church or other place of worship,

College or university, Firehouse, Garden apartment, Hospital, Nursery, kindergarten, elementary, secondary school, One family dwelling, Park, playground or recreational facility, Police station, Row house, Shelter for homeless, Three family dwelling and Two family dwelling.

- Special Exception Uses: Business or professional office, Congregate housing, Continuing care facility, Day care center, Funeral home, Grocery store, Medical office, Nursing home, Telephone exchange, sewage or water pumping station, water storage facilities.

Danbury Zoning: Commercial

General Commercial Zoning District (CG-20)

- Land and structures may be used only for the following uses: Adult day care center, Ambulance service, Animal petting zoo, Assembly hall, banquet hall, dance hall, club, fraternal organization, Bakery wholesale, Banking or financial institution, Barber shop or beauty parlor, Business or professional office, Church or place of worship, Cleaning, laundering service, College or university, post-secondary business or technical school, Dairy, Firehouse, Funeral home, Grocery store, Health center, Hotel or motel, Library, Museum, Nursery, elementary, secondary school, Police Station, Post office, and Veterinary hospital or clinic.
- Special Exception Uses: Adult business, Automobile service station, Bus station, Car wash, Congregate housing, Continuing care facility, Contractor's office, Convenience market, Day care center, Driving school, Hospital, Indoor theater, Medical office, Nursing home, Restaurant, fast food, Water storage facility, Wholesale distributor, Grocery store, Package store, Restaurant and Tavern.

Neighborhood Commercial Zoning District (CN-5)

- Land and structures may be used only for the following uses: Banking or financial institution, Barber shop or beauty parlor, Business or professional office, Church or place of worship, Cleaning, laundering service, Convenience market, Firehouse, Nursery, elementary, secondary school, One family dwelling, Park, playground, recreation facility, Post office, Restaurant, fast food restaurant, Retail stores and shops and Sewer and

waste water pumping station.

- Special Exception Uses: Package store, Restaurant and Tavern.

Central Business Zoning District (C-CBD)

- Land and structures may be used only for the following uses: Banking or financial institution, Barber shop or beauty parlor, Business or professional office, Church or place of worship, Cleaning, laundering service, Club, Employment agency, Entertainment/education center, Firehouse, Fraternal organization, Funeral home, Grocery store, Health center, Hotel or motel, Indoor theater, Institution for instruction in a skill or vocation, Library, Medical office, Museum, Nursery, elementary, secondary school, One family dwelling, Park, playground, recreation facility, Police Station, Post office, Restaurant, fast food restaurant, Retail stores and shops, Shelter for homeless, Telephone exchange, sewer or water pumping station, water storage facilities, Three family dwelling and Two family dwelling.
- Special Exception Uses: Grocery store, Package store, Restaurant and Tavern.

Danbury Zoning: Industrial

Light Industrial Zoning District (IL-40)

- Land and structures may be used only for the following uses: Adult day care center, Assembling or finishing of materials, Bakery, wholesale, Banking or financial institution, Business or professional office, Carpentry, woodworking, millwork or upholsterer, Cleaning, laundering service, Contractor's office, Day care center, Firehouse, Fuel cell power generation facility, Institution for instruction in a skill or vocation, Manufacturing, Park area, parking garage, Plants for printing or engraving, Police Station, Post office, Repair of automobiles and Research or testing laboratories.
- Special Exception Uses: Airport, Airport passenger terminal, Automobile service station, Bus terminal, Gymnasium or health center, Hotel or motel, Medical office, Metal finishing, Storage and dry processing of waste paper, Storage or sale of building materials, Transfer station, Transformer substation, Truck terminal and Wholesale distributor.

General Industrial Zoning District (IL-80)

- Land and structures may be used only for the following uses: Assembling or finishing of materials, Bakery, wholesale, Banking or financial institution, Business or professional offices, Carpentry, woodworking, millwork or upholsterer, Cleaning, laundering service, Contractor's office, Day care center, Firehouse, Fuel cell power generation facility, Manufacturing, Metal fabrication, Monument or stone cutting plant, Park area, parking garage, Plants for printing or engraving, Police Station, Post office, Repair of automobiles and Research or testing laboratories, Telephone exchange, sewer or water pumping station, Textile spinning, weaving, manufacturing, dyeing, printing or processing, excluding tanneries, Wood waste processing.
- Special Exception Uses: Electric power plant, Machine manufacturing, Manufacture of bricks, tiles, terra cotta, concrete and concrete products, Metal finishing, plating, grinding, polishing, Petroleum distribution and storage, Processing of fur and wood, Screening of earth materials, Sewage treatment facility, transformer substation, Smelting refining metals, Storage of concrete products, Storage or manufacture of bituminous products, Storage, sale construction equipment, Tool and die making, Truck terminal, warehouse, moving and storage establishment, self-service storage and Wholesale distributor.

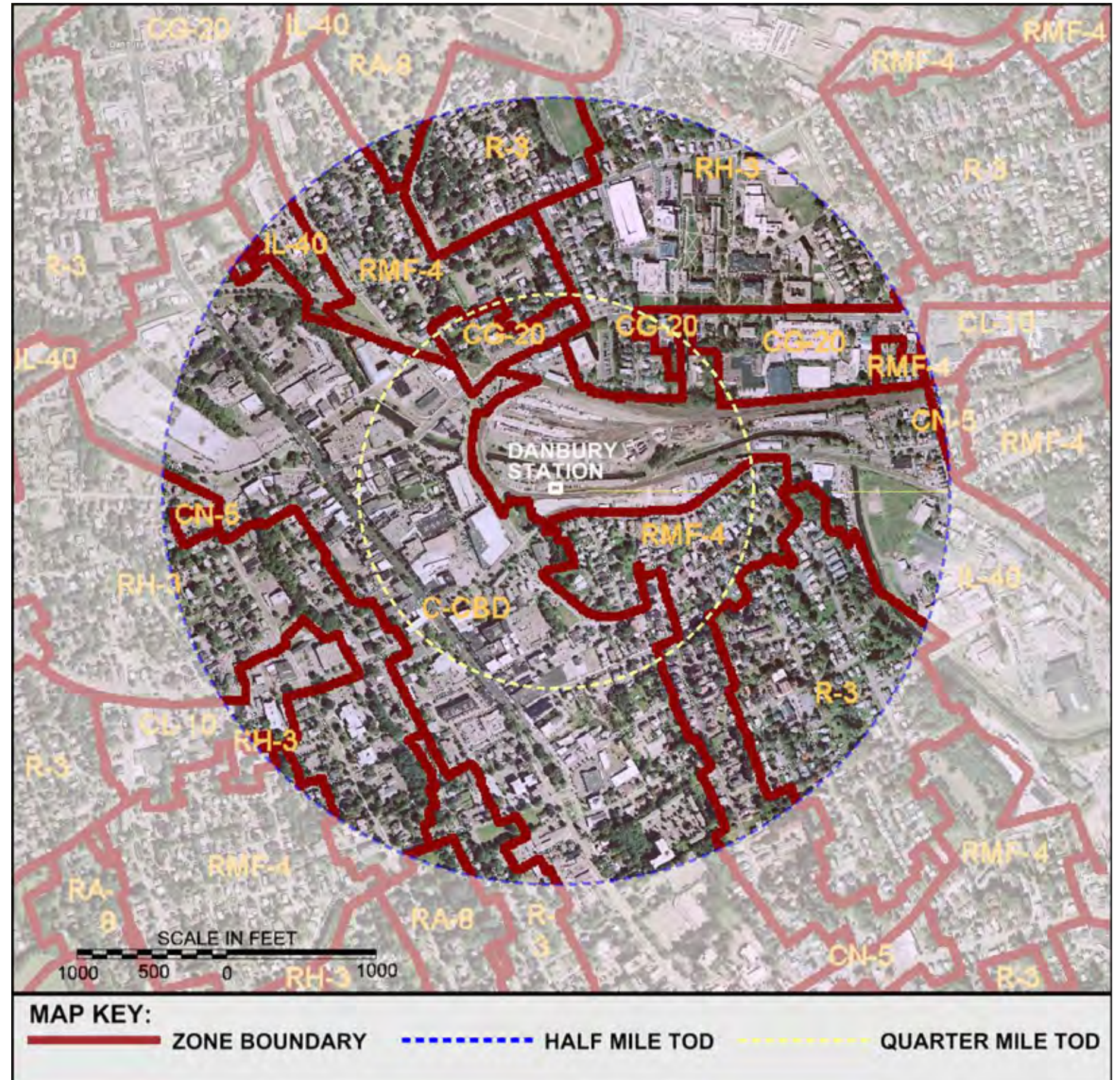
Danbury Station Zoning

The ¼ and ½ mile areas around the Danbury Station in downtown Danbury contain a number of different Zone Districts. These districts reflect the existing mixed use development around the station today.

The area surrounding the Station contains portions of the following Zone Districts:

- C-CBD: Central Business District
- CG-20: General Commercial Zone
- CN-5: Neighborhood Commercial District Zone District
- IL-40: Light Industrial District Zone District
- R-3: Three Family Residential Zone
- RH-3: High Rise Residential Zone
- RMF-4: Residential Multi-family Zone

Today the area surrounding the Danbury Station contains many of the components of TOD. The various levels of density and types of mixed use development associated with TOD are not only permitted but encouraged by the some of the existing Zoning Regulations.



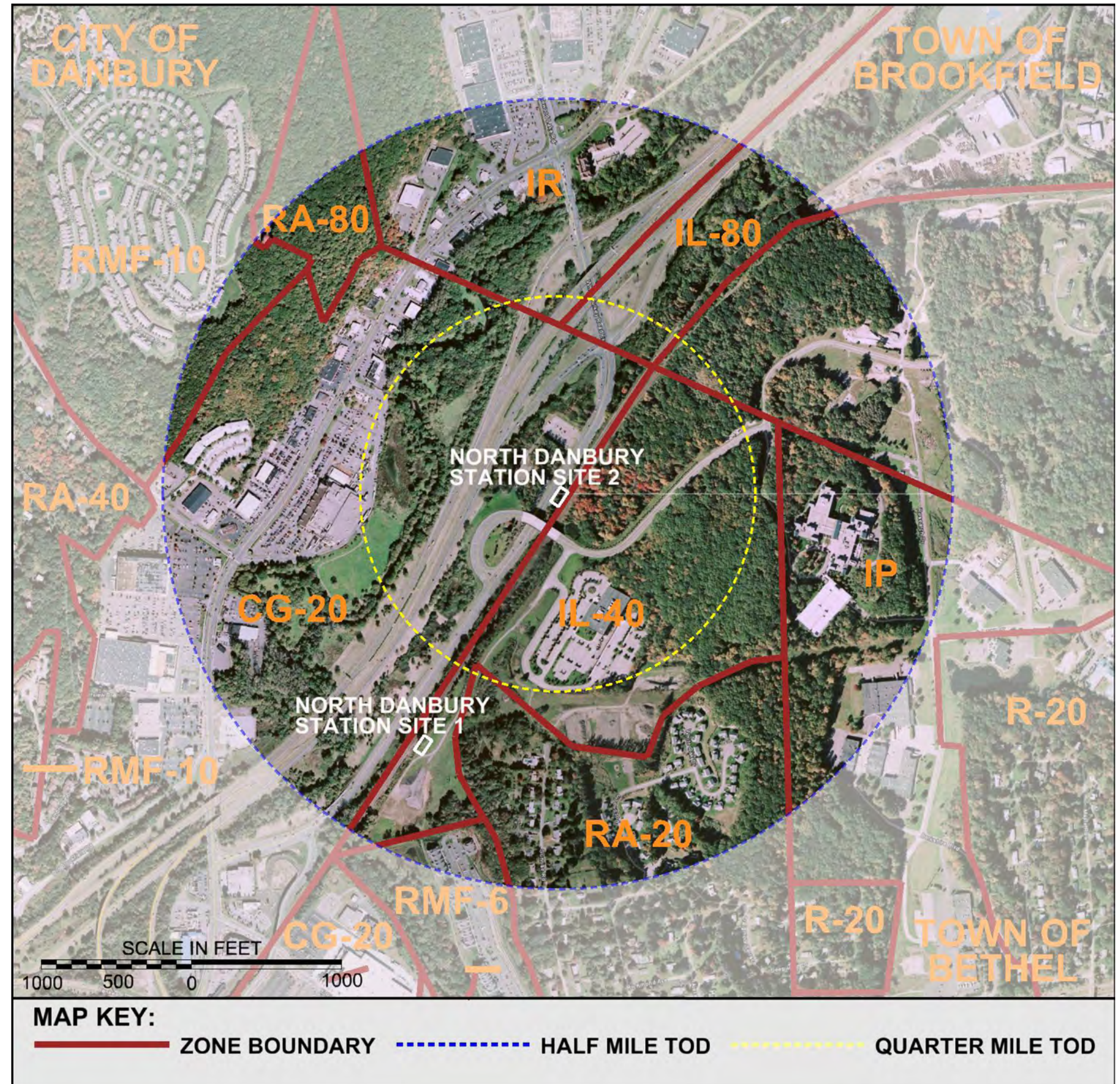
North Danbury Station Options #1 and #2 Zoning

The ¼ and ½ mile areas around the two potential locations of the Danbury North Station in Danbury contain a number of different Zone Districts. These districts reflect the existing mixed use development around the proposed station areas today.

The area surrounding the two sites contains portions of the following Zone Districts:

- CG-20: General Commercial Zone (CG -20)
- IL-40: Light Industrial District (IL-40)
- RA-20: Single Family Residential District
- RA-80: Single Family Residential District

The City of Danbury would need to determine if this were a suitable area for TOD. It is important to note that the existing regulations do not provide for the mix of uses and densities needed to provide for TOD development. New zoning regulations would be needed to encourage and allow for TOD in Danbury. .



Brookfield Zoning: Residential

Residence District, (R-40), (R-80)

- Permitted uses: One-family dwellings, Customary home occupations, The letting of rooms or furnishing of board, Agricultural, farming, silviculture, landscaping, truck or nursery gardening., Livestock, poultry farming, Guest house, apartment and Noncommercial livestock, poultry.
- The following uses may be permitted, after obtaining Design Review Approval and other conditions: Schools, colleges operated by the government or nonprofit corporation, Private schools for pupils below high school, Private nursery schools, Churches, Clubs, lodges, community house, Libraries, museums, auditorium operated by the government or nonprofit corporation, Hospitals, sanatoriums operated by the government or nonprofit corporation, Privately owned sanatoriums, Fire or police station, Electric transformer station, Public parks, Cemetery, Multifamily dwellings, Business or secretarial schools with dormitories located on the same property as the school buildings and Antenna(s) and antenna towers.

Brookfield Zoning: Commercial

Village Business District (VBD)

- Permitted uses: Theatres, place of assembly, Caretaker, proprietor quarters, State, federal, municipal buildings, Greenhouses, Livestock, Silviculture, Sales of site produce, Truck garden, nursery, gardening, Offices, general, professional, sales and services, Indoor courts, pools, sporting areas, Taverns, Sales of general retail, products, supplies, equipment, Under-building parking garage, Personal care centers and shops, Rental equipment & supplies, Repair autos, Repair vehicles, boats, light aircraft, Repair business and computer equipment, Utilities, electrical, telephone and water.
- Special Permit Uses: Assisted living facilities, Convalescent & Nursing homes, Apartment upper floor commercial, Planned age restricted community, Hotels, motels, Conference centers, Offices, medical, Restaurants, Sales of alcoholic beverages, Flower, garden nursery center, Schools, private, public day care, preschool, Car wash and Garage, service station.

Restricted Industrial/Commercial District (IRC 80/40)

- Permitted uses: Cemeteries, Caretaker proprietor quarters, State, federal, municipal buildings, Greenhouses, Livestock, Silviculture, Sales of site produce, Truck garden, nursery, gardening, Manufacturing, production, Offices corporate, general business, professional non-medical, sales and services, Health, fitness centers, Gymnasiums, Indoor courts, pools, sporting areas, Research laboratories, Taverns, Sales of general retail, products, supplies, equipment, Supermarkets, Sales room with outdoor display of autos, boats, trailers, Wholesale establishments and Under-building parking garage.
- Restrictions or Special conditions apply to these uses Special Permit Uses: Church, parish house and centers, Theaters, places of assembly, Club, community houses, Assisted living facilities, Convalescent & Nursing homes, Affordable housing, Multi-family, Sales of site produce, Manufacturing, production, Hotels, motels, Conference centers, Offices, medical, dental, Publishing, books, periodicals, videos, distribution, Outdoor courts, pools, playing fields, Riding stables, boarding, livery, Restaurants, Sales, alcoholic beverages, supermarkets, Schools, private, public day care, preschool, Car wash, Cleaning, laundry, wash center, Craftsman shop, Food preparation, catering, Garage, service station, Garage maintenance for Buses, Landscaping, Contractors equipment, indoor storage, outdoor storage and Telecommunications towers and antennae.

Brookfield Zoning: Industrial

Limited Industrial District North (IR80N)

- Permit uses include: Cemeteries, Caretaker proprietor quarters, State, federal, municipal buildings, Greenhouses, Livestock, Silviculture, Truck garden, nursery, gardening, Manufacturing, Offices corporate, general business, professional non-medical, sales and services, Health, fitness centers, Gymnasiums, Indoor courts, pools, sporting areas, Research laboratories, Wholesale establishments, Under-building parking garage, and TV and data facilities.
- Restrictions or Special conditions apply to these uses: Sales of site produce, Manufacturing, production of instruments, scientific, medical, musical, machinery & tools, Automotive, Building materials, Pharmaceuticals, Food, candy, Hardware,

Offices, medical, dental, Publishing, books, periodicals, videos, distribution, Offices, medical, dental, Publishing, books, periodicals, videos, distribution, Outdoor courts, pools, playing fields, Riding stables, boarding, livery, Craftsman shop, Landscaping, Contractors equipment, indoor storage and Telecommunications towers and antennae.

Limited Industrial District (IL80)

- Permit uses include: Cemeteries, Caretaker proprietor quarters, State, federal, municipal buildings, Greenhouses, Livestock, Silviculture, Sales of site produce, Truck garden, nursery, gardening, Offices corporate, general business, professional non-medical, sales and services, Health, fitness centers, Gymnasiums, Indoor courts, pools, sporting areas, Research laboratories, Wholesale establishments, Under-building parking garage, Repair of vehicles, boats, light aircraft, Contractor's equipment, Farm & garden equipment, Business and computer equipment, Storage of autos, boats indoor and outdoor, Warehouses & Distribution centers, Utilities including lines, substations, & accessory buildings and TV and data facilities.
- Restrictions or Special conditions apply to these uses: Assisted living facilities, Convalescent & Nursing homes, Sales of site produce, Hotels, motels, Conference centers, Manufacturing, production of instruments, scientific, medical, musical, machinery & tools, Automotive, Building materials, Pharmaceuticals, Food, candy, Hardware, Offices, medical, dental, Publishing, books, periodicals, videos, distribution, Outdoor courts, pools, playing fields, Riding stables, boarding, livery, Diner/coffee shop, Full service tables, liquor, Craftsman shop, Garage-buses, Landscaping, Contractors equipment indoor/outdoor storage and Telecommunications towers and antennae.

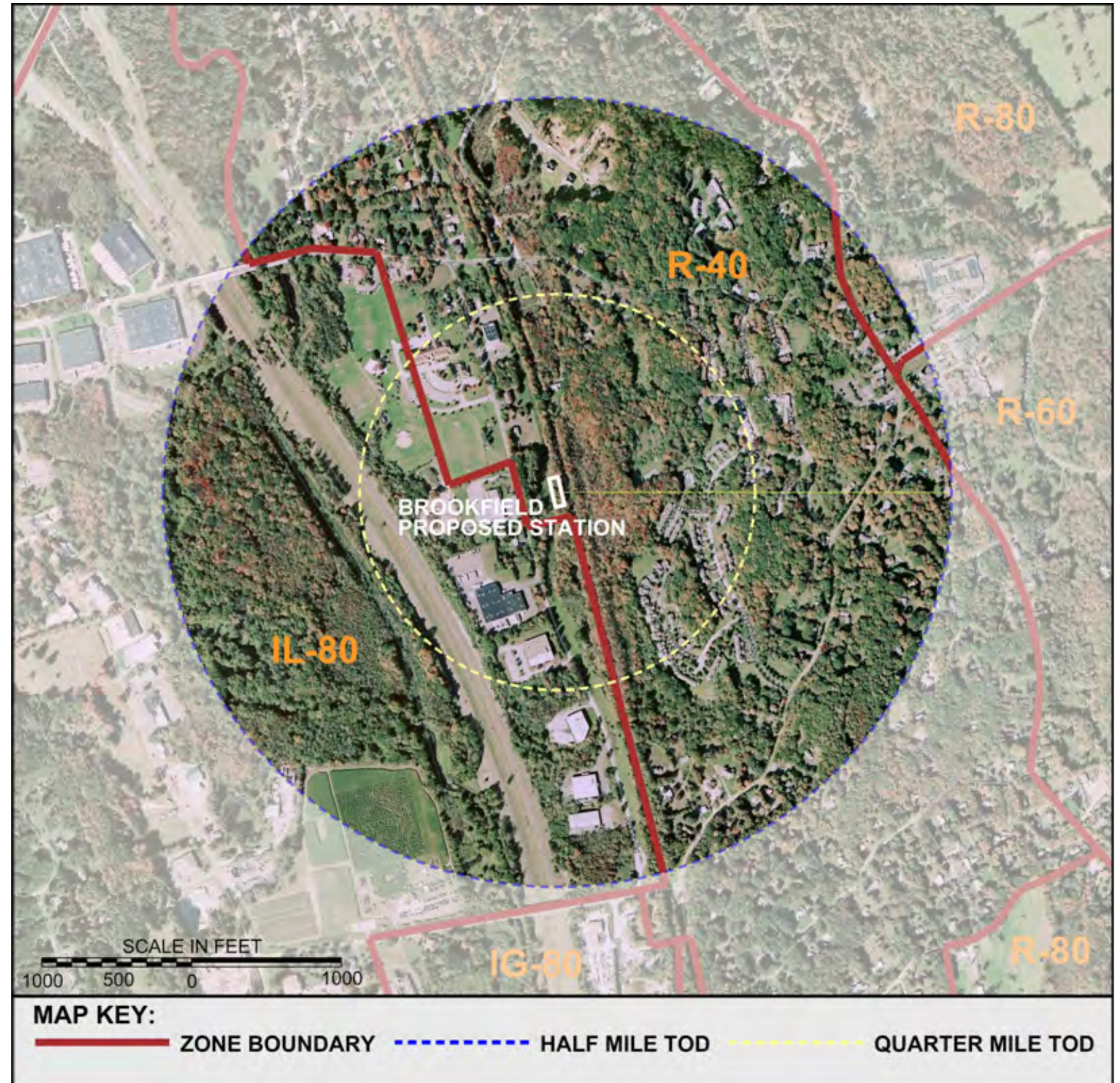
Brookfield Station Option #1 Zoning

The ¼ and ½ mile areas around Station Option #1 (Pocono Road) for the proposed station in Brookfield contain only two Zone Districts. These districts reflect the limited nature of development around this site area today.

The area surrounding this site contains portions of the following Zone Districts:

- IL-80: Limited Industrial Zone
- R-40: Residence District

The Town would need to determine if this were a suitable area for TOD. It is important to note that the existing regulations do not provide for the mix of uses and densities needed to provide for TOD development. New zoning regulations would be needed to encourage and allow for TOD in Brookfield.



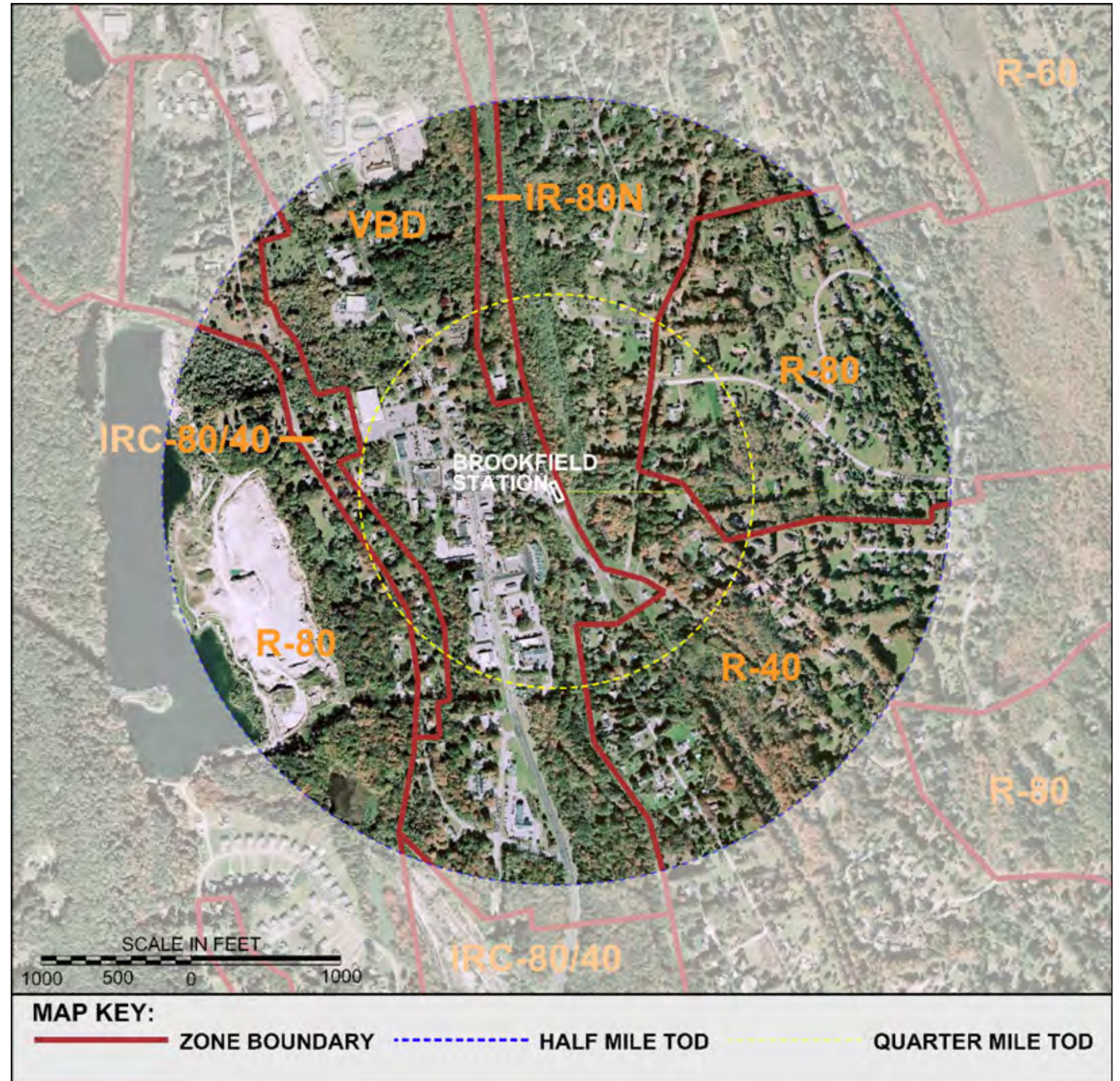
Brookfield Station Option #2 Zoning

The ¼ and ½ mile areas around Site Option #2 (Whisconier Road) for the proposed station in Brookfield contain a number of different Zone Districts. These districts reflect the nature of development around this site area today.

The area surrounding this site contains portions of the following Zone Districts:

- IR-80N: Limited Industrial District North
- R-40: Residence District
- R-80: Residence District
- VBD: Village Business District

The Town would need to determine if this were a suitable area for TOD. It is important to note that the existing regulations do not provide for the mix of uses and densities needed to provide for TOD development. New zoning regulations would be needed to encourage and allow for TOD in Brookfield.



New Milford Zoning: Residential

Residential (R-20), (R-8), (R-5)

- In a single family residence district no building or premises shall be erected or altered, designed to be used except for one or more of the following uses: A single detached dwelling for not more than one family is permitted as a matter of right, Farming, forestry, truck gardening, nursery gardening and the display and sale of farm and garden produce raised on the premises, The keeping of horses or livestock, Home occupations and Accessory apartments.
- Special Permit Uses: Church, School, College, Public library, Public museum, Community building, Public park, Public recreational building, School or college stadium or athletic field, Golf course, Riding academy, Water supply reservoir, Well or filter bed, Philanthropic institutions, Hospitals, nursing homes, convalescent homes, Cemeteries, Municipal buildings including fire stations, Planned senior housing community, Continuing care community, Congregate housing and Marina.

Residential (R-8-2)

- In a two family residence district no building or premises shall be erected or altered, designed to be used except for one or more of the following uses: Any use permitted by right in a single family residence zone, A two family dwelling served by public sewer and water.
- Special Permit Uses: Church, School, College, Public library, Public museum, Community building, Public park, Public recreational building, School or college stadium or athletic field, Golf course, Riding academy, Water supply reservoir, Well or filter bed, Philanthropic institutions, Hospitals, nursing homes, convalescent homes, Cemeteries, Municipal buildings including fire stations, Planned senior housing community, Continuing care community, Congregate housing and Marina.

Multiple Residence District (MR)

- In a multiple residence district no building or premises shall be erected or altered, designed to be used except for other than those permitted in a residence district or for Multi-family development permitted by special permit and application for site plan approval.

New Milford Zoning: Commercial

Restricted Business (B-1)

- The following uses are permitted as a matter of right in B-1 zone subject to site plan approval in accordance with the provisions of Chapter 175 and issuance of a Zoning Permit by the Zoning Enforcement Officer: Any use permitted by right and by special permit in a single family residence zone, Banks, Business offices, Professional offices, Hotels and motels, Indoor Theaters, Retail sales, Bakeries, Grocery stores, Restaurants and Assembly hall.
- Special Permit Uses: Any building which exceeds 25,000 square feet of gross floor area, Any use which is projected to generate more than 500 motor trips per day, Any restaurant proposing to provide live entertainment, Shop for making articles to be sold at retail on the premises and A combination of residential and B-1 uses.

General Business (B-2)

- The following uses are permitted as a matter of right in the B-2 Zone subject to site plan approval in accordance with the provisions of Chapter 15 and issuance of a permit by the Zoning Enforcement Officer: All uses permitted in a by right and by special permit in Business 1 Zone may be permitted subject to the same conditions as noted in that section, Wholesale sales office or sample room, Garage for auto customizing, with all vehicles to be customized stored inside, Garage for repair of motor vehicles, with no outside storage of motor vehicles.
- Special permit uses include: Garage for auto customizing, with all vehicles to be customized stored outside, Garage for repair of motor vehicles, with outside storage of motor vehicles, Sales/repair of new and used motor vehicles with or without outside storage of vehicles, Sales/repair of new or used boats, jet skis or other watercraft, Research laboratories, Carpentry, woodworking, and millwork manufacturing, Manufacturing, Newspaper and printing establishments, Shops for assembling articles to be sold at wholesale, Shops for manufacturing, Warehousing, Construction yards with outside storage and Outside storage of any material associated with assembly, manufacturing or research facilities.

Business Zone (B-4)

- A use permitted in a single-family residential district is permitted as matter of right.
- By special permit and site plan approval, any use permitted as a matter of right in a Business 1 Zone.

Village Center District Zone (VCD)

- Uses permitted in a Village Center District Zone: Any use permitted in a Business 1 Restricted Zone.
- Multi-family housing may be permitted provided that such housing is developed by the Town of New Milford or by a non-profit organization. It consists of 4 dwelling units with a minimum size of 750 square feet and is served by municipal sewer and water.

New Milford Zoning: Industrial

Industrial

- Any building or premises may be used for any uses permitted in a B-1 or B-2 business zone. Also permitted, subject to approval of a site plan and landscaping plan per Chapter 15 are wholesale business, offices, kennels, storage warehouses, manufacturing, processing and assembly of goods.

Restricted Industrial (RI)

- No uses are permitted as a matter of right. The following uses are permitted as a matter of right subject to site plan approval by the Zoning Commission and issuance of a Zoning Permit by the Zoning Enforcement Officer
- Corporate Headquarters, Wholesale office, Research laboratories, Manufacturing, Warehousing, Truck and bus facilities and distribution centers, Fire Training Facility, Financial services, Nursery, Indoor Sports Complex and Garage for repair of motor vehicles and Outside storage of and display of inventory.

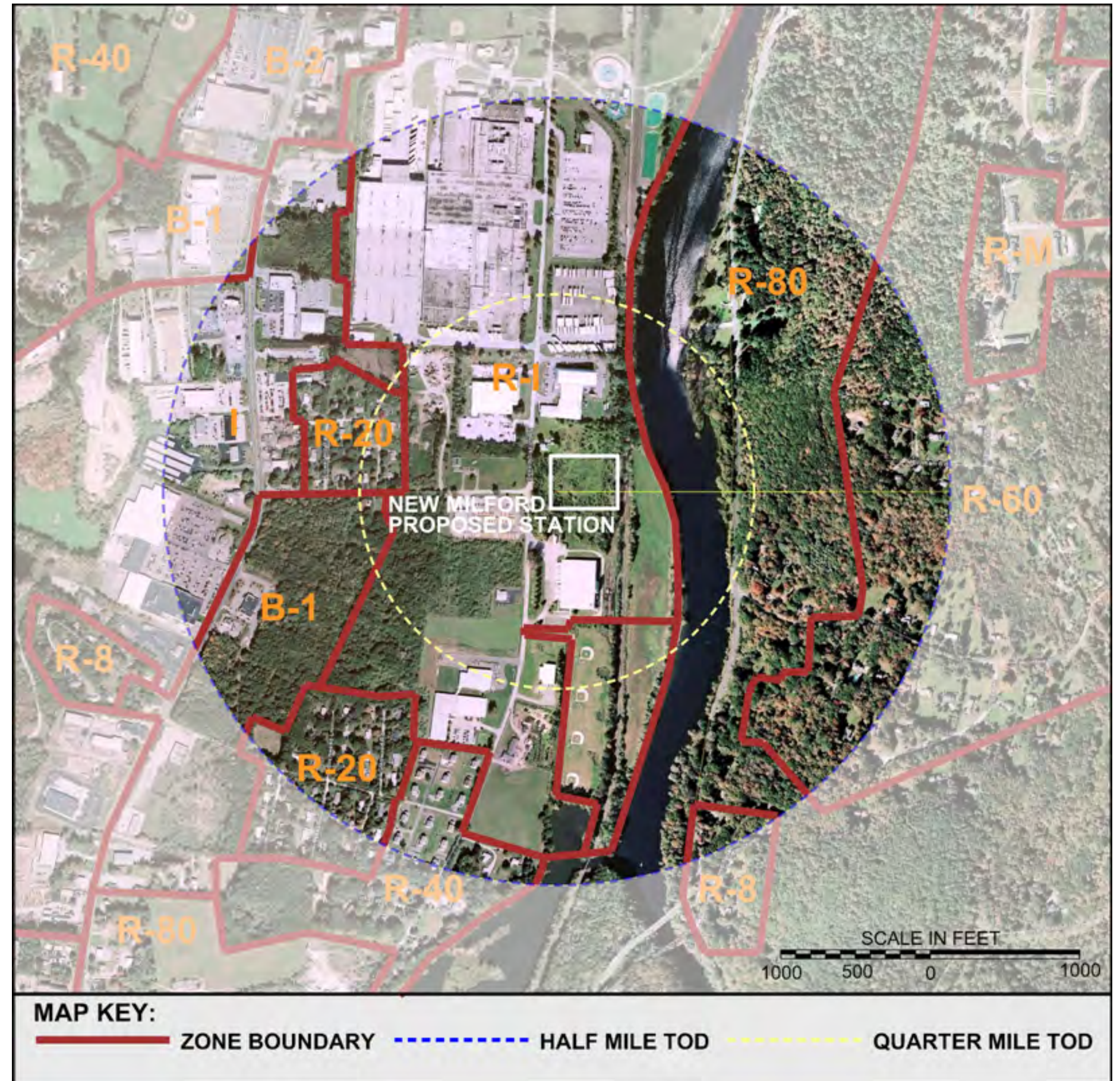
New Milford Station Option #1 Zoning

The ¼ and ½ mile areas around Site Option #1 (Picket District Road) for the proposed station in New Milford contain a number of different Zone Districts. These districts reflect the existing mixed use development around this site area today.

The area surrounding this site contains portions of the following Zone Districts:

- B-1: Restricted Business
- R-I: Restricted Industrial
- R-20: Residential
- R-60: Residential
- R-80: Residential

The Town would need to determine if this were a suitable area for TOD. It is important to note that the existing regulations do not provide for the mix of uses and densities needed to provide for TOD development. New zoning regulations would be needed to encourage and allow for TOD in New Milford.



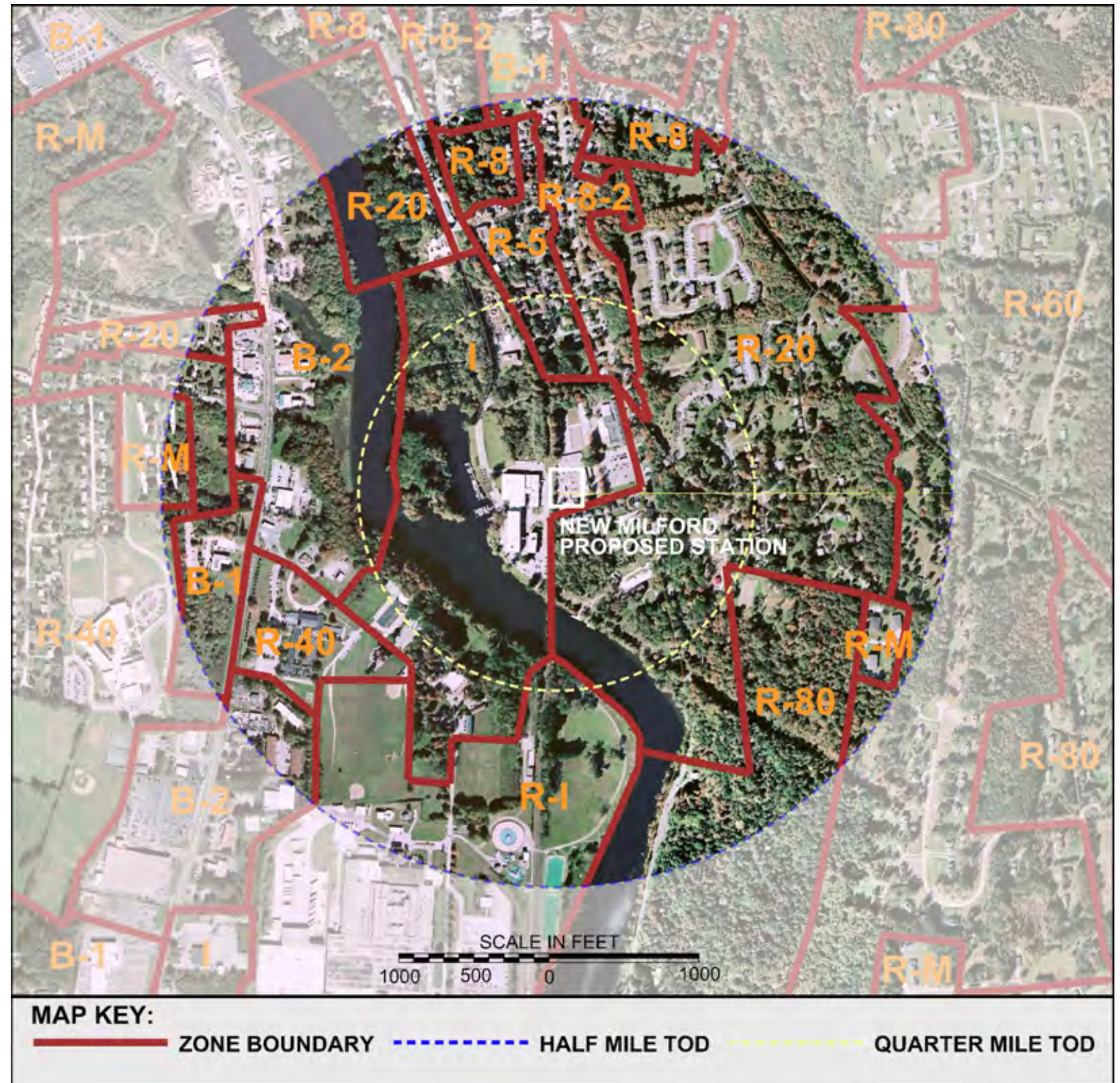
New Milford Station Option #2 Zoning

The ¼ and ½ mile areas around Site Option #2 (Anderson Avenue) for the proposed station in New Milford contain a number of different Zone Districts. These districts reflect the existing mixed use development around this site area today.

The area surrounding this site contains portions of the following Zone Districts:

- B-1: Restricted Business
- B-2: General Business
- I: Industrial
- R-5: Residential
- R-8: Residential
- R-8-2: Residential
- R-20: Residential
- R-40: Residential
- R-80: Residential
- R-I: Restricted Industrial
- R-M: Multi-Family Residential

The Town would need to determine if this were a suitable area for TOD. It is important to note that the existing regulations do not provide for the mix of uses and densities needed to provide for TOD development. New zoning regulations would be needed to encourage and allow for TOD in New Milford.



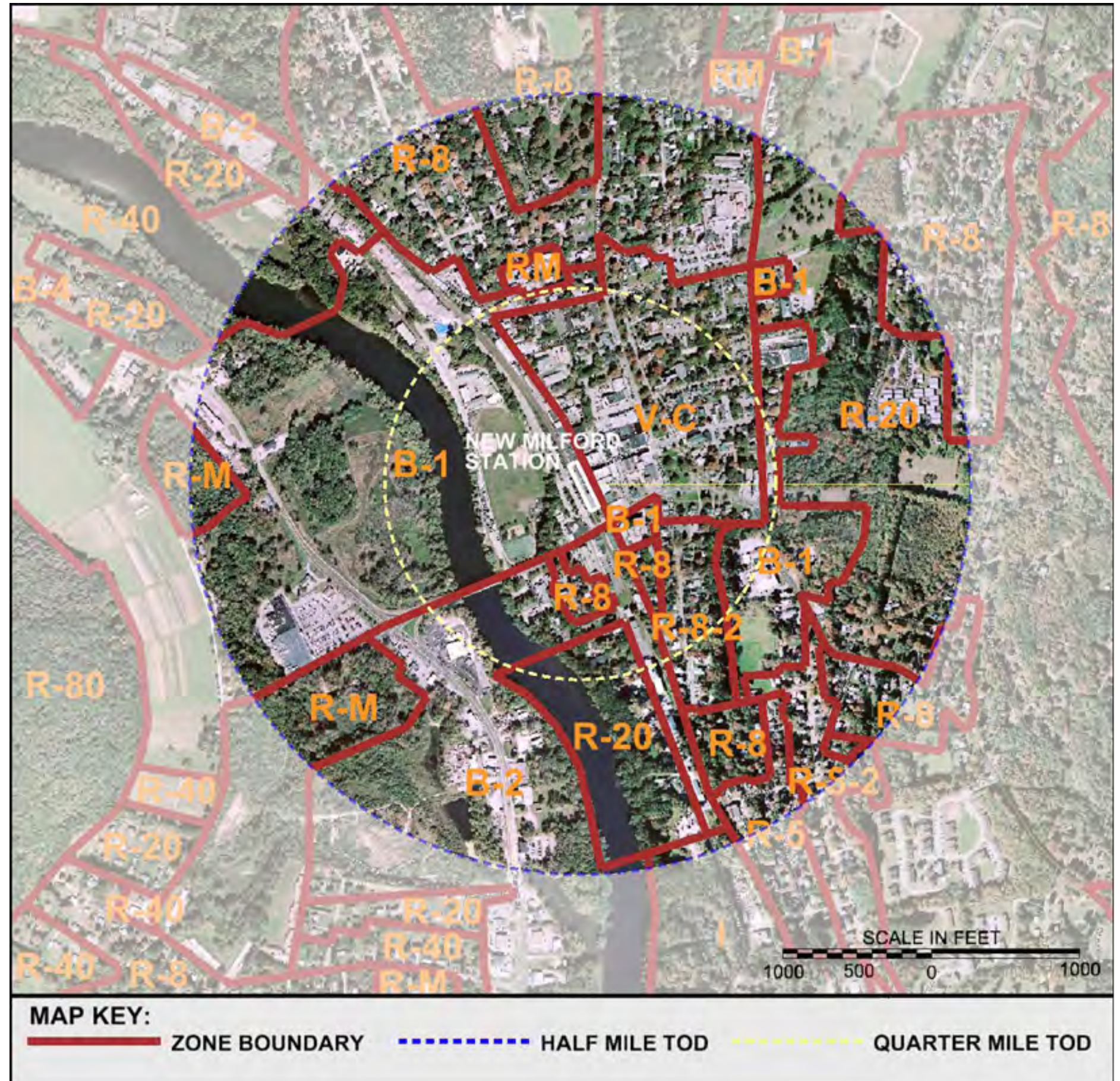
New Milford Stations Options #3, #4A&B, #5 Zoning

The ¼ and ½ mile areas around Site Options #3, #4A, #4B, and 5 (Railroad Street) in downtown New Milford contain a number of different Zone Districts. These districts reflect the existing mixed use development around these site areas today.

The area surrounding the these sites contains portions of the following Zone Districts:

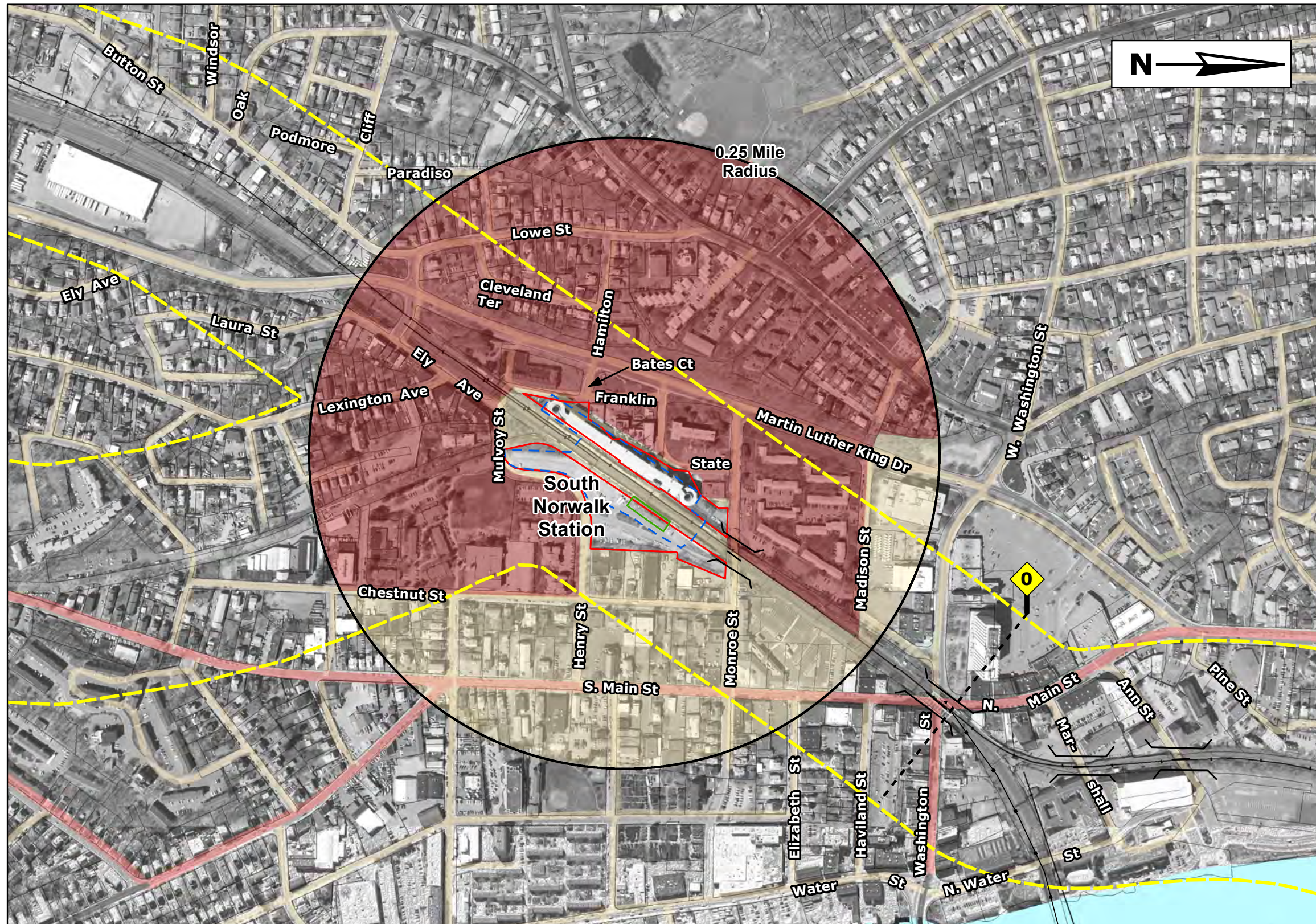
- B-1: Restricted Business
- B-2: General Business
- R-5: Residential
- R-8: Residential
- R-8-2: Residential
- R-20: Residential
- R-40: Residential
- R-80: Residential
- R-M: Multi-Family Residential
- V-C: Village Center

The Town would need to determine if this were a suitable area for TOD. It is important to note that the existing regulations do not provide for the mix of uses and densities needed to provide for TOD development. New zoning regulations would be needed to encourage and allow for TOD in New Milford.



Appendix C - Station Area TOD Potential Maps

| | |
|--|-----------|
| South Norwalk | 71 |
| Merritt 7 | 72 |
| Wilton | 73 |
| Cannondale | 74 |
| Georgetown | 75 |
| West Redding | 76 |
| Branchville | 77 |
| Bethel | 78 |
| Danbury | 79 |
| North Danbury (#1) | 80 |
| North Danbury (#2) | 81 |
| Brookfield (#1) | 82 |
| Brookfield (#2) | 83 |
| New Milford (#1) | 84 |
| New Milford (#2) | 85 |
| New Milford (#3, #4A&B, and #5) | 86 |



Legend

- Railroad Track
- 1000 Foot Study Corridor
- Town Boundary
- Railroad Milepost Marker
- Railroad Crossing
- Private Railroad Crossing
- Interstate Highway
- US Highway
- State Road
- Local Road
- Rivers/Streams
- Lakes/Ponds
- Parcel Boundary
- Existing Station Parking
- CT DOT Property Boundary / Potential Parking Expansion
- Railroad Station Building
- Potential TOD
- Ongoing / Expansion

Data Sources:
 Parcel layer: CT DEP
 Roads layer: CT DEP, updated by URS
 RR Track: CT DEP
 Town Boundary: CT DEP
 Hydrography: CT DEP, updated by URS
 RR Milepost Markers and Grade Crossings: Metro-North Track Charts

Note: This TOD map was developed for use as a planning document. Development delinations may not be exact.



PROJECT TITLE: **DANBURY BRANCH IMPROVEMENT PROGRAM & ELECTRIFICATION ENVIRONMENTAL IMPACT STATEMENT**

GIS MAPPING BY: URS CORPORATION LAST REV: 03/2010

STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION

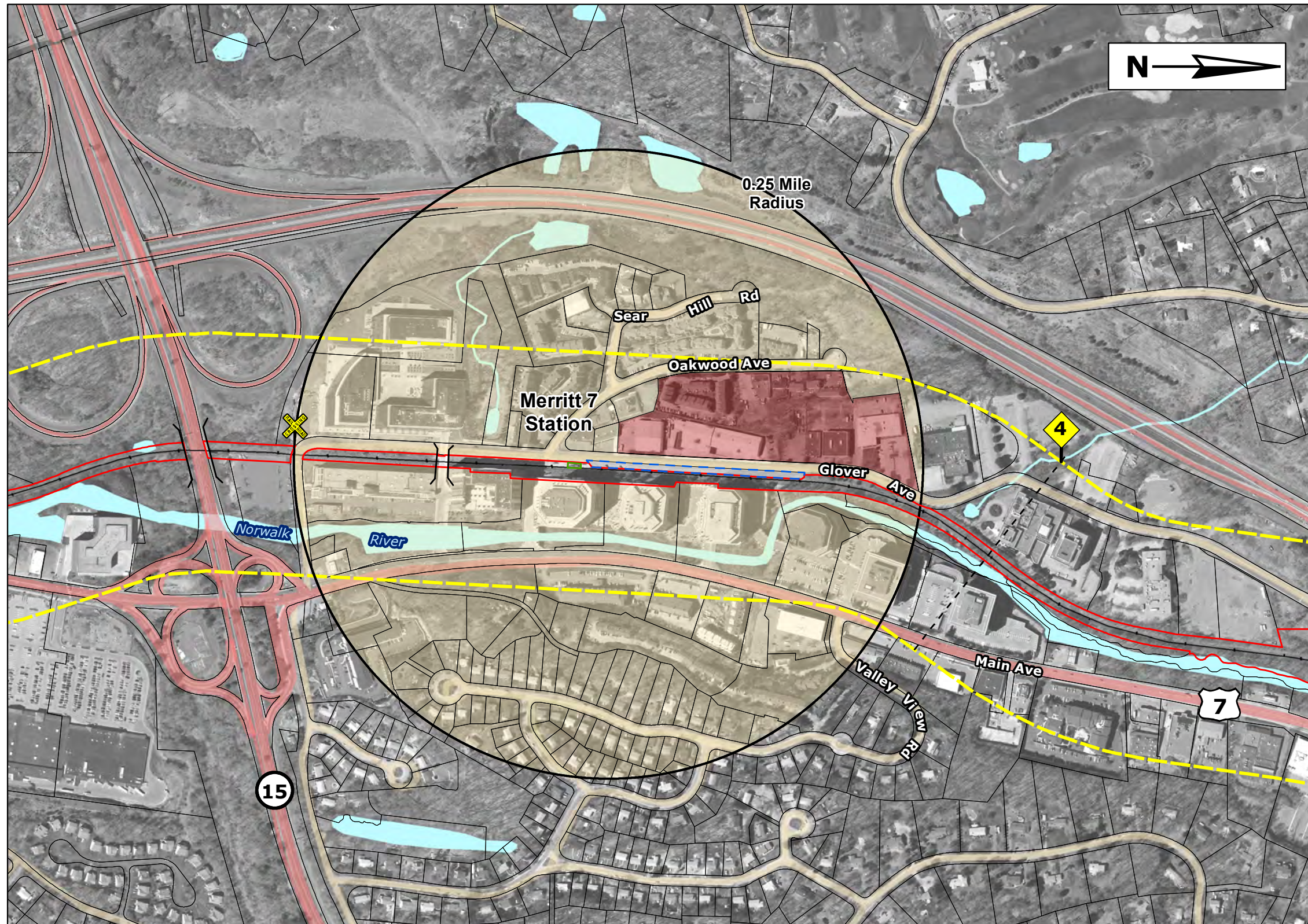
TOWN(S): **NORWALK (South)**

MAP TITLE: **TRANSIT ORIENTED DEVELOPMENT (TOD) MAP**

PROJECT NO: **302-008**

MAP NO:

SHEET NO: **1**

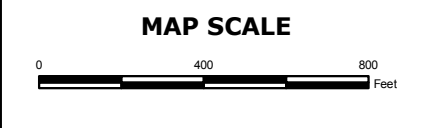


Legend

- Railroad Track
- 1000 Foot Study Corridor
- Town Boundary
- Railroad Milepost Marker
- Railroad Crossing
- Private Railroad Crossing
- Interstate Highway
- US Highway
- State Road
- Local Road
- Rivers/Streams
- Lakes/Ponds
- Parcel Boundary
- Existing Station Parking
- CT DOT Property Boundary / Potential Parking Expansion
- Railroad Station Building
- Potential TOD
- Ongoing / Expansion


Data Sources:
 Parcel layer: CT DEP
 Roads layer: CT DEP, updated by URS
 RR Track: CT DEP
 Town Boundary: CT DEP
 Hydrography: CT DEP, updated by URS
 RR Milepost Markers and Grade Crossings: Metro-North Track Charts

Note: This TOD map was developed for use as a planning document. Development delineations may not be exact.



PROJECT TITLE: **DANBURY BRANCH IMPROVEMENT PROGRAM & ELECTRIFICATION ENVIRONMENTAL IMPACT STATEMENT**

STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION



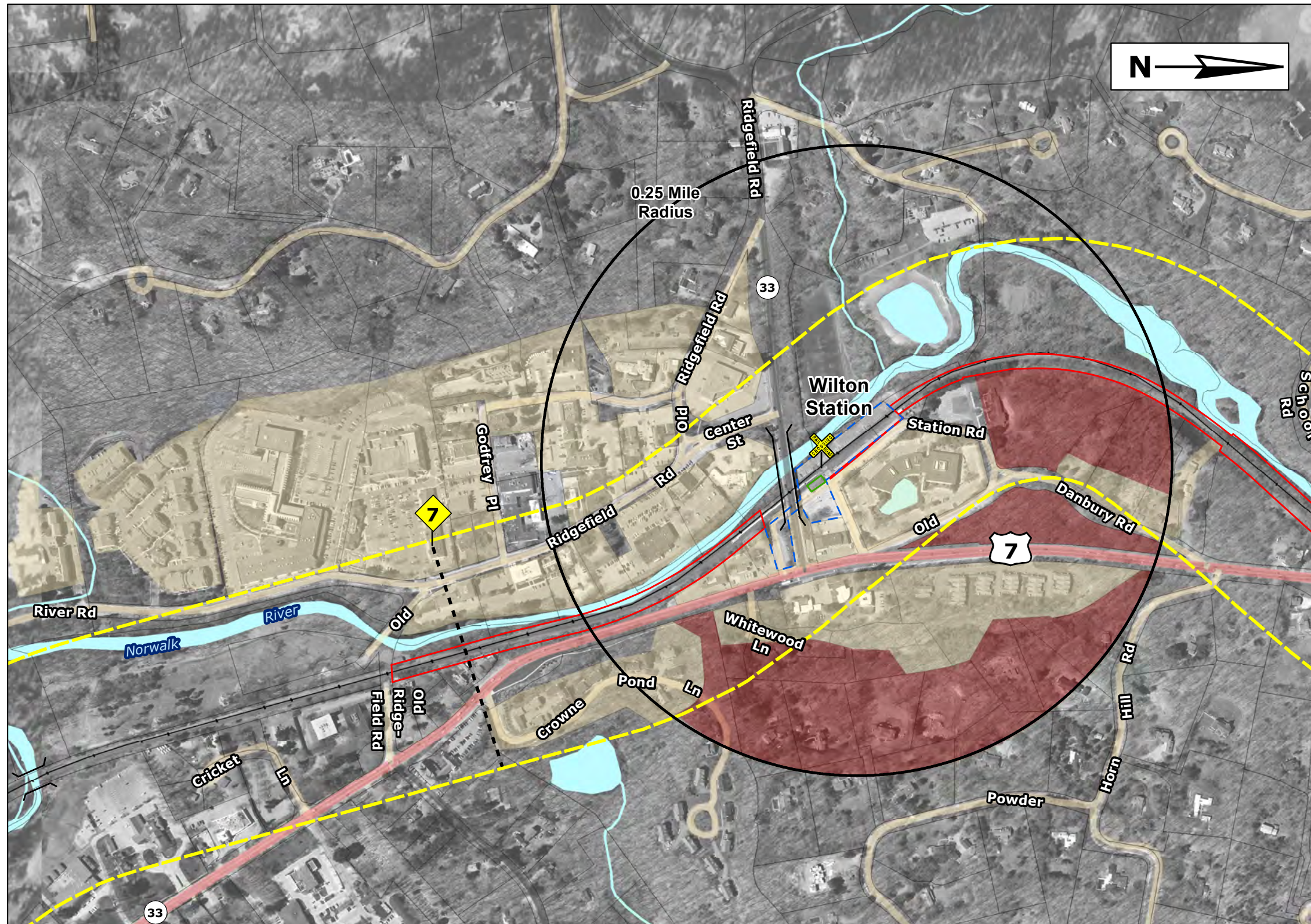
TOWN(S): **NORWALK (Merritt 7)**

PROJECT NO: **302-008**

URIS GIS MAPPING BY: URS CORPORATION LAST REV: 03/2010

MAP TITLE: **TRANSIT ORIENTED DEVELOPMENT (TOD) MAP**

MAP NO:
 SHEET NO: **2**

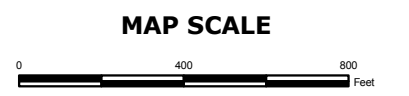


Legend

- Railroad Track
- 1000 Foot Study Corridor
- Town Boundary
- Railroad Milepost Marker
- Railroad Crossing
- Private Railroad Crossing
- Interstate Highway
- US Highway
- State Road
- Local Road
- Rivers/Streams
- Lakes/Ponds
- Parcel Boundary
- Existing Station Parking
- CT DOT Property Boundary / Potential Parking Expansion
- Railroad Station Building
- Potential TOD
- Ongoing / Expansion

Data Sources:
 Parcel layer: CT DEP
 Roads layer: CT DEP, updated by URS
 RR Track: CT DEP
 Town Boundary: CT DEP
 Hydrography: CT DEP, updated by URS
 RR Milepost Markers and Grade Crossings: Metro-North Track Charts

Note: This TOD map was developed for use as a planning document. Development delineations may not be exact.



PROJECT TITLE: **DANBURY BRANCH IMPROVEMENT PROGRAM & ELECTRIFICATION ENVIRONMENTAL IMPACT STATEMENT**

STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION

TOWN(S): **WILTON**

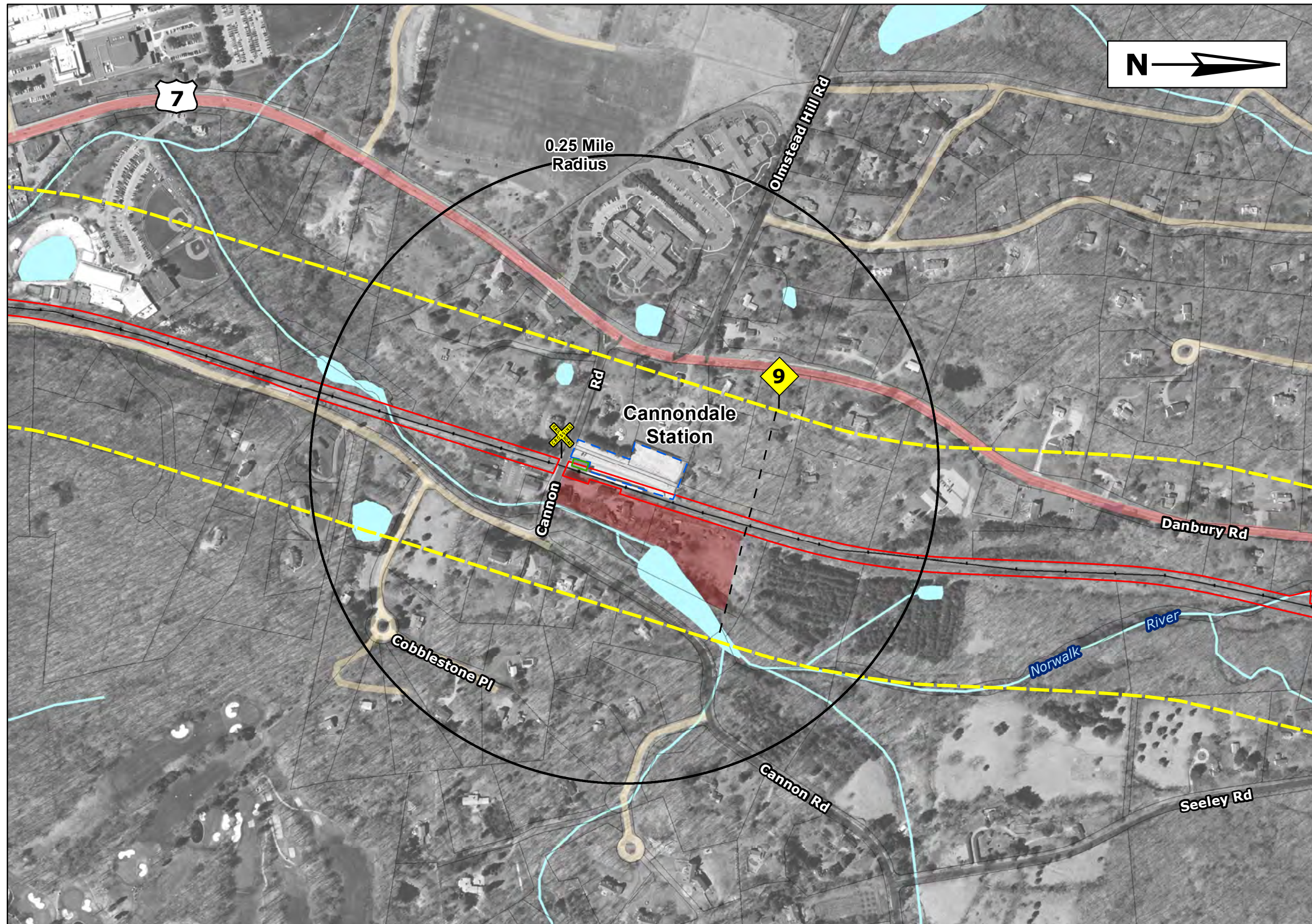
PROJECT NO: **302-008**

MAP TITLE: **TRANSIT ORIENTED DEVELOPMENT (TOD) MAP**

MAP NO:

SHEET NO: **3**

URS GIS MAPPING BY: URS CORPORATION LAST REV: 03/2010



Legend

- Railroad Track
- 1000 Foot Study Corridor
- Town Boundary
- Railroad Milepost Marker
- Railroad Crossing
- Private Railroad Crossing
- Interstate Highway
- US Highway
- State Road
- Local Road
- Rivers/Streams
- Lakes/Ponds
- Parcel Boundary
- Existing Station Parking
- CT DOT Property Boundary / Potential Parking Expansion
- Railroad Station Building
- Potential TOD
- Ongoing / Expansion

Data Sources:
 Parcel layer: CT DEP
 Roads layer: CT DEP, updated by URS
 RR Track: CT DEP
 Town Boundary: CT DEP
 Hydrography: CT DEP, updated by URS
 RR Milepost Markers and Grade Crossings: Metro-North Track Charts

Note: This TOD map was developed for use as a planning document. Development delinations may not be exact.



PROJECT TITLE: **DANBURY BRANCH IMPROVEMENT PROGRAM & ELECTRIFICATION ENVIRONMENTAL IMPACT STATEMENT**

URS GIS MAPPING BY: URS CORPORATION LAST REV: 03/2010

STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION

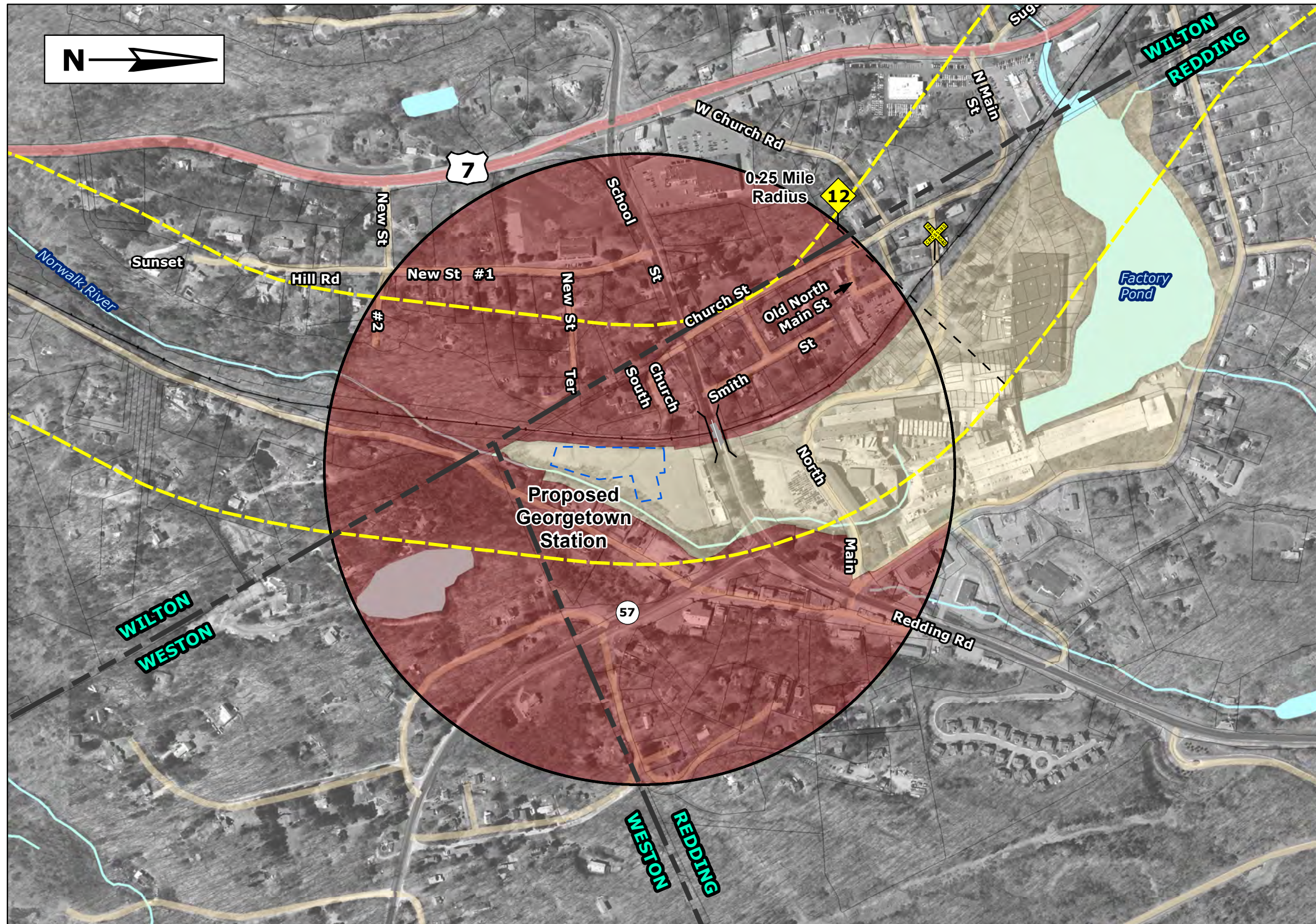
TOWN(S): **WILTON (Cannondale)**

MAP TITLE: **TRANSIT ORIENTED DEVELOPMENT (TOD) MAP**

PROJECT NO: **302-008**

MAP NO:

SHEET NO: **4**



Legend

- Railroad Track
- 1000 Foot Study Corridor
- Town Boundary
- Railroad Milepost Marker
- Railroad Crossing
- Private Railroad Crossing
- Interstate Highway
- US Highway
- State Road
- Local Road
- Rivers/Streams
- Lakes/Ponds
- Parcel Boundary
- Station Parking
- CT DOT Property Boundary / Potential Parking Expansion
- Railroad Station Building
- Potential TOD
- Ongoing / Expansion

Data Sources:
 Parcel layer: CT DEP
 Roads layer: CT DEP, updated by URS
 RR Track: CT DEP
 Town Boundary: CT DEP
 Hydrography: CT DEP, updated by URS
 RR Milepost Markers and Grade Crossings: Metro-North Track Charts

Note: This TOD map was developed for use as a planning document. Development delinations may not be exact.



PROJECT TITLE: **DANBURY BRANCH IMPROVEMENT PROGRAM & ELECTRIFICATION ENVIRONMENTAL IMPACT STATEMENT**

GIS MAPPING BY: URS CORPORATION LAST REV: 03/2010

STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION

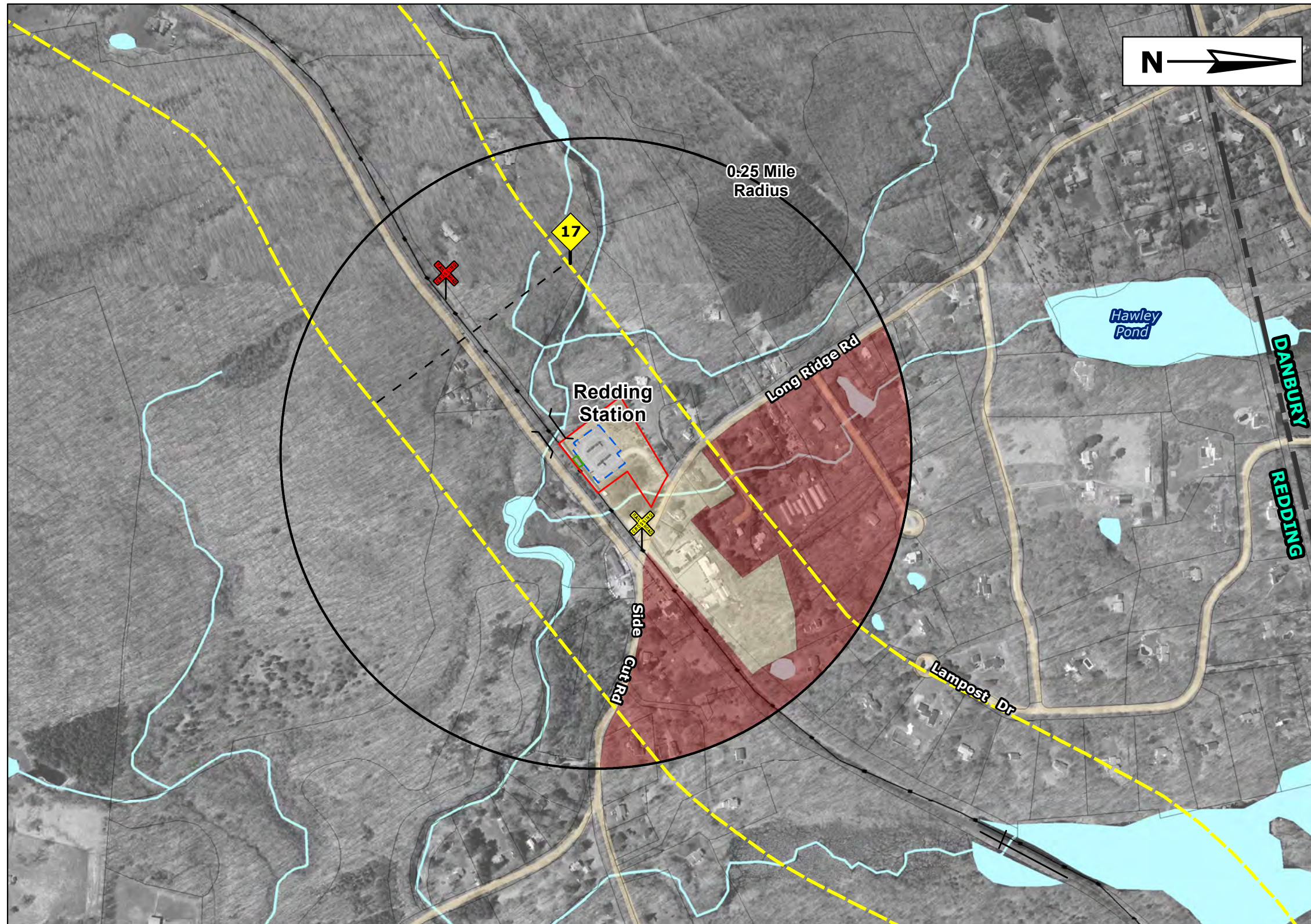
TOWN(S): **REDDING (Georgetown)**

MAP TITLE: **TRANSIT ORIENTED DEVELOPMENT (TOD) MAP**

PROJECT NO: **302-008**

MAP NO:

SHEET NO: **5**

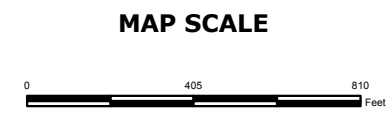


Legend

- Railroad Track
- 1000 Foot Study Corridor
- Town Boundary
- Railroad Milepost Marker
- Railroad Crossing
- Private Railroad Crossing
- Interstate Highway
- US Highway
- State Road
- Local Road
- Rivers/Streams
- Lakes/Ponds
- Parcel Boundary
- Existing Station Parking
- CT DOT Property Boundary / Potential Parking Expansion
- Railroad Station Building
- Potential TOD
- Ongoing / Expansion

Data Sources:
 Parcel layer: CT DEP
 Roads layer: CT DEP, updated by URS
 RR Track: CT DEP
 Town Boundary: CT DEP
 Hydrography: CT DEP, updated by URS
 RR Milepost Markers and Grade Crossings: Metro-North Track Charts

Note: This TOD map was developed for use as a planning document. Development delineations may not be exact.



PROJECT TITLE: **DANBURY BRANCH IMPROVEMENT PROGRAM & ELECTRIFICATION ENVIRONMENTAL IMPACT STATEMENT**

STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION



TOWN(S): **REDDING**

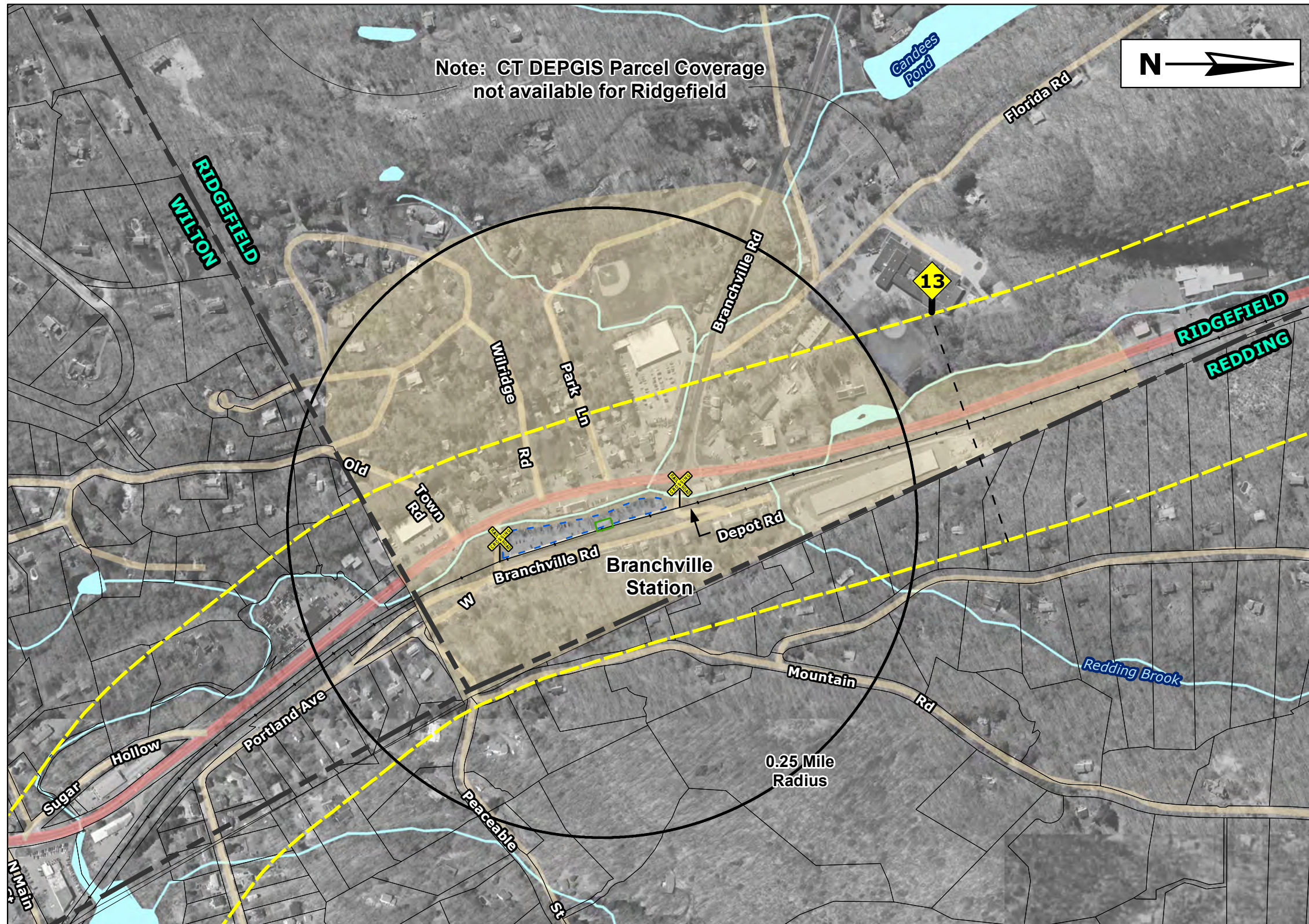
PROJECT NO: **302-008**

MAP TITLE: **TRANSIT ORIENTED DEVELOPMENT (TOD) MAP**

MAP NO:

SHEET NO: **7**

 GIS MAPPING BY: URS CORPORATION LAST REV: 03/2010



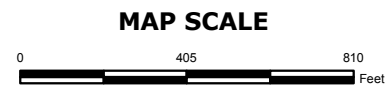
Note: CT DEPGIS Parcel Coverage not available for Ridgefield

Legend

- Railroad Track
- 1000 Foot Study Corridor
- Town Boundary
- Railroad Milepost Marker
- Railroad Crossing
- Private Railroad Crossing
- Interstate Highway
- US Highway
- State Road
- Local Road
- Rivers/Streams
- Lakes/Ponds
- Parcel Boundary
- Existing Station Parking
- CT DOT Property Boundary / Potential Parking Expansion
- Railroad Station Building
- Potential TOD
- Ongoing / Expansion

Data Sources:
 Parcel layer: CT DEP
 Roads layer: CT DEP, updated by URS
 RR Track: CT DEP
 Town Boundary: CT DEP
 Hydrography: CT DEP, updated by URS
 RR Milepost Markers and Grade Crossings: Metro-North Track Charts

Note: This TOD map was developed for use as a planning document. Development delineations may not be exact.



PROJECT TITLE: **DANBURY BRANCH IMPROVEMENT PROGRAM & ELECTRIFICATION ENVIRONMENTAL IMPACT STATEMENT**

URS GIS MAPPING BY: URS CORPORATION LAST REV: 03/2010

STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION



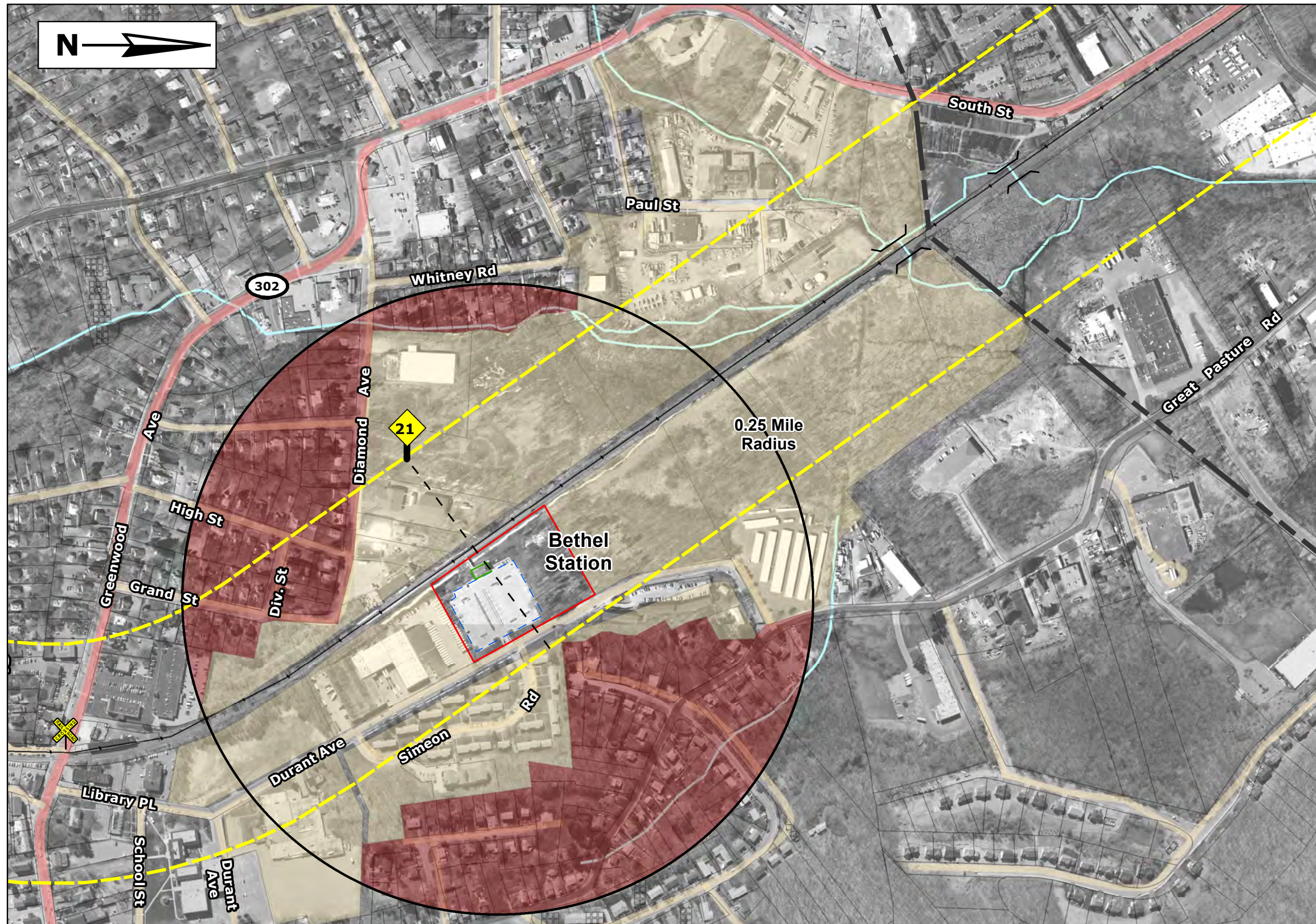
TOWN(S): **RIDGEFIELD**

MAP TITLE: **TRANSIT ORIENTED DEVELOPMENT (TOD) MAP**

PROJECT NO: **302-008**

MAP NO:

SHEET NO: **6**



Legend

- Railroad Track
- 1000 Foot Study Corridor
- Town Boundary
- Railroad Milepost Marker
- Railroad Crossing
- Private Railroad Crossing
- Interstate Highway
- US Highway
- State Road
- Local Road
- Rivers/Streams
- Lakes/Ponds
- Parcel Boundary
- Existing Station Parking
- CT DOT Property Boundary / Potential Parking Expansion
- Railroad Station Building
- Potential TOD
- Ongoing / Expansion

Data Sources:
 Parcel layer: CT DEP
 Roads layer: CT DEP, updated by URS
 RR Track: CT DEP
 Town Boundary: CT DEP
 Hydrography: CT DEP, updated by URS
 RR Milepost Markers and
 Grade Crossings: Metro-North Track Charts

Note: This TOD map was developed for use as a planning document. Development delineations may not be exact.



PROJECT TITLE: **DANBURY BRANCH IMPROVEMENT PROGRAM & ELECTRIFICATION ENVIRONMENTAL IMPACT STATEMENT**

GIS MAPPING BY: URS CORPORATION LAST REV: 03/2010

STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION

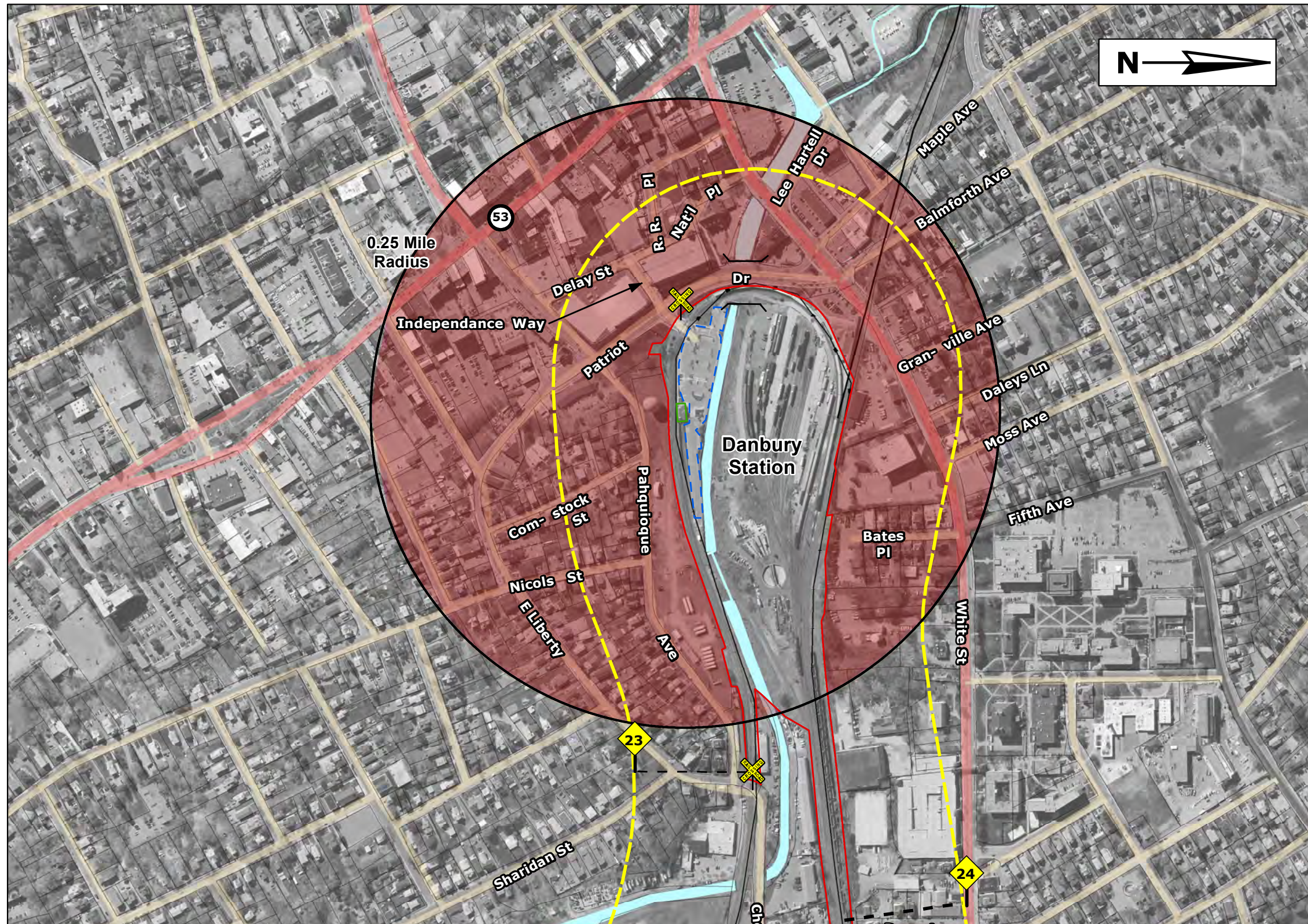
TOWN(S): **BETHEL**

MAP TITLE: **TRANSIT ORIENTED DEVELOPMENT (TOD) MAP**

PROJECT NO: **302-008**

MAP NO:

SHEET NO: **8**

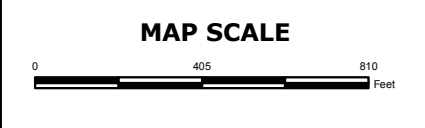


Legend

- Railroad Track
- 1000 Foot Study Corridor
- Town Boundary
- Railroad Milepost Marker
- Railroad Crossing
- Private Railroad Crossing
- Interstate Highway
- US Highway
- State Road
- Local Road
- Rivers/Streams
- Lakes/Ponds
- Parcel Boundary
- Existing Station Parking
- CT DOT Property Boundary / Potential Parking Expansion
- Railroad Station Building
- Potential TOD
- Ongoing / Expansion


Data Sources:
 Parcel layer: CT DEP
 Roads layer: CT DEP, updated by URS
 RR Track: CT DEP
 Town Boundary: CT DEP
 Hydrography: CT DEP, updated by URS
 RR Milepost Markers and Grade Crossings: Metro-North Track Charts

Note: This TOD map was developed for use as a planning document. Development delineations may not be exact.



PROJECT TITLE: **DANBURY BRANCH IMPROVEMENT PROGRAM & ELECTRIFICATION ENVIRONMENTAL IMPACT STATEMENT**

STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION



TOWN(S): **DANBURY**

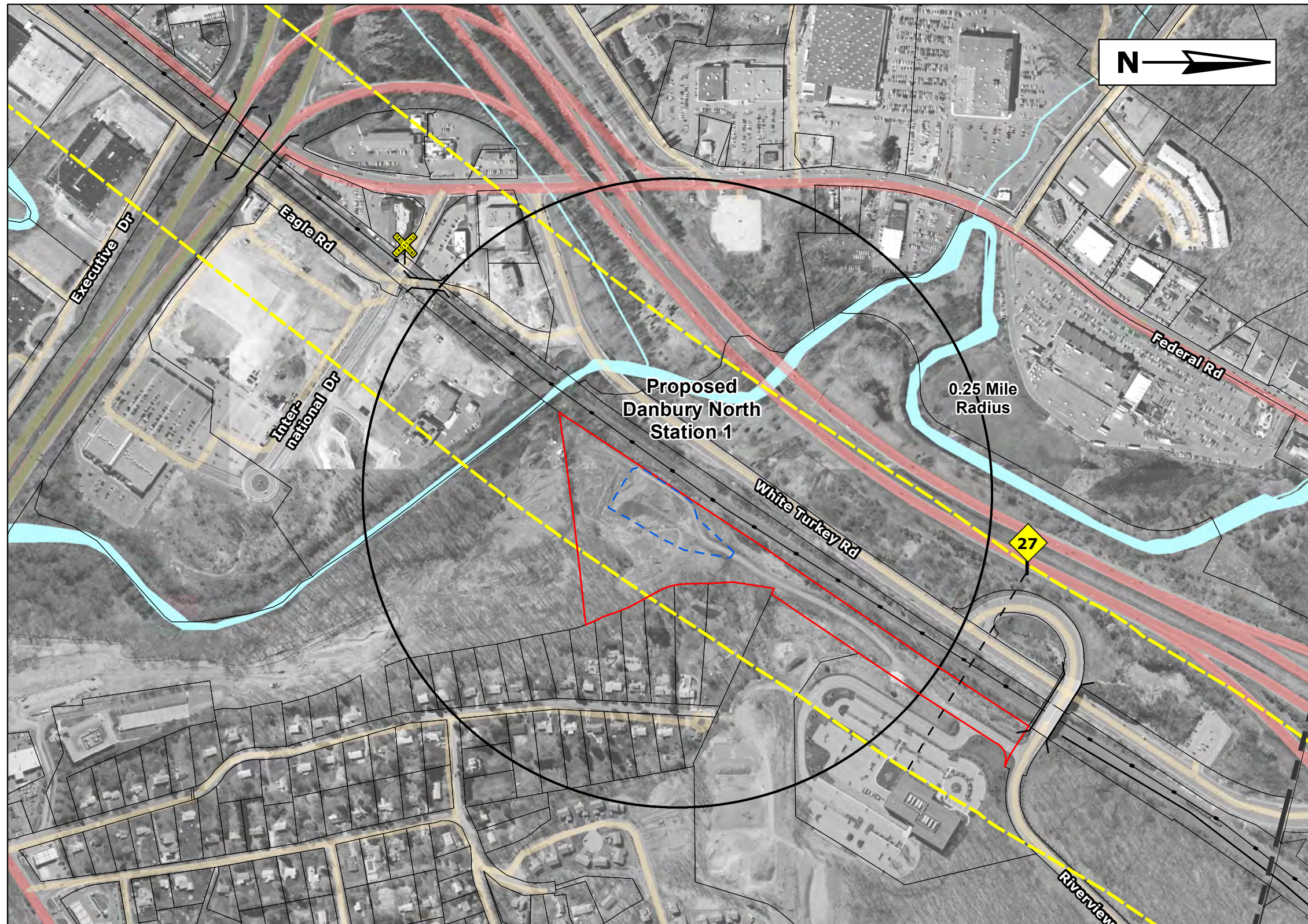
PROJECT NO: **302-008**

MAP TITLE: **TRANSIT ORIENTED DEVELOPMENT (TOD) MAP**

MAP NO:

 GIS MAPPING BY: URS CORPORATION LAST REV: 03/2010

SHEET NO: **9**

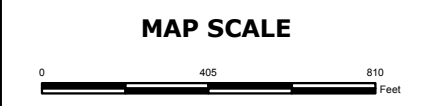


Legend

- Railroad Track
- 1000 Foot Study Corridor
- Town Boundary
- Railroad Milepost Marker
- Railroad Crossing
- Private Railroad Crossing
- Interstate Highway
- US Highway
- State Road
- Local Road
- Rivers/Streams
- Lakes/Ponds
- Parcel Boundary
- Station Parking
- CT DOT Property Boundary / Potential Parking Expansion
- Railroad Station Building
- Potential TOD
- Ongoing / Expansion

Data Sources:
 Parcel layer: CT DEP
 Roads layer: CT DEP, updated by URS
 RR Track: CT DEP
 Town Boundary: CT DEP
 Hydrography: CT DEP, updated by URS
 RR Milepost Markers and Grade Crossings: Metro-North Track Charts

Note: This TOD map was developed for use as a planning document. Development delineations may not be exact.



PROJECT TITLE: **DANBURY BRANCH IMPROVEMENT PROGRAM & ELECTRIFICATION ENVIRONMENTAL IMPACT STATEMENT**

URS GIS MAPPING BY: URS CORPORATION LAST REV: 03/2010

STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION

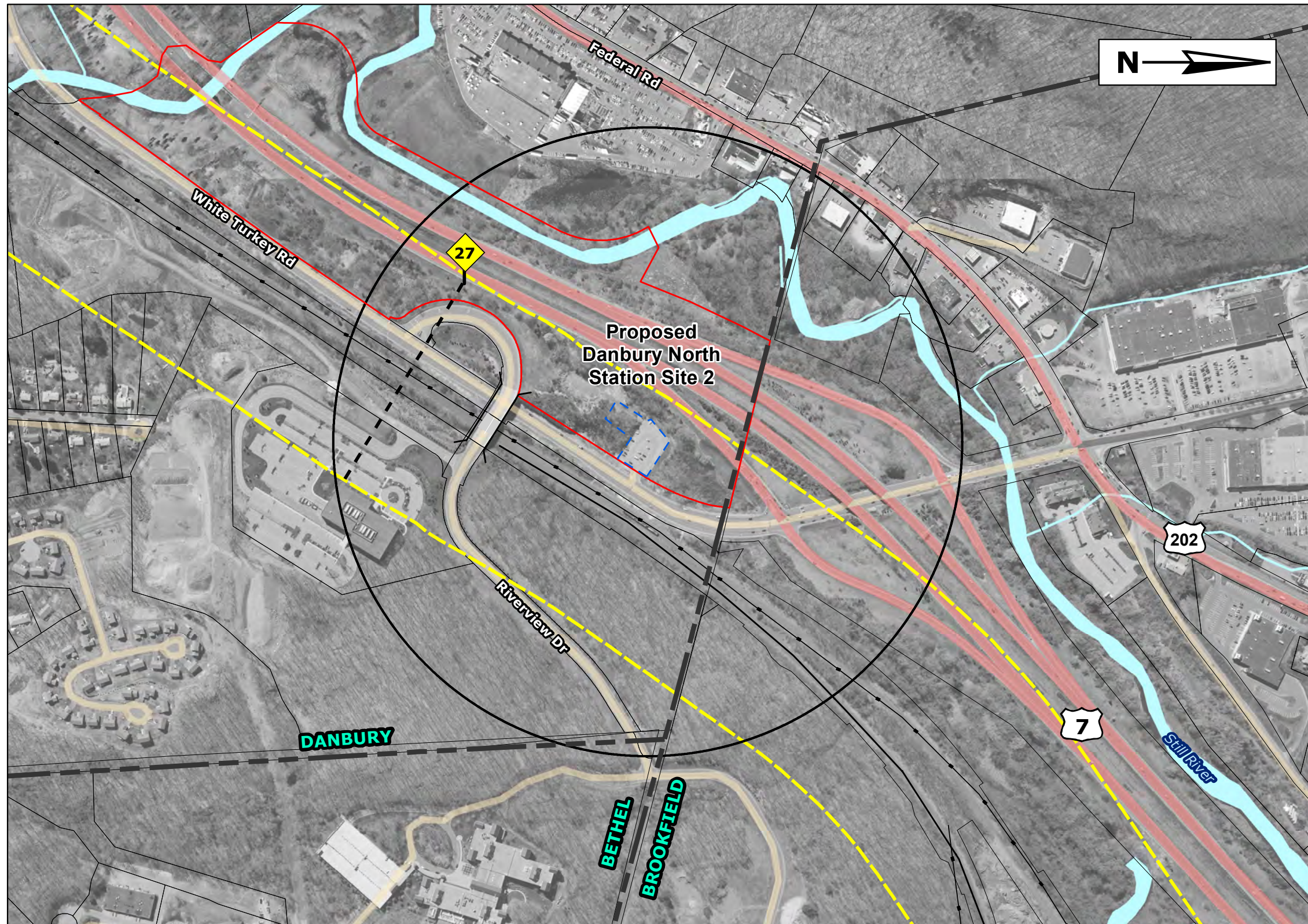
TOWN(S): DANBURY (North Site 1)

MAP TITLE: TRANSIT ORIENTED DEVELOPMENT (TOD) MAP

PROJECT NO: 302-008

MAP NO:

SHEET NO: 10

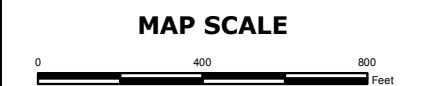


Legend

- Railroad Track
- 1000 Foot Study Corridor
- 1500 Foot Study Corridor
- Town Boundary
- Railroad Milepost Marker
- Railroad Crossing
- Private Railroad Crossing
- Interstate Highway
- US Highway
- State Road
- Local Road
- Rivers/Streams
- Lakes/Ponds
- Parcel Boundary
- Station Parking
- CT DOT Property Boundary / Potential Parking Expansion
- Railroad Station Building
- Potential TOD
- Ongoing / Expansion

Data Sources:
 Parcel layer: CT DEP
 Roads layer: CT DEP, updated by URS
 RR Track: CT DEP
 Town Boundary: CT DEP
 Hydrography: CT DEP, updated by URS
 RR Milepost Markers and Grade Crossings: Metro-North Track Charts

Note: This TOD map was developed for use as a planning document. Development delineations may not be exact.




PROJECT TITLE: **DANBURY BRANCH IMPROVEMENT PROGRAM & ELECTRIFICATION ENVIRONMENTAL IMPACT STATEMENT**

STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION



TOWN(S): **DANBURY (North Site 2)**

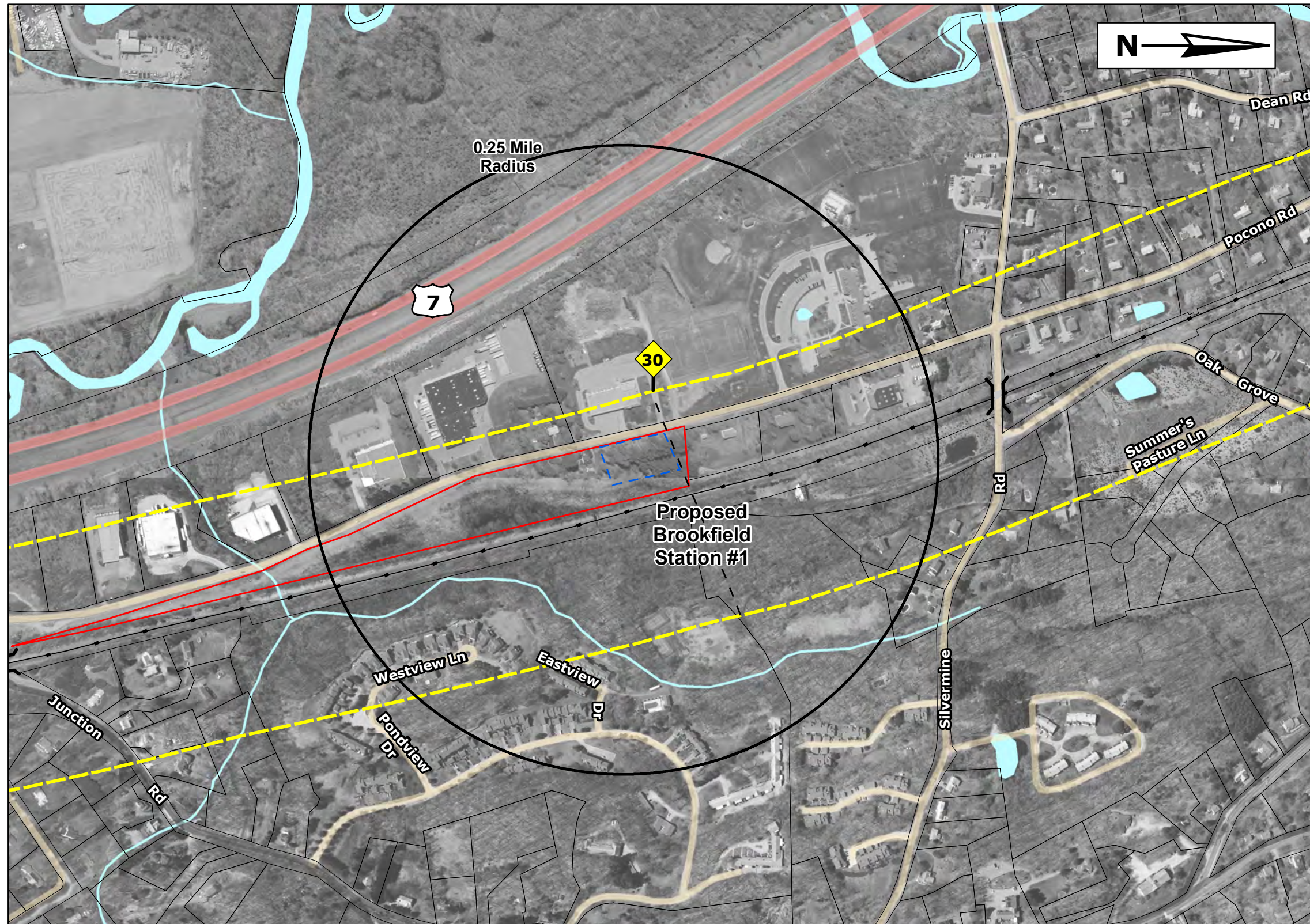
PROJECT NO: **302-008**

 GIS MAPPING BY: URS CORPORATION LAST REV: 03/2010

MAP TITLE: **TRANSIT ORIENTED DEVELOPMENT (TOD) MAP**

MAP NO:

SHEET NO: **11**

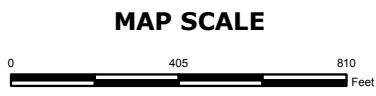


Legend

- Railroad Track
- 1000 Foot Study Corridor
- Town Boundary
- Railroad Milepost Marker
- Railroad Crossing
- Private Railroad Crossing
- Interstate Highway
- US Highway
- State Road
- Local Road
- Rivers/Streams
- Lakes/Ponds
- Parcel Boundary
- Station Parking
- CT DOT Property Boundary / Potential Parking Expansion
- Railroad Station Building
- Potential TOD
- Ongoing / Expansion

Data Sources:
 Parcel layer: CT DEP
 Roads layer: CT DEP, updated by URS
 RR Track: CT DEP
 Town Boundary: CT DEP
 Hydrography: CT DEP, updated by URS
 RR Milepost Markers and Grade Crossings: Metro-North Track Charts

Note: This TOD map was developed for use as a planning document. Development delineations may not be exact.



PROJECT TITLE: **DANBURY BRANCH IMPROVEMENT PROGRAM & ELECTRIFICATION ENVIRONMENTAL IMPACT STATEMENT**

URS GIS MAPPING BY: URS CORPORATION LAST REV: 03/2010

STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION

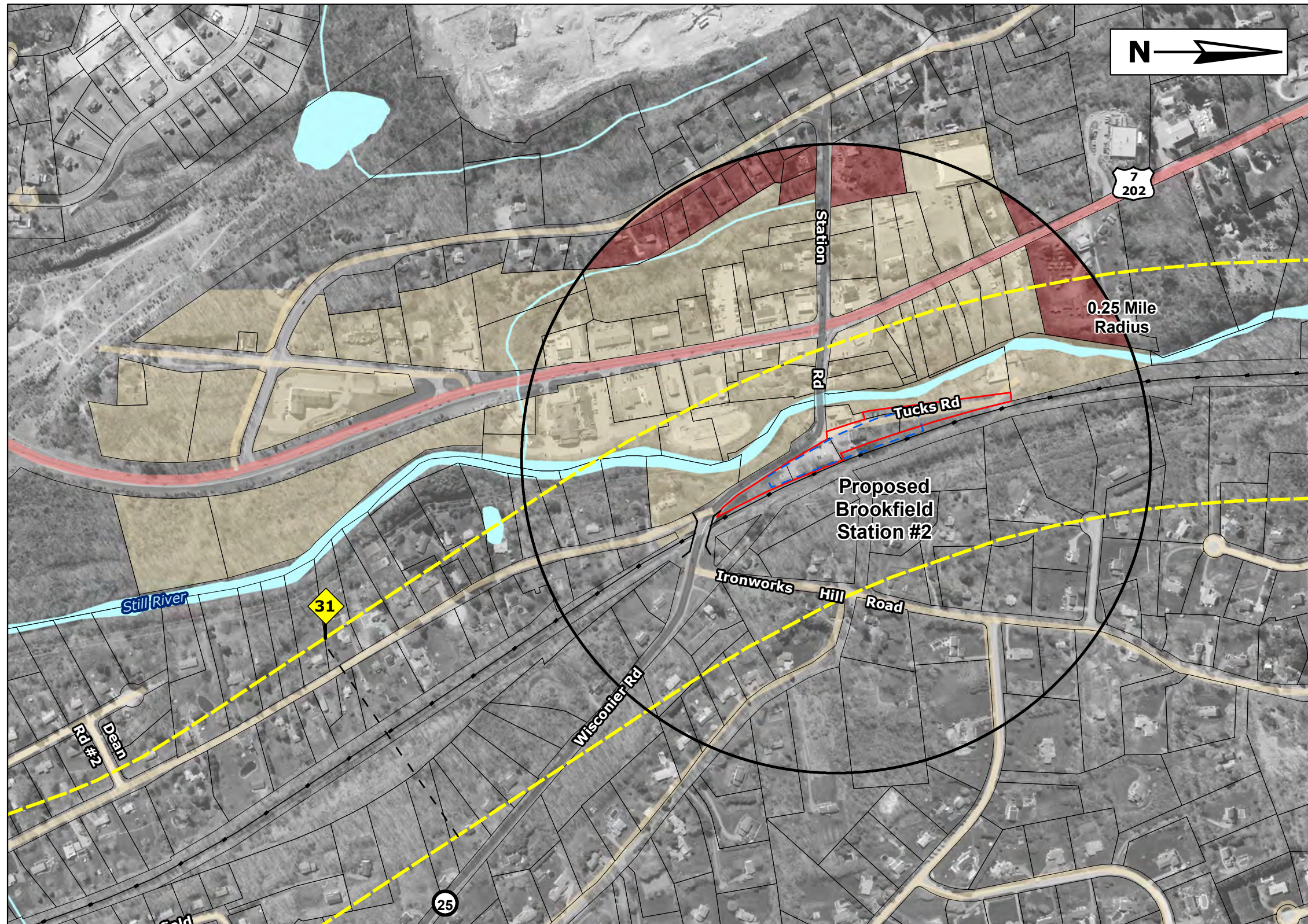
TOWN(S): **BROOKFIELD (#1)**

MAP TITLE: **TRANSIT ORIENTED DEVELOPMENT (TOD) MAP**

PROJECT NO: **302-008**

MAP NO:

SHEET NO: **12**



Legend

- Railroad Track
- 1000 Foot Study Corridor
- Town Boundary
- Railroad Milepost Marker
- Railroad Crossing
- Private Railroad Crossing
- Interstate Highway
- US Highway
- State Road
- Local Road
- Rivers/Streams
- Lakes/Ponds
- Parcel Boundary
- Station Parking
- CT DOT Property Boundary / Potential Parking Expansion
- Railroad Station Building
- Potential TOD
- Ongoing / Expansion

Data Sources:
 Parcel layer: CT DEP
 Roads layer: CT DEP, updated by URS
 RR Track: CT DEP
 Town Boundary: CT DEP
 Hydrography: CT DEP, updated by URS
 RR Milepost Markers and Grade Crossings: Metro-North Track Charts

Note: This TOD map was developed for use as a planning document. Development delineations may not be exact.



PROJECT TITLE: **DANBURY BRANCH IMPROVEMENT PROGRAM & ELECTRIFICATION ENVIRONMENTAL IMPACT STATEMENT**

STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION



TOWN(S): **BROOKFIELD (#2)**

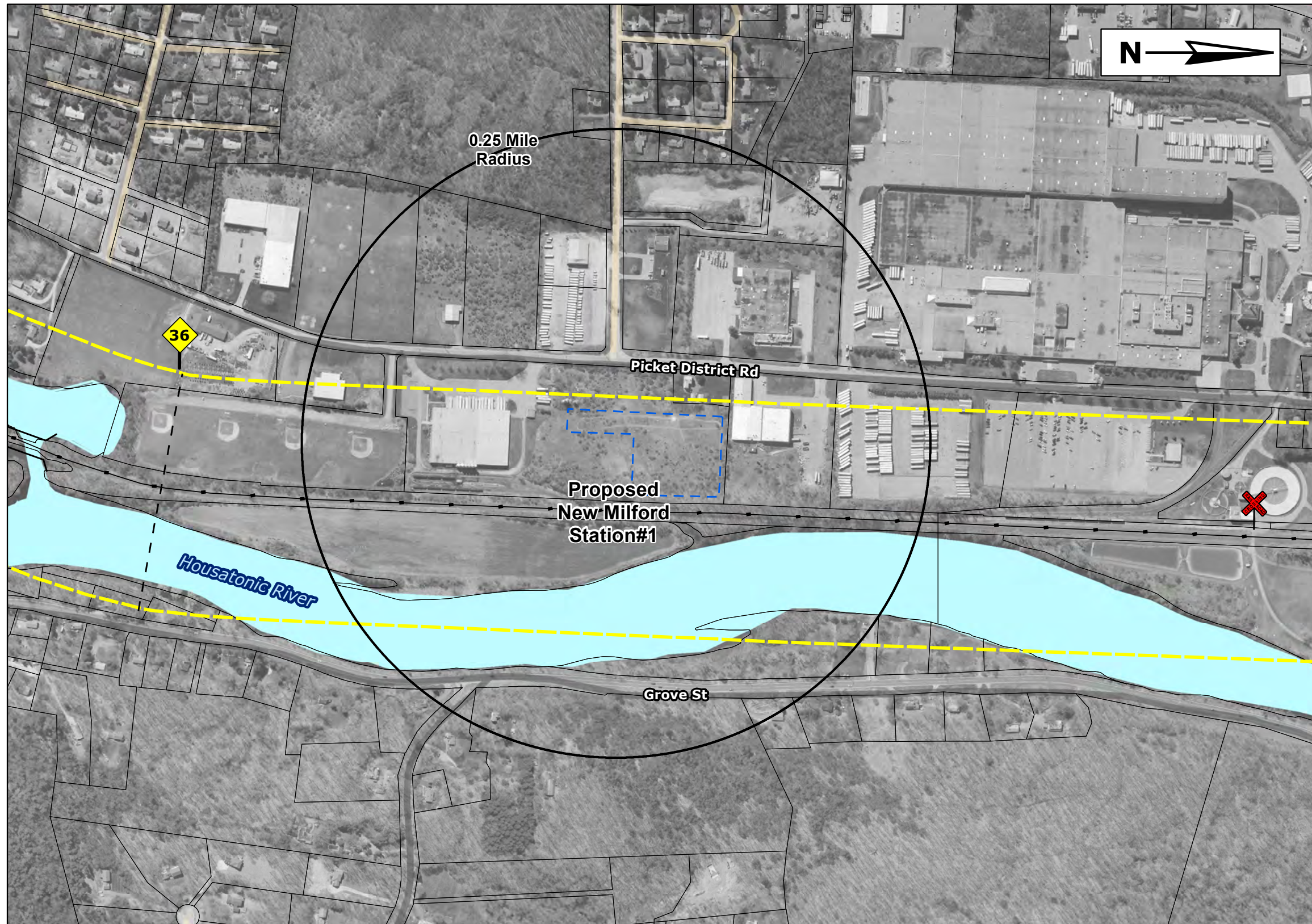
PROJECT NO: **302-008**

MAP TITLE: **TRANSIT ORIENTED DEVELOPMENT (TOD) MAP**

MAP NO:

SHEET NO: **13**

 GIS MAPPING BY: URS CORPORATION LAST REV: 03/2010



Legend

- Railroad Track
- 1000 Foot Study Corridor
- Town Boundary
- Railroad Milepost Marker
- Railroad Crossing
- Private Railroad Crossing
- Interstate Highway
- US Highway
- State Road
- Local Road
- Rivers/Streams
- Lakes/Ponds
- Parcel Boundary
- Station Parking
- CT DOT Property Boundary / Potential Parking Expansion
- Railroad Station Building
- Potential TOD
- Ongoing / Expansion

Data Sources:
 Parcel layer: CT DEP
 Roads layer: CT DEP, updated by URS
 RR Track: CT DEP
 Town Boundary: CT DEP
 Hydrography: CT DEP, updated by URS
 RR Milepost Markers and Grade Crossings: Metro-North Track Charts

Note: This TOD map was developed for use as a planning document. Development delinations may not be exact.



PROJECT TITLE: **DANBURY BRANCH IMPROVEMENT PROGRAM & ELECTRIFICATION ENVIRONMENTAL IMPACT STATEMENT**

URS GIS MAPPING BY: URS CORPORATION LAST REV: 03/2010

STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION

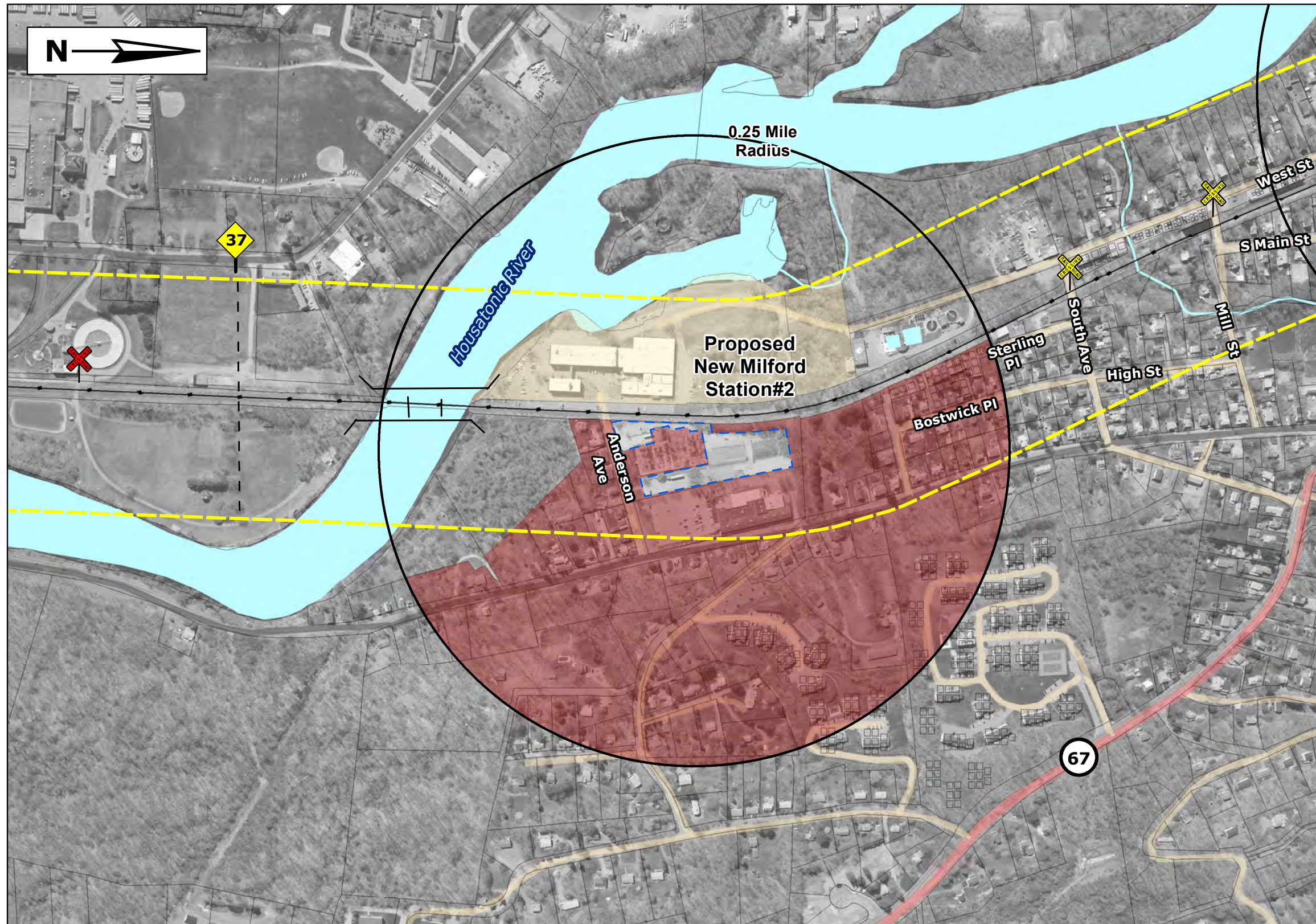
TOWN(S): **NEW MILFORD (#1)**

MAP TITLE: **TRANSIT ORIENTED DEVELOPMENT (TOD) MAP**

PROJECT NO: **302-008**

MAP NO:

SHEET NO: **14**

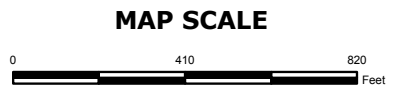


Legend

- Railroad Track
- 1000 Foot Study Corridor
- Town Boundary
- Railroad Milepost Marker
- Railroad Crossing
- Private Railroad Crossing
- Interstate Highway
- US Highway
- State Road
- Local Road
- Rivers/Streams
- Lakes/Ponds
- Parcel Boundary
- Station Parking
- CT DOT Property Boundary / Potential Parking Expansion
- Railroad Station Building
- Potential TOD
- Ongoing / Expansion

Data Sources:
 Parcel layer: CT DEP
 Roads layer: CT DEP, updated by URS
 RR Track: CT DEP
 Town Boundary: CT DEP
 Hydrography: CT DEP, updated by URS
 RR Milepost Markers and Grade Crossings: Metro-North Track Charts

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PROJECT TITLE: **DANBURY BRANCH IMPROVEMENT PROGRAM & ELECTRIFICATION ENVIRONMENTAL IMPACT STATEMENT**

URS GIS MAPPING BY: URS CORPORATION LAST REV: 03/2010

STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION

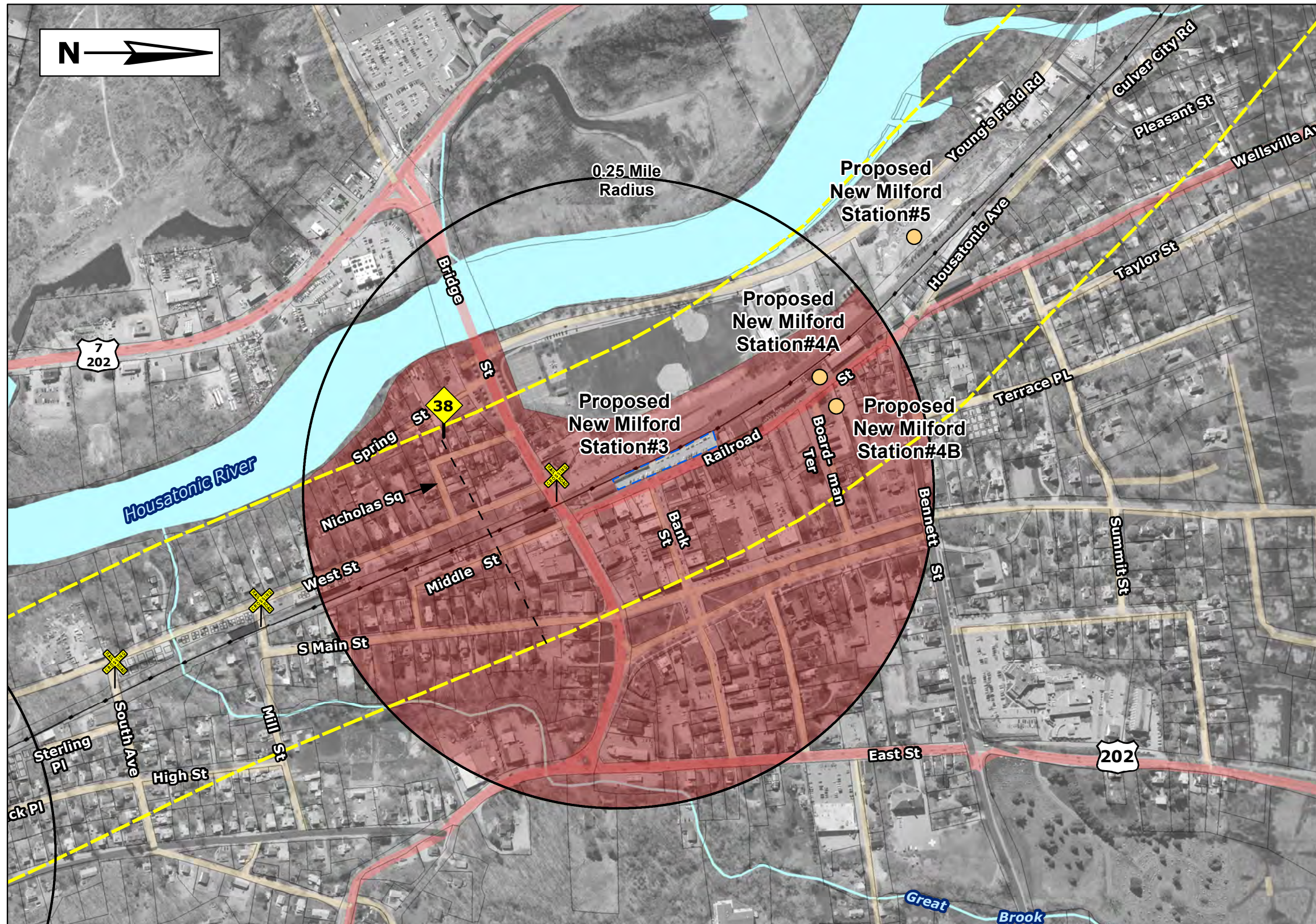
TOWN(S): **NEW MILFORD (#2)**

MAP TITLE: **TRANSIT ORIENTED DEVELOPMENT (TOD) MAP**

PROJECT NO: **302-008**

MAP NO:

SHEET NO: **15**

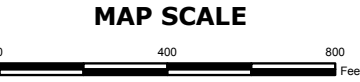


Legend

- Railroad Track
- 1000 Foot Study Corridor
- Town Boundary
- Railroad Milepost Marker
- Railroad Crossing
- Private Railroad Crossing
- Interstate Highway
- US Highway
- State Road
- Local Road
- Rivers/Streams
- Lakes/Ponds
- Parcel Boundary
- Station Parking
- CT DOT Property Boundary / Potential Parking Expansion
- Railroad Station Building
- Potential TOD
- Ongoing / Expansion
- Proposed Station Location #4A, #4B, #5

Data Sources:
 Parcel layer: CT DEP
 Roads layer: CT DEP, updated by URS
 RR Track: CT DEP
 Town Boundary: CT DEP
 Hydrography: CT DEP, updated by URS
 RR Milepost Markers and Grade Crossings: Metro-North Track Charts

Note: This TOD map was developed for use as a planning document. Development delineations may not be exact.



PROJECT TITLE: **DANBURY BRANCH IMPROVEMENT PROGRAM & ELECTRIFICATION ENVIRONMENTAL IMPACT STATEMENT**

GIS MAPPING BY: URS CORPORATION LAST REV: 03/2010

STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION

TOWN(S): **NEW MILFORD (#3 through #5)**

MAP TITLE: **TRANSIT ORIENTED DEVELOPMENT (TOD) MAP**

PROJECT NO: **302-008**

MAP NO:

SHEET NO: **16**

Appendix D: TOD Questionnaire Responses

In August 2010, a questionnaire regarding TOD was sent to the mayor/first selectman, planning department, and/or economic development department for each of the eight municipalities within the Danbury Branch study corridor. The following is a log of the responses received.

Norwalk

Respondent:

Munro Johnson, AICP
Senior Project Manager for Development
Norwalk Redevelopment Agency

1. What efforts are ongoing to promote Transit Oriented Development (TOD) at the rail stations in your community?

We have a large TOD planning study that is in full swing for the area encompassing the South Norwalk Rail Station in Norwalk's "SoNo" district. That study is intended to segue into formal plans and then projects. Information on the study is available at <http://www.norwalkredevelopmentagency.com/?q=transit>, and Susan Sweitzer (ssweitzer@norwalkct.org) of our office is project managing the initiative. None of the other rail stations in Norwalk fall within the redevelopment agency's area of jurisdiction.

2. Do you have any existing compact residential or residential mixed use developments approved within the last decade with housing densities greater than 10 units per acre? If so, what types of comments did you receive during the review process?

Norwalk's POCD pegs its average population density citywide at 3,700 residents per square mile, which (based on demographic data for average household size, etc.) approximates 2.5 d.u./acre. Norwalk's downtown – which the redevelopment agency defines as the 2-mile long, 4,000 foot wide swath between its two major transit hubs (bus pulse point, and South Norwalk rail station) – is built out today at an average of 9 d.u./acre. Each of the agency's major development projects – which have varying levels of approvals in place – are being developed at an average density of 46 d.u./acre,

and, in the aggregate, would double downtown's residential units, bringing the average density to roughly 18 d.u./acre.

While there was some nominal pushback from the community on density – especially in cases where some of that proposed density consisted of affordable units – by and large, there was little objection and much support for restoring residential land uses to Norwalk's downtown and directing density to the center, away from Norwalk's more bucolic, outlying sections.

3. Do you have appropriate or suitable sites to promote this type of development? If so, would you consider initiating TOD within a quarter- to half-mile of the rail stations? If no, why not?

As alluded in 1, above, we are already working aggressively on a TOD plan for the South Norwalk Rail Station (SNRS). In my opinion (and, anecdotally, that of many others – from residents, to developers, to planners), another "suitable site to promote this type of development" is the site at and around the discontinued Wall Street stop on the Danbury branch line. Once the site of a stop on the Danbury Branch, Norwalk's other main, historic downtown area – the Wall Street area – is the site of one of the city's biggest redevelopment plans, and also the site of the convergence of every transportation mode – except rail. An already dense, mixed-use, multimodal, historic downtown district, Wall Street is slated to quintuple its residential density within a ¼-mile radius of the city's central bus terminal and the former Wall Street rail stop. Over 1,100 public parking spaces exist within the area, along with direct highway access. Inasmuch as the development is already planned, reviving the former rail stop would probably be an example of "development-oriented transit" rather than "transit-oriented development," but it would accomplish the same policy objective, i.e., co-locating dense, mixed-use, multi-modal development with transit.

4. Would you consider revising your municipal parking regulations to promote higher density TOD within a half-mile of the rail stations?

In Norwalk's experience, finding relief for parking requirements in

consideration of proximity to transit has been less of a local zoning issue and more of a State of Connecticut (STC) and lending/underwriting issue. In one recent case for a development that was ¼- to ½-mile from the SNRS, our zoning offered a sizeable reduction in parking requirements, only to have the move thwarted by STC and rejected by the project's lenders based on expectations that the project's tenants would insist on a copious supply of on-site parking. Overlooking the STC issue, Connecticut's TOD effort should take cognizance of this significant 'outside' role in the TOD planning process, i.e., that of the banking/lending/underwriting sector, who can effectively veto any TOD plan, even when it has the (rare) benefit of a community and developer jointly ready to curtail parking.

5. Do you have any specific recommendations to help promote TOD within your community?

I recommend that the study, the state, and Metro-North seriously consider reviving the former Wall Street stop on the Danbury Branch in Norwalk's TOD-optimized Wall Street neighborhood. I challenge anyone to find a more suitable location for TOD anywhere on the Danbury Branch.

Wilton

Respondent:

Robert Nerney, AICP
Director of Planning and Land Use Management
Wilton Planning and Zoning Department

1. What efforts are ongoing to promote Transit Oriented Development (TOD) at the rail stations in your community?

The Town of Wilton has an option to lease several acres of land to a non-profit organization (Wilton Commons, Inc.) whose mission is to build 51 units of affordable-restricted senior housing. Wilton Commons Inc. is in the final stages of securing construction funding and is hopeful of proceeding with the project in 2011. It should be noted that this project is within several hundred feet of the Wilton Train Station.

2. Do you have any existing compact residential or residential mixed use developments approved within the last decade with housing densities greater than 10 units per acre? If so, what types of comments did you receive during the review process?

No.

3. Do you have appropriate or suitable sites to promote this type of development? If so, would you consider initiating TOD within a quarter- to half-mile of the rail stations? If no, why not?

Much of the property within a quarter-mile radius of the Wilton Train Station is currently developed. The second rail station in Wilton is located in Cannondale (Cannondale Train Station). Cannondale is a historic village which is not well-suited for high density development. Moreover, much of the area surrounding and including the Cannondale Train Station is serviced by private drinking water wells and private septic systems; again, limiting the carrying capacity for accommodating density of this magnitude.

4. Would you consider revising your municipal parking regulations to promote higher density TOD within a half-mile of the rail stations?

Wilton's Planning and Zoning Commission has not considered changes to its parking requirements. The Commission, however, is presently considering zoning amendments that would allow higher densities for residential apartments located above retail stores when located within 1,000 feet of a train station.

5. Do you have any specific recommendations to help promote TOD within your community?

The Town of Wilton requests that the study support funding for key projects, such as the bridge/walkway plan. This is a critical component to improving urban connectivity and ultimately making rail use a more attractive transportation alternative.

Redding

Respondent:
Natalie Ketcham
First Selectman

1. What efforts are ongoing to promote Transit Oriented Development (TOD) at the rail station in your community?

TOD at the West Redding Train Station was addressed in the 2008 Town Plan of Conservation and Development: "this concept may be a means of bringing creative housing solutions and greater commercial viability to the hamlet of West Redding if the significant environmental issues in that district can be resolved". Also: "Higher density housing units should be located in the limited areas where they can meet the program's goals of Smart Growth and Transit-Oriented Design".

2. Do you have any existing compact residential or residential mixed use developments approved within the last decade with housing densities greater than 10 units per acre? If so, what types of comments did you receive during the review process?

Yes, in the Georgetown section of Redding which is served by public water and sewer. Comments were overwhelmingly supportive.

3. Do you have appropriate or suitable sites to promote this type of development? If so, would you consider initiating TOD within a quarter- to half-mile of the rail station? If no, why not?

We have a nationally recognized TOD plan surrounding a new station in Georgetown.

4. Would you consider revising your municipal parking regulations to promote higher density TOD within a half-mile of the rail station?

Yes.

5. Do you have any specific recommendations to help promote TOD within your community?

The community recognizes the value of TOD in general. Because 90% of our land is watershed, we also recognize our role as environmental stewards and the locations for TOD are therefore limited. Where appropriate, we would support TOD.

Ridgefield

Respondent:
Betty Brosius, MPA, AICP
Director of Planning
Ridgefield Planning and Zoning Department

1. What efforts are ongoing to promote Transit Oriented Development (TOD) at the rail station in your community?

The Town is currently involved with the Route 7 Corridor Study (funded by CTDOT and implemented through HVCEO and SWRPA), and Branchville is one of the "focus areas" for study of TOD. In addition, the Economic Development Commission has formed a Route 7 committee to look at development in the entire Route 7 corridor, with focus on Branchville. The recently adopted Plan of Conservation and Development (effective August 16, 2010) includes support in the Business chapter for study of the Branchville area for possible re-zoning or improvements to current zoning, to allow "small-scale transit-oriented development within the development limitations." The area is limited by lack of sewer service, which is an issue that must be resolved in order to consider higher-density residential development. The areas in proximity to the Norwalk River present concerns for the environment, and for development that would be limited by the 100-year flood zone.

2. Do you have any existing compact residential or residential mixed use developments approved within the last decade with housing densities greater than 10 units per acre? If so, what types of comments did you receive during the review process?

No.

3. Do you have appropriate or suitable sites to promote this type of development? If so, would you consider initiating TOD within a quarter- to half-mile of the rail station? If no, why not?

In Branchville, there are no large sites. Zoning would have to promote the combination of smaller parcels, which is a possibility. We would consider initiating TOD where site conditions would allow.

4. Would you consider revising your municipal parking regulations to promote higher density TOD within a half-mile of the rail station?

Possibly.

5. Do you have any specific recommendations to help promote TOD within your community?

Parking and access to the train station is on the opposite of Route 7 from the business area. Safe pedestrian access between the east and west sides of the highway needs to be provided. The parking lot and amenities for train service need to be expanded and improved to be more attractive to commuters.

Bethel

Respondent:
Steven Palmer
Town Planner

1. What efforts are ongoing to promote Transit Oriented Development (TOD) at the rail station in your community?

Bethel has placed a strong planning emphasis on Transit Oriented Development (TOD) opportunities in the downtown center. The 2007 Plan of Conservation and Development identified areas to the east and west of the Bethel Train station as highly desirable for TOD. Subsequently, the Housatonic Valley Council of Elected Officials (HVCEO) commissioned a study which performed a more in depth analysis of the subject area, outlined a TOD's potential economic impact, and provided draft regulations for TOD. Furthermore, a public outreach meeting was recently held to present the studies finding to educate and engage the public about the benefits of TOD.

2. Do you have any existing compact residential or residential mixed use developments approved within the last decade

with housing densities greater than 10 units per acre? If so, what types of comments did you receive during the review process?

No.

3. Do you have appropriate or suitable sites to promote this type of development? If so, would you consider initiating TOD within a quarter- to half-mile of the rail station? If no, why not?

Yes. The HVCEO study identified underutilized industrial zoned properties adjacent to the train station on both the east and west side of the tracks. This area encompasses 121 acres of land distributed over 36 parcels. The parcels' uses are a mix of vacant, industrial, and multi-family residential. The goal is to provide high density, mixed use development, within walking distance to the train station and contiguous to Bethel's downtown center core.

4. Would you consider revising your municipal parking regulations to promote higher density TOD within a half-mile of the rail station?

Yes, draft regulations have been proposed which include modifications to the parking requirements that are typical in TODs which will further encourage transformation and redevelopment of properties within the targeted area.

5. Do you have any specific recommendations to help promote TOD within your community?

Continue public outreach to further educate the community on the financial, cultural, and environmental benefits of transforming historically underutilized industrial land proximate to trains station and the downtown center into transit oriented developments. With regards to infrastructure, the Study recommended that a west side, tandem platform be constructed to promote access on either side of the tracks or that an overhead pedestrian bridge be constructed to allow west side access to the existing train station and platform.

Danbury

Respondent:
Sharon Calitro, AICP
Deputy Planning Director

1. What efforts are ongoing to promote Transit Oriented Development (TOD) at the rail station in your community?

The City of Danbury has made a concerted effort to promote high density development in the downtown area and surrounding neighborhoods for which there are various transit options. The CCBD Zoning District, encompassing most of downtown Danbury, allows a variety of commercial and residential land uses. There is no density limit for residential development in this zoning district. Additionally, the Mayor of Danbury appointed a Main Street Renaissance Task Force, which has focused its efforts on ways to promote and revitalize downtown Danbury as a place to live, work, and recreate. Task Force recommendations will be forthcoming. The Plan will, however, support continued efforts to promote high density development downtown. Existing Zoning Regulations promote high density development nearby transit opportunities. In fact, the CCBD zone has no density limit.

2. Do you have any existing compact residential or residential mixed use developments approved within the last decade with housing densities greater than 10 units per acre? If so, what types of comments did you receive during the review process?

Several residential developments have been approved and constructed within the last decade in the CCBD and surrounding RMF-4 and R-3 Zoning Districts which abut the railroad and the HART pulse point. Most comments focused on anticipated traffic impacts.

3. Do you have appropriate or suitable sites to promote this type of development? If so, would you consider initiating TOD within a quarter- to half-mile of the rail station? If no, why not?

Sites are available or could be amassed to allow for high density development nearby transit opportunities. Market forces have driven development downtown and in surrounding areas. Existing

Zoning Regulations allow for higher density in districts closer to transit nodes. There is no need for a TOD overlay zone.

4. Would you consider revising your municipal parking regulations to promote higher density TOD within a half-mile of the rail station?

The City of Danbury Zoning Regulations already allow for shared and off-site parking to meet parking space requirements. In conjunction with the Main Street Task Force recommendations, the City will be considering additional strategies that are consistent with general TOD principles.

5. Do you have any specific recommendations to help promote TOD within your community?

The City should continue to promote high density residential development and mixed use development in the downtown where transit and other services are readily available to support such development. Recommendations of the Main Street Task Force will include parking reduction strategies and continued support of high density development in the downtown area which is within 1/2 to 1/4 mile from transit opportunities.

Brookfield

Respondent:

Katherine Daniel

Wetlands Enforcement Officer / Land Use Manager

1. What efforts are ongoing to promote Transit Oriented Development (TOD) at the rail station in your community?

The Brookfield Zoning Commission and others are considering what changes to our zoning regulations would be appropriate in light of the town's interest in promoting the appropriate mix of uses and increased residential density in what is currently titled the Town Center District. Transit oriented development is certainly among the factors under discussion.

2. Do you have any existing compact residential or residential mixed use developments approved within the last decade with housing densities greater than 10 units per acre? If so,

what types of comments did you receive during the review process?

There are currently several affordable housing developments in Brookfield; one is in the vicinity of the proposed train station near the Four Corners of Route 202 and Route 25 with an address of 871 Federal Road. It is located within the Town Center District.

There is a proposal currently before the Zoning Commission to adopt an overlay Incentive Housing District in the Four Corners area to include the Town Center District. The proposed densities are as follows:

- Mixed use development from 6 units/acre to 24 units/acre
- Multi-family development from 20 units/acre to 24 units/acre
- Town Houses from 10 units/acre to 20 units/acre
- Single Family Houses from 6 units/acre to 12 units/acre

Residential units would be restricted to 2 bedrooms.

During the review process for approved affordable housing applications, comments were received that ranged from concerns regarding their proximity to housing zoned for 60,000 square foot lots to concerns of impacts on wetlands and watercourses. The nature of the concerns related to the specific location of the proposed development. The Zoning Commission is hopeful that an incentive housing zone would give the town more control over the impact of higher density residential developments while still working to improve the affordability of housing in the area. The public hearing on the incentive housing district will begin September 16, 2010.

3. Do you have appropriate or suitable sites to promote this type of development? If so, would you consider initiating TOD within a quarter- to half-mile of the rail station? If no, why not?

The Four Corners area, most of which is currently mixed use zone (Town Center District), is the area where the town is interested in promoting aspects of transit oriented development, particularly increased residential density.

In this area, there is a confluence of multi-modal transit options now and in the future. There are currently bus routes; a multi-use path along the Still River Greenway is going through commission approvals and final engineering; sidewalks are required for site

plan modifications or special permits to facilitate these modes of transportation, and the interest of the DOT in extending the train line from Danbury to New Milford is in concert with town objectives and has been for at least 10 years, as evidenced by the 2002 Plan of Conservation and Development.

4. Would you consider revising your municipal parking regulations to promote higher density TOD within a half-mile of the rail station?

Yes.

5. Do you have any specific recommendations to help promote TOD within your community?

Move forward with the plan to extend the train line and develop a station stop at the Four Corners.

New Milford

Respondent:

Vincent P. Nolan, Jr., CEcD

Economic Development Supervisor

1. What efforts are ongoing to promote Transit Oriented Development (TOD) at the rail station in your community?

We have made few meaningful changes in the past year with regard to TOD in and around the downtown. The one significant change is the adoption of the Housatonic Riverfront Zone last August (2009). It covers an area south to The Bleachery and north to the southern section of Housatonic Avenue, on the east side of the Housatonic River. It was meant to encourage adaptive reuse of larger parcels on the village side of the river, that are currently industrial or other less desirable riverfront usage. It specifically encourages mixed-use development and was somewhat contemplative of the future arrival of passenger rail service to the downtown. It is expected to allow for the addition of 70 or 80 residential units at the Bleachery property specifically.

There is one new apartment complex under construction on Fort Hill Road, that will have approximately 36 rental units of 1 & 2 bedroom varieties. That project is on the other side of the river, but

close enough to be of consideration.

2. Do you have any existing compact residential or residential mixed use developments approved within the last decade with housing densities greater than 10 units per acre? If so, what types of comments did you receive during the review process?

No.

3. Do you have appropriate or suitable sites to promote this type of development? If so, would you consider initiating TOD within a quarter- to half-mile of the rail station? If no, why not?

The Housatonic Riverfront Zone identifies larger parcels on the village side of the river that currently house industrial or other less desirable riverfront usage. These parcels could be suitable for TOD. Our Economic Development Commission, Zoning Commission, and much of the Town Council are supportive of rail service restoration and the subsequent promotion of Transit Oriented Development in the Village Center. We are looking for a positive signal from the State DOT before further encouraging density in the Village Center.

4. Would you consider revising your municipal parking regulations to promote higher density TOD within a half-mile of the rail station?

Yes, pending the extension of rail service to New Milford.

5. Do you have any specific recommendations to help promote TOD within your community?

Extend rail service to New Milford.

Appendix E: Hazardous Contamination Sites

Hazardous Contamination Sites

| Risk | Station | | | | | | | | | | | | | | | |
|-------------------|---------------|-----------|--------|------------|------------|-------------|--------------|--------|---------|-----------------|-----------------|--------------|--------------|---------------|---------------|---------------------------|
| | South Norwalk | Merritt 7 | Wilton | Cannondale | Georgetown | Branchville | West Redding | Bethel | Danbury | North Danbury 1 | North Danbury 2 | Brookfield 1 | Brookfield 2 | New Milford 1 | New Milford 2 | New Milford 3, 4A, 4B & 5 |
| High Risk Sites | 8 | 10 | 3 | 0 | 2 | 2 | 0 | 4 | 12 | 1 | 0 | 0 | 4 | 0 | 3 | 2 |
| Medium Risk Sites | 7 | 2 | 2 | 0 | 1 | 1 | 1 | 3 | 8 | 3 | 0 | 2 | 1 | 0 | 1 | 1 |

The number located beneath each TOD location represents the number of potential contamination sites within that station's half mile TOD that could impact construction activities.
Refer to Task 5 Environmental Technical Memorandum: Hazardous Contamination

Wetland and Watercourse Impacts

| Impacts | Station | | | | | | | | | | | | | | | |
|-----------------------------|---------------|-----------|--------|------------|------------|-------------|--------------|--------|---------|-----------------|-----------------|--------------|--------------|---------------|---------------|---------------------------|
| | South Norwalk | Merritt 7 | Wilton | Cannondale | Georgetown | Branchville | West Redding | Bethel | Danbury | North Danbury 1 | North Danbury 2 | Brookfield 1 | Brookfield 2 | New Milford 1 | New Milford 2 | New Milford 3, 4A, 4B & 5 |
| Open Water | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Streams | | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| State & Federal Wetlands | | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| State Wetlands | | | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Ditch Wetlands | | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Floodway | | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| 100 yr Floodplain | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| 500 yr Floodplain | | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Stream Channel Encroachment | | ✓ | ✓ | ✓ | ✓ | ✓ | | | | | | | | ✓ | ✓ | |

A check mark means development in that half mile TOD area may impact that regulated area and require permits
Refer to Task 5 Environmental Technical Memorandum: Wetlands
Refer to Task 5 Environmental Technical Memorandum: Floodplains

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