

7.0 ANSONIA STATION TOD SITES

Ansonia Station is located on the western edge of downtown Ansonia, immediately east of the Naugatuck River. The station is served by West Main Street on the east, Bridge Street on the south, and Maple Street on the north. This chapter discusses zoning and land uses in the City of Ansonia, and the downtown parking study and identifies potential TOD sites near the station.

7.1 LAND USE

The land uses for the City of Ansonia include business, industrial, managed growth area, multi-family, and residential. As shown in Figure 7-1, land use closest to the station is categorized as industrial and managed growth areas, while the remainder of the study area is primarily residential (City of Ansonia GIS Department, 2009).

7.2 ZONING

The City of Ansonia is divided into twelve zoning districts as shown in Table 7-1. Details on the permitted uses within each district were not available, although they can be broadly characterized as residential, commercial, and industrial.

TABLE 7-1: ANSONIA ZONING AND PERMITTED USES

Zone	Zoning Code	Permitted Uses
Residential	A	Not available
	AA	Not available
	AAA	Not available
	RR	Not available
	B	Not available
	BB	Not available
Commercial	C	Not available
	CP	Not available
	GA	Not available
Industrial	HI	Not available
	LI	Not available
	NR	Not available

Source: Town of Ansonia GIS Department, 2009.

Table Notes: 1. For details on zoning and permitted uses, refer to City of Ansonia Zoning Regulations.

As shown in Figure 7-2, the quarter mile study area is comprised of areas zoned B, C, GA, and HI. The areas closest to the station are zoned industrial and Commercial C, while the areas on the east and west fringe of the study area are zoned Commercial B (City of Ansonia GIS Department, 2009).

7.3 ANSONIA DOWNTOWN PARKING STUDY

In 2007, the City conducted the *Ansonia Downtown Parking Study*, due to the strong demand for the on-street spaces on Main Street that cannot always be satisfied by the existing supply (City of Ansonia Planning and Zoning Commission, 2007). The study identified four public parking lots for improvements and enhancements: the East Main Street Lot with about 168 parking spaces, Main Street Lot with about 50 parking spaces, West Main Street Lot with about 185 parking spaces, and Railroad Depot Lot with about 15 parking spaces. The study, recommended that these sites should continue to be used for parking; therefore, the equivalent amount of parking should be incorporated in the design of any new development on these sites.

7.4 TRANSIT ORIENTED DEVELOPMENT NEAR ANSONIA STATION

Five potential TOD sites were identified within the quarter mile study area based on a GIS search, site visit, and review of the downtown parking study and other planning documents. These sites are shown in Figure 7-3.

Site 1 (West Main Street Parking Lot)

Site 1, located on West Main Street, is approximately 0.9 acre. It is a public parking lot providing surface parking for Ansonia Station.

Site 1 is zoned commercial but is identified as a managed growth area land use. As the site is currently a part of the Ansonia Station parking, any new development should incorporate parking. This could be achieved by designing retail on the first floor and providing parking on the top floors.

Site 2

Site 2, located between Main Street and West Main Street is a small site of approximately 0.2 acre. The site is located opposite Ansonia Station and is zoned commercial.

Site 3 (Railroad Depot Parking Lot)

The site is located at the corner of Main Street and West. Main Street and is approximately 0.35 acre. Currently, the site serves as a public parking lot for downtown Ansonia with approximately 50 parking spaces. The site is zoned as commercial and classified as a managed growth area. As the site is currently used as a parking facility for downtown Ansonia, any new development should incorporate parking. This site is also part of a Historic District, creating additional requirements for redevelopment.

Site 4 (East Main Street Parking Lot)

Site 4, located on East Main Street one block from the station, is approximately 3 acres.

The site is currently used as a public parking lot for downtown Ansonia, with about 168 parking spaces. The site is zoned Heavy Industrial, and the neighboring zoning districts are

Commercial, and Residential. In addition, the site is identified as a managed growth area. As the site is currently used as a parking facility for downtown Ansonia, any new development should incorporate the parking. This could be done by designing the first floor as retail and providing the parking on the top floors.

Although this site is not as close to Ansonia Station as the other identified sites, its large area makes it a good location for redevelopment. In addition, the site sits between downtown Ansonia on the west and the residential development on the east, making it well-suited for mixed-use development.

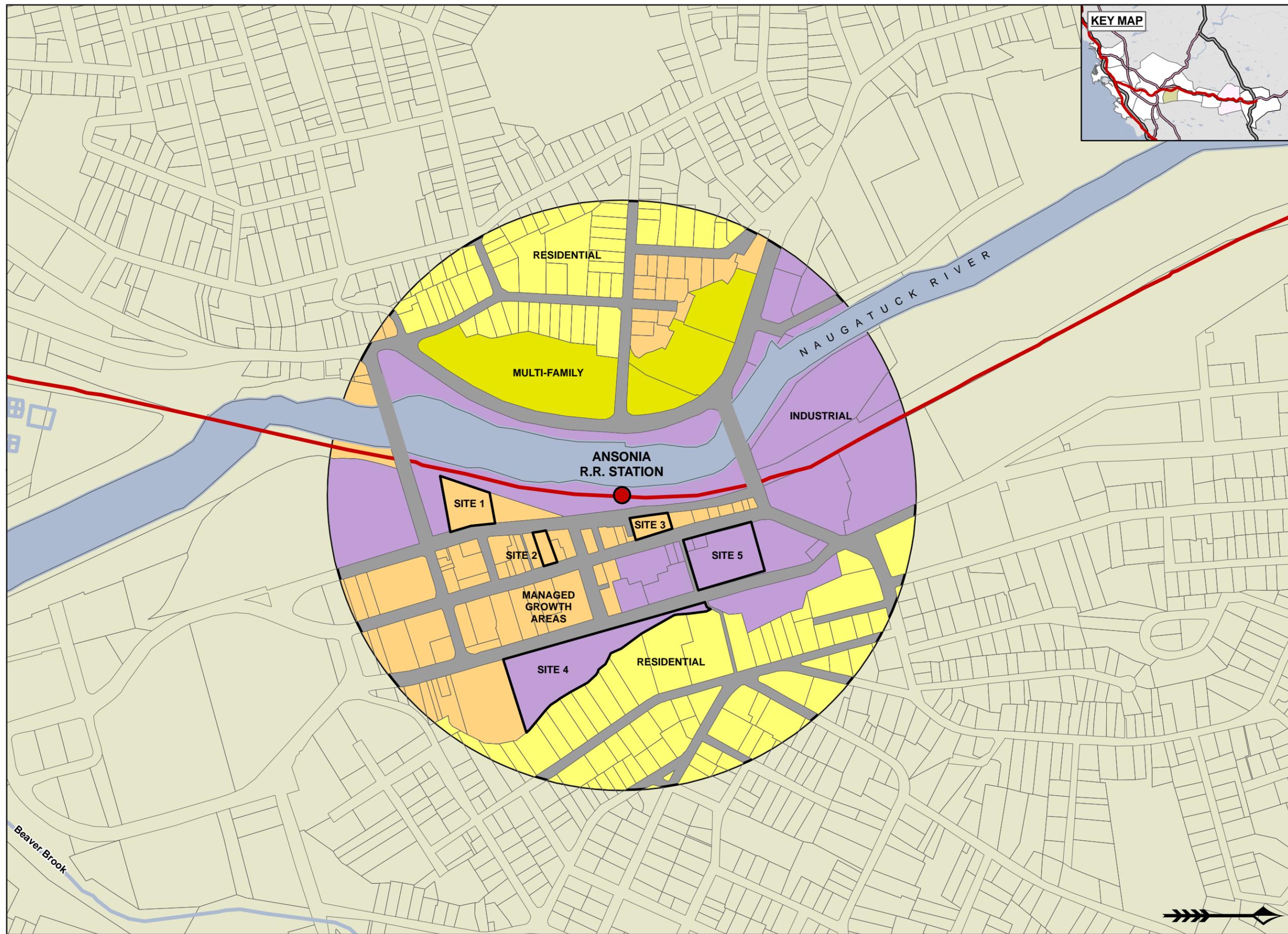
Site 5

Site 5 is located between Main Street and East Main Street and has a total area of approximately 1.5 acres. The site is comprised of three parcels: one used as a parking lot for downtown Ansonia, and two housing vacant industrial buildings.

The site is zoned industrial and is part of the Ansonia Historic District. Therefore, any new development will have to abide by the rules of the Historic District.

As the site is currently used for parking and the Ansonia Downtown Parking Study identifies Main Street as the hot-spot for parking, any new development should incorporate parking in its designs. This could be achieved by designing the retail or industrial uses on the first floor and providing parking on the top floors.

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LEGEND

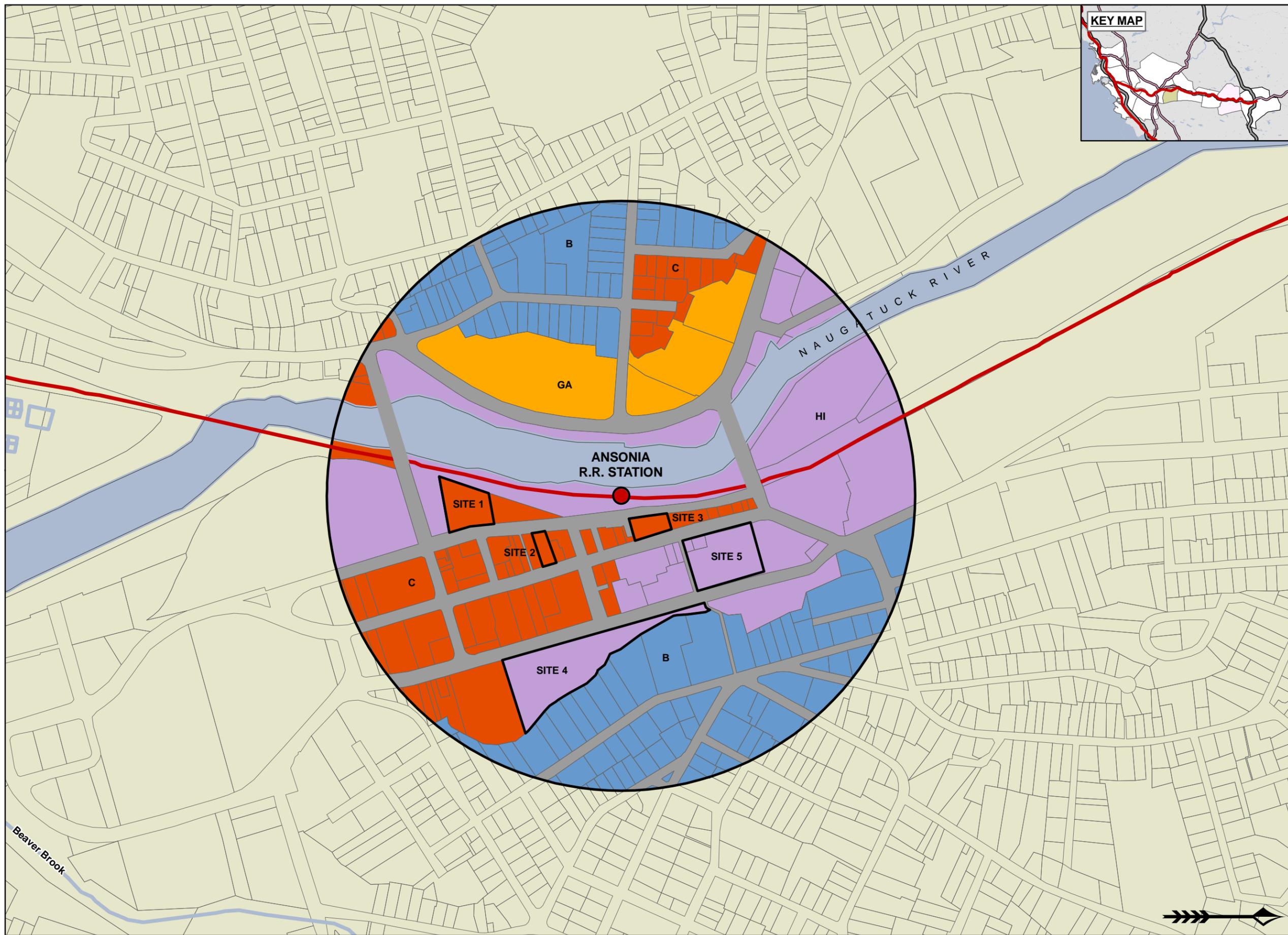
- RESIDENTIAL
- MULTI-FAMILY
- MANAGED GROWTH AREAS
- INDUSTRIAL
- Station
- Waterbury Branch and New Haven Line

Source:
 CT DEP GIS Dataset, 2008
 TOWN OF ANSONIA GIS DEPT., 2009



Figure 7-1
ANSONIA STATION
AREA LANDUSE





LEGEND

- B
- C
- GA
- HI
- Station
- Waterbury Branch and New Haven Line

Source:
 CT DEP GIS Dataset, 2008
 TOWN OF ANSONIA GIS DEPT., 2009



Figure 7-2
ANSONIA STATION
AREA ZONING



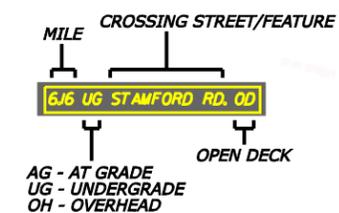


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-  EXISTING R.R. TRACK
-  SIDING/NEW R.R. TRACK
-  R.R. STATION PARKING
-  R.R. PLATFORM
-  ONGOING TOD INITIATIVES
-  OTHER POTENTIAL TOD SITES

**FIGURE 7-3
ANSONIA STATION
POTENTIAL TOD SITES**

CROSSING DATA



**WATERBURY AND NEW CANAAN
BRANCH LINES
NEEDS & FEASIBILITY STUDY
PROJECT NO. 170-2562**

**WATERBURY BRANCH LINE
ANSONIA R.R. STATION
TOD SITES**



8.0 DERBY-SHELTON STATION TOD SITES

Derby-Shelton Station is located below the Route 34/Route 8 interchange in the City of Derby. Although the station serves the residents of both Derby and Shelton, the quarter mile study area falls entirely within Derby. Therefore, this chapter discusses zoning and land use for the City of Derby only and identifies potential TOD sites in the vicinity of the station.

8.1 LAND USE

Land use in the City of Derby is categorized as business, industrial, managed growth area, multi-family, or residential. The various land uses are evenly distributed in even proportions across the City. The area immediately adjacent to the station on the west side of the tracks is unclassified, with a concrete plant located just north of the station; the area east of the tracks is classified as business but is currently vacant. A managed growth area is located west of the station on the other side of Route 8, while the portion of the study area across the Naugatuck River is mainly residential, with some business. Study area land use is illustrated in Figure 8-1.

8.2 ZONING

For the purpose of regulations, the City of Derby is divided into six zoning districts: Residence Zone, Public and Semi-Public Zones, Business Zones, Industry Zones, Flood Plain Zone, and Open Space Zone. The zoning codes and the permitted uses for each district are as follows:

TABLE 8-1: CITY OF DERBY ZONING AND PERMITTED USES

Zoning District	Zoning Code	Permitted Uses
Residential Zone	R-1	Single family dwellings, parks and playgrounds, non commercial agriculture or horticulture, home professional office, customary accessory structures, and other uses allowed would be allowed as special exceptions.
	R-2	
	R-3	
	R-4	
	R-5	
	RM	
Business Zone	B-1	Animal hospital, medical and dental clinics, wholesale business, warehouses, public utility buildings, retail business, service facilities only when accessory to allowable retail business, Laundromat, bank, restaurant (including carry out or drive-in), theatre, office buildings, automatic car wash, personal service store or studio, customary accessory structures, and other uses would be allowed as special exceptions.

TABLE 8-1: CITY OF DERBY ZONING AND PERMITTED USES

Zoning District	Zoning Code	Permitted Uses
	B-2	Animal hospital, medical and dental clinics and laboratory, retail business, personal service store or studio, restaurant, dwelling combined in the same building with another permitted or special exception use, hotel, funeral home, nursing home, indoor commercial recreation center, theatre, Laundromat, newspaper branch office (no printing), bank, offices, shopping center, and other uses would be allowed as special exceptions.
	Center Design District (CDD)	Retail, personal, business and financial services, professional and general offices, restaurants, public and semi-public institutions, hotels, motels, conference centers, residential uses and clubs.
Industrial Zone	I-1	Moderate intensity, non-nuisance manufacturing uses, research and development facilities, warehouse, machine shops, office buildings, construction contractors business, lumber yard, outdoor storage areas, and other uses allowed as special exceptions.
	IC (Industrial Campus)	
Public and Semi-Public Zone	P	Public park, place of worship, government buildings, public utility buildings, non commercial recreational facility, fraternal order, nursing home, philanthropic and eleemosynary organizations, single family residences, home professional office, customary accessory structures, and other uses allowed as special exceptions.
	H/C (Hospital Campus)	Health care facility, customary accessory structures and uses incidental to hospital, and other uses would be allowed as special exceptions.
Flood Plain	FP	N/A
Open Space	OS	N/A

Source: City of Derby Zoning Regulations, 2008.

Table Notes: 1. Refer City of Derby zoning regulations for details on permitted uses.

As shown in Figure 8-2, the quarter mile study area is comprised of land zoned CDD, B-1, B-2, R-5, and P. No zoning data exists for the portion of the study area immediately adjacent to the rail line. The western parts of the study area are zoned predominantly CDD, while the zoning east of the station includes B-1, B-2, P, and R-5.

8.3 TRANSIT ORIENTED DEVELOPMENT NEAR DERBY-SHELTON STATION

Three potential TOD sites were identified near the Derby-Shelton Station. The location of these sites is shown in Figures 8-3.

Site 1

Site 1, located between the railroad tracks and the Naugatuck River, is approximately 3.8 acres. Currently, the site has no vehicular access, but the existing North Division Street could be extended to the site to provide vehicular access from the north. The site has good pedestrian access from the sidewalk on the Route 34 bridge and from the existing bicycle and pedestrian path along the river.

The site is currently vacant and is owned by the City of Derby. It is zoned under the B-1 zoning district, which allows the development of public utility buildings, retail business, hospitals, and

other residential related uses. As per the City's zoning regulations, development on this site can have a maximum lot coverage of 35%, and the maximum allowable height of structures is 35 feet, or approximately three stories.

Alternatively, by rezoning the site, it could be developed as a mixed-use development. In this case, the first floor of the development could be used for retail, while the top floors could be developed as residential development.

The site is immediately adjacent to the existing Derby-Shelton Station and could be designed to provide direct pedestrian access to the station area via a pedestrian bridge over the railroad tracks. In addition, a parking facility could also be integrated into the site plan, providing parking for both commuters and residents. Because the site is entirely within the 100-year floodplain, flood protection measures may need to be implemented as part of the site development process.

Site 2

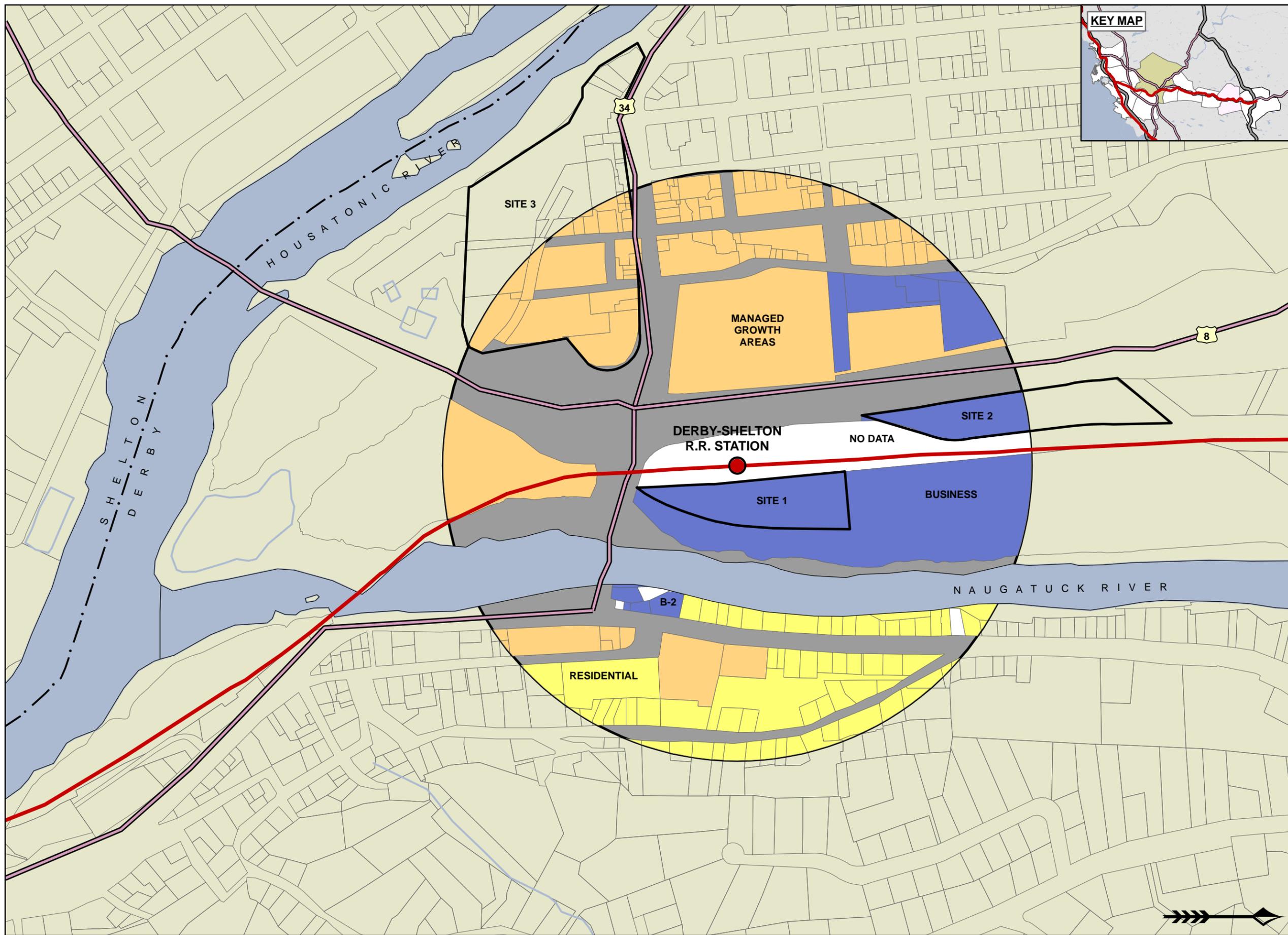
Site 2 is a large, 5.6-acre site located north of the station. The site is currently used as a concrete factory operated by Beard Concrete, Sand & Gravel. The site is accessible from the Derby-Shelton Station via an access road paralleling Route 8. The vehicular track parallel to Route 8 leads to the site.

The site is zoned B-1, which allows the development of public utility buildings, retail business, hospitals, and other residential related uses. As with Site 1, the maximum lot coverage allowed is 35% and the maximum allowable height of structures is 35 feet, or three stories. The site is large and in close proximity to the station; however, redevelopment of the site would require relocation of Beard Concrete Factory.

Site 3

The Town of Derby owns a large parcel south of Route 34 between the Housatonic River and Factory Street, adjacent to a smaller vacant property previously occupied by a lumber yard. Together, these two properties provide 19.8 acres for mixed use TOD stretching from Route 8 to the Housatonic, just south of the Derby-Shelton station area. The site is zoned CDD, which allows a mix of uses. In addition, the large area of the site and its close proximity to the station makes it an ideal location for transit oriented development near the Derby-Shelton Station.

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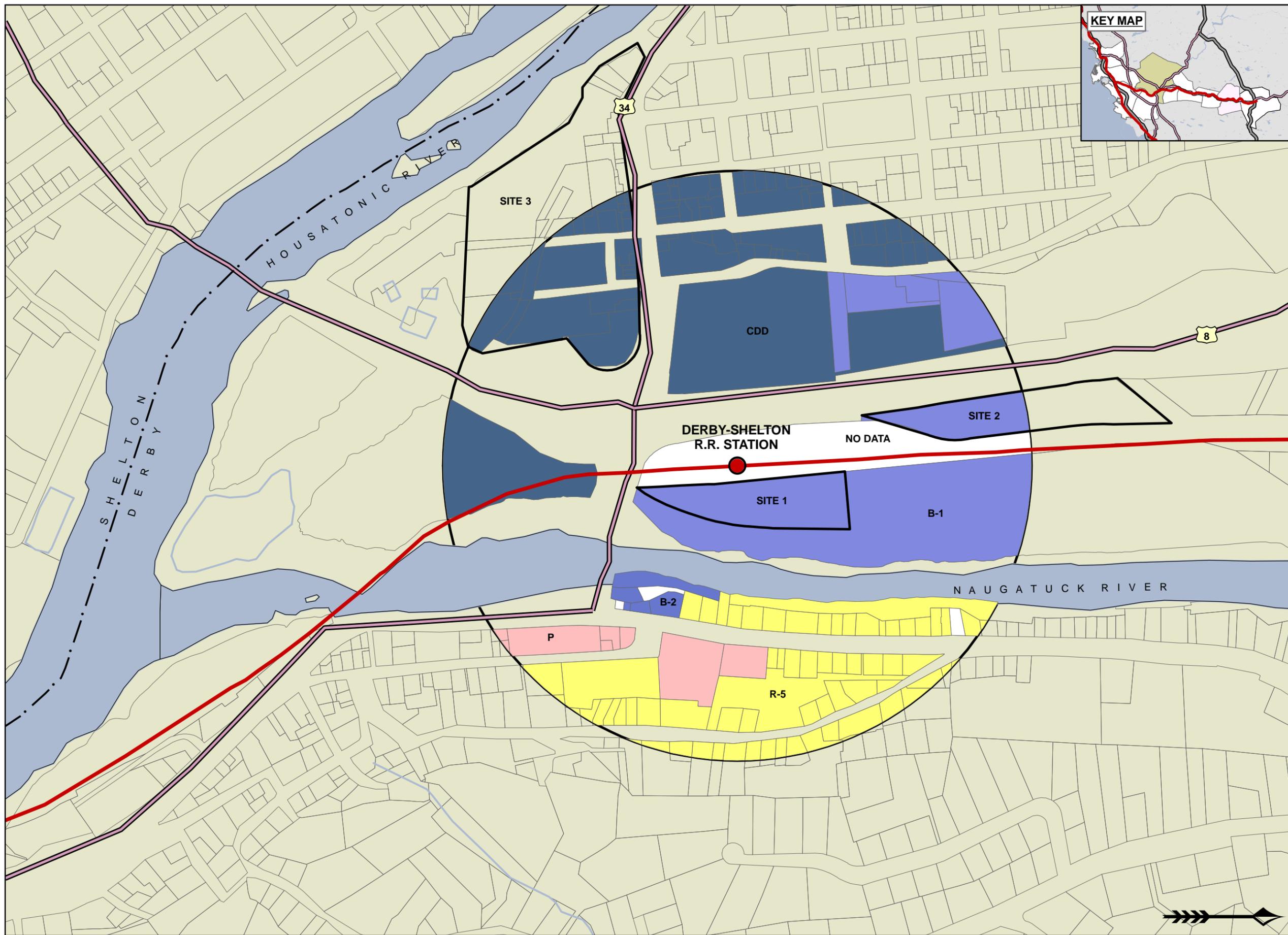
- RESIDENTIAL
- MANAGED GROWTH AREA
- BUSINESS
- NO DATA
- Station
- Waterbury Branch and New Haven Line

Source:
 CT DEP GIS Dataset, 2008
 CITY OF DERBY GIS DEPT., 2009



Figure 8-1
DERBY-SHELTON
STATION AREA
LAND USE





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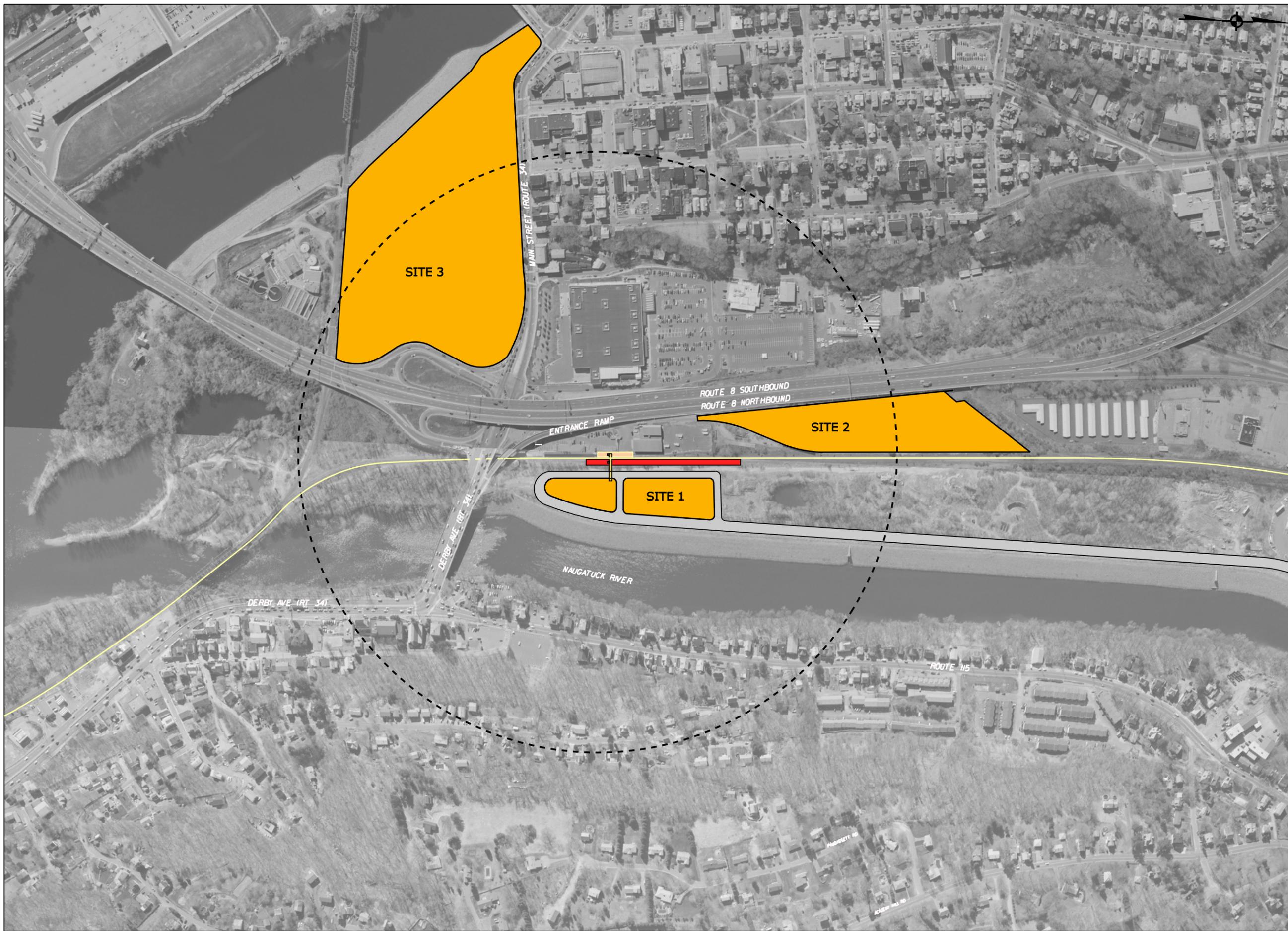
- B-1
- B-2
- CDD
- P
- R-5
- NO DATA
- Station
- Waterbury Branch and New Haven Line

Source:
 CT DEP GIS Dataset, 2008
 CITY OF DERBY GIS DEPT., 2009



Figure 8-2
DERBY-SHELTON
STATION AREA ZONING





- LEGEND**
-  EXISTING R.R. TRACK
 -  SIDING/NEW R.R. TRACK
 -  R.R. STATION PARKING
 -  R.R. PLATFORM
 -  ONGOING TOD INITIATIVES
 -  OTHER POTENTIAL TOD SITES

FIGURE 8-3
DERBY-SHELTON STATION
POTENTIAL TOD SITES

CROSSING DATA

MILE	CROSSING STREET/FEATURE
6.16	UG STAMFORD RD. OD

AG - AT GRADE
 UG - UNDERGRADE
 OH - OVERHEAD
 OPEN DECK



**WATERBURY AND NEW CANAAN
 BRANCH LINES
 NEEDS & FEASIBILITY STUDY
 PROJECT NO. 170-2562**

**WATERBURY BRANCH LINE
 DERBY-SHELTON R.R. STATION
 TOD SITES**



9.0 SUMMARY

As summarized in Table 9-1, 33 sites have been identified as existing or potential locations for transit oriented development along the Waterbury Branch.

TABLE 9-1: SUMMARY OF EXISTING AND POTENTIAL TOD SITES

Site Name/Location	Size (Acres)	# of Parcels	Zoning	Existing Use
Waterbury Station				
226-228 Meadow Street	0.77	1	Residential Office District (RO)	Surface parking
Freight Street Area Potential Development	N/A	N/A	General Industrial District (IG)	Industrial
West Main Street Corridor	N/A	N/A	Arterial Commercial District (CA); General Industrial District (IG)	Various
Bender Plumbing Supplies Company	3.90	N/A	Industrial Park District (IP); High Density Residence District (RH)	Unknown
Loyola Development Project	33.70	N/A	Industrial Park District (IP); High Density Residence District (RH); Central Business District (CBD); General Commercial District (CG)	Various
70 Bank Street	0.50	1	Central Business District (CBD)	Unknown
Site 1	0.16	1	General Industrial District (IG)	Vacant land
Site 2	0.04	1	High Density Residence District (RH)	Residential
Site 3	0.07	1	High Density Residence District (RH)	Residential
Site 4	0.12	1	High Density Residence District (RH)	Residential
Site 5	0.18	1	High Density Residence District (RH)	Residential

TABLE 9-1: SUMMARY OF EXISTING AND POTENTIAL TOD SITES

Site Name/Location	Size (Acres)	# of Parcels	Zoning	Existing Use
Site 6	1.40	8	General Industrial District (IG)	Vacant
Site 7	0.30	1	General Industrial District (IG)	Surface parking
Site 8	0.70	5	Central Business District (CBD)	Surface parking
Site 9	0.60	2	Residential Office District (RO); High Density Residence District (RH)	Open space
Site 10	1.00	2	Central Business District (CBD); High Density Residence District (RH)	Surface parking; vacant industrial
Site 11	0.20	1	General Industrial District (IG)	Vacant
Naugatuck Station				
Renaissance Place	60	N/A	Renaissance Place Special Zone	Various
Beacon Falls Station				
Site 1	0.50	2	Industrial District (I-1)	Vacant land
Site 2	14.70	1	Industrial Park District (IPD)	Industrial
Seymour Station				
Haynes Development Site	260	N/A	N/A	Various
Site 1	0.25	N/A	CBD1	Surface parking
Site 2	0.33	1	CBD1	Surface parking
Site 3	0.45	N/A	CBD1	Surface parking
Site 4	1.14	1	CBD1	Surface parking
Ansonia Station				
Site 1 (West Main Street Parking Lot)	0.90	N/A	Commercial (C)	Surface parking
Site 2	0.20	1	Commercial (C)	Unknown
Site 3 (Railroad Depot Parking Lot)	0.35	1	Commercial (C)	Surface parking
Site 4 (East Main Street Parking Lot)	3.02	1	Industrial (HI)	Surface parking
Site 5	1.50	3	Industrial (HI)	Various
Derby-Shelton Station				
Site 1	3.80	1	Business Zone (B1)	Vacant
Site 2	5.60	1	Business Zone (B1)	Concrete factory
Site 3	19.80	N/A	CDD (Center Design District)	Various

These sites offer the opportunity for infill development and redevelopment in communities along the branch and can help boost Waterbury Branch ridership and reduce congestion along Route 8 by increasing the number of people who work and live near these railroad stations. Promoting TOD in the corridor supports the goals of the Waterbury and New Canaan Branch Lines study by improving mobility, environmental quality, and land use planning along the branch.

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REFERENCES

- Beacon Falls Planning and Zoning Commission, June 2002. *Beacon Falls Plan of Conservation and Development, Smart Growth for the All-America Valley.*
- Beacon Falls Planning and Zoning Commission. *Zoning Regulations of the Town of Beacon Falls, Connecticut.*
- City of Waterbury Zoning Commission, November 29, 2007. *City of Waterbury, Connecticut, Zoning Regulations.*
- Connecticut Office of Policy and Management, 2005. *Conservation and Development Policies Plan for Connecticut 2005-2010.*
- Council of Governments of the Central Naugatuck Valley, June 13, 2008. *Central Naugatuck Valley Regional Plan of Conservation and Development, 2008.*
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- Reconnecting America, and The Center for Transit Oriented Development. *Why Transit-Oriented Development and Why Now?* www.reconnectingamerica.org, accessed August 2009.
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- The Inland Wetland and Watercourses Commission of the Borough of Naugatuck. *Inland Wetland Regulations.*
- The Conroy Development Company, June 8, 2005. *Renaissance Place: Naugatuck Redevelopment Vision Plan.*
- Waterbury Development Corporation, August 12, 2008. *City of Waterbury, Connecticut – 2008-2013 Consolidated Plan for Housing and Community Development and fiscal Year 2008-09 Action Plan.*

APPENDIX

MEETING MINUTES

SUBJECT: Waterbury and New Canaan Branch Lines Needs and Feasibility Study
(Project 170-2562)

MEETING DATE: July 16, 2009

TIME: 10:00 – 11:00 AM

LOCATION: Waterbury, CT

PURPOSE: Transit Oriented Development Stakeholder Meeting #2

ATTENDEES:

Name	Organization	Phone	Email
Sam Gold	Council of Governments of the Central Naugatuck Valley	203-757-0535	sgold@cogcnv.org
Peter Dorpalen	Council of Governments of the Central Naugatuck Valley	203-757-0535	pdorpalen@cogcnv.org
Michael Calli	Calli Brothers Inc.	203-754-0073	Producekid64@sbcglobal.net
Michael O'Connor	Conroy Development Company	203-755-4690	moconnor@conroydevelopment.com
Virginia Mason	Council of Governments of the Central Naugatuck Valley	203-757-0535	vmason@cogcnv.org
Dave Prendergast	Naugatuck Economic Development Corporation	203-723-4411	dprender@sbcglobal.net
Anthony Portanova	ADP Realty	203-263-2450	Aportanova244@earthlink.net
Bob Mezzo	Borough of Naugatuck	203-720-7000	bmezzo@naugatuck-ct.gov
Mark Hood	Connecticut Department of Economic and Community Development (DECD)	860-270-8155	mark.hood@ct.gov
Andrew Davis	Connecticut Department of Transportation (CTDOT) – Planning	860-594-2157	Andrew.h.davis@ct.gov
Anna Bergeron	CTDOT - Planning	860-594-2140	anna.bergeron@ct.gov
Mark Foran	CTDOT-Rail Ops	203-927-8619	j.mark.foran@ct.gov
Tom Izzo	CTDOT	203-789-7913	Thomas.izzo@ct.gov
Elizabeth Federico	Parsons Transportation Group	212-266-8393	elizabeth.federico@parsons.com
Bhoomi Vala	Parsons Transportation Group	212-266-8393	Bhoomi.vala@parsons.com
Mike Morehouse	Fitzgerald & Halliday, Inc.	860-247-7200	mmorehouse@fhiplan.com

MEETING SUMMARY

Andrew Davis of the Connecticut Department of Transportation welcomed everyone to the first of three Waterbury and New Canaan Branch Line Needs and Feasibility Study Transit Oriented Development (TOD) stakeholder meetings. He introduced the study team and members of the audience in attendance.

MEETING MINUTES

Elizabeth Federico of Parsons Transportation Group discussed the study process and thanked the audience members for attending and providing additional information relative to the opportunities for Transit Oriented Development in the two branch line corridors. Ms. Federico presented a PowerPoint presentation of the study progress to date and some of the alternatives under consideration for the Waterbury branch line. She commented that the meeting was an opportunity to identify opportunities for TOD in the corridor since the public comments indicated that there is much unrealized potential for development around rail stations. She indicated that the Study Team will be preparing two technical memorandums on TOD by the end of the summer.

The study team opened the meeting to the audience to take questions and comments.

Question and Comment Period:

Transit Oriented Development (TOD) Comments:

- There is a lack of storage at the north end of Waterbury.
Andy Davis responded that there is potential for a small yard there.
- TOD is a recommendation from the Plan of Conservation and Development – both in the regional and state plans.
- Conroy Development commented that they have been approved by Naugatuck for a TOD. Rail is one of the critical factors in this development. Fairfield County is a close market and people are getting priced out. The biggest issue with the rail service is the frequency of trains. Express buses are not the answer and this should be included in the report. The Conroy development will be a “green” development. Also, the Naugatuck Station takes some of the traffic that could go to Waterbury because it is considered a safer station.
- The development in Naugatuck does not necessarily concentrate on home ownership but also in home rentals.
- What is the study schedule?
Mr. Davis responded that this study will be completed in the winter 2009, followed by an environmental study, followed by design and construction.
- Lack of pedestrian connections is a major issue with all stations. This needs to be a priority if TOD is going to work.
- People are looking to get to New Haven.
Mr. Davis responded that this reverse commute up the main line could be handled by a transfer at the proposed Devon Station.
- There is a big hole in the schedule between 5:00 and 8:00 PM for return service up the branch line. Maybe a shuttle is a good interim step.
- In Seymour and Beacon Falls, TOD is being discussed.
- In Derby and Shelton, TOD has been discussed.

The study team responded that there will be a Derby TOD meeting on July 29.

MEETING MINUTES

Transit Comments:

- Is there bus service from New Haven to Derby-Shelton?
- There is the possibility of integrating buses at the train stations. Naugatuck and Beacon Falls are examples of stations where this connectivity between transit modes would work well.

Rail Comments:

- At Naugatuck, non-availability of trains is the main problem.
- Public restrooms are a problem at all stations.
- Was there any analysis on why people are using the train – e.g. is it commuters, non-work, a mix?
The study team responded that it is a mix, with the heaviest ridership on Sunday.
- People commute from Naugatuck to Fairfield County.
- Station improvements are good for public perception about rail travel.

Pedestrian/Commuter Safety Comments:

- The proposal is to move the Naugatuck Station platform to the north...looking at a garage with a pedestrian overpass. This would work better if the platform was on the other side of the track.
- Naugatuck station platform might work better if it was moved to the south instead of the north. Locate it next to the tangent track and provide parking. Visibility of the line would be better there as well, which might encourage more people to use the train. This is a better location for TOD.
- TOD should be designed based on pedestrian access and not on vehicular access.
- The Naugatuck Greenway would support TOD and access to train stations.
- Oxford is the fastest growing town in the state. Until recently there has been no marketing of the branch lines...this needs to continue to be expanded to let commuters be aware of commuting services by rail.
- At Beacon Falls, a large number of people are walking across the river to take the train.

MEETING MINUTES

SUBJECT: Waterbury and New Canaan Branch Lines Needs and Feasibility Study
(Project 170-2562)

MEETING DATE: July 29, 2009

TIME: 6:00 – 8:00 PM

LOCATION: Derby City Hall, Council Chambers, 1 Elizabeth Street, Derby, CT

PURPOSE: Transit Oriented Development Stakeholder Meeting #3

ATTENDEES:

Name	Organization	Phone	Email
Rick Dunne	Valley Council of Governments (VCOG)	203-735-8688	rdunne@valleycog.org
Dave Elder	VCOG	203-735-8688	delder@valleycog.org
Matt Fulda	VCOG	203-735-8688	mfulda@valleycog.org
Mike Horbal, L.S.	Seymour resident	203-888-9660	mhorbal@sbcglobal.net
David Barboza	Regional Planning Commission - Derby	203-735-9868	dbarbozai@hotmail.com
Bart Flaherty	Regional Planning Commission - Ansonia	203-735-6393	Brf3@sbcglobal.net
Don Smith, Jr. P.E.	Seymour resident	203-888-4904	dwsjrpe@sbcglobal.net
Theresa Conroy	Connecticut State Representative	203-888-1300	Theresa.conroy@cga.ct.gov
John O'Toole	Connecticut Light and Power – Economic and Community Development	860-665-5140	otoolja@nu.com
Michael Joyce	Milone and MacBroom, Inc.	203-481-4708	mikej@miloneandmacbroom.com
Tom Harned	Milone and MacBroom, Inc.	203-481-4208	tomh@miloneandmacbroom.com
Kathy Ekstrom	Haynes Development	203-888-8115	kekstrom@haynesdevelopment.com
Tom Haynes	Haynes Development	203-888-8102	thaynes@haynesdevelopment.com
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MEETING SUMMARY

Andrew Davis of the Connecticut Department of Transportation welcomed everyone to the third of three Waterbury and New Canaan Branch Line Needs and Feasibility Study Transit Oriented Development (TOD) stakeholder meetings. He introduced the study team and members of the audience in attendance.

Elizabeth Federico of Parsons Transportation Group discussed the study process and thanked the audience members for attending and providing additional information relative to the opportunities for Transit Oriented Development in the two branch line corridors. Ms. Federico presented a PowerPoint presentation of the study progress to date and some of the alternatives under consideration for the New Canaan branch line. She commented that the meeting was an opportunity to identify opportunities for TOD in the corridor since the public comments indicated that there is much unrealized potential for development around rail stations. She indicated that the Study Team will be preparing two technical memorandums on TOD by the end of the summer.

The study team opened the meeting to the audience to take questions and comments.

Question and Comment Period:

Transit Oriented Development (TOD) Comments:

The potential exists to increase ridership and develop transit-oriented developments in all downtown centers along the corridor. Examples include the Town of Shelton, which has a redevelopment zone; the City of Derby looking to redevelop the parcel opposite City Hall; and Ansonia, which is looking at redevelopment with a city center plan.

TOD opportunities were outlined further by Rick Dunne of Valley Council of Governments:

- In Seymour, there is a proposal taking shape with endorsement from the Town of Seymour for a potential relocation of the Seymour train station. This station relocation proposal will not be a part of this Waterbury and New Canaan Branch Lines Needs and Feasibility Study, but is coming together for consideration in the near future. The private development parcel encompasses 260 acres and relocation of the station within walking distance of downtown Seymour offers TOD opportunities.
- Ansonia is looking at a brownfields redevelopment assessment for future TOD/residential opportunity. The property is about a half block from train station.
- Derby is looking at a 25-acre parcel on other side of track as an employment site versus housing site; the southern part of the parcel closest to the station would be proposed to be left open for station use. In addition, this week the House approved \$300,000 in federal funding for Valley Council of Governments to undertake an intensive TOD study in the corridor to include site identification and a land use component to facilitate future TOD opportunities.

Tom Haynes, owner of the 260 acre private development parcel in Seymour (approximately 166 acres) and Beacon Falls (approximately 94 acres), made a brief presentation to the audience, outlining the area and its potential for TOD:

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- There are two miles of rail frontage on the property with potential for a new Seymour rail station location. Mr. Haynes commented that the Town of Seymour endorses movement of the rail station to the potential new site because of current access limitations and constrained parking with the existing station location. Other forms of development proposed for the parcel of land include a through-road to connect two state roads (Routes 67 and 42), mixed use development for retail and residential purposes, and light industrial development. Allowance has also been provided for the Naugatuck River Greenway on the east side of the property from downtown Seymour to Route 42 to provide connectivity of the Greenway as a bicycle-pedestrian link in the corridor.
- Mr. Davis commented that a long tangent straight section of track would be required for a station site. There was discussion of realignment of track to facilitate a station location.
- A possible new interchanges at Lakeview Avenue was discussed.
- Mr. Haynes expressed interest in providing access for a passing siding within the two mile corridor if that location would serve to enhance branch line service and improve ridership. Potential passing siding locations along the branch line corridor were also reviewed. Mr. Foran noted that although currently outside the current study scope, the suggestion of a passing siding may be of interest to the Department of Transportation.
- A question was asked about whether a freight siding at the proposed light industrial development on the parcel of land would be feasible. Mark Foran and Jon Foster from CT DOT Rail Operations responded that while a freight siding is different from a passing siding and designed for freight/industrial use, it would be a feasible option.

Bart Flaherty, representing the Regional Planning Commission in Ansonia commented that development of the downtown serves to increase population and use of the downtown. Any improvements to the Ansonia rail station would only assist this effort. A station improvement of a high level platform should be a recommendation in the final report. Also, any transportation improvements that reduce congestion on Route 8 would be an asset to the community.

A comment was made that smart, responsible growth should be part of any TOD. There is a need for high density housing in addition to low and medium density housing in order to support ridership and, therefore, support service improvements. This consideration should be included in the TOD report.

Transit Comments:

A question was asked about how to best transport Ansonia residents to the supply of jobs in Shelton when the train station is in Derby. Ms. Federico responded that a consideration to make the Derby station a multimodal facility with train and bus service to better serve the greater area of Shelton would be one solution. A response was made that if it could be done with a “two-seat ride”, it would work to serve the greater population of the corridor. Mr. Dunne added that the transportation “spine” is there to support expansion of transit service.

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Rail Comments:

A passing siding used to exist at the Derby station, and there also used to be a small yard with a siding off Burtville Avenue (off Chapel Street in Derby).

Concern was expressed about ensuring that return service up the branch line was increased to help improve ridership.

The Devon station alternative is considered attractive for improving access to main line trains as long as shuttle service is increased up and down the Waterbury branch line.

A question was asked about why a “welded line” is best for a rail line. Mr. Foster responded that a welded line is a better quality track that has a longer life; it is not joined by bolts, but is instead welded as a single track – the click and clack noise disappears with this form of track.

How many added trains could run onto the main line without the addition of the Devon station alternative? Availability of slots on the main line would determine the addition of trains. Passing sidings and signalization would be required to have more than one train running on the branch line at a time.

There was discussion about full signalization of the branch line versus positive train control signalization mandated by the year 2015.

Roadway comments:

Derby is becoming a bottleneck with increasing population and increasing truck traffic; improvements to the branch line service would help alleviate roadway congestion.

A comment was made that the funds are not there to increase capacity on Route 8 and it should not be done anyway; it is better to put any available funding to rail improvements.

Next Steps:

A question was asked about what happens after this feasibility study. Mr. Davis responded that if funding is made available, an Environmental Impact Statement (EIS) would be the next phase of study for any major infrastructure recommendation being carried forward, requiring the Legislature to move it forward to the next phase, at an estimated 18-24 months for a transportation bill to be authorized.

Improvements to amenities such as platforms can be conducted without going to an EIS phase.

Mr. Foran added that Rail Operations looks at making service improvements constantly. Metro-North will be contacted regarding the evening return service improvement consideration. Mr. Foster noted that added service requires additional equipment and that capital costs must be taken into consideration.

Ms. Federico asked attendees to submit any relevant materials or links to planning documents to the study team so that the information could be incorporated into the study process.