APPENDIX B

Regional Resilience, TOD, and Planning Status Review

Contents

This document presents a narrative description of resilience related plans, 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.

1.1 Hazard Mitigation Plans

The communities included in Resilient Connecticut Phase II are covered by four multi-jurisdictional hazard mitigation plans (HMP), and one single-jurisdiction plan.

- The Naugatuck Valley Council of Governments Multi-Jurisdiction Hazard Mitigation Plan Update (NVCOG MJ HMP) covers Ansonia, Beacon Falls, Cheshire, Derby, Middlebury, Naugatuck, Oxford, Prospect, Seymour, Shelton, Southbury, Waterbury, and Wolcott. This updated document was adopted locally in October 2021. At the start of Resilient Connecticut Phase II, prior to the multi-jurisdiction update, Ansonia, Derby, Seymour, and Shelton were covered by the former Valley Council of Governments (VCOG) MJ HMP, while the other communities were each covered by an individual, single-jurisdiction plan.
- The Western Connecticut Council of Governments Multi-Jurisdiction Hazard Mitigation Plan Update (WestCOG MJ HMP) covers Bethel, Brookfield, Danbury, Darien, Greenwich, New Canaan, New Fairfield, Newtown, Norwalk, Redding, Ridgefield, Sherman, Stamford, Weston, Westport, and Wilton. This updated document was adopted locally in August 2021. At the start of Resilient Connecticut Phase II, prior to the multi-jurisdiction update, Darien, Greenwich, New Canaan, Norwalk, Stamford, Westport, and Wilton were covered by the former Southwestern Regional Planning Agency (SWRPA) MJ HMP, while the other communities were each covered by an individual, single-jurisdiction plan.

- The South-Central Regional Council of Governments Multi-Jurisdiction Hazard Mitigation Plan Update was adopted in May 2018. This plan covers Bethany, Branford, East Haven, Guilford, Hamden, Madison, Milford, New Haven, North Branford, North Haven, Orange, Wallingford, West Haven, and Woodbridge.
- The Metropolitan Council of Governments Multi-Jurisdiction Natural Hazard Mitigation Plan Update was adopted in July 2019. The plan covers Bridgeport, Easton, Fairfield, Monroe, Stratford, and Trumbull.
- The city of Meriden is covered by the City of Meriden, CT Hazard Mitigation Plan, adopted in 2019.

The HMPs document vulnerabilities and mitigation capabilities to a broad range of natural hazards, including coastal flooding, severe precipitation, high wind, winter weather, and wildfire and drought-related hazards. The structure and content of HMPs are largely guided by FEMA requirements and expectations, with a focus on reducing damage and losses caused by hazards.

Mitigation actions in the HMPs are primarily community-specific, though the multi-jurisdictional HMP documents also include actions of regional interest. Mitigation actions focus on preparing for, withstanding, and recovering from acute hazard events. The actions fit within the six typical mitigation categories of natural resource protection, prevention, structural projects, property protection, preparedness and emergency response, and education and awareness.

The actions listed in the HMPs for the Resilient Connecticut communities fall primarily within the categories of prevention (including regulation and ordinance updates, studies, and plans), preparedness and emergency response (including equipment upgrades and improving sheltering capabilities), property protection (primarily aimed at critical facilities), and structural projects (such as bridge, culvert, and other drainage improvement projects). A GIS database of hazard mitigation plan actions was used directly in the Resilient Connecticut Phase II planning effort. Most of the actions were populated prior to the 2021 approvals of the new, updated plans. However, when possible, actions were added to the GIS database from these new updated plans.

1.1.1 Resilience Gaps in Hazard Mitigation Planning

HMPs provide useful information regarding a municipality's vulnerabilities to natural hazards through a structured planning process. That said, when thinking about planning for future climate change and the broader context of climate resilience, there are some recognized gaps in the hazard mitigation planning process, which Resilient Connecticut intends to fill. These include:

- Vulnerabilities tend to be evaluated in the context of historic events and climatic conditions, rather than projected future conditions. While climate change is consistently recognized, it is not considered at great depth.
- Actions tend not to look at long-term adaptation needs in the face of future climate changes. Actions are specifically intended to be completed in a five-year timeframe.

- Actions are primarily focused on individual municipal initiatives, rather than regional or multi-jurisdictional efforts.
- Social vulnerability and community resilience tend to be a less significant focus than emergency response capabilities and protection of the built environment.

1.2 Historic Resources Resiliency Planning (2017)

Historic and cultural resources are increasingly at risk to natural hazards and climate change; furthermore, historic resources are difficult to floodproof, elevate, or relocate without potential loss of or damage to their historical attributes. Recognizing this challenge, the Connecticut State Historic Preservation Office (SHPO) embarked on a resiliency planning study for historic and cultural resources beginning in 2016. This effort was funded by appropriations from Superstorm Sandy through the Department of the Interior (DOI) to the National Park Service.

Southeastern Connecticut COG hosted a historic resources resiliency planning meeting in June 2016, with several communities attending. During the winter of 2016-2017, individual meetings were held with shoreline communities including, Greenwich, Stamford, Darien, Norwalk, Westport, Fairfield, Bridgeport, Stratford, Milford, West Haven, New Haven, East Haven, Branford, Guilford, and Madison, which are within the Resilient Connecticut planning area. Municipality-specific reports were issued to each of these coastal communities in 2017. These reports outline historic resources at risk, gaps in municipal planning documents with regards to addressing historic preservation in the context of natural hazards, and strategies that can be employed to make historic and cultural resources more resilient to climate change.

Historic structures considered to be at risk include those within FEMA Special Flood Hazard Areas (SFHA), those within areas that may be inundated daily under sea level rise projections of three or six feet, and those in more rural and wooded areas that are at elevated risk from high winds and winter storms.

Recommended strategies identified in the municipal reports include:

- Identify historic resources
- Revisit historic district preservation regulations and ordinances
- Coordinate regionally and with the State
- Incorporate historic preservation into planning documents
- Revisit floodplain regulations and ordinances
- Educate regarding historic resources and resilience
- Strengthen recovery planning

- Develop structural adaptation measures

A best practice guide for planning techniques to make historic resources more resilient was developed and made public by SHPO in 2019. This guide can be used by all jurisdictions in Connecticut when undertaking development of hazard mitigation plans.

An additional output of this project was a GIS database of all historic resources registered at the national, state, or local level that are in a coastal county (including Fairfield and New Haven counties). The GIS database was used directly in the Resilient Connecticut Phase II planning effort.

1.2.1 Resilience Gaps in Historic Resource Resiliency Planning

Through review of the Historic Resources Resiliency Planning initiative, additional gaps in how historic resource preservation considers and plans for natural hazards and climate change were identified. These findings were incorporated into the Resilient Connecticut effort and include:

- The document recognizes but does not examine the relative cultural significance of different historic resources; it also does not examine cultural resources that are not historic resources.
- There is a need for historic resource specific actions versus general approaches.
- Actions such as managed retreat or demolition of at-risk resources is not often discussed but should be considered in future planning efforts.

1.3 Community Resilience Building

The Nature Conservancy (TNC) has been working with local communities and regional councils of government to conduct Community Resilience Building (CRB) workshops throughout Connecticut. The CRB process invites municipal staff and community stakeholders to participate in in-depth workshops with objectives that include:

- Define top climate-related hazards of concern for the community
- Identify local vulnerabilities and strengths
- Develop a list of prioritized resiliency actions for the community

Some of the Resilient Connecticut communities that have participated in the CRB process with TNC are listed below, with a summary of the workshop results.

Bridgeport: The City of Bridgeport participated in workshops most recently in 2018 as a component of the HMP update process. The top hazards of concern identified were coastal storm surge/hurricanes, inland flooding because of heavy precipitation, nor'easters, and heat waves. Like previous CRB efforts, primary vulnerabilities or areas of concern included specific neighborhoods, ecosystems, infrastructure, and vulnerable populations. In addition to those general vulnerabilities, participants noted specific challenges such as access and egress capabilities and notifications, flooding at critical facilities and infrastructure such as power plants or major transit routes, loss of ecosystem services, and the need for collaborative input to achieve resilience needs.

Several strengths and assets were identified throughout the city, such as experienced staff, being a StormReady Community, educational resources, and strong social services. In addition, there were multiple recommendations on how to improve community resilience. The top actions included:

- Implement the "West End Resiliency Plan" and address other at-risk neighborhoods
- Aggregate plans and resources to address and prioritize flood reduction projects
- Secure funding for priority infrastructure projects
- Strengthen evacuation plans and procedures
- Seek ways to minimize long-term implications to various neighborhoods due to flooding

Fairfield: In 2018 the Town of Fairfield participated in CRB workshops as a component of the HMP update. The town identified five climate hazards of concern: hurricanes, winter storms, inland flooding, extreme heat and drought, and high winds. The town identified coastal flooding as a major risk to infrastructure, facilities, and neighborhoods. Participants also unanimously agreed that the wastewater treatment plant has historically been, and continues to be, vulnerable to storm surge inundation. Participants also noted that inland flooding has increased due to development; loss of roadway access and egress due to flooding is a continuous challenge; sea level rise is affecting the protective services of coastal resources, and that there are several at-risk populations in town that may be disproportionately impacted by climate change.

Some of the Town's strengths and assets include full-time emergency response departments, existing microgrid investments, a relatively forested watershed, and supportive social services. Some of the top priority actions identified to improve Fairfield's resilience include:

- Continue to pursue and advance flood mitigation at the wastewater treatment plant
- Relocate IT and equipment from the Town Hall basement

- Develop a long-term plan to address intense and more frequent storms

Guilford: Workshops with the Town of Guilford were conducted in 2019. Top hazards of concern were wind, hurricanes, snow and ice storms, and flooding from storm surge and sea level rise. Priority vulnerabilities and concerns included roadways (especially east-west routes), business continuity, private homes, septic systems, isolated rural residents, vulnerable populations, power outages, coastal wetlands and beaches, and other natural habitats. Top recommended actions included:

- Improve power outage response protocols
- Upgrade culverts based on future storm scenarios
- Repair and upgrade the Community Center roof
- Maintain protocols for emergency refrigerated storage of resident medications
- Provide translation services for public communications
- Conduct public education around flood safety
- Maintain watershed-protection land as open space
- Develop an open space acquisition and management plan

Madison: Workshops were conducted for the Town of Madison in 2018. Top hazards of concern were coastal flooding and storm surge, inland flooding, ice and snowstorms, and wind. Priority vulnerabilities and areas of concern identified included residential neighborhoods, a series of waterfront roadways, sensitive coastal habitats, parks and beaches, railroad tracks and bridges, the Town Campus and Emergency Operations Center (EOC), commercial areas, dams, care facilities, affordable housing, and power distribution systems. Top recommended actions included:

- Conduct a risk assessment for Town Campus and develop operational continuity plans
- Install evacuation route signage and implement communication programs
- Improve emergency power supplies at nursing homes and elder care facilities
- Improve cell phone coverage
- Work with community organizations to develop a "Neighbor Helping Neighbor Program"
- Implement planning and zoning best practices to reduce risks

Stamford: Workshops were conducted for the City of Stamford in 2014. Top hazards of concern were coastal flooding and storm surge, inland flooding, ice and snowstorms, and high wind events. Priority vulnerabilities and areas of concern included residential neighborhoods, salt marsh areas, rivers, parks, a bird sanctuary, many significant roadways (especially railroad underpasses), the

Metro North railroad, emergency shelters, the wastewater system, critical facilities, flood protection systems, and power infrastructure. Top recommended actions included:

- Relocate an at-risk firehouse
- Conduct a coastal resiliency assessment
- Increase open space, particularly in flood zones
- Assess vulnerabilities to senior housing and to education facilities
- Protect the electric grid from treefall risks and improve coordination with utilities
- Conduct emergency readiness exercises

Stratford: A workshop was conducted for the Town of Stratford in 2013. Top hazards of concern were coastal flooding, inland and riverine flooding, winter storms, and high wind events. Priority vulnerabilities and areas of concern included the wastewater treatment facility and pump stations, affordable housing units, socially vulnerable populations in the South End, flooding of railroad viaducts, at-risk businesses, and natural areas. Top recommended actions included:

- Complete West Broad Street renovation project and assess other locations in need to reduce flooding at railroad viaducts
- Conduct a flood study of the wastewater treatment plant and pump stations. Evaluate possible resilience measures
- Update Durham Bus Company contingency plan
- Assess exposure risk of high-pressure gas main in Pecks Mill Pond area
- Update evacuation plans

1.3.1 Resilience Gaps in Community Resilience Building Workshops

Following a review of the CRB workshops, several takeaways were noted that influenced Resilient Connecticut planning. These include:

- CRB workshops identify stakeholder concerns and vulnerabilities, but do not include a detailed scientific analysis of vulnerabilities.
- CRB workshops identify stakeholder-supported priorities, but do not usually define very specific actions, nor lead to implementation plans. Additionally, the actions and recommendations identified are not necessarily responsive to specific vulnerabilities.
- The CRB workshops, by design, are focused on a single municipality and do not address resilience from a regional or multi-jurisdictional perspective.

1.4 Southern Connecticut Regional Framework for Coastal Resilience

The "Southern Connecticut Regional Framework for Coastal Resilience" was funded through appropriations from Superstorm Sandy through the Department of Interior (DOI) to the National Fish and Wildlife Foundation (NFWF), with the final report released in June 2017. The goal of the project was to identify community-supported nature-based resilience actions such as green infrastructure and living shorelines in ten coastal municipalities. The project was broken into four phases, with some tasks completed by TNC and the two participating COGs (MetroCOG and SCRCOG), and other tasks completed by a consultant team.

The project included development of a GIS database of potential nature-based resilience actions such as green infrastructure and living shorelines. Importantly, the GIS database also included desired actions that could be re-cast as nature-based resilience actions. As such, projects like revetments and seawalls were mentioned by municipal staff participants and included in the database. A viewer tool was developed to allow for review of all 250-plus identified actions.

Some of the potential actions identified for individual municipalities in the Regional Framework for Coastal Resilience that were carried forward to Phase II of Resilient Connecticut include:

- Madison – Dune restoration and other needs in the vicinity of the Surf Club public beach
- Guilford – Living shoreline at Chittenden Beach; low spots along Route 146 that flood
- Branford – Flood protection at the underpass where tidal flooding along the Branford River causes inundation of the Meadow Street area
- New Haven – Long Wharf living shoreline and flood protection; various shoreline protection projects in Fair Haven and the East Shore
- West Haven – Replacement of the wastewater treatment plant outfall in a more resilient configuration; dune ridge development for West Haven Beach
- Milford – Flood protection at the Beaver Brook wastewater treatment plant and various shoreline flood protection approaches such as a dune ridge at Wildemere Beach and Walnut Beach
- Stratford – Flood protection structures along the Housatonic River side of the town
- Bridgeport – Projects associated with Rebuild by Design and Resilient Bridgeport
- Fairfield – Green infrastructure in the downtown area and flood protection in the beach and Ash Creek areas

The concept designs developed for the Regional Framework for Coastal Resilience are listed below. Reference is made to whether each design was incorporated into Phase II planning for Resilient Connecticut.

- Madison – Dune restoration at Surf Club public beach; this beach did not overlap with a priority planning area for Resilient Connecticut
- Guilford – Living shoreline at Chittenden Beach; this section of shoreline is at the fringes of a priority planning area for Resilient Connecticut
- Branford – Protection of bridge abutments for a pedestrian bridge; this bridge did not overlap with a priority planning area for Resilient Connecticut
- East Haven – Abandonment of one road while elevating a parallel road; these roads did not overlap with a priority planning area for Resilient Connecticut
- New Haven – Long Wharf living shoreline; this is within a priority planning area for Resilient Connecticut
- West Haven – Dune ridge development for West Haven Beach; this did not overlap with a priority planning area for Resilient Connecticut
- Milford – Daylighting of a stream; this is not within a priority planning area for Resilient Connecticut
- Stratford – Erosion mitigation at Russian Beach; this section of shoreline is at the fringes of a priority planning area for Resilient Connecticut
- Bridgeport – Living shoreline at Johnson Creek; this is not within a priority planning area for Resilient Connecticut
- Fairfield – Dune ridge west of Fairfield Beach; this section of shoreline is at the fringes of a priority planning area for Resilient Connecticut

In general, most of the ten concept designs for the Regional Framework for Coastal Resilience did not have the regional profile needed to contribute to identification of regional adaptation projects for Phase II of Resilient Connecticut.

1.5 Coastal Resilience Plans

Many of the coastal communities in the region have begun planning specifically for flood-related challenges along their shores in response to sea level rise and increasing storm surge. These Coastal Resilience Plans, and other flood-specific and resilience planning efforts, focus on identifying specific coastal risks and hazards, and the potential adaptation and resilience strategies.

Branford – The Branford Coastal Resilience Plan describes capabilities, vulnerabilities, risks, and options for the Town to become more resilient to coastal hazards. Actions generally range from regulations and policy to specific engineered projects. This plan sets important direction for the Town in addressing coastal hazards, and directly contributed to the establishment of a local resiliency fund. Of the two concept designs and two neighborhood focus plans developed for the Plan, two directly fit into the regional resilience

lens for Resilient Connecticut. Specifically, the flood gate for the Amtrak underpass off Indian Neck Avenue and the neighborhood plan for Meadow Street (which are in turn related to one another) are within the priority planning area located in Branford.

Guilford - The Guilford Community Coastal Resilience Plan was the first community coastal resilience plan in Connecticut. The work was funded by NOAA with contributions from The Nature Conservancy and Yale Urban Ecology Design Lab. A consultant was retained to coordinate the process, provide technical expertise, and draft the plan documents. The plan was divided into three parts: a vulnerability assessment narrative report (2012) that used the TNC Coastal Resilience map viewer; a report of options (2013) to address coastal hazards, sea level rise, and related challenges; and an implementation plan (2014) to summarize the first two reports and present ideas for the Town to implement the plan. The implementation plan was accepted by the Town and subsequently incorporated into the update to the Town's POCD. Unlike the coastal resilience plans for adjacent and nearby municipalities that included menus or lists of specific actions along with concept designs, the Guilford plan sets policy and focuses on broad sets of options. The plan does not include concepts that can be advanced to further design, but it included two map-based graphics that depicted potential long-term outcomes for specific parts of the towns (the Soundview Road commercial area and the Seaside Avenue residential area near Jacob's Beach).

Madison – The Madison Coastal Resilience Plan describes capabilities, vulnerabilities, risks, and options for the Town to become more resilient to coastal hazards. Actions generally range from regulations and policy to specific engineered projects. This plan sets important direction for the Town in addressing coastal hazards, and directly contributed to the establishment of a Coastal Resilience Commission that is active at the present time. Neither the concept designs nor the neighborhood focused plans developed for Madison's Plan were applicable in the regional resilience lens for Resilient Connecticut.

Milford – The Milford Coastal Resilience Plan describes capabilities, vulnerabilities, risks, and options for the city to become more resilient to coastal hazards. Actions generally range from regulations and policy to specific engineered projects. This plan sets important direction for the city in addressing coastal hazards, and directly supported several shoreline protection and restoration projects executed in the last few years. Of the two concept designs and two neighborhood focus plans developed for the coastal resilience plan, two directly fit into the regional resilience lens for Resilient Connecticut. Specifically, the flood protection system for Beaver Brook wastewater treatment plant, and the dune ridges for Wildemere Beach and Walnut Beach are within the priority planning areas located in Milford.

Stratford - The Stratford Coastal Resilience Plan was developed using CDBG-DR funds similar to the plans for Branford, Madison, Milford, and West Haven; however, the plan Stratford focuses more on the timing, pathways, and characteristics of coastal flooding. In Stratford, the primary sources of coastal flooding are the Housatonic River and Long Island Sound. The plan describes, and

conceptually lays out, a variety of flood protection system segments such as walls, earthen berms, and elevated roads to protect residential and non-residential areas along with critical facilities such as the water pollution control facility. The plan conceptualizes a series of these interventions along the Housatonic River that would address flooding from that source. Interventions along Long Island Sound were also discussed, focusing on areas north of the tidal marsh.

West Haven – The West Haven Coastal Resilience Plan describes capabilities, vulnerabilities, risks, and options for the city to become more resilient to coastal hazards. Actions generally range from regulations and policy to specific engineered projects. This plan sets important direction for the city in addressing coastal hazards, and directly supported several shoreline protection and restoration projects executed in the last few years. Of the concept designs and neighborhood focus plans developed for the Plan, two directly fit into the regional resilience lens for Resilient Connecticut. Specifically, the resilient wastewater treatment plant outfall, the Cove River tide gates, and the West Haven Beach dune ridge are within or near state priority planning areas located in West Haven.

Greenwich Coastal Vulnerability Assessment - Using a nominal NOAA grant in 2012-2013, the Town of Greenwich conducted a vulnerability assessment of coastal residential and non-residential properties using FEMA Elevation Certificates (ECs). This novel approach was unique in its focus (limited to coastal properties with ECs) and approach. For the vulnerability assessment, the elevations of the lowest floor and next-lowest floor (commonly the basement and the first floor) were compared to the base flood elevation in a GIS. The GIS was used to divide properties into categories of lowest risk (both floors above the BFE), moderate risk (lowest floor below the BFE), and extreme risk (both floors below the BFE). The third category represented structures where occupancy during significant flood events would be impossible, and therefore evacuation would be paramount. This coastal vulnerability assessment is a good example of conducting an assessment using limited data of one type to draw important conclusions. This approach could be modified to use in other communities.

Ash Creek/Riverside Drive Resilience Plan and Concept Designs – This plan and the accompanying concept plans demonstrate various configurations of flood protection that can be developed to reduce flood pathways from Ash Creek, which encompasses the estuary of Rooster River.

Fairfield Flood Mitigation Plan – This report and the accompanying concept plans demonstrate various configurations of flood protection that can be developed to reduce flooding to the broad coastal floodplain that includes thousands of residential properties and several key critical facilities like the wastewater treatment plant. Because the flood protection system configurations in the plan are geared toward reducing the number of flood pathways to the broad coastal floodplain of Fairfield, several areas of focus for

Resilient Connecticut would directly or indirectly benefit. These include the affordable housing off Reef Road, the area immediately south of downtown Fairfield, and connections to the Fairfield Metro TOD area.

Stamford Resilience Opportunity Assessment – The City of Stamford conducted a vulnerability assessment to review critical facility climate change vulnerability. This pilot project evaluated vulnerability at Stamford Government Center and Stamford High School. Using a prescribed assessment methodology, the City identified hazards, developed hazard scenarios, and identified priority measures .

1.6 State Water Plan

Statewide resilience efforts have become increasingly more robust with several efforts surrounding drinking water supply resilience. The State Water Plan is a foundational component to developing more resilient drinking water resources and infrastructure in the state.

1.6.1 Background

Public Act 14-163 instructed the Connecticut Water Planning Council (WPC) to develop a State Water Plan for the management of the water resources of the state. The statute required that the plan balance the needs of public water supply, economic development, recreation, and ecological health. The statute also required that the WPC seek stakeholder input, which will be solicited at meetings and workshops that are an integral part of developing the State Water Plan. The Connecticut State Water Plan was developed from 2016 through 2018 under the direction of the WPC and stakeholders.

1.6.2 Climate Change Analysis

The Connecticut State Water Plan included a climate change analysis. Results of a "hybrid delta ensemble" (HDe) analysis were presented in the plan. Four scenarios were the focus of the analysis: "warm/dry," "warm/wet," "hot/dry," and "hot/wet." Summary output included: a.) monthly time series plots of average temperature and total precipitation, b.) mean monthly temperature and precipitation bar charts, and c.) monthly temperature and precipitation percentile plots. The first summarizes the raw output and illustrates month-to-month variability, the second provided insight into the seasonality of the projected changes, and the third showed the full range of projected changes including extreme months. Differences across sets of ensemble plots highlighted the variability and uncertainty associated with the climate model projections and potential differences associated with greenhouse gas emissions pathways. For example, the “hot/dry” ensemble projects a mean monthly temperature change of 4.5 $^{\circ}$C and a mean monthly

precipitation change of 10 mm/month while the "warm/wet" ensemble projects a temperature change of 2.6 °C and a precipitation change of 17 mm/month.

The State Water Plan notes that there is consensus in the climate models for a hotter and wetter future. All modeled ensembles project an increase in temperature for all calendar months. Projected temperature changes appear relatively consistent across calendar months and percentile levels for each of the ensemble scenarios. In other words, both summer and winter temperatures are projected to increase by similar amounts, and a similar shift is observed for both extreme cold and extreme hot months. Precipitation projections are more variable although consistently projecting a generally wetter future for all four scenarios. The largest precipitation increases are projected for the wetter months (higher percentiles), including extreme wet months. The seasonality plots in the plan show that winter and spring precipitation changes are projected to be larger than summer and autumn changes. Drier months are generally projected to remain about the same in terms of both frequency and rainfall level. Small decreases in extreme dry month precipitation were projected for the "hot/dry" scenario.

1.6.3 Basin Analysis and Potential Use for Resilience Planning and Conceptualization

The State Water Plan included a technical analysis to identify drainage basins that have relatively higher instream and out-of-stream needs as compared to available water (i.e., "high risk" and "tipping point" basins). Theoretically, this technical analysis could be used to help identify high climate vulnerability areas. Presumably, the high risk and tipping point basins may possess a lower level of resilience associated with existing water resources such as streams and rivers because the uses are greater; and because water users may have a higher dependency on water or lower capacity to use less water abruptly during droughts. The high risk and tipping point basins may also have lower capacity to infiltrate and store water due to higher development or imperviousness. Overall, the high risk and tipping point basins could be used to:

- Identify adaptation and resilience opportunity areas,
- Prioritize adaptation and resilience opportunity areas, and/or
- Identify adaptation and resilience projects in selected opportunity areas (i.e., design of buildings and landscaping to use less water because of the location in a basin of risk).

1.6.4 Summary of Recommendations

The State Water Plan includes numerous recommended actions divided into priority recommendations and "pathways forward" for those recommendations that did not advance to priority level through the stakeholder engagement. Some of the individual actions in the context of climate resilience include:

- Identify risks of climate change as they relate to integrated water quality and quantity management
- The Climate Change Preparedness Plan includes numerous strategies and recommendations related to water which should be considered in the State Water Plan [this action is being superseded by the work of the GC3, which has superseded the Climate Change Preparedness Plan]
- Study climate change further and with more specificity
- Continue to discuss climate change, specifically inland flooding potential (not covered by coastal studies), and impacts on future drought risks

More importantly, many of the recommendations of the State Water Plan are directly aligned with resilience. Examples of the categories of the recommendations aligned with resilience are:

- Water data needs and water use tracking
- Land protection
- Water quality and quantity management
- Water conservation
- Regionalization and water-sharing through solutions such as interconnections
- Using Class B water for non-potable uses
- Addressing ageing infrastructure
- Drought planning
- Private well identification, protection, and tracking
- Green infrastructure and low impact development

Overall, the recommendations of the State Water Plan do not immediately and directly contribute to a resilience roadmap for the State of Connecticut. However, implementation of the State Water Plan will help make water resources more resilient. Over time, the agencies of the WPC that manage water (Connecticut Department of Energy and Environmental Protection, Department of Public Health, Office of Policy and Management, Public Utilities Regulatory Authority) should work with CIRCA and the GC3 to coordinate efforts related to resiliency.

1.6.5 Water Utility Coordinating Committee

The Connecticut Department of Public Health completed the Water Utility Coordinating Committee (WUCC) process in 2018 and prepared three coordinated water system plans (Western Connecticut, Central Connecticut, and Eastern Connecticut) along with a

Statewide Coordinated Water System Plan. At its core, the WUCC planning process identified future public water supply needs in Connecticut and the utilities best suited to meet those needs.

While the WUCCs were not charged with directly addressing climate change in the original enabling legislation and subsequent regulations, the timeframe of the planning process (2016-2018) allowed direct coordination with other climate change and resilience discussions occurring at the same time, such as the State Water Plan. All of the primary ten recommendations are aligned with resilience, as progress with each of them will make the State's drinking water more resilient:

1. Regionalization and Interconnections - Ensure redundant and environmentally responsible supplies.
2. Water Conservation and Water Efficiency - Reduce future demands and unnecessary water use.
3. Reduction in Clustering of Small Water Systems - Encourage system consolidations and ensure responsible planning to prevent proliferation of adjacent (but independent) small systems.
4. Assistance to Small Public Water Systems - Ensure proper technical, managerial, and financial capacity of small public water systems.
5. Investment in Infrastructure - Replace aging infrastructure, including century-old pipes.
6. Funding - Provide grants and loans for planning, projects, and small systems in line with the above needs.
7. Drought Management and Resilience - Increase awareness of drought impacts and standardize responses to the extent practicable.
8. Resiliency to Storms and Climate Change - Reduce recovery time and adapt to future conditions.
9. Protection of Watersheds and Supplies - Continue to ensure adequate water supplies with high water quality.
10. Planning for Water Demand & Drinking Water Quality Risks - Ensure that public water systems continue to maintain supply to meet projected demands and maintain the highest quality drinking water

The WUCCs also developed system-specific recommendations. The specific recommendations of the coordinated water system plans for Fairfield County and New Haven County are found within the Western Connecticut Coordinated Water System Plan and the Central Connecticut Coordinated Water System Plan. The actions aligned with resiliency are:

- Consolidations or interconnections of small CWSs near larger utilities:
    - Brookfield – Develop interconnections with neighboring Aquarion systems or develop new sources of supply
    - Bethel, Newtown – Develop interconnections between Aquarion Chimney Heights and Newtown systems with Aquarion Main system

- New Fairfield – Interconnect the municipal system with Aquarion satellites
- Extension of CWC – Guilford System east to address shoreline system consolidations in Old Lyme

- Development of regional interconnections (dual directional)
  - Waterbury to CWC Thomaston
  - CWC Naugatuck to Aquarion systems in Beacon Falls and/or Oxford
  - Aquarion Newtown to Heritage Village
  - Aquarion Main System to Aquarion Beacon Falls
  - Aquarion Main System to SCCRWA
  - Aquarion Ridgefield System to Danbury
  - Berlin Water Control Commission to Meriden Water Division (emergency)
  - Wallingford Water Division and Meriden Water Division (emergency)

- Development of interconnections or other projects to address supply needs
  - Bethel – continue development of groundwater sources for Bethel Water Department and develop interconnections with nearby systems
  - Bethel – Interconnect Aquarion Chimney Heights with Aquarion Brookfield
  - Shelton – Reactivate Housatonic River Wellfield and increase southwestern regional pipeline permit

The WUCC's recommendations are perhaps more directly aligned with a resilience roadmap for the state when compared to the State Water Plan, as they are directly related to provision of public water supplies to support communities and infrastructure.

1.6.6 Drinking Water Vulnerability and Resilience Plan

The Connecticut Department of Public Health retained the services of CIRCA and its consultant to develop a Drinking Water Vulnerability Assessment and Resilience Plan (DWVARP) from 2017 through 2018. The DWVARP was developed using appropriations from Superstorm Sandy to the Connecticut Department of Housing through the Community Development Block Grant Disaster Recovery (CDBG-DR) program. As such, the DWVARP was able to take a more direct approach to resiliency than the WUCC process and the State Water Plan process described above. The DWVARP was able to directly focus State Water Plan and WUCC recommendations through a climate change and resiliency lens.

The DWVARP included a climate change analysis. The analysis was completed by UConn and was similar in some ways to the analysis completed by the Water Planning Council's consultants for the State Water Plan. However, the DWVARP's climate change projections were focused on recommendations to improve infrastructure and source resiliency:

Changes to Flood Risk: The daily maximum precipitation (DMP) for all modeled return periods (5, 10, 20, 50, 100 years) is projected to increase, with a larger increase of extreme precipitation for longer return periods. Five of the six models project a DMP relative increase for most of Connecticut for all five return periods. Some portions of the state are projected to experience a doubling in the DMP for a 20-year return event and tripling for a 100-year return event. In the past climate, roughly 15 percent of total precipitation was accounted for by heavy rain events. It is projected that future climate could experience an additional 2 to 10 percent of precipitation attributed to heavy rain events.

Changes to Drought Risk: While projections anticipate an increase in total precipitation, much of the increase can be accounted for by winter precipitation rather than summer. Also, with temperatures projected to rise, so does the potential evapotranspiration (PET). The projected PET exceeded the projected precipitation increase, primarily accounted for during warm seasons. The seasonal trends display a clear contrast with slight increases of water budget during winter and a drastic decrease during summer. Overall, the models project a decrease in average summer potential water availability, resulting in an increase in extreme summer droughts. The models do however differ regarding the severity of longer duration future droughts, leaving a high degree of uncertainty regarding long-term droughts.

Source Water Protection: An increase in precipitation may potentially increase flooding events and associated risks to public water system wells while an increase in stormwater runoff and in seasonal droughts poses a risk to surface water sources. There is also potential for a longer algal bloom season (starting earlier and ending later) and for more harmful algal blooms with the rise in temperatures as warmer temperatures favor blue-green algae that may produce toxins as well as compounds that impact taste and odor. Stringent source water protection measures will help maintain resiliency of some sources while new and innovative source water protection methods or plant treatment process changes will achieve resiliency even as climate changes.

The primary Statewide recommendations of the DWVARP were grouped into resilience "themes," and the DWVARP notes that progress within each of the themes will make the State's drinking water more resilient:

1. Lessons Learned from Past Events - Recent severe storms and droughts have provided important lessons regarding risks and resiliency, leading to key conclusions.
2. Flood Risk to Community Water System Infrastructure & Critical Facilities - CWS infrastructure and sources are currently located within zones of flood risk. Risks can be addressed to make these assets more resilient.
3. Water Quality and Quantity Vulnerabilities - A review of water quality and quantity metrics points to potential trends that indicate vulnerabilities and existing risks to PWSs.
4. Climate Change Impacts - Climate change projections demonstrate that drought and flood risks will increase and suggest that source water quality will be threatened.
5. CWS Vulnerabilities and Emergency Preparedness - A review of current CWS vulnerability assessments and emergency response plans found opportunities for planning-level improvements.
6. Drought Planning and Resilience - Climate change projections and recent drought experiences together point to needed improvements for resilience.
7. Interconnections and Infrastructure Upgrades - Source and storage redundancies along with interconnections can increase resiliency even as risks are changing.
8. DPH Drinking Water Section Emergency Preparedness - Interviews with surrounding state agencies and Connecticut drinking water staff provided guidance for a new emergency response plan, which DPH can utilize during severe storm and drought events.
9. State and Local Laws Affecting Drinking Water - A review of current laws affecting drinking water analyzed the current state of regulations and suggests improvements.
10. Private Well Vulnerabilities - Sea level rise and riverine flood risks will affect private wells. Steps can be taken to make private water supplies more resilient.

The WUCCs developed numerous system-specific recommendations as the DWVARP was being developed. The specific recommendations of the coordinated water system plans for Fairfield County and New Haven County are found within the Western Connecticut Coordinated Water System Plan and the Central Connecticut Coordinated Water System Plan. These were listed above. The DWVARP supports all the interconnections and system consolidations recommended in the coordinated water system plans. However, the DWVARP includes a few additional specific recommendations in Fairfield County and New Haven County:

- Identify property acquisitions to eliminate private well damage from flooding (e.g., River Trail and Flood Bridge Road in Southbury)

- Extend public water systems to coastal areas that are at risk of coastal flooding, sea level rise, and saltwater intrusion (e.g., Indian Cove in Guilford)

The DWVARP recommendations are both applicable to the Resilient Connecticut study region, and perhaps most directly aligned with a resilience roadmap for the state when compared to the State Water Plan and the Coordinated Water System Plans, as it directly supports making public water supplies and private wells more resilient.

2 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:

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

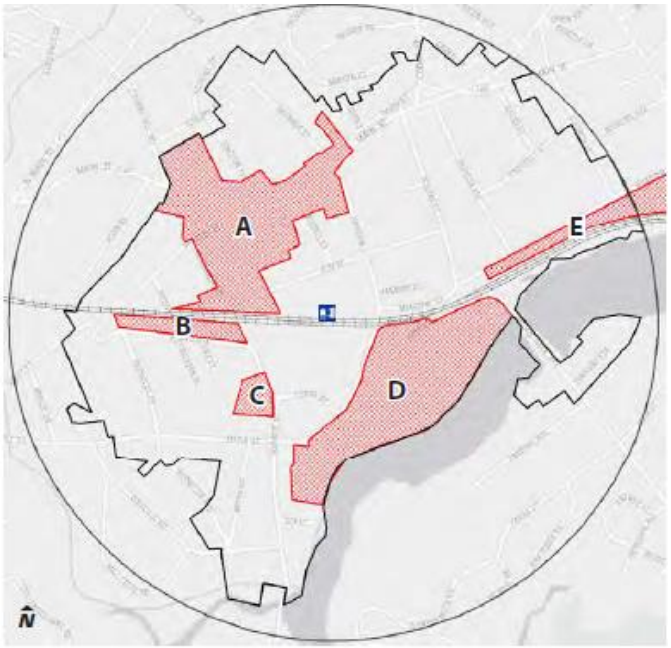
TOD Planning

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



TOD Opportunity Areas Identified in Branford (Transportation Oriented Development Opportunities for the South Central Region)

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

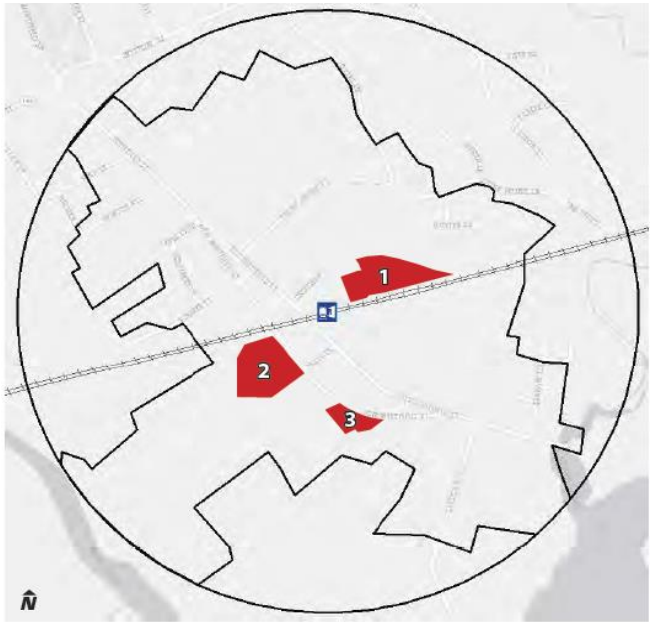
TOD plans for East Haven have not been developed. The *Move New Haven Transit Mobility Study* recommends that local CT-Transit bus service in the New Haven area be improved with higher frequencies/shorter headways, Transit Signal Priority at key traffic signals, and so on. The study also recommends that 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.



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

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 walkshed is within the Whitfield Historic District (local and state registered), and the entire TOD area is within a national register historic district.

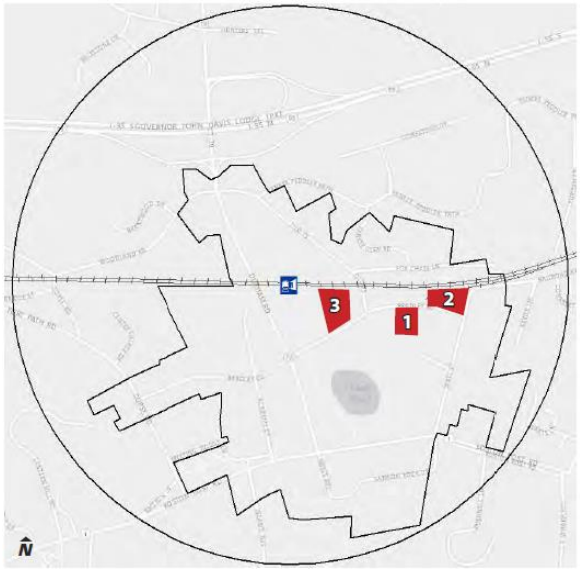
The Town is interested in promoting higher-density residential development (such as townhouses and apartment complexes) and industrial development within the TOD zone. Primary barriers include:

- The large amount of single-family homeland 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.

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



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

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.

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 are 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

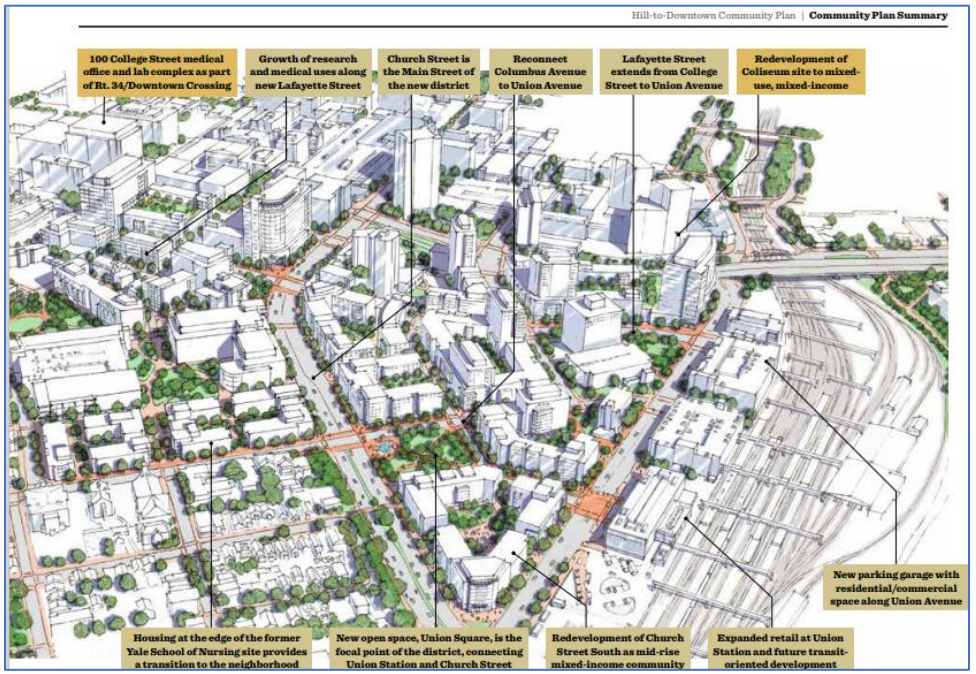
Planned Development Areas

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.



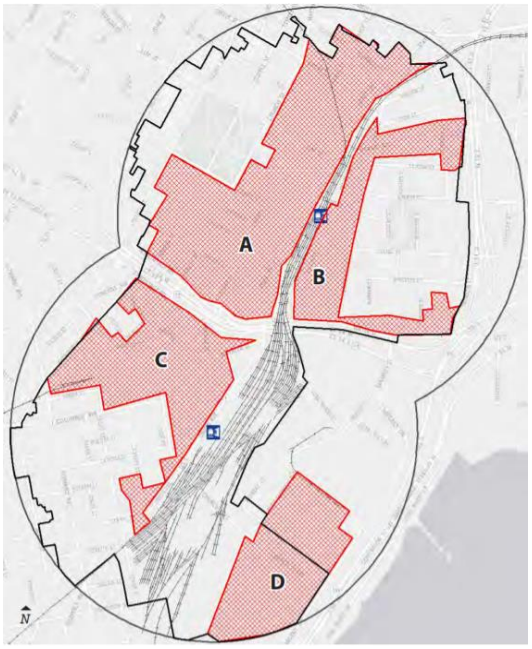
There are several planning efforts that have been previously completed and other projects slated for the near future within both station areas. The *Hill to Downtown Community Plan* sought to identify ways to connect The Hill neighborhood to downtown, as well as providing increased connectivity to both 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 Central Region)

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 and36% 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

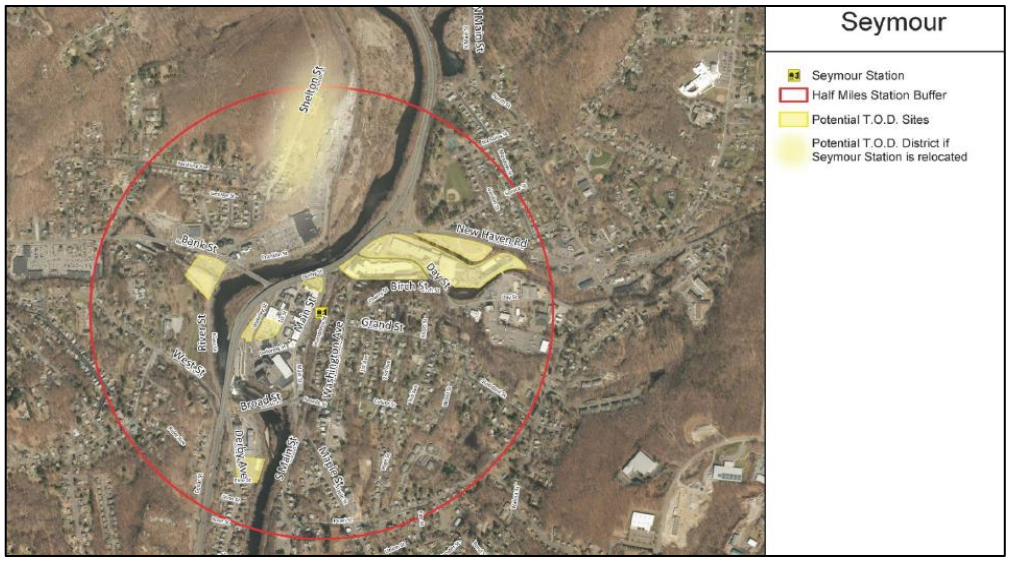
Planned Development Areas

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 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.

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

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.

3 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 Betel 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:

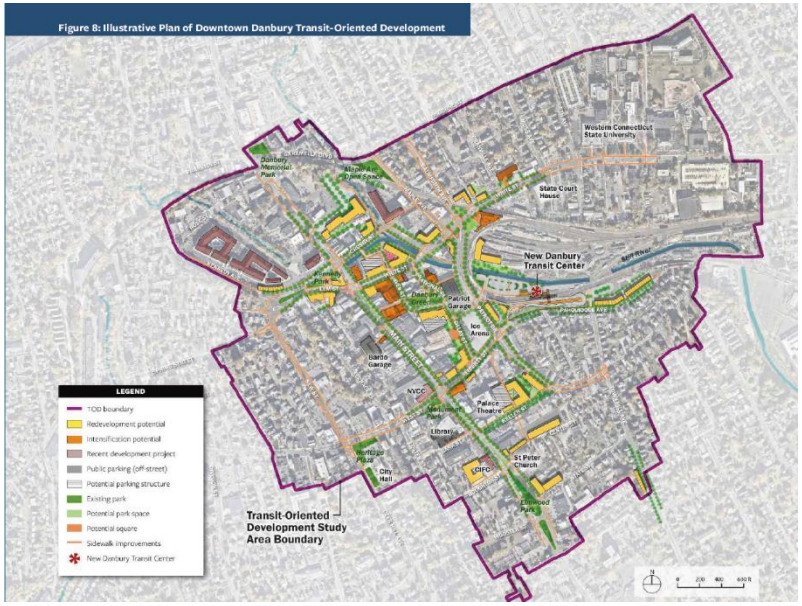
- An estimated demand for 1,200 units in the area over the next decade.
- A high concentration of mixed-use, compact development.
- Zoning Regulations that encourage high value uses and walkability.
- Reduced permit fees and expedited application processing for downtown redevelopment.
- The possibility 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.

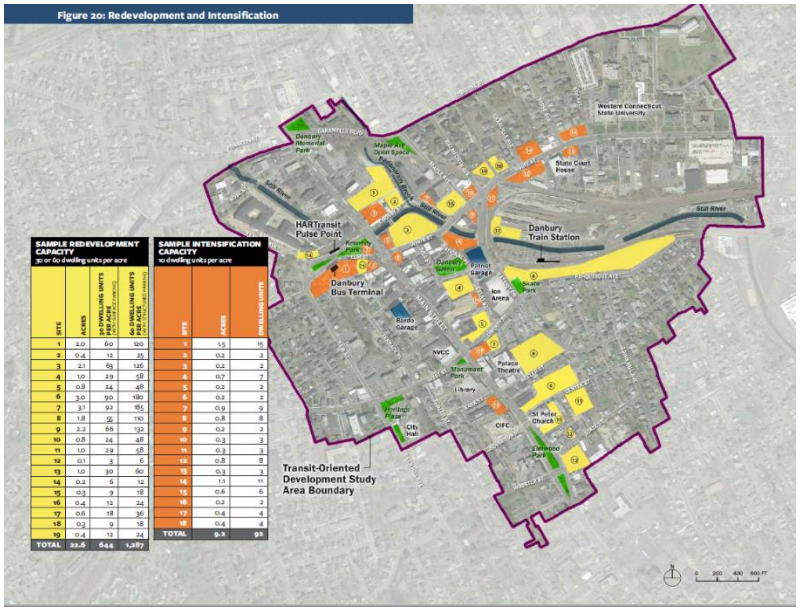
Recommended actions to further promote TOD development include:

- 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 heigh 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.

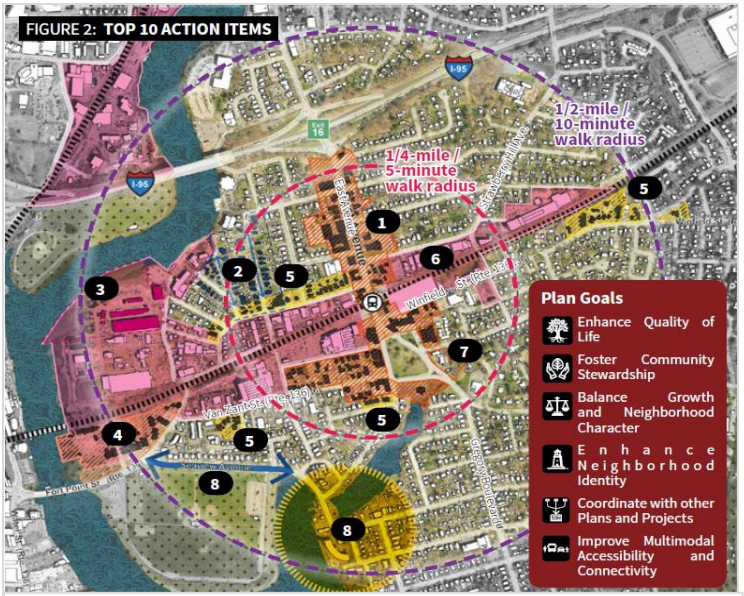
Challenges to development include:

- 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.



Top Ten Action Items in East Norwalk TOD
From East Norwalk Neighborhood TOD Plan, April 2020

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 in 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.

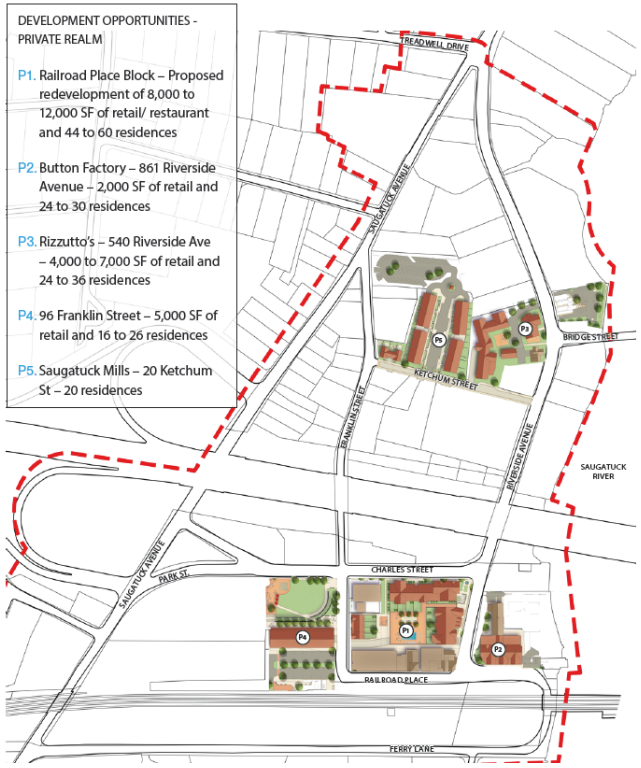
Westport

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.



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

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-model 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).

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),

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The 2009 report 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 present in the garage.