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Transit-Oriented Development Planning Grant Proposal

Project Information

Transit-Oriented Development Planning, Bethel, Connecticut

Contact Information

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Introduction

Bethel is the quintessential New England town with a historic downtown and a train station in the heart of it.

In 2007, when preparing the Plan of Conservation and Development, the town recognized the need to plan for the redevelopment of areas surrounding the train station that were vacant and underutilized industrial properties to allow for compact, transit accessible, pedestrian-oriented, and mixed-use development that serves housing, transportation and neighborhood opportunities.

In March 2010, with funding and support from HVCEO, the town completed an initial Transit-Oriented Development Feasibility Study (attachment A) which:

- Conducted a Site Inventory and Existing Conditions;
- Established a revised TOD District boundary;
- Developed conceptual plans with development densities, parking ratios and a range of land uses;
- Conducted a macro-level analysis of tax yield projections showing a positive impact resulting in an increase of between 6.9 and 8.6 times the current tax yield; and
- Prepared Draft Zoning, supportive of the vision for TOD at and around the train station, which includes design guidelines.

However, the Study did not:

- Provide guidance as to who will be responsible for common elements of the TOD area (i.e. second platform on west side, pedestrian crossing, access points, sidewalks, public spaces, other amenities);
- Properly assign appropriate densities based on location (i.e. transition from residential neighborhoods, properties directly linked to the station) or give consideration to mass, scale, or design;
- Give consideration to the State property which contains the train station (4 acres);
- Recognize that the DOT is planning an expansion of the train station parking area and is therefore not coordinated with those efforts; and
- Provide for sufficient public input.

The Study was a great first step, but after listening to potential developers, it became clear that there wasn't enough certainty in the information to make informed investment decisions. The concerns that were raised centered on density, design, and undetermined infrastructure needs as well as who would be responsible of potential upgrades. Understanding the limits of the existing planning, we have decided to move forward with the necessary study to provide more certainty about how the TOD area will be shaped.

In order to conduct the next phase of planning, the town applied for the State's Transit-Oriented Development Pilot Program in August 2011. The town submitted a grant in the amount of \$370,000 (attachment B). However, the town was not awarded the funding and as a result, the next phase of planning did not take place.

In 2014, the town reached out to the State Director of TOD to seek advice on the best way for the town to move TOD planning forward. The town met with the Director on two occasions, toured the proposed TOD area, and discussed potential options and next steps. Based on our meetings, the town decided it needed to actively pursue funding opportunities in the way of grants and revisit talks with property owners to seek private funding for the next phase of planning.

In addition to the activities above, the town also participated in conversations with Conn DOT, which resulted in a parking expansion project at the train station, and Bethel TOD was ranked one of the regional priority projects in the 2013 Western Connecticut Comprehensive Economic Development Strategy (CEDS) (attachment G).

The town is applying for the Transit-Oriented Development Planning Grant in order to fund the next phase of planning that will engage the public through interviews and town meetings, develop factual baselines through technical analysis, develop a vision, policy framework, and illustrative plans through a Planning Charrette, and ultimately develop a TOD implementation plan.

We are confident that TOD will promote rail and alternate modes of transit, bring new investment, sustain and enhance our existing commercial center, create new housing opportunities, and attract people and businesses into our TOD area.

TOD Goals

Bethel's Transit-Oriented Development goals are to:

1. Encourage rail and promote alternate modes of transit;
2. Provide housing alternatives to our older and younger populations;
3. Increase mixed-income housing;
4. Increase housing density in our commercial center to make it more self supporting;
5. Develop underutilized commercial property, in the town's commercial center, within walking distance of Bethel's train station;
6. Create partnerships with the public, state agencies, property owners and developers;
7. Determine economic/market viability of TOD; and
8. Develop an implementation plan for the TOD area that:
 - Plans for the orderly development of TOD;
 - Addresses zoning and design guidelines based on sustainable design principles;
 - Provides clarity with regard to building size, height, location and design;
 - Defines specific densities for both residential and commercial uses and where they are to be located based on such features as relationship and proximity to existing residential neighborhoods, and proximity to the train station and downtown;
 - Details the common elements that are necessary, where they will be proposed, and who will be responsible for constructing them. These elements include public parking, a pedestrian crossing from the west to east side of the tracks, sidewalks and other access amenities and public spaces.

This section details the current conditions found in the Town of Bethel and particularly in Bethel's proposed Transit Oriented Development (TOD) area. This section include a description of the transportation network; parking areas; employment and commuting patterns; land use, land ownership, and demographics; environmental constraints; and zoning regulations.

Transit and Transportation Facilities (map – attachments L & M)

The TOD area is located in northwestern Bethel on the Danbury border, just north of the downtown area. The TOD area is bounded by Grassy Plain Street (State Route 53), Greenwood Avenue (State Route 302), and Durant Avenue/Wooster Street. Interstate 84 runs east-west across the northern area of Bethel.

The Bethel Train Station is served by Metro North commuter trains on the Danbury Branch, which connects to the main New Haven line. The Danbury Branch passenger train schedule consists of 11 weekday roundtrips within a 19-hour (5:33 AM - 12:16 AM) time period. The train service consists of thru trains operating between Danbury and Grand Central Terminal (GCT), and shuttle or connecting service operating between Danbury and South Norwalk/Stamford. All trains stop at Bethel Station. The weekday train service is predominantly a uni-directional commuter rail operation, with closely scheduled peak-hour inbound morning service toward Stamford, South Norwalk, and New York City, mirrored by evening returning outbound peak-hour service. In 2008, average morning peak boardings at the Bethel Station totaled 270 passengers. Projections of southbound daily peak boardings, in 2030, range from 277-292 boardings at the Bethel Station.

Housatonic Area Regional Transit (HART) provides bus service in the region. HART Route 5 serves the Bethel Train Station and other stops in the TOD area and connects with the Francis J. Clarke Industrial Park, downtown Danbury, and the rest of the HART system.

Parking

In the TOD area, there are 14 parking lots. The largest lot in the TOD area belongs to Eaton Aerospace Group. The second largest parking lot in the area is the Bethel Station commuter rail parking lot. Other large lots include the retail one shared by CVS Pharmacy and Chase Bank and the residential parking for the residents of the Bishop Curtis homes.

The Town of Bethel received a \$750,000 grant from the State of Connecticut for design and engineering services to expand parking capacity at the Bethel Train Station. The expansion is planned for 2016 and will include the addition of at least 100 new parking spaces.

Employment and Commuting (map – attachment N)

In the Town of Bethel, the 2011 population is 18,779. Of these residents, 10,264 are in the labor force. There are 6,962 jobs in Bethel. Most of the TOD area is located in the largest employment concentration in Bethel. The most common commute pair is Bethel and Danbury. Of the 10,264 workers who live in Bethel, 2,557 work in Danbury. About 2,118 people both live and work in Bethel. Other common destinations for Bethel workers are Norwalk, Stamford, and New York City, all located on accessible transit routes. Of the 6,962 jobs in Bethel, 1,897 workers commute from Danbury for work in Bethel. Bethel residents primarily work along the rail network and in adjacent Danbury.

Land Use and Land Ownership (map – attachment O)

The land uses in the TOD area are primarily industrial - both warehouse/storage and manufacturing (total 46%). There is a residential area on the eastern edge of the TOD area - including a senior housing complex for a total of 10%. Commercial areas are found on the southern end of the TOD area along Durant Avenue and in the northern end of the TOD area along Grassy Plain Street and Paul Street; total commercial use in the TOD area is at 16%. The Bethel Land Trust owns protected open space in the northeastern corner of the TOD area, accounting for 9%. Vacant parcels are found along the Danbury border and on the southern tip of the TOD area along the railroad and total approximately 11%. The State of Connecticut owns the rail station and parking lot in the center of the TOD area, which totals approximately 8%. The most recently developed properties within the TOD area include several retail projects that are consistent with the Town's vision for the TOD, including architectural and design considerations.

Demographics

The population of Bethel in 2011 was 18,779. It is estimated that it will increase to 19,596 by 2016, a growth rate of 0.9%. The age composition of the Town is also an important factor for economic growth and stability. Between 1980 and 2000, the fastest growing age cohort was found in those 35 to 54. By 2020, it is anticipated that the fastest growing age cohort will be those over 65. The Town wants to continue to provide appropriate housing for these individuals, many of whom have expressed a desire to remain in Bethel, although not necessarily in their own single-family homes. Another age cohort that Bethel wants to be able to attract and retain are those in the 20 to 34 year old group. While young adults who are married with children historically desire single-family homes, young adults who are childless and/or single, increasingly prefer to live in denser mixed-use housing, particularly if it is located close to retail, food and beverage services, recreational and cultural activities and transportation.

The most densely populated TOD area is located to the east of the rail line. One area of higher population density is the senior housing complex. The other is a multifamily residential complex to the north of the senior housing complex. A lot of the TOD area is zoned as industrial and commercial, so population densities are not high throughout a lot of the TOD area. Most (66.1%) of the units in the TOD area are renter-occupied units.

Environmental Constraints (map – attachment P)

While there are no listed “Brownfield” sites in the Town of Bethel per the Connecticut Office of Brownfield Remediation and Development, there are properties that are unused or underutilized because of their perceived contamination. One site, owned by White Acre of Bethel, located on the west side of the tracks and south of the Station, is heavily wooded and reputed to be a former informal dump. An environmental assessment is necessary to determine the extent of any such contamination and a remediation program.

There are no critical habitats or natural diversity areas in the TOD area per the Connecticut Department of Energy & Environmental Protection. The northeastern corner of the TOD area contains protected open space.

Most of the TOD area is located within the public sewer and public water service areas, except the north-central portion of the TOD area that primarily consists of wetland soils. There is no question that the water supply area can accommodate additional demand. The Planning and Zoning Commission and the Joint Public Utilities Commission held a joint meeting to discuss sewage capacity and the ability of the sewage system to accommodate the potential TOD sewage demands. There is sufficient capacity within the sewage agreement with Danbury for the anticipated average daily flows at full build out of the TOD district based on current local laws and agreements. However there are issues with projected peak hourly flow at some of the control points even though Bethel does not exceed the total capacity.

The TOD area is generally level and there is a substantial area that is considered wetlands. Generally speaking, the 100 year flood plain overlaps that area as well. Recent past development in the area has designated certain wetland boundaries but a more in depth soils analysis will be necessary.

Zoning Regulations

The majority of the TOD area is located in an industrial zone, though there are sections in the north and south of the TOD area that are zoned for commercial activities. The southeastern edge of the TOD area is in the residential zone, as is a small pocket on the western side of the TOD area.

Vision for Future Housing and Economic Development in the TOD Area

The town envisions the development of TOD to seamlessly integrate with and blend into the existing mixed-use downtown center. The new housing opportunities will include a mix of housing types for a mix of income levels including affordable housing. We have determined a need for housing for our younger and aging populations who want to remain in Bethel, but want the convenience of being downtown close to services and public transportation options in a pedestrian friendly environment at price levels that are affordable. There will be a variety of bedrooms offered either by ownership and/or by rental at income levels that meet the needs of the community. It is our goal to provide additional commercial development within the TOD area in mixed-use buildings that will provide additional and complimentary services to the residents as deemed necessary. We also expect that the additional population development will most certainly support, sustain, and expand our existing downtown center and create additional economic development opportunities.

The process and deliverables for Bethel's TOD planning grant include a balanced mixture of public input and technical analysis. The public input is designed to build buy-in and ownership from stakeholders, property owners and residents. The technical analysis is designed to address critical questions and provide a factual baseline for the TOD Vision and Implementation Plan. Below is a description of the proposed process and deliverables.

Step 1: Listening to the Community/Engaging Stakeholders – The first step in the process will be a series of interviews and one town meeting to identify stakeholders' and public's perceptions and attitudes with regard to the TOD concept.

Deliverable: A shared set of planning principles to guide the remainder of the process.

Step 2: Technical Analysis – Concurrently, the town will focus on four technical areas: Transportation, Sewer Capacity, Environmental and Market Analysis.

- **Transportation** – Data will be refreshed and updated to examine access, mobility, parking and circulation issues and needs of all modes.
- **Sewage Capacity** – Data will be gathered to assess capacity and delivery systems and to ensure that the existing capacity and current disparities in peak flow at the three pump stations can be addressed in order to provide sufficient capacity and flow controls for TOD.
- **Environmental Analysis** – While a general analysis of the environmental conditions has been performed, a more detailed soils analysis will be necessary to determine the extent and location of wetlands. Furthermore, the limits of the 100 year flood plan will be established by use of mapping data available from FEMA.
- **Economic/Market Analysis** – Data gathering will focus on examining likely market demand for commercial and residential uses within the next 5-10 years, based on population change, demographic shifts, lifestyle preferences, and consumer preferences.

Deliverable: The information gathered will be synthesized into an interim report that will be used during the Charrette to inform the public of the vision and plan.

Step 3: Planning Charrette – The Charrette will bring together planning, transportation, market analysis, and engineering expertise with the public to draft a vision plan for Bethel's TOD. The Charrette will include public meetings, hands-on public design sessions, interviews, and technical meetings that will further engage the community. There will be specific meetings with special interest groups to address any discrepancies between technical analysis and the public's vision. Hands-on design sessions will focus participants on the specific character of the TOD area and its integration with neighborhoods and downtown. Through the Charrette, the TOD Implementation Plan for Bethel will be created on-site and transparently providing a strong foundation for community ownership and understanding.

Deliverables: The Charrette will produce:

- The Vision that reflects and identifies the community priorities and lays the foundation for the TOD Implementation Plan;
- The Plan's policy framework, including land use, regulatory, transportation, economic development, and engineering recommendations;
- Focus Area Schematic Illustrative Plans and renderings.

Step 4: The TOD Implementation Plan – At the end of the Charrette all the elements will be in place to enable the preparation of the Bethel's TOD Implementation Plan. The Plan will include recommendations for:

- **Land Use and Urban Design:** Appropriate and site specific size, height, location and design of buildings; Densities and preferential location of residential and commercial uses in relationship to existing residential neighborhoods, proximity to the train station, and downtown; Details on the design of common area (including location and development responsibilities);
- **Regulations:** Guidelines to develop new zoning regulations;
- **Transportation:** Accommodating future traffic demand while maintaining the quality of the pedestrian and bicycling environments; street and sidewalk design; access, mobility, parking and circulation;

- **Economic Development:** Strategies and tactics to strengthen the economic performance of the TOD area and downtown; and
- **Implementation:** Steps for the orderly development of the TOD.

Deliverable: The TOD Implementation Plan

Market Analysis

This analysis will assess existing market conditions and how they may shape potential transit-oriented development. It will provide realistic expectations of what level and type of residential and commercial development/redevelopment that may be supported near Bethel’s bus transit and rail station in the TOD area and it relates to existing commercial development in the existing downtown core. The goal is to improve the understanding of the TOD opportunities that exist and how they may best fit into the local, regional and state context. This analysis will generate recommendations regarding the mix of uses that may be needed in the TOD area and identify opportunities for catalytic sites that can change the economic dynamics of the downtown area.

We estimate that the planning portion of this project will take approximately 6 months and the implementation will take approximately 3-5 years (to full build out).

Assessment of Critical Hurdles

There are several considerations that need to be addressed in order for the Bethel TOD to be successfully implemented. The first is related to Bethel’s stated goal to expand its residential housing stock and particularly to provide increased housing choices to include multi-family residential units at a variety of price points and with a range of amenities appropriate in particular for young singles, childless couples, active adults and others wishing to reside in something other than a single-family house.

Another consideration for suburban communities like Bethel is planning for greater diversity of housing stock. The most common theme is design versus density. As part of Bethel’s TOD planning, the town will engage the public through a Charrette process to explore design and density considerations in order to continue to build public support for TOD.

An important consideration is sewage flow and capacity. Since Bethel sewage flows into Danbury’s sewage treatment plant there are contractual limits to the amount of flow the town is subject to. Part of the grant will be used to study the existing average daily and peak flows in the sewer shed, look at infrastructure including pipe capacity and pump station capacity, and create a build out scenario of the sewer shed with TOD development to identify potential impacts and/or impediments to development.

Accommodating development on both sides of the railroad tracks and in particular on the west side of the tracks where there is a number of underutilized commercial properties and interest on the part of some of those property owners. There are several issues that need to be addressed:

- Parking on the west side of the tracks
- A physical connection for pedestrians between the west and east side of the tracks
- Traffic and circulation plan through the west side neighborhoods including vehicular, pedestrian and bicycle traffic

A. Local & Regional Supporting Actions

The goals included in this proposal incorporate and expand upon prior TOD planning and studies, and support local, regional and state planning. Supporting actions include:

1. Past TOD Planning & Studies

March 2010 – Bethel Rail Station Transit Oriented Development Feasibility Study (attachment A)

The town completed an initial study of the potential TOD area. The study was funded by HVCEO (our regional planning agency) solely about the opportunity for TOD in Bethel. The study:

- Identifies the limits of the area;
- Discusses the positive aspects of TOD;
- Provides an inventory of existing conditions;
- Identifies certain areas that need further investigation including; traffic, environmental, sewer capacity;
- Illustrates three conceptual development scenarios;
- Provides a simple analysis to determine potential economic impact; and
- Proposes regulations

Other TOD Studies related to Bethel

1. Study of TOD on the Metro North Danbury Branch Line which included Bethel.

Danbury Branch Improvement Study, Transit Oriented Development - September 2011 (attachment C).

2. Regional Plan Association (RPA) study about state wide TOD opportunity and municipality readiness. Bethel was ranked high on the list of towns ready for TOD.

Outmoded Land-Use Policies Thwart Transit-Oriented Development in Connecticut - June 27, 2013 (attachment D).

Halfway There – June 2013 (attachment E).

2. Local, Regional and State Planning

The project is already designated as within the State POCD Development Area, in the 2009 Housatonic Valley Regional Plan of Conservation and Development, the Bethel 2007 Plan of Conservation and Development, and in the 2013 Western CT Regional CEDS.

Local Planning

In Bethel's *2007 Plan of Conservation and Development*, the Town outlined actions for transit oriented development (attachment K).

2010 - The town re-zoned the commercial center from a general "Commercial" Zone to a "Village Center" Zone to better protect the historic resources while still permitting traditional mixed-use buildings in the transit oriented development (TOD) model. This area is also now contained within the "Village District Overlay Zone" which provides further protection and enhancement capabilities of the commercial center historic assets.

November 12, 2014, the Planning & Zoning Commission unanimously endorsed applying for the TOD Planning Grant and the Bethel Board of Selectman approved a resolution in support of the grant (attachment F).

Regional Planning

2009 Housatonic Valley Regional Plan of Conservation and Development (attachment J)

HVCEO's Regional POCD described Bethel's TOD potential as "significant" in looking at the Danbury branch line station areas. Additionally, the Plan's Future Growth Map offered a TOD supportive "Near Central Area" designation for this location. The full Plan can be viewed at http://www.hvceo.org/regionalplan_transitdevelopment.php.

March 2010 - The Town, in partnership with HVCEO, completed an initial study of the potential for TOD in Bethel's commercial center (attachment A).

2013 - Comprehensive Economic Development Strategy (attachment G)

From 2010-2013, the town participated in the development of a regional Comprehensive Economic Development Strategy. The plan is a 5-year blueprint for a variety of actions in support of economic development. Included in the

plan are improvements that support Transit Oriented Development in Bethel. The full Plan can be viewed at http://www.hvceo.org/Western_CT_CEDS.pdf.

2014 - HVCEO and WCCOG gave endorsing resolutions for the Town of Bethel's application for CT OPM TOD Planning Grant Program (attachment H and I).

State Planning

The State has put its TOD planning and initiatives into action as seen by its financial commitment to municipalities through the offering of planning and development grants for TOD; now in its second round of funding. This financial commitment is consistent with the State's 2013-2018 POCD Growth Management Principles.

Transit Improvements

- In 2012, the Town of Bethel, in partnership with the Connecticut Department of Energy and Environmental Protection, installed seven bicycle racks. Four of the bicycle racks were installed in Bethel's TOD area to support and encourage bicycle transportation.
- In the spring 2014, the Town of Bethel installed two dual station electronic vehicle charging stations in its commercial center. These charging stations add a new transit option to Bethel's TOD area. The charging stations were a result of a partnership between the Town of Bethel and the Connecticut Department of Energy and Environmental Protection.
- In 2015, the State Department of Transportation will expand the parking at the Metro-North train station located within the proposed TOD area. This will allow sufficient and convenient vehicle parking and encourage ridership.

Sidewalk Improvements

In 2013, the town developed a sidewalk improvement plan. The goal of the plan was to connect housing to the town's TOD area. In partnership with The State Office of Policy Management, the town is in the process of implementing the sidewalk improvement plan.

Road Improvements

In the summer 2014, the Department of Transportation repaved Greenwood Avenue (state route 302) and adjusted signal timing which runs through Bethel's TOD area. This has improved the access, safety, flow and aesthetics of the TOD area.

B. Leverages Other Funding

Bethel is fortunate to have roughly one million dollars set aside in an affordable housing trust fund. It is a priority in our TOD planning to provide for a range of affordable housing options. The town will make that money available for use in subsidizing the cost of purchasing land that will include affordable housing, for subsidizing the cost of constructing affordable housing units, or for use in subsidizing the affordability ranges income groups (60% and 80% median household income) to increase the number of affordable units at each range.

C. Economic & Market Viability

Transit Oriented Development will allow Bethel to strengthen our downtown economically by providing mixed-use development around our train station. This development will provide affordable and a variety of housing to our residents, attract young professional and seniors, utilize vacant and underutilized properties improving the downtown's culture and aesthetics, and attract and support our downtown businesses.

The TOD properties include over 18 acres of land, and it is anticipated that up to 400 dwelling units, and 200,000 square feet of commercial space could be accommodated on these properties providing needed housing, hundreds of new jobs, and over a million in new tax revenue.

D. Timeline to Implementation

We estimate the timeline from engaging stakeholders to an implementation plan will take approximately 6 months.

Project/Deliverables	Months							
	1	2	3	4	5	6	7	8
Engaging Stakeholders	■							
Preparation	■							
Interviews and Meetings		■						
Technical Analysis	■							
Transportation	■							
Sewage Update	■							
Environmental Analysis	■							
Economic/Market Analysis	■							
Interim Report			■					
Planning Charrette			■					
Preparation			■					
Charrette Week				■				
TOD implementation Plan					■			
Draft					■			
Final Report						■		

Legend:

- Project/Deliverable Duration
- Task Duration

E. Supportive of Transit & State C&D Plan

Support for Transit Use and Ridership Growth

Transit-oriented development around the Bethel Rail Station would support bus, bike, electronic vehicle, and rail transit use and produce more riders for both modes of transit. The TOD area presently has low residential density, as it is primarily a limited use industrial area, which provides an excellent opportunity for growth through mixed-use development. The TOD area is also located adjacent to Bethel's downtown area where both employment and residences are concentrated. As was previously mentioned, most of Bethel's residents commute to work in Danbury, Bethel itself, or along the transportation network in the larger region. Workplace concentrations can be accessed from the TOD area in Danbury by both Metro North rail service and HART bus service lines. Increasing residential density near the Bethel Rail Station would increase ridership in this direction. Additionally, workplace concentrations of Bethel residents extend north of Danbury and are found in Brookfield and New Milford, municipalities that would be served by Metro North commuter rail service if the Danbury Branch Line service is extended.

Additionally, the signalization and modernization of the Danbury Branch line as a result of the Danbury Branch study also increases the frequency with which the commuter trains are able to operate. These frequency and modernization enhancements also make using transit service for travel in the Route 7 corridor and along the I-95/Merritt Parkway coastal corridor more desirable. South of the TOD area, current workplace concentrations of Bethel residents are found along the Danbury Branch line in Ridgefield, Wilton and Norwalk and along the main New Haven line in Stamford, Greenwich and Manhattan to the west and Westport, Fairfield, Bridgeport, Milford and New Haven to the east. Again, increasing residential concentration around the Bethel Rail Station by creating a walkable environment with convenient access to shopping, restaurants, open space, and most importantly, transit service, will result in additional riders using transit instead of single-occupancy vehicles (SOVs) to commute to the existing workplace concentrations and other employment sites throughout the regional transit network.

Supports Key Elements of Related State Plans

The town's plan for TOD maintains consistency with the 2013-2018 State Conservation and Development Policies Plan. Specifically, it is consistent with the *Growth Management Principle #1: Redevelop and revitalize regional centers and areas of mixed-land uses with existing or planned physical infrastructure*. Within this principle are State Agency policies (pg. 8) which are applicable to this project including the TOD area which is directly connected to Bethel's existing downtown core. The area surrounding the TOD area is fully developed with road, pedestrian, utility and drainage infrastructure. Our goal is to transform the underutilized and outdated industrial land uses into mixed-use development and integrate it into the historic downtown center.

Growth Management Principle #2: Expand Housing Opportunities and Design Choices to Accommodate a Variety of Household Types and Needs. The TOD Implementation Plan will provide particular focus on design choice, expanding housing opportunities for a variety of households and emphasis will be placed on affordability.

Growth Management Principle #3: Concentrate Development around Transportation Nodes and Along Major Transportation Corridors to Support the Viability of Transportation Options. The outlined improvements are within one-quarter mile of the Bethel Train Station which is on the Danbury Branch of the Metro-North Commuter Rail Line. Extensive town planning is in place to transform the area into transit oriented development (TOD). In accordance with Principle #3, The Plan is consistent with the State Agency policies (pg. 15) to (1) PROMOTE compact pedestrian-oriented, mixed-use development patterns around existing public transportation stations and other viable locations within transportation corridors and village centers, (2) ENCOURAGE a network of pedestrian and bicycle paths and greenways that provide convenient inter- and intra-town access, including access to the regional transportation network, and (3) IMPROVE transit service and linkages to attract customers through better integration of all transportation options and advances in technology while providing convenience, reliability, safety and competitive modal choices.

Funding Request

As part of Bethel's ongoing efforts to implement TOD, it requests \$250,000 from the State of Connecticut through the TOD Planning Grant in order to complete the following planning and deliverables.

Project Costs and Requested Contribution Amounts

Project	Estimated Costs
Listening to Community/Engaging Stakeholders	\$15,000
Technical Analysis*	\$95,000
• Transportation Plan	\$25,000
• Sewage Analysis	\$30,000
• Environmental Analysis	\$10,000
• Economic/Market Analysis	\$30,000
Planning Charrette**	100,000
TOD Implementation Plan	40,000
Total:	\$250,000

*The amounts are for the data gathering and production of an interim report

** Includes the Urban Design team and targeted participation of the transportation and market analysis consultants

Transit-Oriented Development Planning Grant Proposal Attachments

Attachment A: *Bethel Rail Station Transit Oriented Development Feasibility Study.* March 2010.

Attachment B: Bethel's grant application for the state's Transit-Oriented Development Pilot Program that was submitted in August 2011.

Attachment C: *Danbury Branch Improvement Program Study, Transit Oriented Development.* September 2010. Study of TOD on the Metro North Danbury Branch Line.

Attachment D: *Outmoded Land-Use Policies Thwart Transit-Oriented Development in Connecticut.* June 27, 2013. Regional Plan Association (RPA) study about state wide TOD opportunity and municipality readiness.

Attachment E: *Halfway There. How to Create Land Use Policy That Makes The Most of Connecticut's Transit Network.* June 2013. Regional Plan Association (RPA) study about state wide TOD opportunity and municipality readiness.

Attachment F: Town of Bethel Certified Resolution.

Attachment G: *Western CT Comprehensive Economic Development Strategy Plan.* 2013. The full plan can be viewed at http://www.hvceo.org/Western_CT_CEDS.pdf.

Attachment H: HVCEO Endorsing Resolution.

Attachment I: WCCOG Endorsing Resolution.

Attachment J: *Housatonic Valley Regional Plan of Conservation and Development.* 2009.

Attachment K: *Bethel's Plan of Conservation and Development.* 2007.

Attached Maps

Attachment L: Aerial Map.

Attachment M: Street Map.

Attachment N: Workplace Locations Map.

Attachment O: Land Use Map.

Attachment P: Environmental Constraints Map.