TOD IN THE CT CAPITOL REGION

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Rocky Mountain Land Use Institute, Denver, CO, March 2015
What is CRCOG and its Role in TOD?

- Capitol Region Council of Governments
- Supporting municipalities with TOD planning for 15 years
- First Bus Rapid Transit Line, CTfastrak to open March 28, 2015
- CTrail Hartford Line Commuter service to open in 2016
- Total of 14 transit stations in the region

The Capitol Region has...
- 38 towns including the City of Hartford
- 973,959 people
- Two transit corridors with $1.5 billion of investment in the next 10 years
New England’s Knowledge Corridor

- 1.56 Million Population
- 111 Municipalities
- 2,293 square miles
- 700,625 Employment
- 46,818 businesses
- Over 30 Colleges & Universities
Capitol Region Transit Corridors

- **CTrail Hartford Line Commuter Service**
- 13 Stations
- 12 municipalities including 8 suburban communities
- Connecting the City of New Haven, Hartford and Springfield, MA
- 25 daily train trips each in north and south directions
- Significantly faster connections to New York Region and NE Corridor
- Bus link to Bradley International Airport
Capitol Region Transit Corridors

360 State Street, New Haven, CT

Depot Crossing, Berlin, CT
Capitol Region Transit Corridors

- **CTfastrak** Bus Rapid Transit
- 11 Stations on a 9 mile fixed guideway
- Four municipalities including two suburban communities
- Connecting the City of Hartford and City of New Britain
- Large service network connecting multiple suburban employment centers to CTfastrak service
- 16,000 passenger trips each week day
Capitol Region Transit Corridors

A GREENER WAY TO GROCERIES.

Coming March 28th, 2015.
Station Area Planning – Early 2000s

- What is TOD?
- TOD Principles and Municipal Land Use
- Opportunities & Constraints at Stations
- Design and Development Concepts in the area of the stations
CTfastrak Station Development

- CTfastrak broke ground May 2012
- $112 Million in State funding
- $247 FTA New Starts funding
Regional Demographic Shift in Support of TOD

Figure 9: Distribution of National Demand for TOD by Age, 2030

Figure 13: Population by Year of Birth in Region and U.S., 2010

Figure 18: Net New Households in Region by Type, 1990-2010
From Guidelines to Regulatory Language
Model Zoning Regulations

☐ Assessment of the Capitol Region Sustainability Issues and Development Codes (Jan-Dec 2012)
  • Selection of 4 key sustainability issues
  • Audit of 12 local development codes
  • Selection of priority amendments

☐ Model Codes (July 2013)

☐ Final Recommendations Presentation (October 2013)
  ▪ Codes summary and visualization of sustainable development patterns

Three additional Codes in 2014
Model Zoning Regulations
## Model Zoning Regulations

### Town of Avon Zoning Regulations

<table>
<thead>
<tr>
<th>Category</th>
<th>Existing Regulations</th>
<th>Possible Revision</th>
<th>Examples/Best Practices</th>
</tr>
</thead>
<tbody>
<tr>
<td>Housing Diversity &amp; Affordability</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Remove Barriers</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>The current regulations</td>
<td>Remove barriers</td>
<td>Allow for multifamily and other attached housing options in residential areas.</td>
<td>Fayetteville, NC, allows two-to-four-family homes in the City's five residential zones as of right; provided they appear as a single-family home and comply with the single-family design standards.</td>
</tr>
<tr>
<td>The current ordinance</td>
<td>still mandates a mix of housing types.</td>
<td>Allow a range of housing types and densities as of right.</td>
<td>Portsmouth, VA, allows all forms of residential development (seven different types) by right in all high-density residential districts, all three mixed-use districts, and all three activity center districts by right.</td>
</tr>
<tr>
<td>The current regulations</td>
<td>do not address</td>
<td>Explore the reduction of minimum floor area / lot area requirements in target areas.</td>
<td>Los Angeles County, CA, allows reduced lot sizes and lot widths for developments located in designated transit-oriented districts.</td>
</tr>
<tr>
<td>The current regulations</td>
<td>address reduction</td>
<td>Allow small-lot residential development as of right.</td>
<td>San Diego, CA, allows residential lot sizes to be reduced within the Transit Area Overlay zone districts.</td>
</tr>
<tr>
<td>of lot area requirements in</td>
<td>of lot area</td>
<td>Portsmouth, VA uses contextual dimensional requirements and setbacks on vacant lots of record that allow residential uses to be established even though the lot may not meet minimum zone district requirements.</td>
<td></td>
</tr>
<tr>
<td>Target Areas</td>
<td>requirements</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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*Model Zoning Regulations*

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*Town of Avon Zoning Regulations*

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*Housing Diversity & Affordability*

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*Remove Barriers*

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*The current regulations do not address multifamily housing in areas currently zoned for single-family dwellings.*

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*Allow more opportunities to develop multifamily and other attached housing options in residential districts without the need for rezoning.*

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*Fayetteville, NC, allows two-to-four-family homes in four of its five residential zones as of right, provided they appear as a single-family home and comply with the single-family design standards.*

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*Portsmouth, VA, allows all forms of residential development (seven different types) by right in all high-density residential districts, all three mixed-used districts, and all three activity center districts by right.*

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*Erie, CO, requires developments larger than 20 acres to incorporate a minimum of two housing types and developments larger than 40 acres to incorporate a minimum of three housing types.*

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*St. Louis, RI, requires a mix of unit types in the Town, Village, and Countryside development option.*

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*Portsmouth, VA, allows all forms of residential development (seven different types) by right in all high-density residential districts, all three mixed-used districts, and all three activity center districts by right.*

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*Moore, NC, allows duplex dwellings in four of the five residential districts as of right (provided the structure follows a detached dwelling building form). Multifamily dwellings are allowed in four of the six residential districts provided they appear similar to large single-family homes.*
Solar, Geothermal & Small Wind Energy
Solar Access Protection
Energy Efficient Lighting
Green Roofs
Community Gardens
Inclusionary Affordable Housing
Accessory Dwelling Units
Live/Work Units
Infill Development & Off Street Parking
Transit Oriented Development Districts
Mixed-Use Transit-Oriented Development Districts

- Encourages a dynamic live/work/play environment - economic driver for the community;
- Includes a well-integrated mix of uses within walking distance of each other and the transit station;
- Provides Complete Streets;
- Human-scale environment compatible with other development in the district;
- Includes distinctive, attractive, and engaging public spaces - placemaking;
- Provides a range of housing options;
- Provides sufficient parking, but not excessive or extensive;
- Incorporates building reuse and infill;
- Connects to, complements, and is compatible with surrounding neighborhoods;
Use Standards, Intensity and Dimensional Standards and Development and Design Standards for Urban, Suburban, Rural and Transitional TOD Districts

### Table 1.5: Intensity and Dimensional Standards

<table>
<thead>
<tr>
<th></th>
<th>TOD-Core Subdistrict</th>
<th>TOD-Ring Subdistrict</th>
</tr>
</thead>
<tbody>
<tr>
<td>Block and Lot Standards</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Block length (min</td>
<td>max)</td>
<td>200 ft</td>
</tr>
<tr>
<td>Lot area (min)</td>
<td>1,500 sf</td>
<td>1,500 sf</td>
</tr>
<tr>
<td>Lot width (min)</td>
<td>20 ft</td>
<td>20 ft</td>
</tr>
<tr>
<td>Intensity</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Residential density (min</td>
<td>max)</td>
<td>5du/ac</td>
</tr>
<tr>
<td>Floor area ratio (min</td>
<td>max)</td>
<td>0.5</td>
</tr>
<tr>
<td>Lot coverage (min</td>
<td>max)</td>
<td>n/a</td>
</tr>
<tr>
<td>Open space (min, as % of lot area)</td>
<td>5%</td>
<td>5%</td>
</tr>
<tr>
<td>Building Placement</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Build-to line (min</td>
<td>max)</td>
<td>0 ft</td>
</tr>
<tr>
<td>Building width in build-to zone (min, as % of lot width)</td>
<td>60%^8</td>
<td>80%^8</td>
</tr>
<tr>
<td>Front setback (min)</td>
<td>0 ft</td>
<td>0 ft</td>
</tr>
<tr>
<td>Side setback (min)</td>
<td>0 ft</td>
<td>0 ft</td>
</tr>
</tbody>
</table>
Mixed-Use Transit Oriented Development Districts

Reduced Minimum Vehicle Parking Space Standards
The minimum number of off-street vehicle parking spaces required after the associated transit station has been constructed and is providing transit service (“After Transit”) shall be a percentage of the minimum requirements for development in the TOD-Core Subdistrict, etc.

Parking Structures
Create pedestrian activity at the street level.

Bicycle Parking
Accommodate parking spaces for at least two additional bicycles for each ten vehicle parking spaces over 20 parking spaces in the TOD-Core Subdistrict.
Model Zoning Regulations Visualized
Making it Happen – TOD Market Analysis

- Categorizes development potential of station areas on CTfastrak and Hartford Line
- Provides recommendations for development tools each station type might utilize
- Recommends engaging anchor institutions on development opportunities on the corridors
Engaging the Public on TOD

- Third phase of Metroquest survey tool
- Skc.metroquest.com
- Surveys the public on their preferences for station area features
- Explains the differences in major, small urban and suburban stations
- Visual Preference Survey of Station areas
Joint Municipal Planning Commissions

- Flatbush Station area – CTfastrak
- Station area straddles Municipal Boundary
- Multiple owners and uses
- City of Hartford and Town of West Hartford officials looking at ways to plan jointly

Densities Suggested in CRCOG Model Regulations: Mixed-Use TOD Districts

<table>
<thead>
<tr>
<th></th>
<th>TOD-Core (¼ mile)</th>
<th>TOD-Ring (½ mile)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential Density</td>
<td>15/35 units/acre</td>
<td>7.5/17 units/acre</td>
</tr>
<tr>
<td>Floor Area Ratio</td>
<td>0.75/4.0</td>
<td>0.5/2.5</td>
</tr>
<tr>
<td>Height (min/max)</td>
<td>2/6 stories</td>
<td>1/4 stories</td>
</tr>
</tbody>
</table>

*Intensity bonus for density, FAR and/or height could be given for developments that incorporate features important to TOD District character such as affordable or workforce housing units, additional public amenities, LEED certification, and vertically mixed development with residential above ground floor retail, office or service.
Corridors of Opportunity – Funding Application Submitted

- Transitional Station Area Action Plans (TSAAP)
- Building off of infrastructure, market, and housing assessments
- Bridge the gap between current conditions and future needs
Corridor Advisory Committee

- Launched in 2013
- Chief elected officials, other interested parties of the cities and towns on the Hartford rail line and the CTfastrak
- Forum to share information and tools
- Initiated by CRCOG, SCRCOG, CERC and CTMSC
- Subcommittee for CTfastrak line also meets regularly
Questions?

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