



CITY OF DANBURY

OFFICE OF THE MAYOR
155 DEER HILL AVENUE
DANBURY, CONNECTICUT 06810

MARK D. BOUGHTON
MAYOR

(203) 797-4511
FAX (203) 796-1666
m.boughton@danbury-ct.gov

February 4, 2016

Mr. Matthew Pafford
State of Connecticut
Office of Policy and Management
450 Capital Avenue MS#540RG
Harford, Connecticut 06106-1379
ELECTRONICALLY SUBMITTED: OPM.Responsiblegrowth-TOD@ct.gov

RE: Proposal for Funding for the City of Danbury
Responsible Growth and Transit-Oriented Development Grant Program
"Downtown Danbury Transit-Oriented Development Study"

Dear Mr. Pafford:

On behalf of the City of Danbury, attached please find an application for funding from the State of Connecticut Office of Policy and Management Responsible Growth and Transit-Oriented Development Grant Program for a planning study entitled "Downtown Danbury Transit-Oriented Development Study."

The planning study meets the grant program criteria as noted in the Request for Applications, OPM-IGP-20151209-RG-TOD, released on December 9, 2015. Requested grant funds will, in conjunction with the City's contribution of funds, be used to prepare the study that will further demonstrate state and local commitment to responsible growth within the city center area where residential, commercial, and institutional densities and transit facilities exist. The proposed study is consistent with the State's policies for responsible growth and promotion of transit-oriented development as noted within the *Conservation & Development Policies: The Plan for Connecticut 2013-2018*. Downtown Danbury is a recognized Regional Center and Priority Funding Area.

The City's request for funding from OPM for this TOD planning study is \$225,000. The City will contribute \$25,000 towards its preparation and work program as described in the application. Total funding for this project is \$250,000.

We look forward to acceptance of this proposal. If there are any questions regarding this application, please contact Sharon Calitro, Director of Planning, at 203-797-4525.

Sincerely,



Mark D. Boughton
Mayor

Attachments:

1. Certified Resolution by the City of Danbury City Council Authorizing Mark D. Boughton, Mayor, to execute all document related to this Grant.
2. Resolution of Support from the Western Connecticut Council of Governments, to come by February 25, 2016.
3. Grant Application: Responsible Growth and Transit-Oriented Development Grant Program, Request for Funding, "*Downtown Danbury Transit-Oriented Development Study*"



RESOLUTION

CITY OF DANBURY, STATE OF CONNECTICUT

February 2 A.D. 2016

RESOLVED BY THE CITY COUNCIL OF THE CITY OF DANBURY

WHEREAS, the State of Connecticut Office of Policy and Management has grant funds available under its Responsible Growth and Transit-Oriented Development ("TOD") Grant Program to provide financial support for construction projects that expand on previous state investment in transit-oriented development, as defined in the C.G.S., and or planning or construction projects that demonstrate responsible growth through their consistency with the *Conservation and Development Policies: The Plan for Connecticut 2013-2018*; and

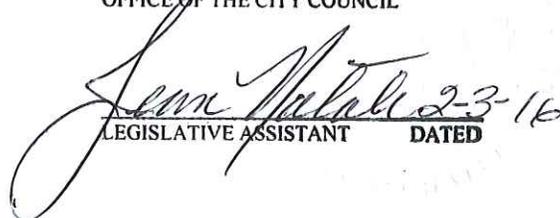
WHEREAS, the City intends to apply for a grant through this program, in accordance with the Responsible Growth and Transit-Oriented Development Grant Request for Applications, to hire a consultant to prepare a Downtown Danbury Transit-Oriented Development Study to evaluate downtown Danbury as a TOD including the assessment of transportation services and the co-location of said services in the downtown area; and

WHEREAS, the proposed amount of funding under this grant is anticipated to be up to \$250,000. While there are no matching funds required from the City, the City may opt to provide a local match of 10% which will enhance the rating of the application in the selection process by demonstrating the City's vested interest in this study.

NOW THEREFORE BE IT RESOLVED THAT Mark D. Boughton, Mayor of the City of Danbury, is hereby authorized to sign any documents necessary to effectuate said grant, and to execute on behalf of the City of Danbury all required documents, and to take all action necessary to effectuate the purposes thereof.

CITY OF DANBURY
OFFICE OF THE CITY COUNCIL

THIS DOCUMENT IS A CERTIFIED COPY
OF THE ORIGINAL ON FILE IN THE
OFFICE OF THE CITY COUNCIL


LEGISLATIVE ASSISTANT DATED 2-3-16



DOWNTOWN DANBURY TRANSIT-ORIENTED DEVELOPMENT STUDY

APPLICATION FOR GRANT FUNDS

FROM

**State of Connecticut
Office of Policy and Management
Responsible Growth and Transit-Oriented Development Grant Program**

Municipality: City of Danbury
Mark D. Boughton, Mayor
155 Deer Hill Avenue
Danbury, CT 06810

Principal Contact: Sharon B. Calitro, Director of Planning
Phone number: (203) 797-4525
Email: s.calitro@danbury-ct.gov

Date: February 4, 2016

The City of Danbury is pleased to submit an application for a Responsible Growth and Transit-Oriented Development (“TOD”) grant in the amount of \$225,000. The grant, with additional funding by the City of \$25,000, will be used to engage a planning and transportation consulting firm(s), managed by the City of Danbury Department of Planning and Zoning, to facilitate a task force established by the City, conduct research on land use and transportation conditions in the downtown, and issue recommendations as to how transit-oriented development may be furthered to promote responsible growth and infill development in the City’s critical downtown area. The planning study, entitled the “Downtown Danbury Transit-Oriented Development Study”, would also focus on analyzing existing transportation modes and ridership and provide recommendations that promote intermodal coordination and co-location of transit services. Access to, and convenience of, various modes of public transportation is key to a successful TOD policy. Specific details of the proposed project are outlined in the response to Question #3.

The City has demonstrated, through past and present planning, zoning, and development policies and public works projects, a strong commitment to downtown Danbury and its role not just as a strong city center, but as a regional transportation center. Danbury is identified on the State of Connecticut Conservation and Development Policies Plan Locational Guide Map as a Regional Center. Many elements of TOD are in place in Danbury. Land use plans of the City of Danbury, Western Connecticut Council of Governments (“WCCOG”), and the State of Connecticut Office of Policy and Management all recommend downtown Danbury as a priority area for investment and public facility coordination.

Completion of this planning study, with its focus on the co-location of transit services to the Danbury Metro North Rail Station, will help leverage economic development in the downtown. Co-locating the three downtown Danbury transit hubs currently serving the City of Danbury and the adjacent Greater Danbury Area will promote TOD activities and incentivize potential redevelopment within this designated regional center.

1. A description of existing conditions in the proposed project area (i.e., transportation facilities, parking, employment, residential, commercial/retail, brownfields, building vacancy rate, parking spaces, zoning regulations, etc.) If available, include maps as supplemental attachments.

Danbury’s downtown area has been the focus of federal, state and local investment for decades. From traditional urban renewal activities of the 1960s, to use of state funds for streetscape improvements, train station renovations, and construction of two parking garages, to a myriad of other projects, the City has demonstrated its commitment to maintaining and pursuing funds for the improvement of its downtown. It has also acted aggressively to incentivize private investment in the area by amending zoning regulations to ease development regulations and reduce land use application approval and permitting fees. The strength of its urban core benefits the City proper as well as the entire Region. Danbury’s position as a regional center is documented and evidenced by continued public investment in community services and transportation infrastructure.

Within the core of the City, public infrastructure exists that can support growth including municipal water and sewer facilities, gas and electric services, access to several modes of transportation, and an extensive pedestrian network. Improvements to the roadway network will also support a more active biking population.

The City of Danbury and related downtown organizations have vested interests in the success and viability of its downtown and the promotion of responsible growth, see Exhibit A Letter of Support for Grant Application from CityCenter Danbury.

Population:

The population of the City of Danbury continues to increase. In 2000, the US Census published population was 74,848. By 2010 it had risen approximately 8% to 80,893. Recent 2014 estimates indicate Danbury is home to 82,781 persons. According to the US Census, the 2010 population within approximately a ½ mile radius of the Metro North Danbury Station is estimated to be between 8,000 - 10,000 persons.

The 2013 Western Connecticut Comprehensive Economic Development Strategy (“CEDS”) Report of the Western Connecticut Economic Development Alliance indicated the City was home to 36% of the region’s population. It recognized Danbury as the center of WCEDA regional activity.

Planning Efforts:

Danbury’s urban core includes the central business district, new residential development, surrounding older neighborhoods, and the nearby campus of Western Connecticut State University. It contains a diverse mix of different racial and ethnic groups, housing types, and densities. Retail stores and offices, and business and professional services of great variety are found within the downtown and along adjacent streets.

The downtown serves as the financial, governmental, and transportation center of the City and the Region. Principle roads serving the area include Main Street, South Street, West Street-Lake Avenue, and White Street. Access to Interstate 84 is convenient and minutes from Danbury’s downtown. The Metro North Danbury Rail Station is located on Patriot Drive and the regional Housatonic Area Rapid Transit (“HART”) Pulse Point bus facility and private bus companies are located downtown.

Housing units within the core area were largely built prior to 1940 and are occupied. Many are rental units. Although most dwelling units within the core are in good condition, there are several pockets that exhibit one or more characteristics of urban blight. In addition to multi-family dwellings, many single-family homes can also be found, typically on small lots. In some instances, especially attractive single-family neighborhoods fall within multi-family zoning districts. New rental units are under construction on Kennedy Avenue.

Like so many other downtowns in America, Main Street and downtown Danbury lost its once preeminent role as the commercial core of the City as suburban shopping and employment centers have spread out to other areas of the City and into surrounding towns. Throughout the 1980s and 1990s, many established downtown stores closed or moved to new locales. In some cases, older shops were replaced by stores and services catering to a growing immigrant population. There remains however, a solid commercial base of banking, social and community service organizations and public institutions.

A comprehensive effort to enhance the downtown as the distinctive center of the City resulted in the establishment of a Downtown Revitalization Program in 1990. The Program initially included three major components: preparation of a plan for the 7.7 acre downtown redevelopment area; initiation of a recruitment program to attract new development to the area; and, construction of major downtown street and pedestrian improvements and an expansion of parking. These early public efforts have, and continue to be, complemented by private construction, community facilities, and additional public investment in infrastructure, parks, and educational institutions.

The City’s most current planning effort focused on developing a strategy to revitalize downtown Danbury. The identification of key issues facing the downtown, formulation of a vision for the future, and the establishment of objectives and recommended actions was documented in a 2010 report of the

Main Street Renaissance Task Force entitled “Downtown Danbury: Issues and Recommendations,” (the “Report”). The Report identified and evaluated a 116 acre study area centered in downtown Danbury, see Exhibits B and C, Downtown Danbury Study Area Map and current Aerial Photo, respectively.

The Report specifically recognized the importance of adjacent neighborhoods as contributing to the growth and success of the downtown. The adjacent neighborhoods house the mid-town campus of Western Connecticut State University on White Street, dense multi-family residential areas, and, as noted, the Metro North Danbury Rail Station. These adjacent areas would be scrutinized for walking distance to the Danbury Rail Station as part of the TOD analysis.

Many components of a TOD pattern are in place in Danbury: proximity and reliance on high-frequency transit, a mix of land uses, and an established pedestrian network. As important, there is a long established commitment to maintaining and improving downtown Danbury as is evident in public investments in downtown infrastructure.

Public Transportation and Parking:

Commuter rail service to Danbury is provided by the Metro-North Commuter Railroad, a subsidiary of the Metropolitan Transportation Authority (MTA) in New York. ConnDOT contracts with the MTA to operate commuter rail service on the Danbury Branch and the New Haven Line. According to the WCEDA CEDS Report issued in 2013, the Danbury branch line from Danbury south to Norwalk serves approximately 1,000,000 passengers annually. Recent reports indicate ridership on the Danbury line is increasing. The Metro North Danbury Rail Station is located on Patriot Drive in Danbury.

HART was founded in 1972 to regulate transportation resources in the Housatonic Region and began providing transit service in 1982. The HART District operates fifteen urban fixed routes, ADA paratransit services, senior/disabled dial-a-ride services, interstate commuter rail shuttles, job access services and a downtown Danbury trolley circulator. The system has historically served transit-dependent populations, but new interregional and interstate rail feeder services have attracted a growing number of riders by choice. HART operates a pulse system where most fixed routes meet at the same time at the Kennedy Avenue Pulse Point on the hour or half-hour, facilitating transfers to other routes. According to HART, the Fixed-Route system carried 837,207 riders in 2015.

There are two public parking garages downtown. The Patriot and Bardo Garages provide a cumulative total number of 936 parking spaces, including handicap spaces. Both are managed by the Danbury Parking Authority. In addition, the Authority manages an additional 689 metered parking spaces on downtown streets and within downtown parking lots.

The private Peter Pan/Bonanza Bus Terminal on Elm Street provides service to outlying areas and along the northeast corridor. Taxi services are available at both the HART Pulse Point and Rail Station.

The distance between the Metro-North Danbury Rail Station and the HART Pulse Point and private bus terminal is approximately ½ mile walking distance, depending on the route.

Coordination of public transportation modes has been long recommended. A goal of the City of Danbury 2005 Transportation Plan was, and remains, the improvement of multi-modal connectivity and the coordination of land development and transportation demands. It is important to note that while promoting intermodal coordination among various public transport services has been a goal of federal policy since the passage of the Intermodal Surface Transportation Efficiency Act of 1991, the Metro

North Danbury Rail Station, HART Pulse Point and the private bus terminal on Elm Street have been in place prior to that date.

Land Use:

Within downtown Danbury there is a rich mixture of land uses and architectural styles. As noted, the Task Force Report study area consisted of approximately 116 acres with a total building floor area of over three million square feet. Commercial and mixed-use developments accounted for 60% of the total floor area in the study area at the time of the report and the total assessed value of the study area was, in 2008, \$ 229,749,080. Since that time, several developments have been or are under construction within the area including the 374 unit private Kennedy Flats apartment community on Kennedy Avenue on a former brownfield site and the 46,700 square foot Connecticut Institute for Communities building on Main and Boughton Streets. Additionally, a major expansion Naugatuck Valley Community College is underway in the Pershing Building located at the corner of West and Main Streets.

Danbury's downtown also encompasses the Main Street Historic District, included on the National Register of Historic Places since 1983. Downtown contains notably prominent buildings such as the Danbury Public Library, the Galleria, the Danbury Ice Area, buildings constructed on former Redevelopment Parcels, significant religious buildings, community and social service buildings, and three major parks: the Danbury Green, Elmwood Park and Kennedy Park. Danbury City Hall, the center of city government, is located two blocks from the corner of Main and West Streets.

Within one-half a mile of Main Street, and in walking distance of the Metro North Danbury Rail Station, is the midtown campus of Western Connecticut State University. According to University information, full and part-time enrollment and administrative and support staff account for more almost 7000 persons, many working, residing and commuting into the downtown area. WCSU's shuttle bus service between the midtown and westside campuses also provides service to the Metro North Danbury Rail Station and other stops downtown.

City of Danbury Zoning Regulations:

The City of Danbury Zoning Regulations have, over time, been amended to incentivize and promote new and infill development in downtown Danbury. In 2011, these policies were memorialized when the Downtown Revitalization Overlay Zone ("DRZ") was created. Creation of this overlay zone was a recommendation of the Report. The purpose and intent of the overlay zone is to promote the revitalization of downtown Danbury by providing supplemental regulations to portions of the zoning districts that comprised the defined area. The DRZ regulations are found in Section 7.F of the City of Danbury Zoning Regulations, see Exhibit D.

Subsequent to the creation of the DRZ, in late 2011 the City reduced permit fees for land use applications associated with projects located within the DRZ. Fees were reduced by 50% for zoning permits, special exceptions, special permits, all site plans and waivers therefrom, grading and floodplain permits, free splits and lot line revisions, and subdivision applications.

The Report was also incorporated into the amended 2013 Danbury Plan of Conservation & Development with the following recommendation: *Implement the Downtown Danbury Plan.*

In July 2014, the Main Street Partnership, also established as a recommendation of the Report, proposed amendments to the Zoning Regulations affecting land within the DRZ. These amendments further restricted uses on lots bordering Main Street, restricted some residential uses and clubs from occupying the first floors of structures located on several streets, and eliminated uses deemed inconsistent with the

intent and purpose of the DRZ. Other uses were eliminated completely from the Central Business District and RH-3 Zoning Districts and parking lot design requirements/restrictions were imposed. These amendments furthered the findings and recommendations of the Report with the intent to promote development that encouraged a diversity of activities which would bring people downtown, including businesses, entertainment, community facilities and public events. On major streets within downtown Danbury, these amendments were intended to encourage residences to be part of a mixed-use development combining first floor commercial with upper story housing.

The City continues to review its Zoning Regulations to ensure the objectives of downtown revitalization are met.

2. Identification of the immediate need for the project, and how it advances the municipality's long-term vision for the proposed project area.

Preparation of the Downtown Danbury Transit-Oriented Development Study is needed to immediately evaluate and identify TOD elements that may be implemented to further promote responsible growth and infill development in the City's critical downtown area, including the co-location of transit services. Public and private developments are underway in downtown Danbury including construction of market rate housing, State-funded public institutions and community service facilities. A strong commercial, institutional, recreational and retail base exists that could only be strengthened and enhanced by an influx of people, with access to convenient transportation services, both working and living downtown Danbury. A key element of the proposed planning study will evaluate downtown Danbury from the public transit perspective, determining what additional investments can maximize synergy between increased transit services and the health and vibrancy of downtown Danbury.

This planning study advances Danbury's long term vision for downtown as the primary focus of City life, with a diversity of activities and thriving businesses, high quality housing, exceptional walkable urban design, preservation of historic buildings, varied entertainment, and a vibrant street life supported by a coordinated transportation system that conveniently provides a link between people and the places they need to access. Downtown Danbury is identified by the State of Connecticut as a Regional Center and TOD in downtown Danbury is supported by the WCCOG Regional Plan.

3. A detailed description of the proposal including but not limited to, a project schedule, budget, and site plan, and how it relates to both the existing conditions and the future vision.

The proposed project includes the following detailed tasks. It is anticipated that such tasks will be vetted during the contract process and further refined in accordance with input from OPM.

Detailed Description of Proposed Project Tasks

Task I.

The City of Danbury will prepare a detailed Scope of Work for the project to be reviewed by OPM. A Request for Proposals will be issued for interested planning and transportation consultants in accordance with standard City policies and grant guidelines. The RFP will be issued and responses vetted by the City of Danbury Director of Planning, Chief of Staff, Director of Public Works, City Engineer, City Traffic Engineer, HART, and a representative of the regional transportation planning agency for Danbury. A "short list" of consultants submitting proposals will be interviewed. The successful consultant will be selected based on credentials and experience after all interviews are completed.

Task II.

Once a consultant is selected, the City of Danbury will establish a task force (“Task Force”) led by its Director of Planning, other city officials and critical stakeholders including representatives of CityCenter Danbury, ConnDOT, HART, WCCOG, property and business owners, institutional uses, private bus company operators, bicyclist advocates, and interested members of the public.

The selected consultant will act as facilitator for meetings of the Task Force conducting working and advisory meetings of the Task Force, as needed, in coordination with the Director of Planning.

The Task Force will review the consultant work products in Task 3.

Task III.

The consultant will undertake the following work tasks and prepare draft and final reports of its findings.

1. Determine TOD Area.

Review DRZ Overlay Zone boundaries and adjacent neighborhoods and provide a recommendation for the geographical designation of the TOD study area.

2. Identify and Evaluate Land Use Patterns and Zoning in the TOD Area.

Identify existing land and building use patterns within the TOD area through field observation, existing mapping, and consultation with Danbury municipal staff. Analyze current City of Danbury Zoning Regulations to determine if amendments are necessary to further TOD opportunities.

3. Review Existing Plans and Policies.

Review all City of Danbury development policies, plans, and design guidelines applicable to the pursuit of TOD including the 2010 Report. Review the ConnDOT Danbury Branch Line Study and the WCCOG Regional Transportation Plan and their respective technical appendices to identify potential public and private investments that could promote transit usage within the TOD area.

4. Parcel Assessment.

Identify properties in the TOD area that would be appropriate for increased business, commercial, institutional, retail and residential densities and that could be enhanced by increased access to public and private bus, and rail passenger transportation services.

5. Market Analysis – Evaluation of Business Expansion Potential.

Specifically identify the market potential for additional housing and/or economic development initiatives that would support TOD in downtown Danbury.

6. Assess Parking Facilities.

Determine relevant parking issues within the TOD area and assess whether supply and location will meet projected needs based on site development potential and access to bus and passenger rail facilities. Meet with the Danbury Parking Authority to evaluate public parking garage long term usage and availability once increased densities are achieved, including the need for additional parking spaces in the downtown and for increased rail passenger service.

7. Evaluate Other TOD Planning in the Area.

There are two state and federally funded TOD studies active in the Danbury area, the Bethel Rail Station TOD Feasibility Study and the Branchville TOD Study in Ridgefield. WCCOG will make available to this effort data sets and policy models from these related studies that will be evaluated by the consultant.

8. Prepare Co-Location Plan for Transit Hubs.

The consultant will prepare a co-location plan for a Danbury Transit Hub that would provide access to rail and both public and private bus facilities at one central location. The plan will

assess the geometric, administrative and financial feasibility of co-locating the three downtown Danbury transit hubs currently serving the City of Danbury and the adjacent Greater Danbury Area. This is a priority work task, as synergy between relocated transit modes will prove to be of great value in promoting TOD related development and associated activities. This task involves an assessment of whether transit travel time will be reduced and patronage increased, especially for the HART District, as a result of the co-location of services and sharing of facilities conveniently linking bus transit with rail transit. A cost estimate for a relocated or expanded facility shall be provided as well as a determination of benefits to the three transportation providers, and those they serve, that may be achieved from the efficiencies of shared operational infrastructure.

9. Prepare Complete Streets and Integrated Mobility Plan.

Based on the preferred TOD development scenario that will evolve from this planning effort, the consultant will develop recommendations for increased transit and pedestrian connectivity within the TOD study area. All proposals are to be vetted through a "Complete Streets" policy process, such that bike, pedestrian, transit and vehicular modes are fully integrated.

10. Prepare Preferred Development Scenarios.

Based on policy options as well as an analysis of existing and projected conditions, the consultant will develop and compare TOD area retail, commercial and residential density alternatives. Identify how each alternative would provide for increased ridership on transit services with the establishment of a Danbury Transit Hub. Determine consistency of TOD scenarios and other infrastructure improvements with existing City of Danbury investments in surrounding infrastructure, streetscape and amenities.

11. Define Implementation Tools and Capital Program.

Estimate capital and operating costs for key TOD recommendations. Define tools that can be used to implement TOD recommendations including, but not limited to: the relocation of bus transit service facilities, land and building use controls, management and stewardship programs, innovative funding mechanisms, and collaborative approaches utilizing public and private resources.

12. Prepare Societal Impact Statement.

For all transit relocation proposals considered, determine if there will be improved mobility opportunities for the elderly, disabled, isolated, economically disadvantaged and federally defined Environmental Justice and Title VI populations.

Task IV.

The consultant will be required to attend several Task Force meetings and public meetings to present its findings.

Task V.

The consultant will assist the Task Force in developing and implementing a public participation strategy and facilitate public meetings. Findings of the draft report will be presented by the consultant and discussed in a public form to engage the community in a transparent and participatory planning process. The consultant will develop a related media plan.

Budget

The entirety of the grant funds and City contribution, or \$250,000, will be utilized to reimburse the consultant to participate on the Task Force and undertake the work tasks defined above. Printed copies of the final report will be provided to the City.

Schedule

The RFP process is anticipated to take approximately 3 months. Study tasks are expected to take 12-15 months once the consultant is retained.

The above defined tasks will identify existing conditions and result in a TOD development scenario that meets the City's defined vision for its downtown. Co-locating transit services is anticipated to be a catalyst to future development under such scenarios.

4. A description of how the proposal will support TOD and/or responsible growth.

According to CT Public Act 07-6 of 2007 *"transit oriented development means the development of residential, commercial and employment centers within one-half mile or walking distance of public transportation facilities, including rail that meet transit supportive standards for land uses, built environment densities and walkable environments, in order to facilitate and encourage the use of those services."* In 2011, the regional planning agency for Danbury found that since Danbury hosted two major transit facilities, downtown Danbury functioned, in effect, as a TOD area with a variety of retail and service businesses and relatively high density residential neighborhoods, all located within walking distance of public transit services in an attractive, pedestrian friendly environment.

Building on this concept, and growth that has since occurred within downtown, this Study will provide an assessment of appropriate mechanisms and development scenarios for TOD as well as link such development to enhanced commuting opportunities. It also recognizes the importance of a centralized transit facility. Populations exist downtown, through work, living and educational opportunities, as well as through commuters who utilize existing transit services, to support a multi-modal transit hub. Additionally, the regional planning agency found that over the past several decades *"the number of Danbury residents who commute daily to job sites in lower Fairfield County has continued to increase."* This expanded commuter market provides additional opportunities for growth and increased ridership on public transportation modes.

The transit-oriented development goal for the Regional Transportation Plan for the WCEDA CEDS area is to reinforce, intensify and foster mixed use residential neighborhoods at most existing and proposed passenger rail stations and at HART's central bus transfer station in downtown Danbury. Co-locating transit services to one centralized location in downtown to provide convenient and safe transfer between transportation modes, and increased density around the station, is consistent with the regional economic development strategy.

A related downtown Danbury recommendation is found within the 2015 Regional Transportation Plan where there is support for a "Danbury Transit Centers Co-Location Study." The study found that *"transit travel time could be reduced and patronage increased if the two bus centers were relocated adjacent to the Danbury Train Station."*

This project is consistent with Growth Management Principles from the Conservation & Development Policies: The Plan for Connecticut 2013-2018.

Growth Management Principle #1: Redevelop and Revitalize Regional Centers and Areas with Existing or Currently Planning Physical Infrastructure. The City is uniquely positioned due to its location, economic environment, infrastructure, and existing transit services to leverage these assets to direct growth to its urban core. Its downtown is a recognized Regional Center. This TOD planning study is consistent with State Agency Policies to ensure safety and integrity of existing infrastructure, focus on infill and redevelopment opportunities consisting of a concentration of mixed use and mixed income

developments, encouragement and coordination of transit planning, performance of costs analyses of capital improvements associated with a single transit hub, promotion of adaptive reuse, and land use density around a multi-modal transit hub.

Growth Management Principle #2: Expand Housing Opportunities and Design Choices to Accommodate a Variety of Household Types and Needs. Even though the City of Danbury is exempt from the CGS Section 8-30g, it has continued to provide for housing opportunities for a variety of household types. Downtown Danbury provides opportunities for higher density, mixed-income housing within walking distance to retail, recreational and cultural attractions, jobs and public transit. This is evidenced by the investment of a national private developer that is constructing Kennedy Flats, a 374 unit multi-family apartment home community on a former brownfield site. It is marketing the Danbury urban community to those who desire to work and live in the downtown.

Growth Management Principle #3: Concentrate Development Around Transportation Nodes and along Major Transportation Corridors to Support the Viability of Transportation Options. Preparation of a TOD planning study that focuses on development strategies and a single transit hub is clearly consistent with this Principle. The TOD study would provide recommendations intended to promote compact, pedestrian-oriented, mixed use development around an improved existing public transportation station that would include provisions for other modes transportation as well. It would assess how a single transit hub, with linkages to several modes of transportation, could attract more customers through better integration of transit options in a safe and convenient environment. It would also clearly identify strategic sites downtown that are within walking distance to public transportation facilities and provide TOD development scenarios. Capital cost estimates for a redeveloped transit station hub will also be provided.

Growth Management Principle #4: Conserve and Restore the Natural Environment, Cultural and Historical Resources, and Traditional Rural Lands. Downtown Danbury is clearly recognized for its historical significance. The prominent structures along Main Street and within the National Register Historic District are further complimented by individual buildings on feeder streets that are reminiscent of Danbury's storied past. Redevelopment must recognize and protect these important structures while providing opportunities for responsible growth.

Growth Management Principle #5: Protect and Ensure the Integrity of Environmental Assets Critical to Public Health and Safety. Downtown Danbury contains several natural environmental assets that must be considered and protected when considering redevelopment scenarios. These include the partially culverted infamous Still River and several feeder brooks and associated floodplains. These resources will continue to be protected under any development scenario. Other environmental assets include redeveloped park areas that provide green space within the built urban core.

Growth Management Principle #6: Promote Integrated Planning across all Levels of Government to Address Issues on a Statewide, Regional, and Local Basis. Funding for the preparation of the Downtown Danbury Transit-Oriented Development Study is consistent with this Growth Management Principle in that Danbury is a noted Regional Center and its downtown a Priority Funding Area. The component of the Study that evaluates and assesses the development of single coordinated transit hub linking bus and rail facilities will benefit the entire Region and areas beyond. Regional transportation and economic development agencies support TOD in downtown Danbury around the Danbury Rail Station.

This TOD planning study that includes the provision of a centralized transit hub demonstrates responsible growth by recognizing the critical linkage of land use density and transportation within the urban core of the City where infrastructure is in place. It also recognizes the importance of the preservation of the distinctive historic character of the downtown. Previous investments, both state and federal, in transit and

other projects that are integral to responsible growth in Danbury's downtown include, but are not limited to, the following:

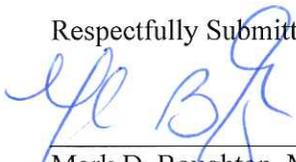
- use of funds during urban renewal and flood management;
- redevelopment in the 1990s;
- CT DECD funds for the construction of a downtown parking garage;
- streetscape improvements over several decades (including TEA-21 Funds through ConnDOT);
- renovations to the historic train station (ConnDOT funds);
- construction of a new commuter rail station (ConnDOT funds);
- park improvement plans (CDBG and LoCIP funds);
- local bridge program funds for improvements to the Crosby Street Bridge (LoCIP funds);
- HVCEO Regional Transportation Plan for Lake Avenue and West Street (SAFETEA-LU funds);
- Section 108 federal funds for neighborhood improvements on downtown streets (Foster, Bank and Boughton Streets);
- CT Department of Administrative Services for construction of a new HEAD Start educational facility on Foster Street; and
- funds from a Special Initiatives Grant from the CT Commission on Culture and Tourism for a planning study for the re-use of historic downtown Palace Theater.

These investments are in addition to state funds for improvements to Naugatuck Valley Community College and its 1,000 students on Main Street; federal HUD funds to the City of Danbury Housing Authority to manage and renovate 98 senior elderly units on Main Street; millions of dollars in funding, both past and current, provided to the Connecticut Institute for Communities for facilities and programs in downtown Danbury aimed at providing health care, education, housing and human services to area residents; and funding for the Danbury Community Facility Collaboration, an alliance consisting of non-profit organizations to redevelop community facilities for recreation and service program in downtown buildings. These funded projects exemplify the commitment of Danbury to its downtown as well as the commitment of the state and federal government in the funding of projects that support projects in the downtown.

5. A brief assessment of what is considered to be the most critical hurdle(s) to overcome in order to realize the municipality's vision, and to what extent, if any, state agencies might be needed to facilitate a coordinated solution.

Danbury has achieved success in maintaining a strong economic base and healthy residential market despite recent regional declines in the housing and commercial markets. Its commitment to its downtown has never waned. Its success requires, as stated in the 2010 Task Force Report, "a broad vision and an attention to detail, recognizing that even small improvements can add up to significant results." Danbury has and continues to pay attention to detail within its downtown and has implemented many recommendations to incentivize development. A critical hurdle at this time is the co-location of transit services to reduce commuting time and conveniently and safely provide for access to a diversity of activities by various transportation modes. State and outside transit agencies will participate in the process.

Respectfully Submitted,


Mark D. Boughton, Mayor
City of Danbury

February 4, 2016

Subscribed & sworn to before me this 4th day of February 2016

Robin A Shepard
Notary Public
Connecticut
Commission Expires 03/31/2016



LIST OF EXHIBITS

EXHIBIT A

CityCenter Danbury Letter of Support

EXHIBIT B

**Downtown Danbury Study Area Map from Downtown Danbury: Issues and Recommendations
2010 Main Street Renaissance Task Force Report**

EXHIBIT C

Aerial View of Downtown Danbury

EXHIBIT D

Excerpt from the City of Danbury Zoning Regulations, Section 7.F.

EXHIBIT A
CityCenter Letter of Support for Grant Application

P.J. Prunty
Executive Director

Pat Hembrook
Managing Director

Jeannine Usher
Assistant/Social Media

Stacey Olszewski
Community Liaison Director

CityCenter Danbury
Board of Commissioners:

Tom Devine
Chairman
Two Steps Downtown Grille

Marie O'Neill
Vice-Chairman
Union Savings Bank

Nick Gazetos
Treasurer
Savings Bank of Danbury

Manny Carreras
Property Owner

Sharon Calitro
City of Danbury - Planning
Ex-Officio

Roger Palanzo
City of Danbury
Office of the Mayor
Ex-Officio

Chris Furey
Virtual Density

Sarah Gager
Naugatuck Valley CC

Alicia Ghio
RmediA

Matt Hawley
Hawley Companies

Mike Kaltschnee
Danbury Innovation Center

Debbie Pacific
Danbury Parking Authority

Officer Rob Perun
Danbury Police Dept.
Ex-Officio

Perry Salvagne III
Hodge Insurance
Secretary

Robert Steinberg
Property Owner

Paul Steinmetz
Western Connecticut
State University

CityCenter Danbury
268 Main Street, Danbury, CT 06810
Tel: 203-792-1711
www.citycenterdanbury.com

January 27, 2016

The Honorable Mayor Mark D. Boughton
The City of Danbury
155 Deer Hill Avenue
Danbury, CT 06810

Dear Mayor Boughton:

On behalf of the CityCenter Board of Commissioners, we are expressing our support for the grant application from Planning & Zoning Department to the State of Connecticut Office of Policy and Management regarding the responsible growth and transit-oriented development program.

Over that last year, Downtown Danbury has undergone major economic investments on both ends of Main Street. From 374 luxury apartments beginning to lease, the development of a multimillion dollar community health center, to the recent expansion of Naugatuck Valley Community College. These investments will result in a significant increase of necessary transportation initiatives to coincide with this growth. Opportunities such as co-location of transit services for train, bus, and taxi services would increase the convenience of access to public transportation.

To help foster continued development throughout Downtown Danbury, it is critical to explore transit-oriented development opportunities that will help assist with making the public transportation of our city meet the needs of a growing population.

Thank you for your time and consideration.

Sincerely,



P.J. Prunty
Executive Director
CityCenter Danbury
203-792-1711 phone
pjprunty@citycenterdanbury.com

Something's Going On Downtown...

The Danbury Downtown Council is a subsidiary of CityCenter Danbury

EXHIBIT B
Downtown Danbury Study Area Map
from
Downtown Danbury: Issues and Recommendations
2010 Main Street Renaissance Task Force Report

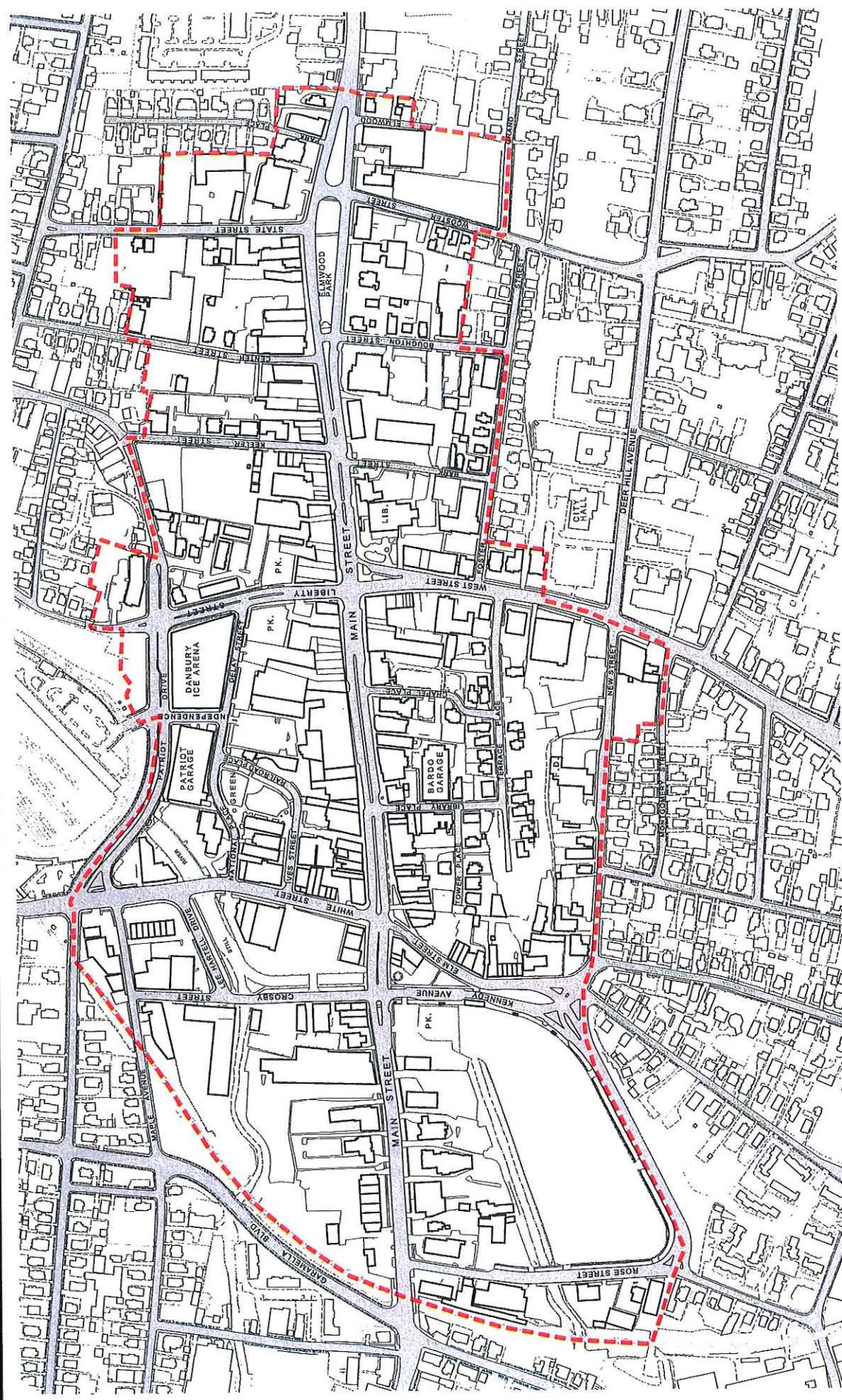


FIGURE 1
DOWNTOWN STUDY AREA



EXHIBIT C
Aerial View of Downtown Danbury

AERIAL VIEW OF DOWNTOWN DANBURY

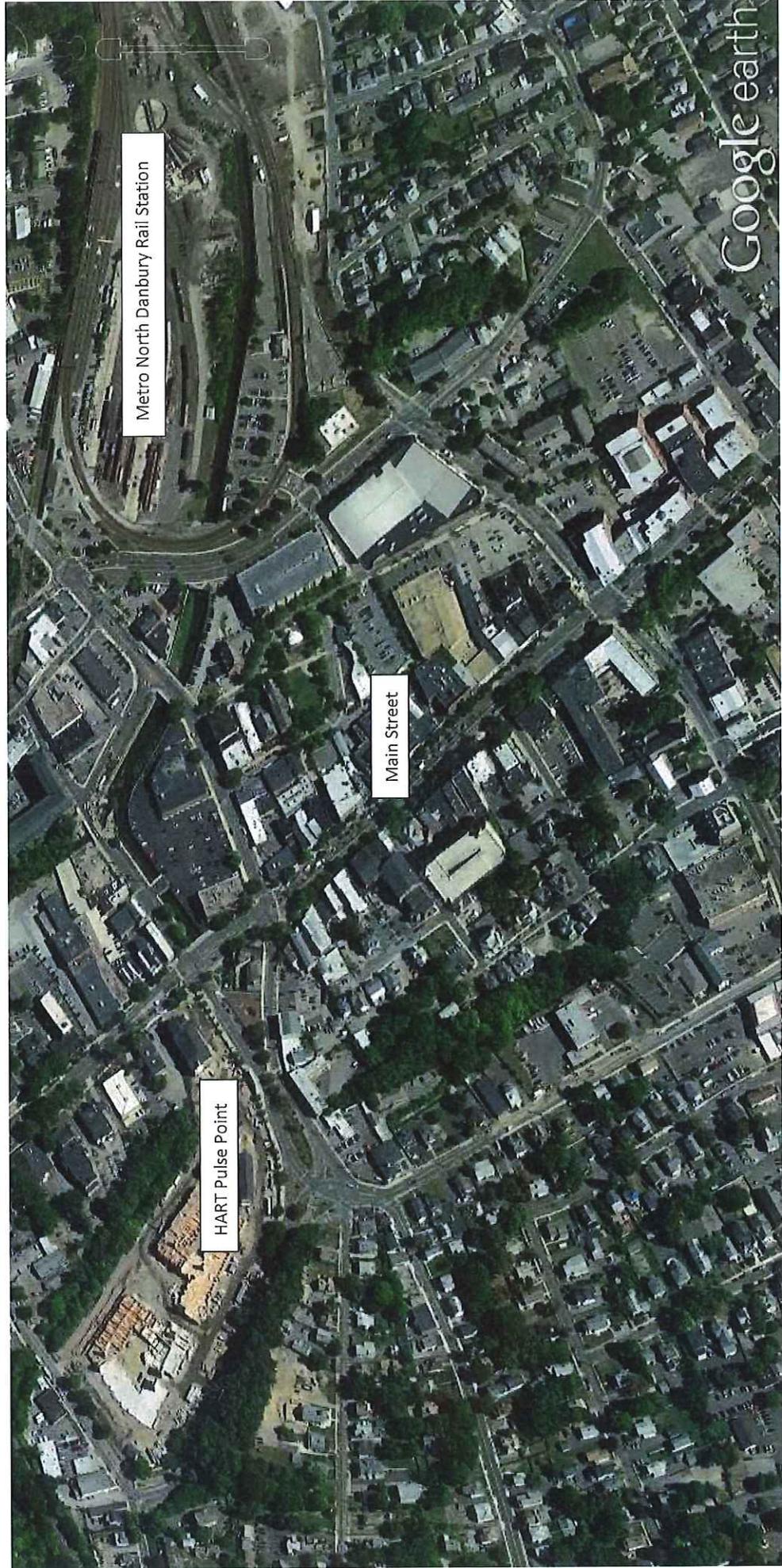


EXHIBIT D
Excerpt from the City of Danbury Zoning Regulations, Section 7.F.

7.F. DOWNTOWN REVITALIZATION OVERLAY ZONE. [Eff. 6/2/2011]

7.F.1. Purpose and Intent.

It is the purpose and intent of this overlay zone to promote the revitalization of downtown Danbury by providing supplemental regulations to portions of the R-3, RH-3, CL-10 and C-CBD zoning districts, and future amendments which may add portions of other zoning districts to the DRZ, located within the Downtown Revitalization Zone (“DRZ”). [Rev. 7/29/2014]

7.F.2. Scope.

The area of the DRZ shall encompass all lots, or portions thereof, as shown on a certain map entitled “Downtown Revitalization Overlay Zone” (see hatched area below), which map is made a part of these Zoning Regulations and which shall constitute an amendment to the Official Zoning Map of the City of Danbury. Provisions within these Regulations which refer to lots and uses within the DRZ shall apply to this Downtown Revitalization Overlay Zone. Notwithstanding §3.C.2., wherever there is a conflict between these Regulations and regulations specific for lots and uses within the DRZ, the regulations applicable to the DRZ shall control.



DOWNTOWN REVITALIZATION OVERLAY ZONE

7.F.3. Use Restrictions in the DRZ. [Rev. 7/29/2014]

Notwithstanding provisions of Sections 4.C., 4.D., 5.D., and 5.F., and others as amended, which may add portions of other zoning districts to the DRZ, the following restrictions apply to lots located within the DRZ.

- a. Uses not allowed on lots bordering on Main Street.

The following uses are not allowed on lots which, in whole or in part, border on Main Street within the DRZ.

- (1) Ambulance Service.
- (2) Cleaning, laundering, dyeing or diaper service; laundromat.
- (3) Three family dwelling.
- (4) Two family dwelling.
- (5) Taxi or limousine service.

- b. Residential uses not allowed on first floors on lots bordering on Ives Street, Main Street, National Place, Railroad Place, West Street, and White Street.

The following residential uses are not allowed on first floors on lots which, in whole or in part, border on Ives Street, Main Street, National Place, Railroad Place, West Street, and White Street in the DRZ, except for doorways providing access to upstairs residential units and clubs.

- (1) Apartment house, garden apartment, row house, townhouse.
- (2) Congregate housing.
- (3) Continuing care facility.
- (4) Nursing home.
- (5) Shelter for the homeless.

- c. Uses Prohibited from the DRZ.

The following uses are prohibited on lots located, in whole or in part, within the DRZ.

- (1) Crematory.
- (2) Funeral home.
- (3) One family dwelling.
- (4) Package store.
- (5) Telephone exchange, sewer and water pumping station.

7.F.4. Off-street Parking and Accessory Buildings. [Eff. 7/29/2014]

- a. Parking areas and Accessory Buildings.

Notwithstanding other provisions of these Regulations, no new off-street parking areas and loading areas or accessory buildings on lots bordering on Main Street shall be located between the street and the principal building(s) on a lot, except when rendered clearly infeasible because of the particular circumstances of the site which were not created by the applicant. In cases where there are no buildings on the lot or the principal buildings do not screen on-site parking and loading areas from view from the street, a brick or stone view-restrictive wall of no less than 30" in height or greater than 48" in height shall be built along the street frontage of the lot adjacent to said parking or loading areas, exclusive of openings for driveways and pedestrian access, as approved by the Department of Planning and Zoning for permitted uses or the Planning Commission for special exception uses.

- b. Parking facilities.

Notwithstanding other provisions of these Regulations, no new off-street parking facilities, including parking decks and garages, shall be allowed on lots bordering on Main Street except for pedestrian and vehicular access, unless at least 25 feet of the front of the first floor of the structure bordering on Main Street is designed and used as an allowed use(s). Said allowed use(s) shall have direct pedestrian access onto Main Street.

- c. Site Plan Requirements.

In addition to the site plan contents specified in Section 10.D.3. of these Regulations, all applications for a zoning permit which include parking areas, accessory buildings, and parking facilities as specified above on lots bordering on Main Street in the Downtown Revitalization Overlay Zone or the Main Street Historic Overlay Zone shall include (1) a first floor layout of parking facilities showing all uses as necessary to determine compliance with Section 7.F.4.b. above, (2) the location of all proposed accessory buildings, and (3) the design of proposed parking areas in sufficient detail to determine compliance with Section 7.F.4.a. above.