

## Appendix D

### TOD and Future Planned Development Review

# Appendix

## Planned Development Areas and Transit-Oriented Development (TOD) Plans

### Contents

New Haven County.....	4
Ansonia.....	4
<i>Planned Development Areas</i> .....	4
<i>TOD Planning</i> .....	4
Beacon Falls.....	6
<i>Planned Development Areas</i> .....	6
<i>TOD Planning</i> .....	6
Branford.....	7
<i>Planned Development Areas</i> .....	7
<i>TOD Planning</i> .....	8
Derby.....	10
<i>Planned Development Areas</i> .....	10
<i>TOD Planning</i> .....	10
East Haven.....	11
<i>Planned Development Areas</i> .....	11
<i>TOD Planning</i> .....	12
Guilford.....	12
<i>Planned Development Areas</i> .....	12
<i>TOD Planning</i> .....	12
Madison.....	13
<i>Planned Development Areas</i> .....	13
<i>TOD Planning</i> .....	13
Meriden.....	15
<i>Planned Development Areas</i> .....	15
<i>TOD Planning</i> .....	15
Milford.....	15
<i>Planned Development Areas</i> .....	15
<i>TOD Planning</i> .....	16
Naugatuck.....	16
<i>Planned Development Areas</i> .....	16
<i>TOD Planning</i> .....	16
	1

New Haven .....	17
<i>Planned Development Areas</i> .....	17
<i>TOD Planning</i> .....	17
North Haven .....	19
<i>Planned Development Areas</i> .....	19
<i>TOD Planning</i> .....	19
Orange.....	20
<i>Planned Development Areas</i> .....	20
<i>TOD Planning</i> .....	20
Seymour .....	21
<i>Planned Development Areas</i> .....	21
<i>TOD Planning</i> .....	21
Wallingford .....	22
<i>Planned Development Areas</i> .....	22
<i>TOD Planning</i> .....	22
Waterbury .....	23
<i>Planned Development Areas</i> .....	23
<i>TOD Planning</i> .....	23
West Haven .....	24
<i>Planned Development Areas</i> .....	24
<i>TOD Planning</i> .....	24
Fairfield County .....	24
Bethel .....	24
<i>Planned Development Areas</i> .....	24
<i>TOD Planning</i> .....	25
Bridgeport.....	25
<i>Planned Development Areas</i> .....	25
<i>TOD Planning</i> .....	25
Brookfield .....	26
<i>Planned Development Areas</i> .....	26
<i>TOD Planning</i> .....	26
Danbury.....	27
<i>Planned Development Areas</i> .....	27
<i>TOD Planning</i> .....	27
Darien.....	29

<i>Planned Development Areas</i> .....	29
<i>TOD Planning</i> .....	29
Fairfield.....	30
<i>Planned Development Areas</i> .....	30
<i>TOD Planning</i> .....	30
Greenwich .....	31
<i>Planned Development Areas</i> .....	31
<i>TOD Planning</i> .....	31
New Canaan.....	31
<i>Planned Development Areas</i> .....	31
<i>TOD Planning</i> .....	32
Norwalk.....	32
<i>Planned Development Areas</i> .....	32
<i>TOD Planning</i> .....	32
Redding.....	34
<i>Planned Development Areas</i> .....	34
<i>TOD Planning</i> .....	34
Ridgefield.....	35
<i>Planned Development Areas</i> .....	35
<i>TOD Planning</i> .....	35
Shelton .....	36
<i>Planned Development Areas</i> .....	36
<i>TOD Planning</i> .....	36
Stamford.....	37
<i>Planned Development Areas</i> .....	37
<i>TOD Planning</i> .....	37
Stratford .....	37
<i>Planned Development Areas</i> .....	37
<i>TOD Planning</i> .....	38
Westport.....	39
<i>Planned Development Areas</i> .....	39
<i>TOD Planning</i> .....	39
Wilton.....	40
<i>Planned Development Areas</i> .....	40
<i>TOD Planning</i> .....	41

This document presents a narrative description of planned development areas in each of the 33 municipalities with TOD potential, along with summaries of existing TOD plans that are available for most of the 33 municipalities with TOD potential. The following are important considerations when reviewing these narratives:

- The planned development area narratives are based on, and taken from, the non-residential and mixed-use discussions in Plans of Conservation and Development (POCDs). This document does not attempt to present municipality intentions relative to traditional single-family development and/or solely residential townhouse or condominium-type developments.
- TOD plans are either COG-developed for a region, COG-developed for a single TOD area, or municipality-developed for a single TOD area. In some cases, a TOD area may be discussed in more than one plan. Additionally, some of the TOD areas in the planning region (i.e., North Haven) are covered in TOD plans that are centered outside the planning region (CRCOG).
- Where graphics are presented below, they are reproduced from the available TOD plans and presented only for informational purposes. The graphics in this document were not prepared under the Resilient Connecticut contract.

## New Haven County

### Ansonia

#### *Planned Development Areas*

According to the 2018 Plan of Conservation and Development (POCD), Ansonia's future land use patterns are consistent with historical development trends in the City with two major goals:

- The historically industrial areas adjacent to the east and west of the Naugatuck River are to be redeveloped as mixed-use commercial land uses, with more dense residential development incorporated to support the commercial development.
- The City's downtown historically supported industrial development, with limited supporting commercial development, and predominantly one or two-family homes on the periphery. An increasing residential density in the City center will result in three-unit and above multi-family housing in the City Center Zone. This will encourage commercial services locating to this area to support the residential needs.

#### *TOD Planning*

According to the 2019 NVCOG *TOD Scenario Report*, which looked at development opportunities around Ansonia's Metro-North station and within the downtown, there are approximately 72 acres of vacant or underutilized land that have TOD/redevelopment potential. If redeveloped and fully infilled, this land in the center of Ansonia could yield a total TOD development mix of some 1,200 housing units and over 1.3 million square feet of commercial building area mostly within a half-mile (reasonable walking distance) of the train station. The plan notes that focusing development on TOD areas and downtowns could reduce pressure on periphery/hinterland/green-field development, could reduce pollution (not to mention reduce exposure to automobile-crash risks and traffic congestion) by replacing single-

occupancy-vehicle trips with more sustainable trips by transit, on foot and/or by bike. This could also reduce household spending by lessening costs that come with vehicle ownership.

The NVCOG report generally recommends adopting changes to Ansonia’s zoning to support redevelopment and infill developments. Recommended changes include:

- reductions to lot size requirements,
- allowing for mixed-use within Industrial-District-zoned parcels in the TOD area (e.g. ground floor commercial with two stories of residential above), and
- reductions to minimum parking requirements downtown (note that Ansonia does allow reductions for shared parking).

The plan also suggests that development adhere to traditional patterns with buildings that form continuous street-walls, which can support walkability and increased social activity. It further suggests that bicycle racks be required for developments and that transit-use and bicycling be encouraged (through street redesigns, for example) in the downtowns throughout the Naugatuck Valley.

Regarding the Metro-North Waterbury branch line itself, the report mentions that the City of Ansonia is advocating for improvements to service and frequency including state purchasing of “new equipment and increasing the number of daily trains that stop at the Ansonia Train Station.”



## Beacon Falls

### *Planned Development Areas*

The 2013 POCD focuses on growth within the Industrial Park Districts and in the Main Street Area. The following are encouraged for future economic growth and development: the traditional heart of the community consisting of the downtown area along Main Street, some adjacent areas, the industrial area west of the Naugatuck River, the Industrial Park, and areas in proximity to Exit 23 of Route 8. The POCD suggests mixed use development near Exit 23 and on South Main Street. The area between the train station and Route 8 is recommended for a TOD zone. A site on Railroad Avenue was considered for new affordable housing.

Most of the established residential areas in the town are planned for the continuation of the existing pattern of low to moderate density residential development, although some areas may support slightly higher concentrations.

### *TOD Planning*

According to the 2019 NVCOG *TOD Scenario Report* which looked at TOD opportunities in Beacon Falls, there are approximately 69 acres of vacant or underutilized land that have redevelopment potential. If redeveloped and fully infilled, this land could yield a total development mix of some 925 housing units and over a million square feet of commercial building area. However, much of this land (in Breault Road area, pictured below to the left) is located on the south side of town, near the border with Seymour and not located near the Beacon Fall Metro-North station on Railroad Avenue. Nonetheless, this land is located closer to a location in Seymour (just over a mile) where the Seymour Metro-North station may be relocated as part of a potential new TOD District at some point in the future.



The NVCOG report recommends adopting changes to Beacon Falls’ zoning to support appropriate development near its existing train station *and* in the general area where Seymour’s train station may be relocated to in the future. Recommended changes include allowing a mix of uses within Industrial-District-zoned parcels, reducing lot area requirements in such areas, and improving the town’s regulations pertaining to its shared-parking provisions to allow for a reduction in parking spaces when there is complementary parking demand between nighttime and daytime uses.

## Branford

### *Planned Development Areas*

The 2019 POCD along with the 2017 TOD Plan (below) highlight where Branford is looking to expand development in the future. The town is considering regulations for West Main Street, North Main Street, and East Main Street to promote development and redevelopment as pedestrian-friendly, mixed-use areas. The town is also targeting the I-95 interchanges for economic development.

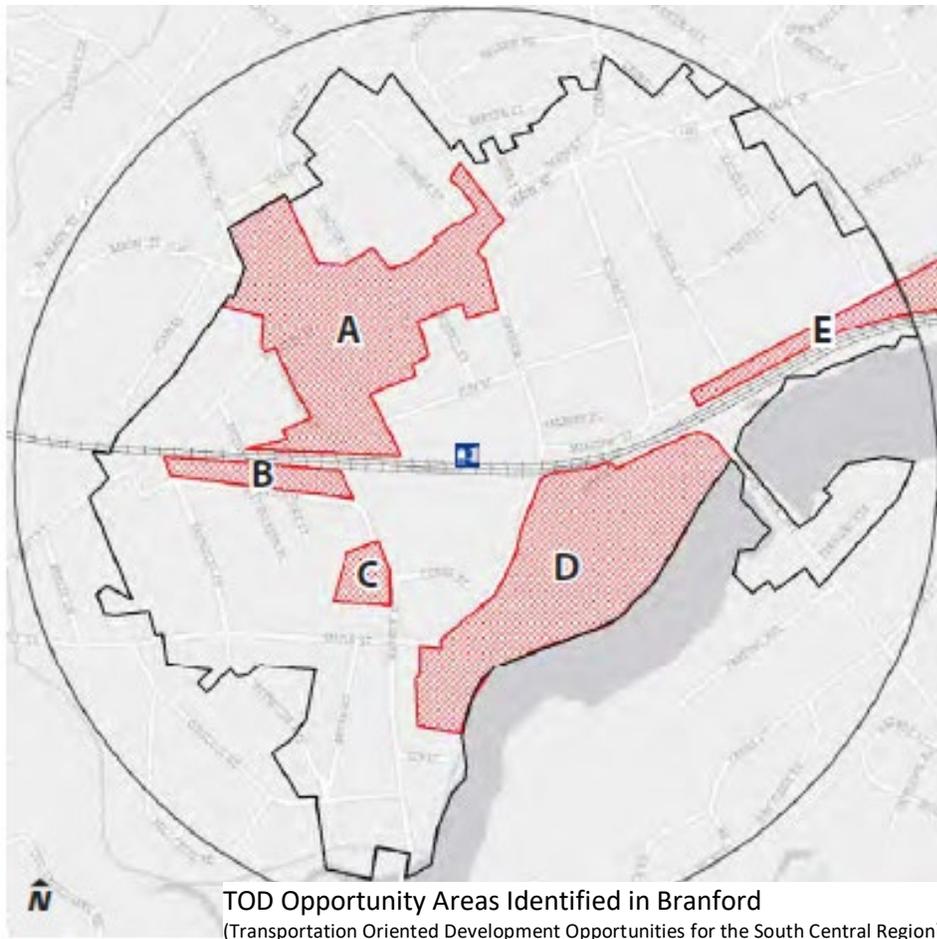
The POCD contains a list of Planned Development District as of 2018. Those approved but not yet complete or partially complete include:

<b>Status - In Progress / Partial</b>			
<b>Anchor Reef</b>	Maple Street / Indian Neck Avenue	2005 / 2016	Residential – multi-family housing
<b>Riverwalk</b>	East Main Street	2005	Residential - age-restricted single family detached
<b>Tidal Basin / Stony Creek</b>	Indian Neck Road	2016	Mixed – Brewery / Hotel (unbuilt)
<b>Status - Not Yet Completed</b>			
<b>Atlantic Wharf</b>	Church Street / Meadow Street	2016	Mixed use - office, retail, restaurant, multi family
<b>“Costco”</b>	East Industrial Road / East Main Street	2015	Mixed – discount club / commercial, shellfish processing
<b>Sterling Ridge</b>	Cherry Hill Road	2018	Residential - multi-family housing

*TOD Planning*

The 2017 Branford TOD Plan identifies the existing land use within the ½ mile area around the Shore Line East train station as 46% residential, 34% commercial or industrial, 13% open space, and the remainder vacant or other. None of the identified area is currently being utilized for mixed-uses. Within the area there are six different zoning districts: two residential, one commercial, one mixed-use, and one industrial. The entire area falls within the Town Center Overlay District.

Both the 2017 Branford TOD Plan and a 2015 South Central Regional Council of Governments (SCRCOG) TOD Opportunities Plan identify several specific areas where new development could be focused around the train station and in and just south of downtown Branford (shown below). Supportive zoning revisions should be made as necessary. The town is considering creating an overlay zone for the train station to make it a TOD district.



The TOD Plan specifies several areas in town where conceptual design plans would encourage appropriate development. Those areas are:

- Train Station Area
- West End Ave Property
- Atlantic Wharf
- Meadow Street
- Transformer Site
- Anchor Reef
- Branford Landing
- Indian Neck Ave
- Canoe Brook Center and Richlin Plaza

Recent review does find that some redevelopments are at various stages of happening, including the Atlantic Wire site redevelopment and at the Anchor Reef/Branford Landing waterfront area.

In addition to being serviced by the Shoreline East Commuter rail, the train station area has pedestrian and bike connections and bus service. However, pedestrian connections are often in disrepair, bike connections are limited due to the narrow roadways, and bus service is intermittent. There are plans to increase the level of multi-use pathways in the area including the application of the Shoreline Greenway Trail, Branford River Walkway, and Hammer Field Multi-Use Path. There is also a plan to develop a more

traffic-friendly intersection at Route 146 which will also encourage increases in pedestrian and bike traffic.

The Branford TOD area is noted to be vulnerable to increased nuisance flooding as sea levels rise. The 2017 plan refers to undersized, aged, and overwhelmed tide-controlled drainage infrastructure being a primary flood risk factor. The area experiences some of the worst flooding when heavy precipitation events coincide with high tides. Since this flood risk may impact future investment and development in the area, the Plan summarizes several TOD recommendations and mitigation efforts that may increase resiliency:

- Elevate railroad tracks above 500-year flood elevation.
- Floodgate concept at Cattle Crossing and pumping along Meadow Street, which was conceptualized in the Branford Coastal Resilience Plan (2016).
- Utilize underused train station parking for residential development.
- Develop the vacant West End Avenue property.
- Any redevelopment along Meadow Street needs to consider the 100-year floodplain.
- Relocate the transformer at 13 Meadow Street that is currently in the 100-year floodplain.
- Develop several parcels and properties with TOD with flood risks in mind.
- Identify and harden evacuation routes.
- Repave Meadow Street with a crown for better drainage.

## Derby

### *Planned Development Areas*

The 2016 POCD contains a map of economic development zones, some of which are centered on undeveloped land and along waterways. The POCD discusses creating townhomes and condos along Roosevelt Drive and in the downtown to complement TOD goals. It also encourages the renovation distressed housing and factories to residential and commercial use.

The POCD contains a Downtown Action Plan for TOD. Among its objectives are recommendations to prepare existing industrial sites for business and development by investing in required infrastructure, and to create and adopt new zoning regulations that would allow more intensive land uses, higher density, and taller structures in the area south of Main Street. The POCD discusses implementing floating zones and PUDs to encourage TOD district creation.

In 2018, for the Center Design Development District was amended based on POCD recommendations to encourage development.

### *TOD Planning*

According to the 2019 NVCOG *TOD Scenario Report* which looked at development opportunities around Derby's Metro-North Station ("Derby/Shelton Multimodal Center" on the Waterbury Line) and within Derby's downtown, there are approximately 39 acres of vacant or underutilized land that have

TOD/redevelopment potential. This includes the “Downtown Now!” redevelopment sites on the southeast side of Route 34. In this redevelopment area, which includes a ½ a mile radius of the train station and potential downtown infill development in general, the center of Derby could see the addition of around 825 housing units and over 850,000 square feet of commercial building area.

The NVCOG report, along with the “Downtown Now!” study, recommends adopting changes to Derby’s zoning to support redevelopment and mixed-use infill development. The report recommends that the City of Derby review its Center Design Development (CDD) District, which covers the majority of the downtown, to see if “changes could be made that would further support mixed-use development and TOD-related development.” In the area on the southeast side of Route 34, the “Downtown Now!” study also recommends that a new grid of walkable streets be constructed with that development.



## East Haven

### Planned Development Areas

The East Haven POCD identifies six Development Improvement Areas (DIA).

- Foxon Road Corridor: The recommendations include the redevelopment of under-utilized parcels, specifically large, extraneous parking areas.

- Main Street West: The plan calls for a continuation of the sidewalk and streetscape improvement program, selected areas for redevelopment to mixed-use, and preservation of older residential areas through rezoning.
- Central Business District (CBD): There are several large parcels in the CBD which are greatly underutilized and available for redevelopment. The Plan calls for redevelopment where appropriate, pedestrian improvements, business with the creation of more non-vehicular pathways, pocket parks and other design features.
- Hemmingway Avenue Corridor: This DIA should include a strong neighborhood center, connected by a corridor with small commercial uses compatible with the adjacent residential areas.
- Industrial Area – Tweed Airport: The Industrial Park in East Haven should be redeveloped to support and synergize with intended growth and development at the Airport.
- Shoreline – Coe Avenue: Much of the area is tidal wetlands and which have remained undeveloped. The future of this area would not include any new significant development. The focus would be redevelopment of several parcels and infrastructure improvements to mitigate anticipated rising sea levels and more intensive storms.

#### *TOD Planning*

TOD plans for East Haven have not been developed. The *Move New Haven Transit Mobility Study* recommends that local CT-Transit bus service in the New Haven area be improved with higher frequencies/shorter headways, Transit Signal Priority at key traffic signals, and so on. The study also recommends that Bus-Route 212, which extends into East Haven, be improved with a Bus Rapid Transit (BRT) overlay service along a portion of its Route within New Haven.

## Guilford

#### *Planned Development Areas*

The 2015 POCD discusses developing a mixed-use TOD around the train station. The POCD encourages commercial/residential mixed-use development on Route 1 and Route 80. The POCD considers the development of new roadways including:

- East/ west roads including extension of Bullard Drive from Long Hill Road to Route 77;
- A road from Route 77 (south of the Adams School) to State Street and Route 1;
- An access road extending west from Carter Drive to provide access to industrially zoned land; and
- The completion of Nut Plains Road West, connecting upper State Street with Route 77.

#### *TOD Planning*

The 2015 SCRCOG report *Transit Oriented Development Opportunities for the South Central Region* presents TOD plans for communities along the current or planned Metro-North New Haven Line, Shore Line East, and Hartford Line rail services. The Town of Guilford is served by Shore Line East. The TOD area, extending one-half mile around the train station, consists primarily of residential uses, with smaller amounts of open space, as well as industrial and commercial land uses. About 38 acres are potentially available for transit-oriented development or redevelopment. About 138 acres of developable land

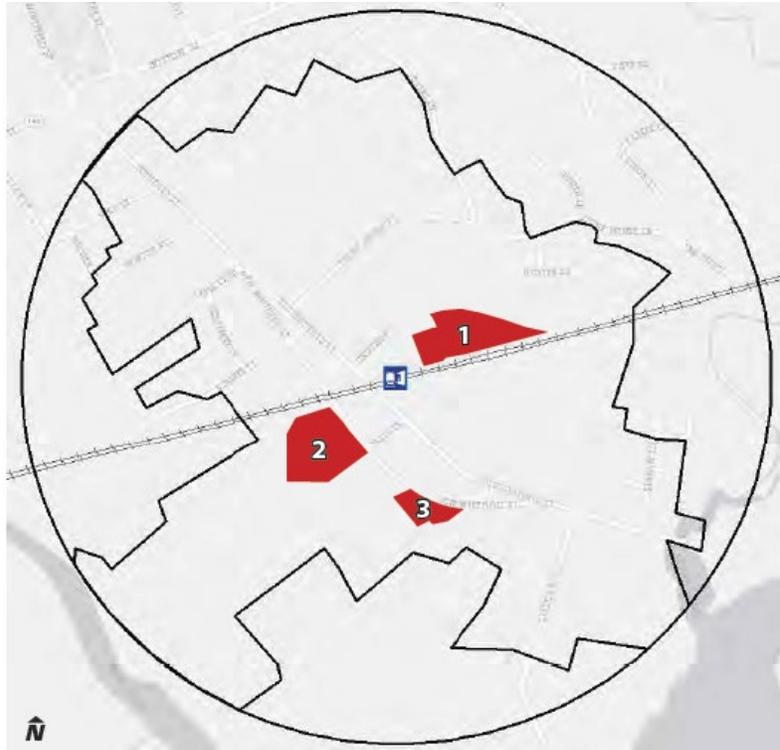
within the TOD area falls within a 100-year or 500-year floodplain (including the station itself. The northern portion of the TOD watershed is within the Whitfield Historic District (local and state registered), and the entire TOD area is within a national register historic district.

The Town is interested in promoting higher-density residential development (such as townhouses and apartment complexes) and industrial development within the TOD zone. Primary barriers include:

- The large amount of single-family home land uses within the TOD zone, which is not conducive to high density development or redevelopment.
- The lack of a sewer system, which would be necessary to support development.
- A low “walk score,” indicating the station is poorly connected to surrounding areas.

Recommended actions to implement the TOD include:

- Modify CT Transit bus route to provide a stop at station (increase connectivity).
- Add “Share the Road” signage and shared-use pavement markings to Whitfield and/or Old Whitfield Streets (increase connectivity).
- Increase or eliminate the maximum number of residential units per acre (6) allowed in the Town Center South Overlay zone.



Potential TOD Development Sites Identified in Guilford  
(Transportation Oriented Development Opportunities for the South Central

Opportunity Areas, as well as the potential development sites identified in the report, are located entirely or partially within mapped floodplains.

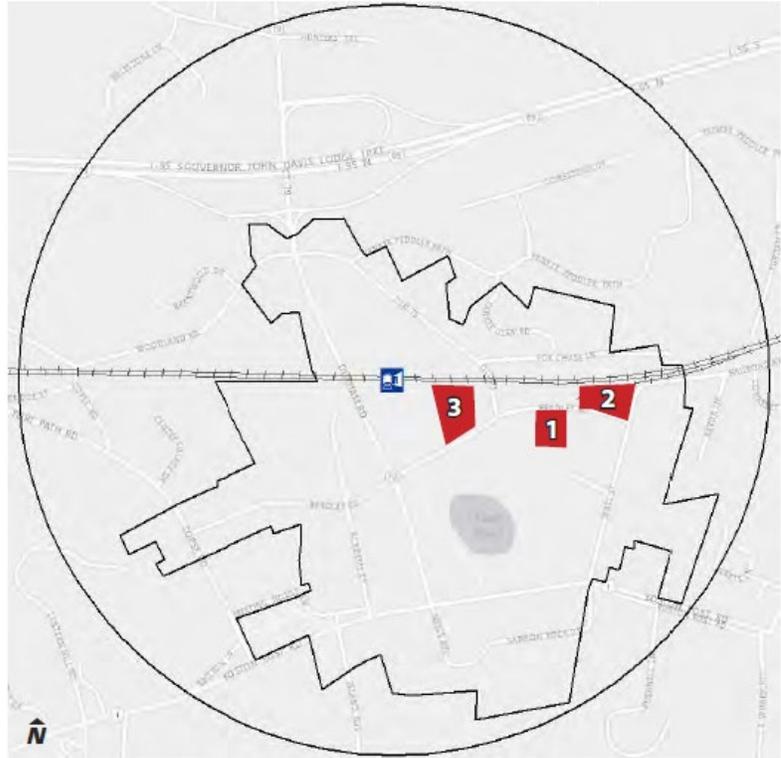
## Madison

### *Planned Development Areas*

The 2013 Madison POCD includes a map illustrating the Town’s development vision. The most intense development in this vision is centered around the train station and south of I-95 along Route 1. Additional development is also encouraged in Madison Center.

### *TOD Planning*

The 2015 SCRCOG report *Transit Oriented Development Opportunities for the South Central Region* presents TOD plans for communities along the current or planned Metro-North New Haven Line, Shore Line East, and Hartford Line rail services. The Town of Madison is served by Shore Line East. The TOD area extends one-half mile around the train station. About 58 acres are potentially available for transit-oriented development or redevelopment. Less than 1% of developable land within the TOD area falls within a 100-year or 500-year floodplain. The southwest corner of the TOD walkshed is within the Madison Green Local Historic District.



Potential TOD Development Sites Identified in Madison  
(Transportation Oriented Development Opportunities for the South Central Region)

The Town is interested in promoting development, extending retail activity, and improving streetscape quality within the TOD zone. A number of improvements and changes to the area have been considered or undertaken to promote TOD development, including:

- Considered relocating the fire station to create redevelopment opportunities for the site.
- A streetscape project between Route 79 and Wall Street was planned at the time of the TOD plan.
- Reconstruction of Railroad Ave to support new development and higher density development.
- Installation of a bike rental program at the station was being considered.
- Construction (by the State) of a three-to-four-level parking garage above the existing surface parking at the site.

Primary barriers include:

- The lack of a sewer system, which would be necessary to support development.
- Environmental constraints, such as impacts to wetlands.
- Poor pedestrian connectivity through the Tuxis “superblock.”

Recommended actions to implement the TOD include:

- Pursue development of a small-scale municipal treatment system with on-site effluent disposal on Scotland Avenue.
- Modify CT Transit bus route to provide a stop at station (increase connectivity).
- Enhance pedestrian connectivity through Tuxis Pond “superblock” (increase connectivity).
- Make the Town Center bike-friendly.
- Expand and modify the Downtown Village District Overlay Zone to be more supportive of TOD.

## Meriden

### *Planned Development Areas*

The majority of Meriden's land not designated as open space or containing environmentally sensitive areas has already been developed. There are a few exceptions, notably the former 320-acre South Mountain Road site. According to the 2020 POCD, development of the remaining vacant land, infill development at strategic locations, and the redevelopment of several key sites can significantly impact the City's future development pattern.

The Generalized Future Land Use Plan focuses on the economic development land uses in areas such as Research Parkway, Downtown, East Main Street, West Main Street, Broad Street, South Broad Street and the area around the Westfield Meriden Mall. Other important economic development areas include the Berlin Turnpike, North Colony Street, the former NRG site, and Old Colony Road. Within these areas, mixed-use land use designations will allow development to occur that is compatible with natural resources, existing infrastructure, adjacent residential neighborhoods, and the character of the City. Along Broad Street (Route 5) and East Main Street, the City will explore expanding the depth of the commercial zoning to facilitate the redevelopment and consolidation of parcels where appropriate.

### *TOD Planning*

The one-half mile TOD area in Meriden is comprised of 329 acres in existing parcels. Of this area, 20% is consumed by transportation infrastructure, 25% by built-out residential development, 15% municipal and institutional, 5% as dedicated open space, and the remaining 35% either commercial, industrial, vacant, or underutilized residential. In all, there are twelve zoning districts within this TOD area. There are five TOD sub-districts immediately surrounding the Meriden Station, three residential, two commercial, one industrial, and a development district.

One specific recommendation for building out the Meriden TOD area include building bicycle facilities in the station area, increasing accessibility to the station. Expansion of TOD sub-districts is also recommended to encompass multiple commercial land use parcels.

One of the primary constraints to TOD development is flood risk. The city is developing a Long-Term Flood Control Plan which aims to remove properties from the 100-year flood zone and replacing them with more resilience land uses, creating potential development opportunities.

## Milford

### *Planned Development Areas*

According to the 2012 POCD, there is little vacant residentially zoned land in Milford. The plan anticipates increased pressure for in-fill development and more intensive development on already developed properties with fewer constraints. With limited land remaining for traditional single family home development, the only available areas for expansion (without changing zoning) will be in the Corridor Zones that allow for residential development under specific conditions, and within Milford Center.

The development and redevelopment of commercial properties along the Route 1 corridor will continue, as older less marketable buildings and sites are replaced with newer more desirable spaces.

Industrial areas will continue to feel pressure from abutting less intensive land uses such as commercial and residential, but these industrial areas will be preserved.

#### *TOD Planning*

A majority of the TOD area in Milford is comprised of commercial or institutional land uses, with few parcels available for residential use. However, the entire TOD area is within the Milford Center Design District (MCDD).

Bus routes traverse the TOD area, however there is room for infrastructure upgrades to increase linkages between the station and TOD sites. In addition, reconfiguring the current one-way traffic patterns could promote more fluid vehicular patterns while maintaining strong pedestrian access and connectivity.

Both 100-year and 500-year flood zones are located throughout the TOD area. While most of these zones cover Wilcox Park, there are other areas at risk of flooding. The TOD study suggests mitigation options to consider within certain areas such as lowering grades to create floodable park land, the creation of a flood control or levee path system, or restorative plantings.

The study also notes that throughout the TOD area there is public sanitary sewer systems and public water utilities. While no specific projects or upgrades were noted, it is likely that with development of the area “reconfigurations, and minor system upgrades may be required.”

## Naugatuck

### *Planned Development Areas*

The development goal of the Naugatuck POCD is proactive encouragement of mixed-use development throughout the Route 8 corridor and downtown. Enhancing community appearance with a unified theme for streetscapes and building architecture and scaling downtown and along the commercial corridor are also goals. Amending zoning regulations to support the POCD recommendations for land use management is discussed.

#### *TOD Planning*

According to the 2019 NVCOG *TOD Scenario Report*, approximately 44 acres of vacant or underutilized land that have redevelopment potential within approximately one-half a mile of the Naugatuck Train Station (Metro-North Waterbury Line). If redeveloped and fully infilled, this land could yield a total development mix of some 1,950 housing units and over 1.4 million square feet of commercial building area. The current one-half mile TOD area in Naugatuck encompasses ten land use zones: two business, two industrial, four residential, a design district, and a special development district. In general, the NVCOG TOD study generally recommends that Naugatuck and other communities in the region looking to develop TOD areas should adopt several zoning changes. These include implementing a TOD overlay zone, allowing mixed use or residential in industrial zones, removing or reducing larger lot size requirements, and reducing parking requirements.



## New Haven

### *Planned Development Areas*

New Haven's 2015 POCD details recommendations for redeveloping many industrial and commercial zones in the City. It suggests researching options for proposing a change of land use and zoning in the existing industrial areas of the city located near the West River. The Plan encourages the continued development of sites in the Long Wharf area along Interstate 95 and at Canal/Belle Dock (south of Forbes Avenue) for office space, light industrial, residential, and retail and restaurant uses. Specific planning and redevelopment attention will be given to Long Wharf with the intent to develop a framework for the redevelopment of the district into a mixed-use, denser urban, commercial, and coastal district, connected to Vietnam Veterans Memorial Park.

The POCD recommends the development of multi-storied mid- and high-rise buildings suitable for residential/commercial/ medical research and office uses on parcels closer to Route 34. The POCD recommends development of the port area in a manner consistent with the needs of water-dependent port terminals.

### *TOD Planning*

New Haven is the largest hub for rail transportation in the State. The City of New Haven has two TOD potential areas, Union Station and State Street Station. Both stations are serviced by Metro-North, Shore Line East, Amtrak, and the Hartford Line. Connectivity to both stations is fairly comprehensive with sidewalks along all roadways within both half mile radii, and bicycle lanes throughout the area and the remainder of the city. Both stations and surrounding areas are serviced by Regional Water Authority and the Greater New Haven Water Pollution Control Authority.

There are several planning efforts that have been previously completed and other projects slated for the near future within both station areas. The *Hill to Downtown Community Plan* sought to identify ways to connect The Hill neighborhood to downtown, as well as providing increased connectivity to both State Street and Union Stations. The City has undertaken several transportation and mobility studies which included reviews of previous studies and efforts involving Union Station, parking analysis and demand, as well as job growth. The City has received TOD grants to promote walking and bicycling, and to redevelop underused properties.

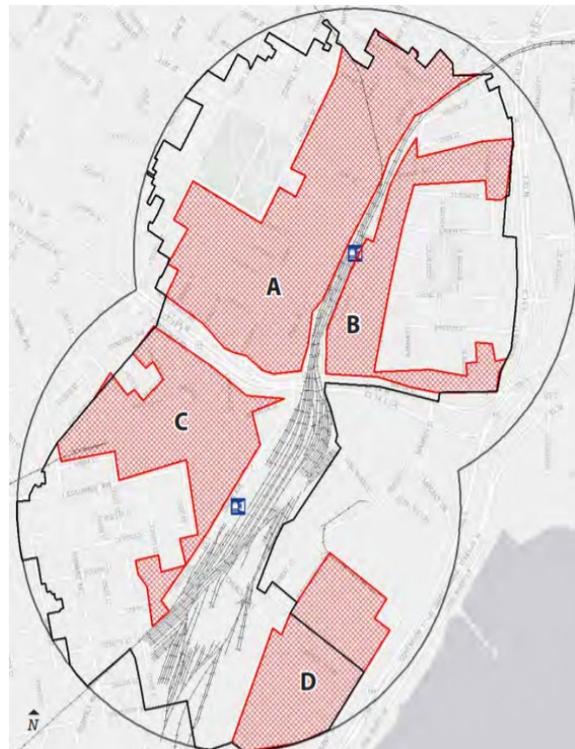


Current City zoning promotes TOD development within the one-half mile TOD zone around each station, as well as various mixed-use types. In total between both areas there is 454 acres in existing parcels, 186 of which are not built out and have potential for TOD development.

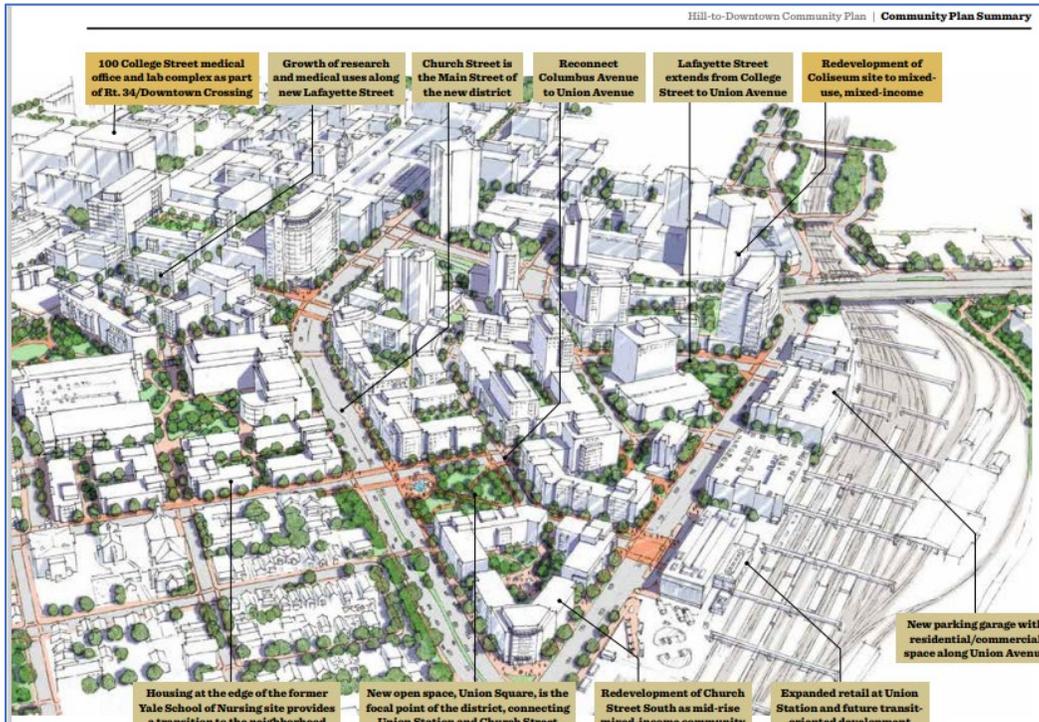
Union Station, which is more heavily used by commuters than State Street, is located just outside of the FEMA 100-year flood zone. The Long Wharf neighborhood immediately east is however predominantly within the floodplain. State Street station is located partially within the 500-year flood zone. Overall, roughly 24% of the one-half mile walkshed surrounding both stations is within either the 100 or 500-year flood zone.

The Transit Oriented Development Opportunities for the South Central Region plan identifies four opportunity areas between the two stations.

- Area A is commercial, residential, retail, and office.
- Area B is commercial.
- Area C is commercial, office and residential.
- Area D is commercial and industrial.



TOD Opportunity Areas Identified for New Haven  
(Transportation Oriented Development Opportunities for the South)



## North Haven

### *Planned Development Areas*

The town would like to continue to promote and concentrate big-box style development in the Universal Drive area while avoiding this style of development in other commercial areas. The 2017 North Haven POCD recommends construction of new roads to provide access and facilitate redevelopment of vacant industrial land to the south and west of Universal Drive.

The POCD promotes the redevelopment of the Upjohn Site for manufacturing and industrial purposes as well as recreational trails that would provide a connection to Sackett Point Road via Massimo Road improvements. In the Sackett Point Road corridor between Universal Drive and Elm Street, the POCD includes allowing for the development of neighborhood commercial uses.

The POCD encourages providing appropriate incentives for parcel-scale assembly of underutilized properties within the IL-30 zone to attract appropriately scaled redevelopment.

The town would like to consider the development of mixed-use projects in appropriate areas, such as Washington Avenue east of the railroad line, and along existing transportation corridors.

The POCD also suggests promoting the expansion of appropriate retail and service-oriented commercial uses along the State Street corridor between Bishop Street and Broadway.

### *TOD Planning*

The proposed North Haven station along the Hartford Line includes a one-half mile TOD area surrounding the station. The TOD area is comprised of 13% built out residential land use and 36% of the area being utilized by transportation network infrastructure, with the remaining land commercial, industrial, or underutilized residential.

The current proposed location of the future Hartford Line station was chosen in part to avoid significant environmental concerns. While the proposed station site itself is not in a flood zone, 44 acres to the east of the station are within the 100 or 500-year flood zone. Only 7% of the floodplain land is normally dry, with the remainder wetlands. For this reason, development to the east of the station is very restrictive.

Connectivity in the area is intermittent dependent upon the mode of transportation. The location is situated in proximity to several major roadways such as Route 40, I-91, and Route 15. However, the area lacks sidewalks as well as the goods and services that typically draw pedestrian traffic.

## Orange

### *Planned Development Areas*

The Orange 2015 POCD promotes redevelopment along Route 1, including a possible Town Center area with housing diversity. Housing diversity areas were also highlighted along the Derby border and along the Metro-North line. The POCD discusses a TOD zone near the potential future train station. The zone would consist of a high-density mixed-use development in this location provided that such development was “firmly tied” to the construction of the railroad station.

### *TOD Planning*

The 2015 *Transit Oriented Development Opportunities for the South Central Region* report describes the TOD plan for the proposed Orange Station, to be located in the southeast corner of the Town. The station would be serviced by Metro-North. The station is far from the historical town center, but would provide access to Yale University’s West Campus, United Illuminating’s corporate campus, and I-95. The TOD area around the station, defined as a half-mile radius, includes commercial and industrial land uses, as well as undeveloped land, and has high potential for development (127 acres in existing parcels are estimated as being available for TOD).

Constraints to TOD in this area include current low-density residential zoning, the current lack of nearby retail services, low walkability, and concerns about traffic. Recommended actions to promote TOD include:

- Provide road connections from the station to nearby roads (including Marsh Hill road, Heffernan Drive, and West Campus Drive)
- Provide sidewalks on Marsh Hill and Connair Roads
- Extend CT Transit Route B5 and B6 to the proposed station
- Construct surface parking and a parking structure to accommodate the estimated demand of 1,500 spaces
- Apply the Orange Transit Oriented Development District overlay to the station area to allow creation of a high-density mixed-use area with a range of housing, businesses, and services

## Seymour

### *Planned Development Areas*

The 2016 POCD for Seymour highlights several areas for economic development:

- The Franklin Street area is being considered for a new Metro-North Waterbury line train station. If a new train station is built here, TOD projects may be pursued.
- The former Seymour Lumber and Housatonic Wire site is a brownfield which has been remediated for development. It has been identified as another spot for TOD mixed use housing and commercial units.
- There is desire for Downtown Seymour to be redeveloped with more restaurants with sidewalk table services and greenway trails, as well as mixed use development. The Plan identifies the area under Route 8 also has development potential.
- South Derby Avenue is primarily an industrial area with some retail. The Tri-Town Plaza has been cited by many residents and the Town as an area desired for redevelopment.
- In the Housatonic River and Route 34 area, the POCD recommends that the zoning be revised and sewer service extended to allow more commercial and residential development. There is a possibility for inter-municipal cooperation if Seymour and Derby could agree on the extension of the Derby sewer service to this area of Seymour.
- 84 New Haven Road has been identified as a desirable location for new affordable housing for the elderly population. The Plan specifies that the town prefers the buildings be built with sustainable methods and design.

### *TOD Planning*

According to the 2019 NVCOG *TOD Scenario Report*, approximately 53 acres of vacant or underutilized land have TOD/redevelopment potential near the Seymour Metro-North (Waterbury Line) station and within the downtown. If redeveloped and fully infilled, this land in the center of Seymour could yield a total TOD development mix of some 825 housing units and over 900,000 square feet of commercial building area mostly within a half-mile of the train station. As noted above, this includes a location just north of the downtown on the other side of the Naugatuck River where the Seymour Metro-North station may be relocated to as part of a potential new TOD District at some point in the future.

The NVCOG report recommends that Seymour's zoning be reviewed for possible changes to reduce lot size requirements to encourage TOD development, and that mixed-uses (e.g. ground floor commercial with residential above) be generally allowed within Industrial-District-zoned parcels in the TOD area. The report also suggests that development adhere to traditional patterns with buildings that form continuous street-walls to support walkability and in line with Seymour's downtown character.



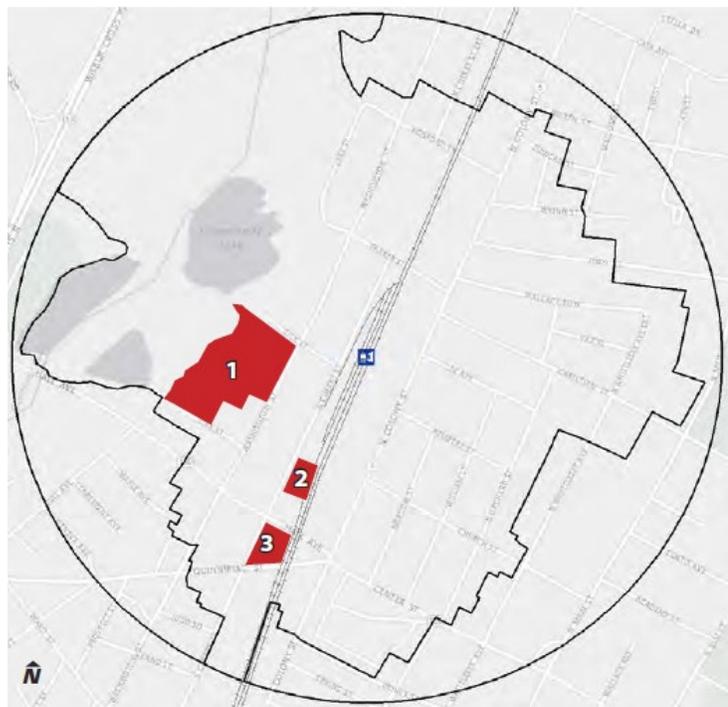
## Wallingford

### Planned Development Areas

The 2016 POCD identifies priority areas including the Town Center, Center Gateway, Yalesville, and TOD neighborhoods targeted for redevelopment and revitalization. It also recommends revising the I-5 and IX zones to increase the intensity of uses.

### TOD Planning

The 2015 SCRCOG report *Transit Oriented Development Opportunities for the South Central Region* presents TOD plans for communities along the current or planned Metro-North New Haven Line, Shore Line East, and Hartford Line rail services. The Town of Wallingford is served by the Hartford Line. The TOD area extends one-half mile around the new train station, which was under construction at the time the report was



Potential TOD Development Sites Identified in Wallingford  
(Transportation Oriented Development Opportunities for the South Central Region)

prepared. The Town plans to increase parking at the new station. About 74 acres of land are potentially available for transit-oriented development or redevelopment. Much of the TOD area falls within a 100-year or 500-year floodplain. One of the potential development sites identified in the report is located partially within a mapped floodplain.

The Town has implemented an Incentive Housing Zone (IHZ) in the downtown area to encourage affordable housing and high-density development, particularly in the vicinity of the train station.

Primary barriers to TOD include:

- A history of industrial uses in the area nearest the station may present contamination challenges.
- North Colony Street improvements would be needed to improve connectivity with downtown.

Recommended actions to implement the TOD include:

- Enhance North Colony Street between new station area and Downtown (improve connectivity).
- Provide bicycle facilities in the station area (improve connectivity).
- Reroute Wallingford Local Bus onto North Cherry Street (improve connectivity).

## Waterbury

### *Planned Development Areas*

The Waterbury POCD highlights the Freight Street Redevelopment District as the most significant redevelopment opportunity in Waterbury over the next decade. The City envisions that it will become an extension of downtown with residential and mixed-use components. Freight Street redevelopment takes advantage of the planned improvements to the Metro-North Waterbury Branch Line. Village Districts are also considered for Hillside, Overlook, and downtown. The redevelopment floating zone may facilitate the cleanup of brownfields.

### *TOD Planning*

TOD in Waterbury will be focused on the Freight Street District and surrounding areas. The Freight Street District Redevelopment Strategy, developed in 2018, determined that the area can support 615 residential units and 622-thousand square feet of commercial, office, and research and development space.

Environmental conditions are the single biggest hurdle to development; brownfields or other sites with potential contaminants exist in the TOD area. The area is also located within the 500-year flood zone, and some locations may need to be elevated above the 500-year flood level depending on funding sources and State involvement.

Proposed improvements or changes to promote TOD in the area include:

- Utilize Central Business District zoning and create a supplemental overlay zone for the Freight Street District.
- Modify zoning regulations to permit maker spaces, co-working spaces, food trucks, breweries, and other entrepreneurial land uses.
- Eliminate driveways on West Main Street and Freight Street.

- Enact stricter standards for properties fronting Freight Street; in particular, promote a consistent “building wall” with ground floor commercial and use of brick facades to match existing buildings.
- Improve integration of Naugatuck River Greenway with the area.
- Construct new roadways, as previously recommended by DOT studies.
- Invest in amenities, such as parks and child-care centers, that support residential development.
- Invest in placemaking activities such as concerts, art exhibitions, and other events.
- Encourage mixed-income housing and work with local institutions to establish a Housing Incentive Fund.
- Improve the Freight Street Gateway.

## West Haven

### *Planned Development Areas*

The 2017 POCD concentrates on development in several areas in town. The Plan suggests rezoning to support redevelopment in Allingtown in harmony with the University of New Haven, and redevelopment along Route 1. West Haven Center and the area around the train station (TOD) are to have their zoning revised to encourage mix-use redevelopment. With considerations to flooding, the POCD also highlights the beachfront for redevelopment and new development. It recommends a revision to Shoreline Commercial Retail Zone to promote contemporary forms of mixed-use development, as well as the Shoreline Residential Retail (SRR) Design District Zoning Regulations along Beach Street. The Plan also calls for the development of the “Downtown South” node and Savin Rock Village.

### *TOD Planning*

The West Haven TOD study area is a one-half radius around the West Haven Station, serviced by Metro-North. The City performed a TOD study of the area beginning in 2014. Currently, a TOD zone encompasses 130 acres immediately around the rail station. There are 658 parking spaces at the station and a total of 81 acres of land were identified as potentially available for TOD or redevelopment. Major opportunity for redevelopment in the TOD area exists at the Armstrong buildings, industrial properties adjacent to the station, and at a closed school south of the train station.

Constraints to development include the presence of floodplains (which encompass about 35 acres of the TOD area including much of the area near the tracks), environmental contaminants from historic industrial land uses, and zoning and land use in the area that is not supportive of denser development. The area has relatively high connectivity to Downtown West Haven. Recommended actions to promote TOD include extending sidewalks to the west on Railroad Avenue and expanding the TOD District to encompass the entire ½-mile “walkshed” of the station.

## Fairfield County

### Bethel

#### *Planned Development Areas*

Bethel’s 2020 POCD highlights continuing to improve the downtown and focusing housing into a TOD area around the train station. The POCD recommends exploring opportunities to extend public sewer service to businesses on Sympaug Park Road south of the rail line, and to expand capacity in the

Berkshire sewer service area. These improvements could have significant impact on the intensity of future development in these areas.

#### *TOD Planning*

According to the 2010 *Danbury Branch Improvement Program Transit Oriented Development Final Report*, the Bethel TOD is located around the train station located on the northern edge of the Bethel Village Center. The TOD area consists of a compact, pedestrian-friendly core that contains a mix of commercial, office, and institutional land uses. This core is surrounded by a variety of residential 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 Danbury Branch TOD Report notes that the 2007 Bethel POCD supports TOD around Bethel Station, calling for changing Zoning regulations to encourage multi-story buildings, small front setbacks, ground floor retail and restaurants with upper story residential uses, structured parking, and pedestrian amenities.

The 2010 *Bethel Rail Station Transit-Oriented Development Feasibility Study* reduced the size of the Bethel TOD district and recommended a series of action items, including:

- Educating property-owners about the benefits of TOD
- Rezoning areas around Bethel Station to support TOD
- Encouraging CTDOT to build a west platform at the station
- Considering regulations for transit-supportive development with lower densities than TOD

## Bridgeport

#### *Planned Development Areas*

The 2019 Bridgeport POCD aims to spark development throughout the city, mostly involving infill and adaptive reuse. However, there are major areas that the City would like to see change over time. The POCD encourages the density of development in areas that are well served by transit and are within walking distance of places of residence, employment, goods, and services. This strategy focuses on redevelopment in close proximity to the Downtown Bridgeport Train Station to maximize TOD opportunities in the area; and on high density redevelopment which includes housing across varied price points within a half-mile radius of – and along connected transit routes to – the Downtown Bridgeport Train Station. The POCD encourages the development of housing throughout downtown by making necessary zoning modifications to allow for the development of more dense, single-use (residential) projects along corridors.

One of the POCD's more ambitious goals is for the potential new train station in East Bridgeport ("Barnum Station") which includes accommodations for high-speed trains and positions the area for redevelopment. The plan recommends revising zoning in proximity of this planned station to be more supportive of the development of a mixed-use job center.

#### *TOD Planning*

The *Barnum Station Transit-Oriented Development (TOD) Plan*, developed in November 2016, lays out Bridgeport's TOD plans for that neighborhood. The Barnum Station TOD study area covers an area within a one-half mile radius of the station. The parcels immediately adjacent to the station site that exhibit that most redevelopment potential are defined as the Station District. More than 100 acres of vacant or underutilized land are identified within the TOD area. The Plan identifies the following strategies for promoting TOD around Barnum Station:

- "Get the Most from Barnum Station" – make improvements to the station and the immediate surround area to be more attractive and pedestrian friendly, and promote intermodal connections between rail, bus, and personal vehicles.
- "Make the Station District shovel-ready for redevelopment into a Regional Center" – for city-owned parcels, demolish buildings, remediate contamination, and implement Barnum Station District Development Guidelines so that the sites are prepared for redevelopment as funding becomes available.
- "Prioritize high-value land use throughout the Station Area" – modify zoning regulations to create high-intensity employment priority areas, walkable light industrial areas, housing priority areas, and retail priority areas. Apply design guidelines along Barnum Avenue and nearby streets to encourage pedestrian-friendly building design.
- "Connect neighborhoods and the station along great streets" – create convenient and attractive pedestrian and bicycle routes and bus facilities connecting to the station. Primary streets will be Barnum Avenue, Helen Street concourse, Seaview Avenue, Arctic/Grant Street, and Waterview Avenue. Creating gateways into the Station Area will also be important.
- "Grow the Yellow Mill Greenway" – to attract visitors and investors.

## Brookfield

### *Planned Development Areas*

In the 2016 amended Brookfield POCD, development strategies center around the Four Corners area. The POCD positions this area as the new downtown and village center of Brookfield by promoting mixed-use development. The plan also encourages appropriate cohesive, commercial developments in the central Federal Road area between Junction Road and Silvermine Road.

### *TOD Planning*

Passenger rail stations are not currently located in Brookfield. The 2010 *Danbury Branch Improvement Program Transit Oriented Development Final Report* identifies two possible locations for a proposed Brookfield Train Station. The first is located near 92 Pocono Road; the second is located at the former train station at 272 Whisconier Road. The potential TOD area is defined as being within a ¼ mile radius around either site. The TOD area associated with the Pocono Road site has limited potential for redevelopment as it currently consisting of industrial uses, municipal administrative buildings and facilities, and wetlands and floodplains. The TOD area associated with the Whisconier Road site has some potential for redevelopment, as it is located within the Village Business District Zone, which is a mixed-use development zone. The area includes retail, educational, and commercial uses, though the presence of the Still River puts a limit on redevelopment.

In 2010, the Brookfield Zoning Commission was exploring adoption of an overlay Incentive Housing District in the Four Corners Area to include the Town Center District where the TOD would likely be located. The proposed overlay district would have higher development densities supporting TOD efforts.

## Danbury

### *Planned Development Areas*

The 2013 POCD includes a recommendation of road widening on Mill Plain Road, which may induce traffic demand and development. It also recommends extending utilities to various sites available for future development, as the extension of utilities can enable more intense development to occur. This includes continuing the construction of the West Side Sewer Interceptor.

The POCD is currently being updated as of early 2021. The City anticipates that a public draft will be available in early 2022. Although POCD content is not yet available, the City believes that TOD will be a key component of the new POCD.

### *TOD Planning*

TOD planning for Danbury is described in detail in the *Downtown Danbury Transit-Oriented Development Study*, published by the City in January 2019. The TOD study area encompasses the portion of the City located within a 10-minute walk of the Danbury Train Station (the half-mile “walkshed” of the station, rather than a half-mile radius). The study finds that many elements of TOD are already in place in Downtown Danbury, including infrastructure, regulations, economic incentives, and partnerships that “promote the vibrancy and vitality of downtown.” Specific examples include:

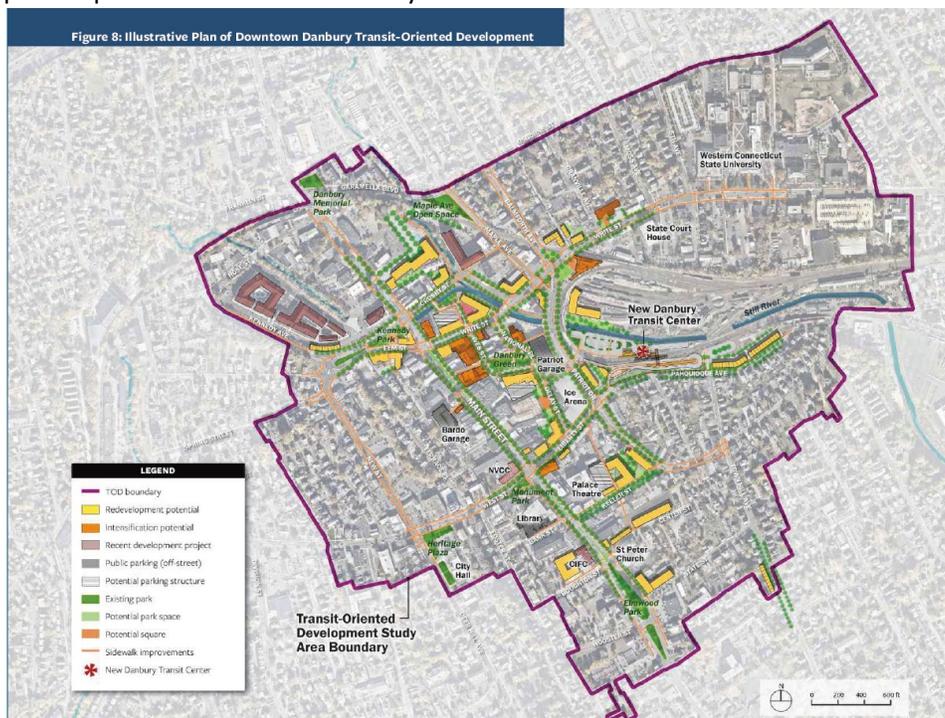
- An estimated demand for 1,200 units in the area over the next decade.
- A high concentration of mixed-use, compact development.
- Zoning Regulations that encourage high-value uses and walkability.
- Reduced permit fees and expedited application processing for downtown redevelopment.
- The possibility of relaxed parking requirements for some areas of the downtown.
- Deferral of tax assessment increase for new development for specific uses.
- The presence of two public parking garages, several public surface parking lots, and on-street parking in the vicinity of the train station.

One area with high potential for TOD is located along the Still River, described as “Industrial Areas in Transition.” This area is protected from flooding by structural protections on the Still River banks. Overall, the plan estimates 22.6 acres available for redevelopment, and 9.2 additional acres available for intensification of uses.

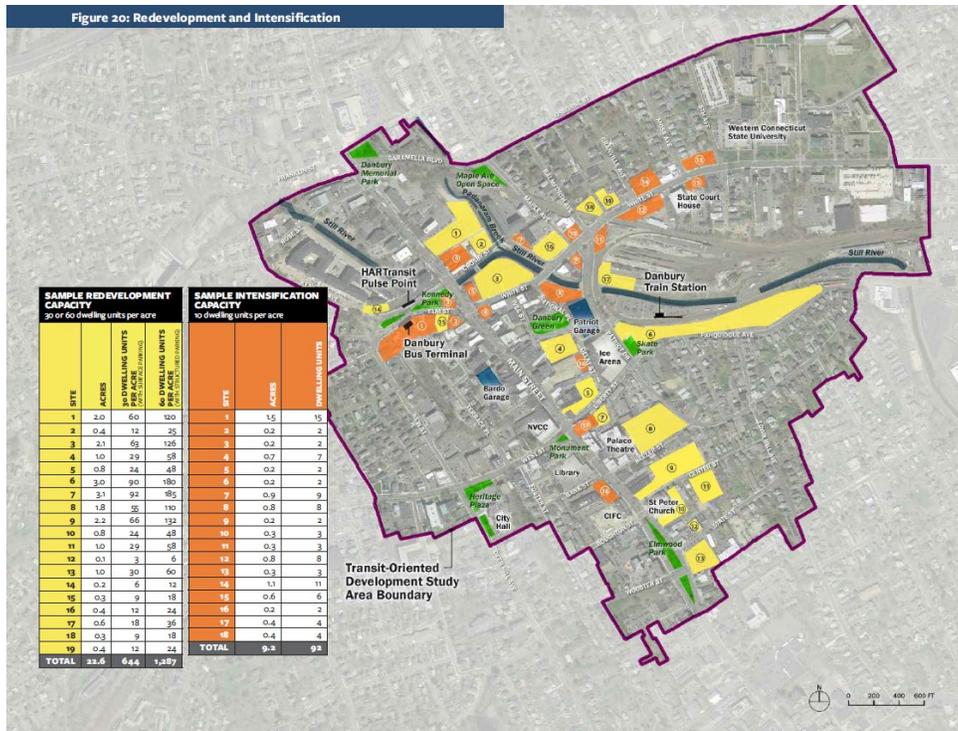
Recommended actions to further promote TOD development include:

- Develop a “Danbury Transit Center” at the existing train station at which the HARTransit and Peter Pan bus services would also operate.
- Extend passenger rail service westward to connect to the Metro-North Harlem Line.
- Improve sidewalks, crosswalks, and bicycle lanes; extend the pedestrian and bicycle network.
- Implement improvements to downtown parks, plazas, sidewalks, and intersections to expand transportation choices, promote economic development, and attract visitors.

- Parking Regulations:
  - Encourage use of existing parking structures to meet residential parking requirements.
  - Lower parking space requirements where possible to encourage shared use of spaces.
  - Increase radius for use of off-site parking spaces to meet required parking.
- Other Zoning Regulation Changes:
  - Amend building height restrictions to be sensitive to historic and neighborhood context while also practical for potential market-driven development.
  - Allow mixed-use, multi-family development within the TOD Area and amend the Zoning Map, as appropriate, for industrial parcels.
  - Explore creating a density bonus for mixed-use/mixed-income development.
  - Continue to require first floor uses that activate and provide direct access to sidewalks and public spaces within the TOD Study Area.



Downtown Danbury Transit-Oriented Development Plan  
 From Downtown Danbury Transit-Oriented Development Study, January 2019



Downtown Danbury Redevelopment (yellow) and Intensification (orange) Potential From Downtown Danbury Transit-Oriented Development Study, January 2019

## Darien

### Planned Development Areas

Darien is 97% developed. For that reason, there are no major changes proposed to the overall land use pattern proposed in the 2016 POCD. The POCD does, however, seek to locate higher density housing near the two train stations (Darien and Noroton Heights) or on or near a bus transit line. The POCD includes potential redevelopment renderings for Darien and Noroton stations.

### TOD Planning

The Noroton Heights TOD area is described in *Noroton Heights Station Area Study: Analysis and Recommendations* prepared for Darien in 2018. The study area is located within a one-half mile radius of the Noroton Heights train station. The other station, Darien Station, is located on the eastern end of the downtown area. Current deficiencies identified by the study in the Noroton Heights station area include:

- A small station building in poor condition.
- Limited ADA accessibility at the station itself, and on the surrounding sidewalks.
- Limited parking and limited space (horizontal and vertical) for parking expansion.
- Susceptibility of existing parking areas to drainage problems.
- Poor station access for pedestrians and poor vehicle circulation.
- Much of the TOD area is located within a flood zone, tempering redevelopment opportunities.

The majority of the TOD area is zoned as Designed Commercial, overlain by the Noroton Heights Redevelopment overlay; these zones are conducive to TOD and redevelopment. Mixed-use redevelopment plans are already proposed at the Noroton Heights Shopping Center, Inc., the Stop & Shop and surrounding parking area and Hollow Tree Self Storage. The Study identifies a number of parcels along Heights Road as redevelopment opportunity areas that could support the TOD goals of the area. The following recommendations are made to promote TOD in the area:

- Relocate and replace station building.
- Improve the platform canopies.
- Improve lighting and security.
- Increase parking opportunities.
- Expand drop-off areas.
- Expand covered bicycle and scooter parking areas.
- Include Electric Vehicle charging stations.
- Improve pedestrian infrastructure in surrounding areas.
- Improve traffic flow and safety through changes to road geometry and signaling.
- Improve bus facilities.
- Develop Heights Road as a Shared Street.
- Improve ADA access throughout the station.

## Fairfield

### *Planned Development Areas*

The Fairfield POCD (2016) recommends a new mixed-use and transit-oriented zone for The Commerce Drive Station Area and in the Stratfield area. The plan recommends modifying the R-3 zoning to decrease permissible density.

### *TOD Planning*

The *Fairfield Transit-Oriented Development Study* published in October 2019 presents TOD plans around two different train stations in Fairfield: Fairfield Metro and Fairfield Downtown. The TOD study areas extend one-half mile around each of the train stations.

Recommendations for the Fairfield Metro TOD area include:

- Remap the TOD Park overlay boundary to best promote development near the station.
- Reduce the minimum parcel size for the TOD Park overlay from 35,000 to 10,000 square feet.
- Adjust TOD Park height limits to encourage higher floor-to-floor-height ratios while limiting overall building scale. Specific adjustments may include establishing a height limit of five stories, requiring a higher ground floor height to promote commercial uses, and establishing a maximum height limit of 70 feet in addition to the five-story limit.
- Raise the TOD Park overlay residential density cap from 50 to 75 bedrooms per acre.
- Increase the below-market residential unit requirement in the Zoning Regulations to promote affordable housing.
- Increase income limits for below-market units for sale to make these projects more viable and sustainable over time.
- Require accessible units.

- Increase the maximum residential square footage requirement to support commercial first-floors with residential upper floors.
- Focus retail and dining uses at TOD nodes and intersections.
- Require residential open space.
- Revise commercial parking requirements to be more consistent (and therefore facilitate conversions of land use), and to encourage shared parking.
- Promote car and bike sharing services.
- Install electric vehicle charging stations.
- Monitor flood risks and updated flood mapping over time.

Recommendations for the Downtown Station TOD area include:

- Adjust height maximums to cap buildings at 4 stories and 52 feet in overall height will allow for tall floor-to-floor heights and promote high value commercial spaces. The Town could also require a minimum height of 15 feet for the ground floor story.
- Require ground-floor commercial or public-serving uses.
- Revise Floor Area Ratio to permit denser and taller buildings.
- Ensure consistent minimum housing unit sizes.
- Collect information on residential parking utilization and availability to determine whether to update parking requirements.
- Require or encourage inclusion of accessible units as part of new development.

The TOD plan notes that *“the Town should continue to monitor the floodplain delineation for the Fairfield Metro station area as it is adjusted or modified over time in response to land building activities, climate change, or other factors and adjust regulations as needed. The recommendation to capture stormwater on-site in surface parking lots is a first step to mitigating some of the rain-driven flooding that Fairfield Metro and Fairfield Downtown can experience. The Town should continue to monitor potential for both coastal and rain-driven flooding and modify regulations as needed to ensure resilient TOD station areas.”* The Town of Fairfield has been working to address severe stormwater-related flooding challenges in the downtown TOD area.

## Greenwich

### *Planned Development Areas*

The Greenwich 2019 POCD did not specifically reference locations within town for development or redevelopment. The POCD promotes the establishment of Village Districts for Banksville, Byram, Cos Cob, Chickahominy, Glenville, Old Greenwich, North Mianus, Pemberwick, and Riverside as a way to foster an individualized sense of place within a cohesive town-wide framework. The POCD encourages development of housing for seniors and affordable housing, preferably around transit.

### *TOD Planning*

A TOD study or plan for Greenwich has not been developed.

## New Canaan

### *Planned Development Areas*

The 2014 POCD recommends the creation of Planned Development District regulations to increase housing diversity in and near the downtown. Regarding rail service, the POCD notes that “At the present time, service is limited on the New Canaan branch line because it is a single-track line. Adding a second track or dedicated pass-by areas would allow service on the branch line to be increased. New Canaan should advocate for improvements to the branch line to increase service.”

#### *TOD Planning*

A TOD study or plan for New Canaan has not been developed. The POCD amendment (2016) notes that “much of what New Canaan already has and seeks to enhance is often referred to in other areas as ‘transit oriented development.’ Our vision is not specifically for development that supports transit or is oriented toward transit.”

## Norwalk

### *Planned Development Areas*

The Norwalk POCD identifies general future land use patterns and notes that coastal areas need to adapt to climate change. SoNo and the downtown are experiencing ongoing investment and redevelopment, especially in housing, which is likely to continue into the future. Major travel corridors for Route 7 and Route 15 have the potential for redevelopment over the next 10 years. The City would also like to see mixed-use activities centers in every neighborhood, varying in sizes.

#### *TOD Planning*

The City of Norwalk has identified two TOD areas: one centered around the East Norwalk Train Station, and one around the South Norwalk Train Station.

The *East Norwalk Neighborhood TOD Plan*, dated April 2020, describes the City’s plans for TOD development around the East Norwalk Train Station. The East Norwalk TOD is defined as the area within a one-half mile of the East Norwalk Train Station. The area is primarily residential, with commercial corridors along the train tracks and East Avenue, and institutional uses within the East Avenue commercial corridor. Portions of the TOD area are located within the FEMA 1% annual-chance flood zone. Additionally, residents have reported that flooding regularly occurs along Seaview Avenue and South Smith Street, and at Mill Pond and surrounding properties. More than half the TOD area falls within the Coastal Area Management Zone, and so falls under the purview of the Norwalk Harbor Management Commission.

The TOD Plan specifically considers the impacts of sea level rise on TOD development. The plan recommends green infrastructure and low-impact development strategies to help reduce the negative effects of sea level rise.

Challenges to development include:

- East Avenue and Gregory Blvd experience high traffic due to their proximity to the interstate.
- The four gas stations around the train station attract large trucks from the highway.
- Speeding is reportedly a problem on Gregory Blvd and Strawberry Hill Ave.
- There is limited parking and parking enforcement near the train station.
- There are substandard pedestrian amenities near the train station.

- There is a desire to align new development with existing neighborhood character, potentially limiting development and redevelopment options.

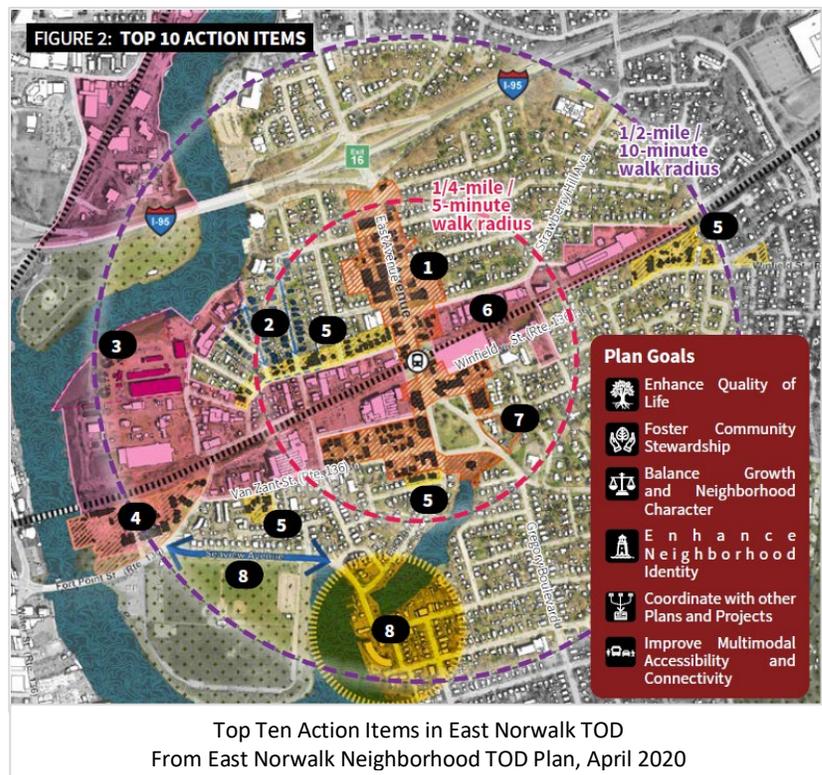
Recommendations include:

- Create the East Norwalk TOD Village Zone (EVTZ) with relaxed height limits, increased density, ground floor activation/commercial use requirements, public amenities, and design guidelines.
  - Rezone.
  - Make street and sidewalk improvements on Gregory Boulevard.
- Enact a façade improvement program around Charles Street and Osborne Avenue.
- Relocate the DPW garage; plan the site for uses such as marine commercial or open space.
- Rezone to a new Liberty Square Village District to guide redevelopment following completion of the Walk Bridge project.
- Rezone from Commercial to Residential to concentrate growth near station and main corridor.
- Allow Residential units above ground floor within the Industrial-1 Zone.
- Create a Promenade along Seaview Avenue.
- Rezone to a new Cove Avenue Village District.
- Improve connectivity by completing sidewalk links and bike routes.
- Increase green space and public amenities throughout the area.
- Implement job-generating incentives such as TIFs or BIDs.

The South Norwalk TOD area is described in the *South Norwalk TOD Redevelopment Plan* published in 2016. The TOD Redevelopment Area consists of the TOD District which is a mixed-use district located nearest the station, and the “Lexington Avenue Neighborhood” which is primarily residential. Many of the existing buildings in the Redevelopment Area are classified as “deteriorated.” A significant portion of the Redevelopment Area is within the FEMA 1% Annual-Chance flood zone; climate change impacts are identified as a concern.

The TOD Plan’s goals are:

1. The neighborhoods around the Rail Station should be composed of a continuous and coherent pattern of pedestrian friendly and inviting streets, sidewalks and paths that line and connect blocks with complete and compatible development and land uses that create a cohesive and attractive environment in which to live, work, shop, visit and enjoy.



2. Invite and support development as a combination of new buildings and renovations that create a long-term, sustainable mixed-use pattern that contains a balanced quantity of housing, commercial, retail, civic, and institutional uses, while protecting existing residents from displacement by adding housing appropriate for a range of income levels.
3. Shape the fabric of buildings, spaces, streets, and places to create distinctive and complete urban neighborhoods that contain diverse but well-connected components.
4. Encourage and maintain a diverse neighborhood that provides housing, employment, shops, services, and restaurants that attract and support a wide range of cultures and incomes.
5. Enhance pedestrian and bicycle connectivity, while channeling and enabling vehicle circulation to be consistent with neighborhood quality and supporting the economic development goals for appropriate locations within the neighborhood.
6. Design with the pedestrian as the end-user, and improve the quality of the user experience. Create a "Park Once" environment. Improve station access on the east side for all modes.
7. The neighborhoods around the Rail Station should be safe and secure environments for residents, commuters, business owners and visitors.

The Plan also provides design guidelines to be used for any project proposed within the Redevelopment Area.

## Redding

### *Planned Development Areas*

The 2018 POCD encourages the redevelopment of the existing central area of West Redding within an environmentally sensitive scale, to realize its full potential for commercial activity as well as for a wider variety of housing needs than are presently offered. The POCD recommends the Town drawing on West Redding's existing infrastructure and transportation resources and existing commercial uses in a creative way for potential "smart growth" development including transit-oriented projects. The realignment of the rail crossing in West Redding could be a catalyst for such improvements.

As the Town takes possession of the former Gilbert and Bennett factory site in the Georgetown part of Redding, the transformation of this area becomes more likely. The Town has long planned for housing, commercial development, and possible TOD if and when the Georgetown railroad station is restored. The project is important to both the tax base and the livable character of the community.

### *TOD Planning*

TOD Planning in Redding consists of the Georgetown Redevelopment Project paired with construction of an Intermodal Transportation Facility as described in the 2009 *Georgetown Redevelopment Project* report. The project area covers the approximately 50-acre site of the former Gilbert and Bennett Wire Mill, and spans Redding and Wilton (which together comprise the majority of Georgetown).

The Georgetown TOD Plan calls for a mixed-use community with up to 416 residential units (including single family homes, townhouses, loft style condominiums, conventional apartments and affordable housing), up to 140,000 square feet of retail, up to 130,000 square feet of office space, up to 30,000

square feet of industrial space, and up to 20,000 square feet for a performing arts center. The plan also describes plans for the Intermodal Transportation Facility that will be a part of the TOD effort in Georgetown. The Facility will include a 570-space commuter garage, will cap contaminated soils, and will generate its own energy needs from solar panels on the roof of the parking garage. Charging stations for electric vehicles will be available in the garage.

## Ridgefield

### *Planned Development Areas*

The 2020 draft POCD emphasizes maintaining the vibrancy of Ridgefield Center and redeveloping the Branchville section of the town (around Branchville Station) which is immediately north of Georgetown. The Plan recommends creating new zoning which would require a housing affordability component for any new residential development, and would be a “village district” to help maintain and enhance a distinct character for the village area as development occurs. It also calls for considering establishing a Tax Increment Finance (TIF) district that corresponds with the new Branchville Zone (when created).

The POCD recommends reviewing zoning of businesses districts including the Gateway area (Route 7 and Route 35) and the Copps Hill area. It calls for considering a zoning study of the Route 7 corridor to determine whether business or other non-residential uses might be appropriate while controlling the scale and size of developments, as well as expanding adaptive reuse of historic structures and residences in significant streetscapes along other major roadways.

### *TOD Planning*

The *Branchville Transit Oriented Development Plan* prepared in February 2017 by WestCOG identifies infrastructure improvements and regulatory changes necessary to support development in the Branchville Station area of Ridgefield. The TOD area is that land within a one half-mile radius of the station. While Branchville is a historic village, there are no local historic districts within the TOD area; however, there may be buildings of historic significance according to the Connecticut State Historic Preservation Office (SHPO).

The Branchville TOD consists largely of low-density residential uses and undeveloped land. Commercial uses are located along Route 7, Branchville Road, and northern West Branchville Road. The Plan notes that Branchville Station and the surrounding commercial area are located within a narrow valley along the Norwalk River, with steep slopes on either side limiting development in those areas. Because of this topography, much of the Route 7 and Branchville Road corridors are located within the FEMA-mapped 1% annual-chance flood zone. Because of this, future development will be highly regulated and restricted. Barriers to TOD implementation include:

- The presence of older structures that may trigger SHPO review requirements.
- Procedures that must be followed for building demolition.
- The fact that much of the developable area is located within a FEMA flood zone.
- The presence of Natural Diversity Database areas within the TOD area.
- Current zoning for the area promotes low-density residential uses.
- Deficient bridges on key roads in the area.
- A lack of pedestrian facilities, such as sidewalks.
- A lack of a public sewer system in the area.

- The fact that the TOD spans three municipalities (Ridgefield, Redding, and Wilton) making consistent implementation of TOD goals a coordination challenge.

Recommended actions to promote TOD development include:

- Mobility enhancements to improve pedestrian access and traffic patterns, including pedestrian crossing improvements, upgrading signaling, road realignments, construction of new walking paths, and installation of bus stops and shelters.
- Stormwater management strategies, including the use of Low Impact Development, reduction of total impervious area, and use of stormwater infiltration tools.
- Establishment of new Branchville Village zones that increase density, improve walkability, and promote mixed-uses.

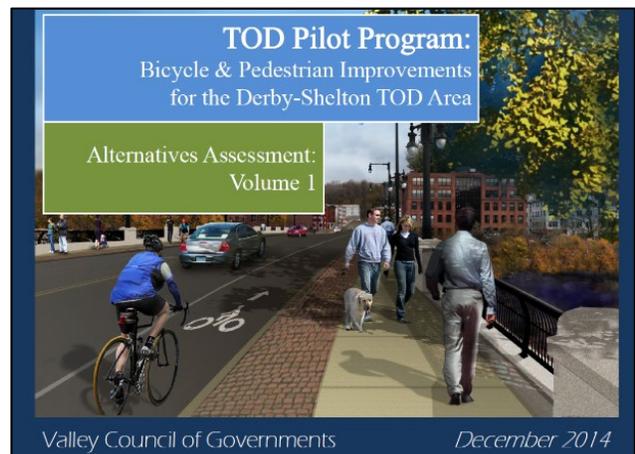
## Shelton

### *Planned Development Areas*

The 2017 POCD describes the goals for Shelton. The plan recommends developing master plans for the Huntington Center, White Hills, and Pine Rock Park commercial center areas consistent with Village District standards and guidelines. The POCD also encourages the development of the Mas property. It encourages the amendment of PRD regulations to appropriately guide alternative styles of residential development. The Future Land Use Plan identifies Mixed-Use Economic Growth Areas.

### *TOD Planning*

While Shelton does not have a rail station of its own, downtown Shelton is reasonably close to the Derby train station. Review was made of the 2019 NVCOG *TOD Scenario Report*, which looked at development opportunities around the Derby Station (Metro-North Waterbury Line). The NVCOG TOD study reported that Downtown Shelton could accommodate the addition of approximately 500 units of housing as infill development/redevelopment in the near-term on vacant and underutilized sites located just over one-half a mile from the Derby train station. NVCOG also recommends that pedestrian and bicycle connections to/from/between downtown Shelton and downtown Derby/the Derby train station should be improved.



The 2019 NVCOG TOD study looked at the possibility of bus transit improvements that would serve the growing Bridgeport Avenue corporate/business district area, which is south of downtown Shelton and beyond a reasonable walking distance of the Derby train station. The Bridgeport Avenue area is also largely automobile-dependent with traffic congestion during peak hours, prompting desires for alternative transportation options including better bus service. The NVCOG TOD study recommends that a “Shelton Bridgeport Avenue Transit-Priority Corridor” be developed, possibly including Bus Rapid Transit (BRT), along with “Neighborhood Transportation Hub(s)” (bus stations) that would service the

corporate/business district area with more convenient and more frequent bus service connecting to downtown Shelton and the Derby train station and also possibly the Stratford Train Station. As part of this, the NVCOG study recommends that the Shelton zoning regulations better define parking requirements outside of the downtown and better promote shared parking (across properties, for example) to maximize parking efficiency, minimize extent of paved surfaces and stormwater runoff, possibly free up land for infill development, and encourage people to park-once-and-walk to multiple destinations.

## Stamford

### *Planned Development Areas*

The 2015 Master Plan outlines key zoning changes to bring land use into harmony with the policies of the plan. These zoning amendments include:

- Consider updating zoning to allow for redevelopment of office parks for mixed-use.
- Explore the creation of zoning incentives to direct regional office and retail development Downtown. Such incentives could include reduced parking ratios.
- Look at rezoning industrial properties in the South End from industrial (M-G) to medium-density multifamily (R-MF).
- Investigate rezoning industrial properties along the Urban Transitway from industrial (M-L) to mixed-use.
- Examine rezoning industrial properties in the northern portion of the South End from industrial (M-G) to mixed-use.
- Look at adjusting zoning regulations to allow for increased building heights in coastal areas in areas where FEMA has raised flood zone levels.
- Consider establishing a neighborhood revitalization-focused fee-in-lieu program for meeting affordable housing requirements of development and redevelopment.
- Explore creating zoning incentives to encourage use of green and cool roofs.

The Plan also encourages the promotion of TOD around the Springdale, Glenbrook, and Stamford stations as well as the proposed Stamford East Transit Node.

### *TOD Planning*

**Harbor Point** – Stamford has identified Harbor Point as a location for TOD. The area can serve as a transit connection between the Stamford Transportation Center, Darien, and Greenwich, and has been recommended as a site for a high-speed ferry landing for ferry service connecting Bridgeport, Stamford, and New York City. The Harbor Point TOD will have 80 acres of mixed-use development within a 10-minute walk of the Stamford Transportation Center. Approximately 4,000 housing units will be created, with 400 of these as affordable housing.

**Light Rail** – Stamford has conducted a study demonstrating that construction of a streetcar or light-rail transit system in Downtown Stamford could have positive TOD impacts.

## Stratford

### *Planned Development Areas*

Stratford's 2014 POCD identifies three major growth areas; these are Transit Oriented Development, the Employment Development Area, and Barnum Avenue.

The TOD is around the train station. The area is envisioned to be intensified through vertical expansion. An intensification of residential units can support commercial uses in a walkable environment. The area would be an ideal location for commuters. Historic structures within this designated area should be preserved. Full build out would include 3,780 residential units, and nearly 5.7 million square feet on commercial development.

The Employment Development Area is located in the current industrial belt of Stratford. The area is intended to continue to be an area of employment but transform over time into a mix of light industrial uses and signature corporate offices. Vertical growth will be encouraged over single-story large floor plate buildings with long blank walls. Large parking surfaces should be replaced by parking structures located along the first two floors of structures.

Sikorsky Memorial Airport is located within this future designation. In its current capacity, the airport is conveniently located for corporate headquarters with mobile executives. If at some point the airport ceases operation, the area can become an expansion of the light industrial office park development with a mix of residential uses. Maximum buildout is estimated to entail 2,450 residential units, 3.7 million square feet of commercial and 18.9 million square feet of commercial/ industrial.

The Barnum Avenue corridor will be intensified with 625 residential units and 468,000 square feet of commercial development at maximum build out.

The plan recommends updating the Town of Stratford Zoning Code to reflect the Future Land Use Plan to provide increased development opportunities in appropriate areas. Recommended revisions to the zoning code to encourage development include but are not limited to:

- Amend the zoning code to allow for increased development densities in the Lordship Boulevard Employment Growth area
- Update the zoning code to permit appropriate mixed-use and commercial development along the waterfront
- Revise Section 5.3 of the Zoning Regulations by modifying the standards and locational criteria for new housing developments
- Facilitate the development of higher density, mixed use structures in the Town Center according to the TOD zoning overlay
- Update the Zoning Code to allow for planned developments
- Develop residential infill development guidelines for the Academy Hill neighborhood

Finally, the POCD encourages the continued clean up the Raymark and other superfund/ brownfield sites for redevelopment.

#### *TOD Planning*

The 2015 *Town of Stratford Transit-oriented Development Pilot Program* report presents strategies for promoting TOD in Stratford Center. A TOD Overlay District and Design Guidelines was developed as part of this project. The TOD study area extends a one-half mile radius around the Stratford Railroad Station. Barriers to TOD identified in the report include:

- Small parcel sizes.
- The presence of brownfield sites in need of remediation.
- Vulnerability to flooding; parts of the study area fall within a 1% annual-chance flood zone.

## Westport

### *Planned Development Areas*

The 2017 POCD does not promote significant development in Westport with the exception of the Saugatuck train station area. The POCD encourages zoning for mixed-use development and multifamily housing around the station. While the POCD recommends the continuation of public sewer service within the service area, the plan is clear that it does not promote new or more intensive developments resulting from the improvements.

### *TOD Planning*

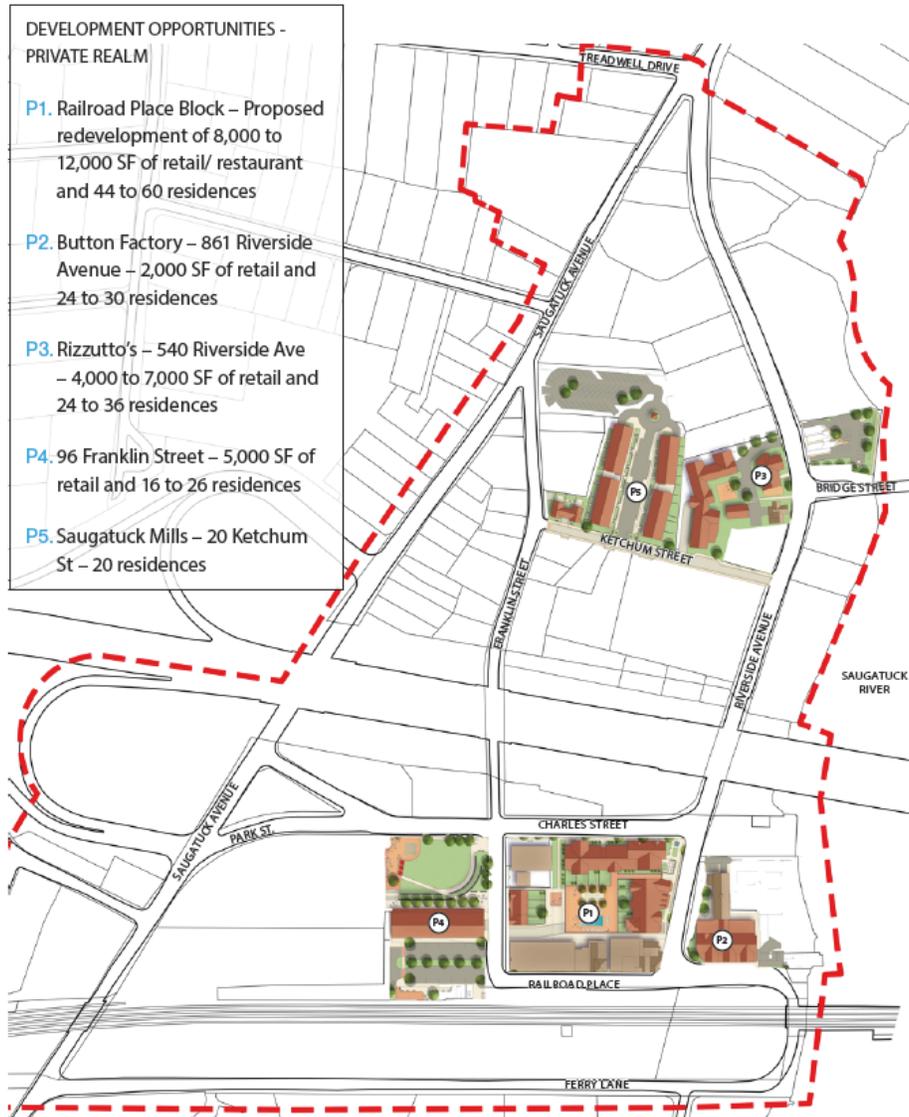
The Westport TOD area is centered around the Saugatuck Train Station, as described in *Saugatuck: A Gateway for Westport*, published in 2018. The Report identifies 68.5 acres extending mostly to the north of the train station as the “Primary Study Area,” with a one-half-mile radius “Area of Influence” considered as well. The total area envisioned for redevelopment is 24,000 to 33,000 square feet of retail, and 128 to 172 residential units over a 12-year period.

Based on community input, the following limits are proposed on redevelopment:

- No multi-story parking garages (unless concealed within future private developments).
- No buildings taller than 2.5 to 3 stories.
- No building footprints greater than 20,000 square feet.

The following recommendations for promoting TOD in the area were made:

- Improve gateways, streets, the station area, green spaces, and the waterfront.
- Make parking and streetscape improvements to Lot 3 and Ferry Lane.
- Create a multi-modal transportation hub at Station Square.
- Complete a Transportation Demand Management study and a Parking Management Plan.
- Amend the zoning map to permit additional General Business District – Saugatuck zones.
- Investigate form-based design standards.
- Initiate a Village District overlay zone.
- Designate portions of Saugatuck as a Local Historic District (or submit to National Register).



Development Opportunities (Private) in Saugatuck “Primary Study Area”  
 From Saugatuck: A Gateway for Westport, 2018

## Wilton

### Planned Development Areas

The 2019 POCD largely reinforces current development patterns in which the southern end of town is more urbanized than the rural north end. The POCD encourages development for a greater diversity of housing types in context appropriate areas and the redevelopment of existing commercial zones. It recommends a master planning effort for Wilton Center and a regional effort for development and redevelopment in Georgetown at the extreme northeast corner of the town. New context-sensitive commercial development on Danbury Road is encouraged. The plan also recommends a TOD center around the Cannondale train station.

## *TOD Planning*

**Wilton Station** – TOD planning at Wilton Station is described in the 2010 *Danbury Branch Improvement Program Transit Oriented Development Final Report*. Wilton Station contains a station building, a vehicular pedestrian rail crossing, a center island platform covered by a canopy, and two surface parking lots with 212 parking spaces. The TOD area is defined as that within a one-quarter mile radius of the station and includes Downtown Wilton, which contains about 500,000 square feet of office and retail space, along with restaurants and the Town Library. There are 600 residential multi-family units located about a half-mile south of the station.

A major barrier to TOD at Wilton Station is the lack of pedestrian connectivity between the station and the downtown. The Route 33 Bridge separates the station from the downtown. One recommended action is construction of the River Walk, a pedestrian connection between downtown and the station. Wilton may also lease several acres of land within several hundred feet of the Station to a non-profit organization that will build up to 51 units of affordable-restricted senior housing.

**Cannondale** – TOD planning at Cannondale Station is described in the 2010 *Danbury Branch Improvement Program Transit Oriented Development Final Report*. Cannondale Station is located at 22 Cannon Road. The station includes a coffee shop, a high-level platform with a canopy, benches, stairs and a ramp, and two surface lots offering 140 parking spaces. The ¼ mile area around the Station is identified as the TOD study area but has limited potential for TOD in part because it has no public water or sewer. The areas east and south of the Station contain the Norwalk River and its floodplain.

**Georgetown** – TOD Planning in Wilton consists in part of the Georgetown Redevelopment Project, paired with construction of an Intermodal Transportation Facility, as described in the 2009 *Georgetown Redevelopment Project* report. The project area covers the approximately 50-acres site of the former Gilbert and Bennett Wire Mill, and spans Redding and Wilton. The TOD Plan calls for a mixed-use community with up to 416 residential units (including single family homes, townhouses, loft style condominiums, conventional apartments and affordable housing), up to 140,000 square feet of retail, up to 130,000 square feet of office space, up to 30,000 square feet of industrial space, and up to 20,000 square feet for a performing arts center.

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