



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?

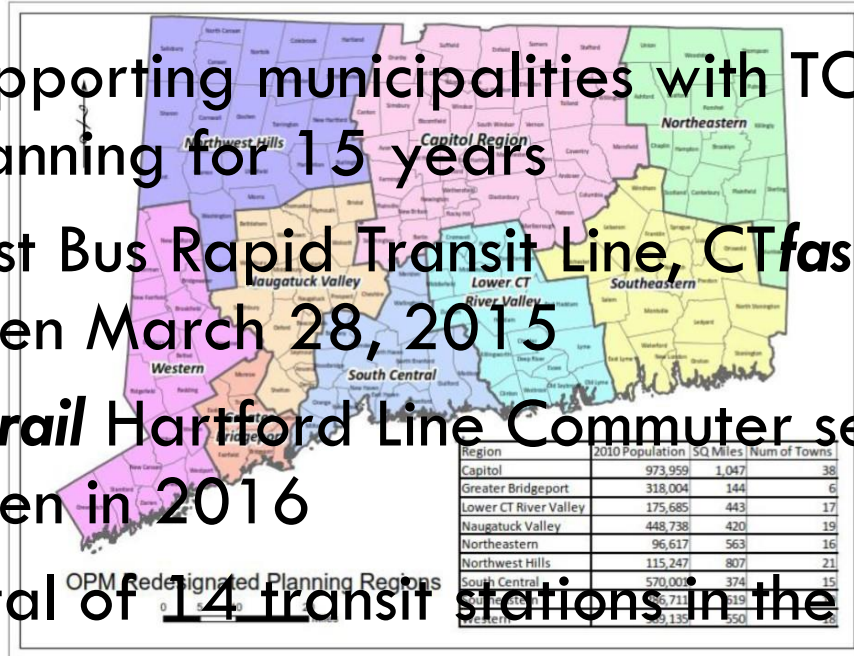
The Capitol Region has...

38 towns including the City of Hartford

973,959 people

Two transit corridors with \$1.5 billion of investment in the next 10 years

- ❑ 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



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

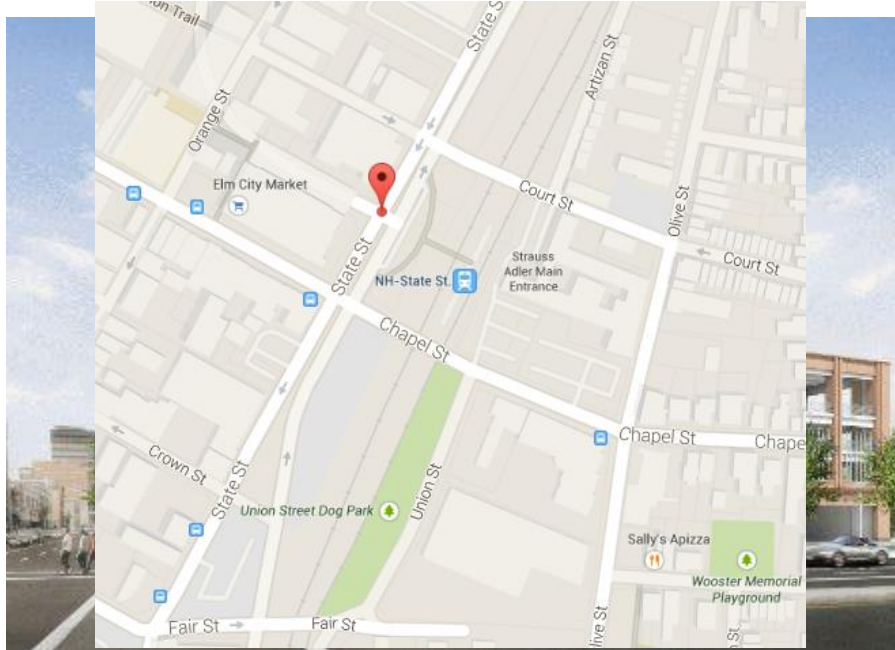


Capitol Region Transit Corridors

- ❑ CT**rail** 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



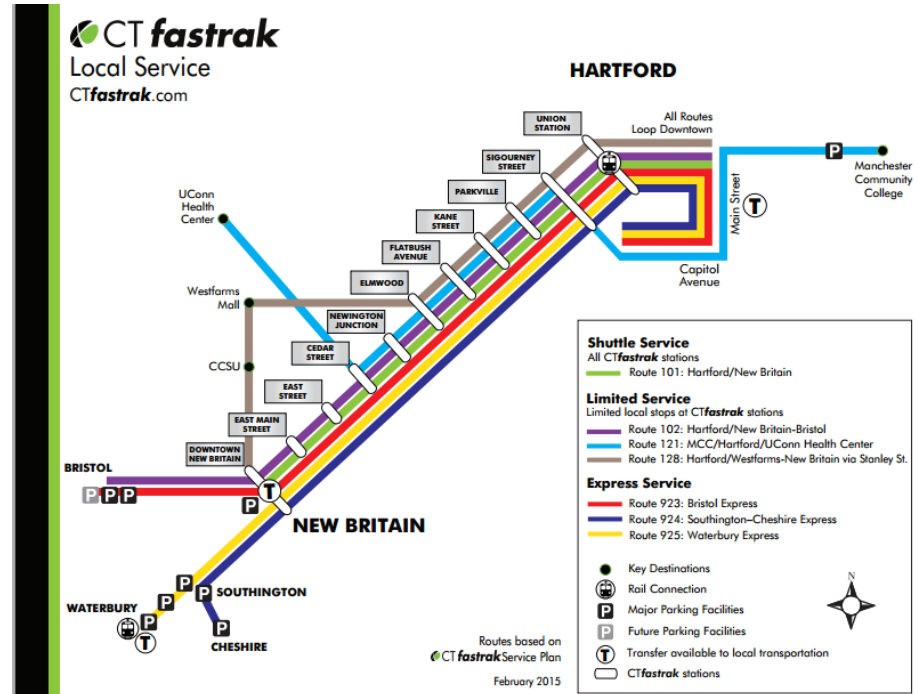
360 State Street, New Haven, CT



Depot Crossing, Berlin, CT

Capitol Region Transit Corridors

- ❑ CT**fastrak** 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 CT**fastrak** service
- ❑ 16,000 passenger trips each week day

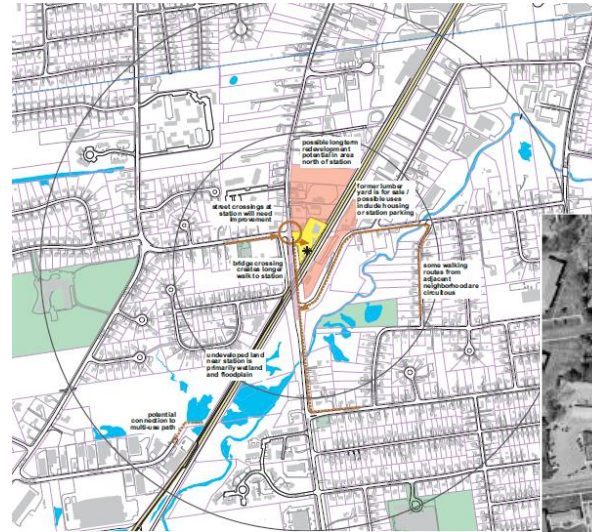


Capitol Region Transit Corridors



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



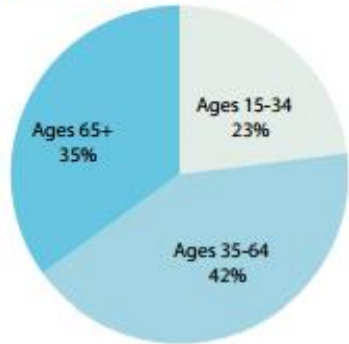
CT*fastrak* Station Development

- ❑ CT*fastrak* 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



SOURCE: Center for Transit-Oriented Development, 2006

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

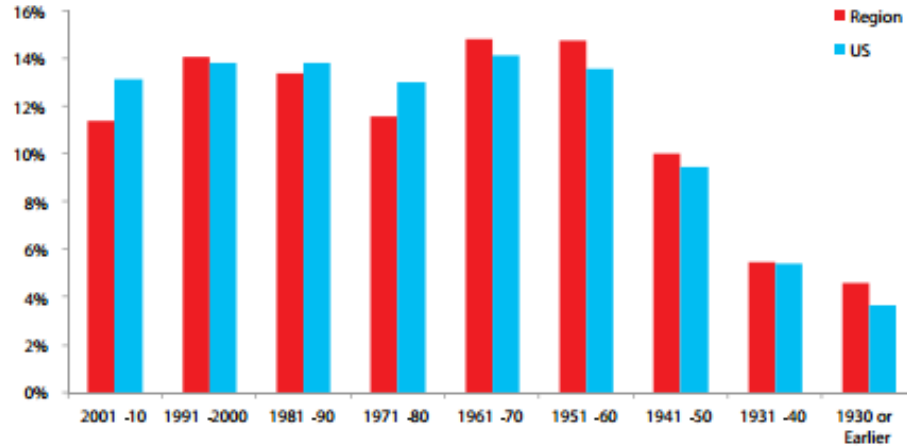
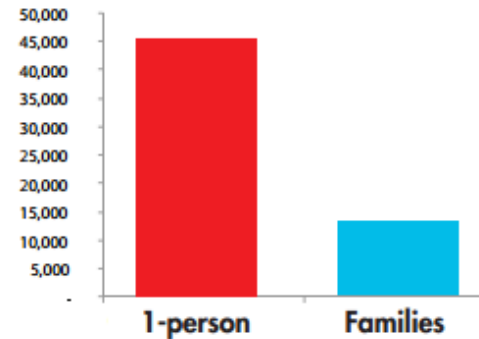
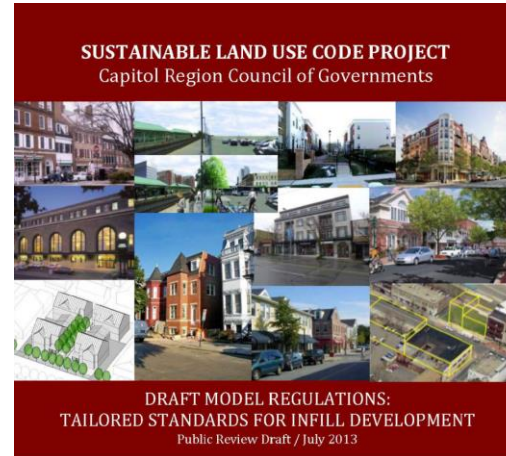
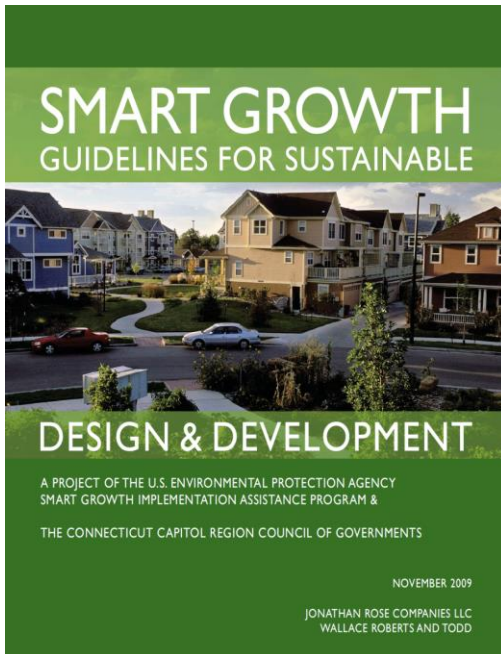


Figure 18: Net New Households in Region by Type, 1990-2010



From Guidelines to Regulatory Language



CLARION

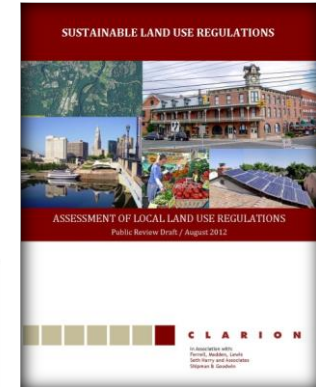
In Association with:
Shipman & Goodwin
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Model Zoning Regulations

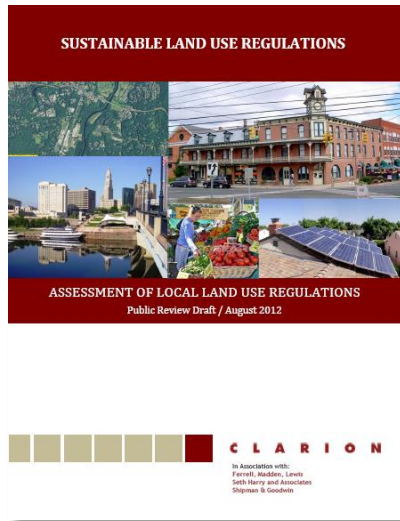
- Assessment of the Capitol Region Sustainability Issues and Development Codes (Jan-Dec 2012)
 - Selection of 4 key sustainability issues
 - Audit of 12 local development codes
 - Selection of priority amendments
- Model Codes (July 2013)
- Final Recommendations Presentation (October 2013)
 - ▣ Codes summary and visualization of sustainable development patterns

Three additional Codes in 2014

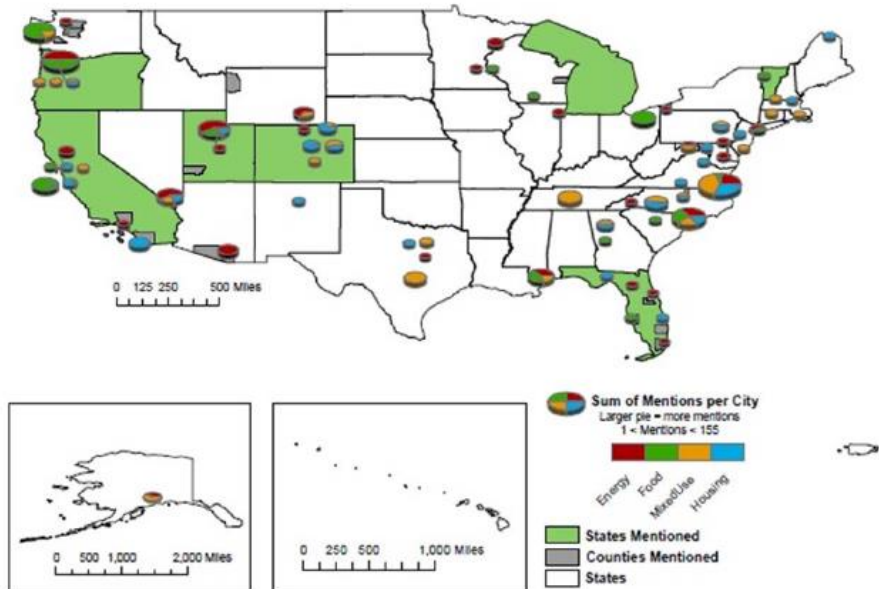


Model Zoning Regulations

CODES REVIEW AND ASSESSMENT



Best Practices: Sustainable Land Use Regulations



Model Zoning Regulations

TOWN OF AVON ZONING REGULATIONS		
EXISTING REGULATIONS	POSSIBLE REVISION	EXAMPLES/BEST PRACTICES

Housing Diversity & Affordability		
Remove Barriers		
The current regulations do not address multifamily housing in areas currently zoned for single-family dwellings.	Allow more opportunities to develop multifamily and other attached housing options in residential districts without the need for a rezoning.	<p>Fayetteville, NC, allows two-to-four-family homes in four of its five residential zone districts as of right, provided they appear as a single-family home and comply with the single-family design standards.</p> <p>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.</p>
The current ordinance allows, but does not mandate, a mix of housing unit types.	Allow a range of housing types and densities as of right.	<p>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.</p> <p>St. Lucie, FL requires a mix of unit types in the Town, Village, and Countryside development option.</p> <p>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.</p> <p>Mooresville, NC, allows duplex dwellings in four of its 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.</p>
The current regulations do not address reduction of lot area requirements in target areas.	Explore the reduction of minimum floor area / lot area requirements in target areas.	Los Angeles County, CA, allows reduced lot sizes and lot widths for developments located within designated transit-oriented districts.
The current regulations do not address small-lot residential development.	Allow small-lot residential development as of right.	<p>San Diego, CA, allows residential lot sizes to be reduced within the Transit Area Overlay zone district.</p> <p>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.</p>

Model Zoning Regulations

- ❑ 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;

Mixed-Use Transit Oriented Development Districts

- Use Standards, Intensity and Dimensional Standards and Development and Design Standards for Urban, Suburban, Rural and **Transitional TOD Districts**

1.5.1. TABLE OF INTENSITY AND DIMENSIONAL STANDARDS

Table 1.5: Intensity and Dimensional Standards				
	TOD-Core Subdistrict		TOD-Ring Subdistrict	
	Before Transit ¹	After Transit ¹	Before Transit ¹	After Transit ¹
Block and Lot Standards				
Block length (min max)	200 ft 400 ft	200 ft 400 ft	400 ft 800 ft	400 ft 800 ft
Lot area (min)	1,500 sf	1,500 sf	3,000 sf ²	3,000 sf ²
Lot width (min)	20 ft	20 ft	30 ft ³	30 ft
Intensity				
Residential density (min max) ⁴	5du/ac 15du/ac	15du/ac 35 du/ac	4du/ac 10du/ac	7.5du/ac 17du/ac
Floor area ratio (min max) ⁵	0.5 2.5	0.75 4.0	n/a 1.5	0.5 2.5
Lot coverage (min max)	n/a 65%	60% 100%	n/a 85%	n/a 85%
Open space (min, as % of lot area) ⁶	5%	5%	15%	15%
Building Placement				
Build-to line (min max) ⁷	0 ft 12ft	0 ft 12 ft	0 ft 20 ft	0 ft 20 ft
Building width in build-to zone (min, as % of lot width)	60% ⁸	80% ⁸	70% ⁸	70% ⁸
Front setback (min) ⁹	0 ft	0 ft	0 ft	0 ft
Side setback (min)	0 ft	0 ft	0 ft ¹⁰	0 ft ¹⁰

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

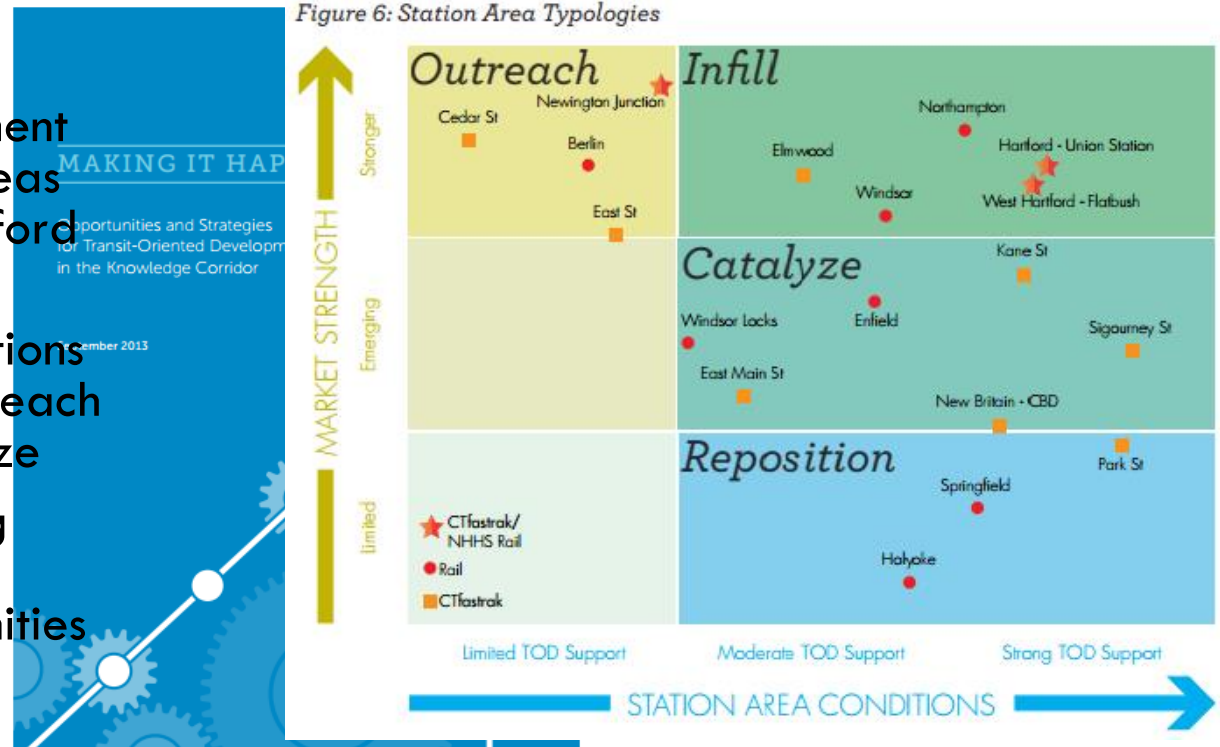
Accommodate parking spaces for at least two additional bicycles for each ten vehicle parking spaces over 20 parking spaces in the TOD-Core Subdistrict

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

Knowledge Corridor - MetroQuest

Progress: ? Compare Yourself

Station Types

Show Introduction

WELCOME 2 PRIORITIES STATION TYPES CHARACTERISTICS 4 GET INVOLVED 5


Major Stations Small Urban Stations Suburban Stations CTfastrak

The Suburban Stations of the Knowledge Corridor are situated in the suburban towns surrounding Springfield, Hartford and New Britain. Many of the initial improvements to the areas surrounding these stations will likely be focused on enhancing the sidewalks and street to allow for bicyclists and pedestrians to access the stations more easily.

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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

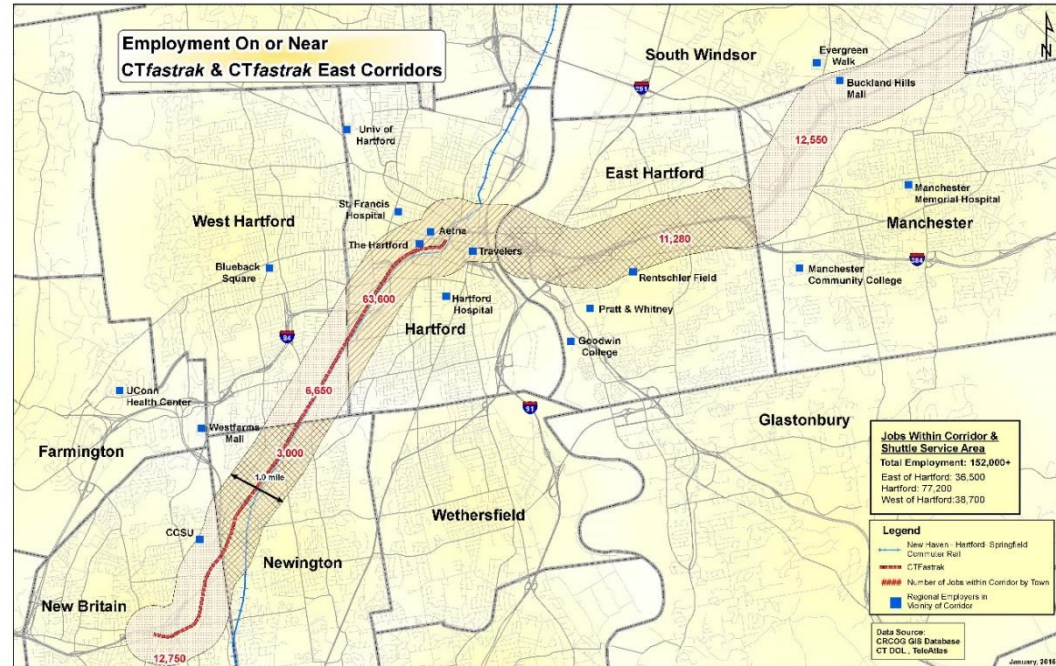
	TOD-Core (¼ mile)	TOD-Ring (½ mile)
Residential Density (min/max)	15/35 units/acre	7.5/17 units/acre
Floor Area Ratio	0.75/4.0	0.5/2.5
Height (min/max)	2/6 stories	1/4 stories

**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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