

# Appendix C: Implementation Resources



## Appendix C: Implementation Resources

The following offers sources of information for specific tools that can help the Route 7 implementation committees move ahead with putting the institutional and regulatory changes in place. The tools offered include sources for sample zoning language, examples of communities where the relevant policy or program change has been used, and suggestions for mechanisms to form mutually beneficial partnerships. The topic headings below correspond to the institutional and regulatory strategies outlined in the final chapter of the Route 7 Land use and Transportation Plan.

### Modified Zoning

The Route 7 plan recommends that a hybrid form of rezoning be implemented that would achieve a transect form of graduated intensity of development, yet be tailored to Connecticut's framework for zoning and local conditions. The zoning code would focus more on the form of development, its physical characteristics, the formation of development nodes, and less on the activities permitted in each zone. Resources useful for implementing this change include:

- Five Steps of Hybrid Coding (A. Strungys, AICP; Caminos Ltd. May, 2008)
  - Target the area to be subject to the code
  - Articulate and set development policy-purposes for the zone(s)
  - Describe the desired physical form in words and pictures and identify which elements of the existing zone parameters will remain
  - Establish/compose written language for elements of design that are required versus encouraged; balance and reconcile original zoning language which is retained with new design-focused elements
  - Define how the code will be administered- review and decision-making process
- Hybrid form-based code examples:
  - City of Hamden, Connecticut
  - Park Ridge, Illinois, B-4 Uptown Business District Zoning
  - Village of Riverside, Illinois

- Development node - mixed use district examples: There are a wealth of examples of zoning regulations with provisions intended to result in compact mixed-use neighborhood design as well as open space conservation for the rural areas outside the development nodes. A brief listing of examples from Connecticut and elsewhere include:
  - Wilton, CT – Wilton Center Design District
  - Burlington, CT – Central Business District Overlay Zone
  - Suffield, CT – village district overlay, purchase of development rights program, also agricultural/open space zone
  - Washington, CT – special business districts for each development cluster
  - Town of Richmond, Vermont – rural village zoning
  - Section 4.1 – Model Smart Land Development Regulations – Interim Planning Advisory Services Report – American Planning Association, March 2006

### **Design Guidelines**

The objective of the recommendation to adopt design guidelines for zoning in the Route 7 Corridor is to put more focus on the quality and character of development appropriate to each transect and the development nodes in particular. Design issues that should be addressed in the design guidelines include:

- Proportions and massing of buildings
- Setbacks from the street and adjacent buildings
- Public views of properties and maintenance of vistas
- Lighting and fencing
- Preservation of existing mature trees, stone walls, and distinctive rock outcroppings
- Natural buffers between the development nodes and suburban transects with preservation zones
- Landscaping standards
- Open space and public/community spaces standards

- Low-impact design standards (LID) for stormwater management (such as requirements for vegetated drainage swales) and minimizing paved/impervious surfaces
- Location and design of parking, loading, and trash receptacles
- Design and placement of new access roads and requiring connectivity among streets and among parcels
- Preferred roof lines, pitch and treatments
- Preferred façade design and materials
- Common exterior signage design themes
- Requirements for contributions of new development to pedestrian friendly streets, sidewalks, bicycle paths, and pedestrian amenities such as benches and shade/shelter; bicycle parking
- Encouragement for well-defined public spaces with seating, shade/shelter, water fountains, and outdoor art

Sources of more information and sample language in use today include:

- Simsbury, CT Design Guidelines
- Town of Enfield, Hazardville Design District, CT
- Cape Cod Village Design Guidelines - [www.capecodcommission.org/bylaws](http://www.capecodcommission.org/bylaws)
- Crossroads, Hamlet, Village, Town; Model Zoning Ordinance for Village Development- Randall Arendt, 2004
- Massachusetts – Smart Growth Toolkit - [www.mass.gov/envir/smart\\_growth\\_toolkit/bylaws](http://www.mass.gov/envir/smart_growth_toolkit/bylaws)

## Parking Strategies

The objective for adopting parking strategies is to manage parking supply such that it meets the demand for parking while not detracting from community character or creating spot locations of oversupply (or shortage) and excess area of paved, impervious surfaces. Strategies for development of a strategically sound parking supply include tools such as:

- Shared parking
- Parking maximums and flexible standards
- Public-private partnerships for parking
- Fee-in-lieu of parking programs
- Strategic location and pricing for on-street parking
- Parking garage design that incorporates retail frontage on the ground level and green space such as pocket parks along parking facades
- Requiring landscaping and low-impact-design for surface parking lots
- Locating off-street parking behind buildings which front on the street
- Ensuring pedestrian connectivity with parking including safe, accessible, sidewalks with pedestrian amenities such as lighting and benches

Sources of more information and sample language in use today include:

- Darien Parking Study – Fitzgerald & Halliday, Inc., 2006
- Model Regulations for Parking, Fitzgerald & Halliday, Inc., 2003
- Shared Parking Planning Guidelines – ITE, 1995
- City of Burlington, Vermont – parking program
- Montgomery County, Maryland – fee-in-lieu of parking program
- Shared Parking Model Ordinance, City of Portland, Online:  
[http://transtoolkit.mapc.org/Parking//Referenced\\_pdfs/PortlandMetro\\_SharedParkingModelOrdinance.pdf](http://transtoolkit.mapc.org/Parking//Referenced_pdfs/PortlandMetro_SharedParkingModelOrdinance.pdf)

## Regional Partnerships

Regional partnerships are voluntary or more formal associations among jurisdictions in a region to collaborate on reaching region-wide objectives or to share costs of services and infrastructure. Regional partnerships can be achieved through such mechanisms as:

- Inter-municipal agreements
- Regional planning agency committees
- Watershed planning collaboratives
- Economic development collaboratives
- Shared services agreements

Sources of more information and programs in use today include:

- Northwestern Connecticut Planning Collaborative;  
[www.nwctplanning.org](http://www.nwctplanning.org)
- *Housatonic River Estuary Commission*;  
<http://thehrec.org/>
- *Bridgeport Regional Council (regional chamber of commerce)*;  
<http://www.brbc.org/cwt/external/wcpages/index.aspx>
- *Bradley Economic Development League*; East Granby, Windsor, Suffield, and Windsor Locks ; [www.bradleydevelopment.com](http://www.bradleydevelopment.com)

### **Development Incentives**

Many communities use a diversity of both regulatory and non-regulatory incentives to attract the types of businesses they wish to see in a targeted district or node. Regulatory incentives contained in the zoning ordinance can include:

- Allowances for greater intensity/density of structures on a lot,
- More flexibility in parking, open space, public space, and/or signage requirements,
- Reductions or waivers of fees associated with development applications

In addition, some communities offer a streamlined development approval process for desirable forms of development. For example, in Tolland, the zoning administrator can approve some developments that are allowed by right and meet all site plan requirements, bypassing the formal Planning and Zoning application

and decision making process. In order to encourage the construction of affordable workforce housing, the regulations can also offer a streamlined or expedited application process for developments that incorporate workforce housing in the development nodes.

Non-regulatory tools or incentives to encourage desirable development by a municipality are generally financial and can include:

- Creation of a development financing authority and/or a housing trust fund to facilitate housing partnerships
- Offering matching funds to pay for off-site improvements that may be required to mitigate a project's impacts such as impacts to roadways or stormwater management systems
- Offering matching funds for site amenities such as landscaping and pedestrian facilities
- Offering tax credits, tax-increment financing, and tax breaks or deferrals for desirable projects. These tax benefits can be varied in form as well such as straight property tax relief, tax relief tied to affordable housing unit, or job-creation tax credits
- .Offering to partner with a business to finance parking options

### **Public-Private Partnerships**

Opportunities for public-private partnerships to promote desirable land use through a variety of venues including shared responsibility for:

- Parking facilities
- Public access to open space; public open space within private development
- Sidewalk and bicycle path connections from private to public facilities
- Infrastructure investment such as extension of water and sewer lines
- Brownfields redevelopment
- Shared driveways and access roads from public roads to private development
- Affordable housing ventures

The general process by which public-private partnerships can be encouraged or facilitated includes:

- Create an organization that is a public-private partnership collaborative to conduct a specified range of activities within the corridor. This organization could come in the form of a merchants association, a local development corporation or a business improvement district, *and/or*
- Designate of a sponsoring public agency with authority to pursue partnership arrangements for each specific type of activity, such as a parking authority for shared public –private parking
- Develop written policy to guide participation in the partnership, respond to potential partnership opportunities, and the steps in the process of negotiating partnership responsibilities as it interfaces with other development approval process steps
- Draft legal and financing framework for liability and fiscal responsibilities
- Create references in the zoning regulations, as needed, to opportunities to meet zoning requirements through partnerships such as fee-in-lieu of parking program

Sources of more information and programs or legislation in use today include:

- City of Hartford, Department of Development Services
- Capital City Economic Development Authority, Hartford
- Anchorage Downtown Partnership – Anchorage, Alaska;  
<http://www.anchoragedowntown.org>
- Virginia Public-Private Education Facilities and Infrastructure Act of 2002 (PPEA) and the Virginia Public-Private Transportation Act of 1995 (PPTA).