

Fairfield: Plan of Conservation and Development (POCD) Update – In progress

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Fairfield CONNECTICUT

FAIRFIELD'S LAST POCD (2000/2016):

WHAT'S NEW IN THE STATE STATUTE?

Content:

- Sewer Service Map
- Target Development Areas with Existing Infrastructure
- Mixed Use and TOD Identification
- Agriculture Protection & Preservation
- Sea Level Rise Consideration
- Housing for Aging Populations
- Technology Infrastructure

Tasks:

- Post Plan on Website
- Increase Regional COG review time
- Local Legislative Approval requirements
- Discretionary Funding Linked to Updated Plan every 10 years



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CONTEXT: Condition and Trends - 2021



61,740 residents
9,444+ School Kids
Median Age - 41



20,641 households
22,160 units



\$139,122 Median
Household Income
(HHI)

\$611,500 - MEDIAN HOME SALES PRICE
REQUIRES \$122,300+ DOWN PAYMENT

- **\$3,799 MONTHLY FOR MORTGAGE + TAXES + INSURANCE + AVERAGE UTILITIES**
- **\$45,588/HOUSING COSTS PER YEAR**
- **AT LEAST \$150,000 NEEDED FOR ANNUAL SALARY**

How does this compare?

	2000	2011
Population	57,340	59,404
School Kids	8,099	10,118
Housing Units	21,029	21,648
Household Income	\$83,512	\$113,248
Median Home Sales Price	\$343,750	\$549,000

Data from AdvanceCT Town Profile



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Fairfield

TRANSIT-ORIENTED DEVELOPMENT STUDY



AUGUST 2019



GOODYCLANCY



Discussion at October meeting



Small group exercises at June meeting

59%

of **all U.S. households** contain just one or two persons.

65%

in the **Town of Fairfield.**

Only
35%

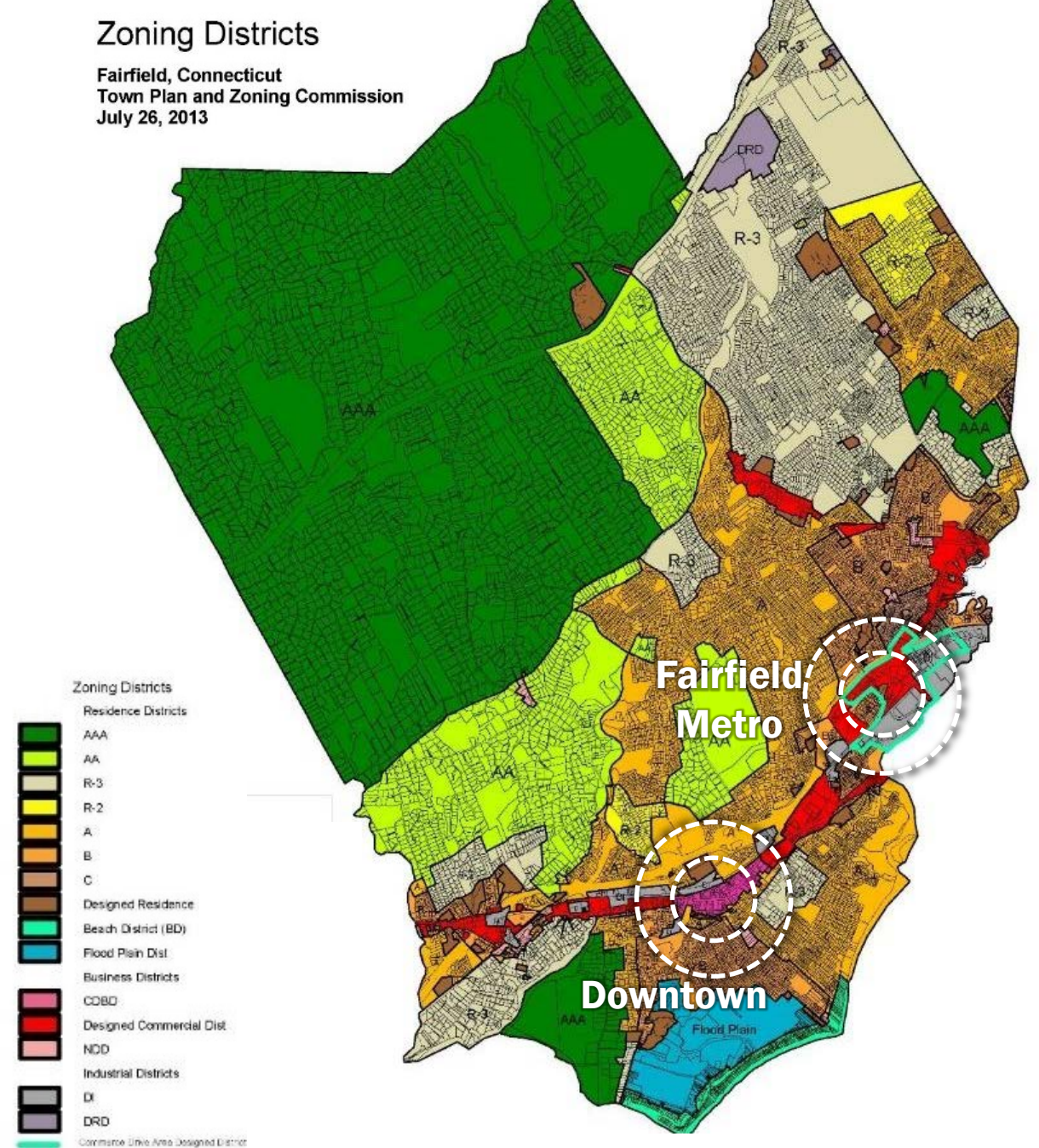
of Fairfield households are **families with children.**

COMMERCIAL CORRIDORS: Important places in Fairfield's future

- Just **5%** of Town land is viable for commercial use and generates **10%** of the total grand list.
- Most of that is in Downtown and Metro Center train station areas.

Zoning Districts

Fairfield, Connecticut
Town Plan and Zoning Commission
July 26, 2013



KEY WORKSHOP FOCUS AREAS:

CONSERVATION

- Identify Future Acquisition Targets
- Discuss Open Space Enhancements Needed
- Identify Future Greenways for people and habitat
- Coastal Conservation Goals

ECONOMIC DEVELOPMENT/ HOUSING

- Target/Maximize Commercial Opportunities
- Contemplate New Village Commercial Districts
- Diversify Housing in Commercial Corridors
- Assess Accessory Apartments expansion

INFRASTRUCTURE

- Focus on Multi-modal Transportation opportunities
- Target Safety “Hot-Spots”
- Identify Needed Community Facilities or Enhancements
- Discuss Future Sea Level Rise & Resiliency



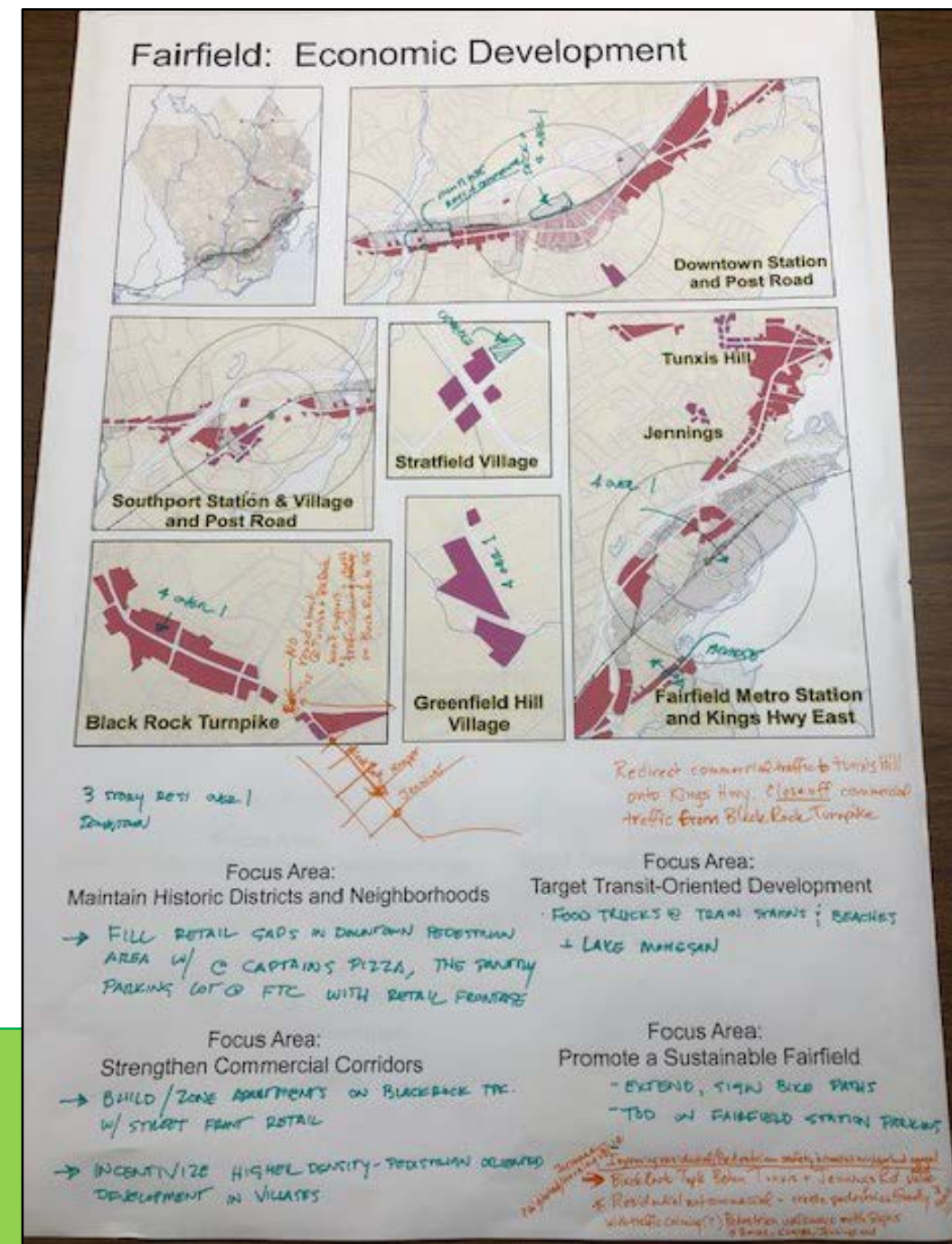
Guidelines:

- Reinforce existing “good” policies to continue/ “good” places to support
- Identify areas that require positive change
- Introduce “Best Practices” from other communities that you love/enjoy
- Indicate willingness for \$\$\$ investment
- Your group can also Identify as short range, mid-range, or long-range goal

Additional Information:

The maps are your group’s record of your conversation! Write on them, draw on them, and attach photos on them from your source envelopes. These will be our way of interpreting your goals for moving Fairfield forward in the next ten years in each of our POCD categories.

CONSERVATION

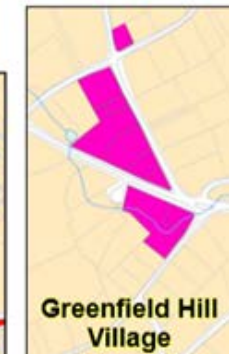
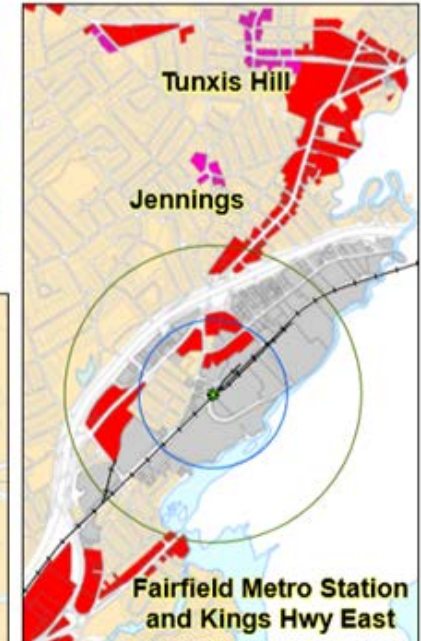
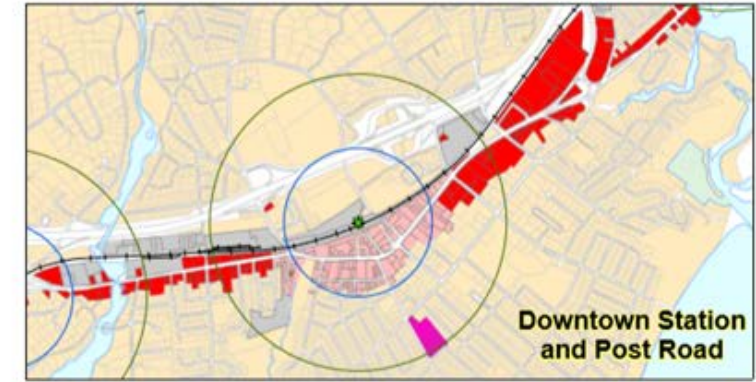
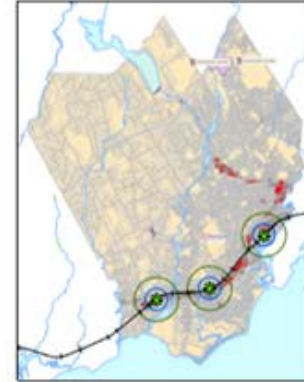


WHAT RESIDENTS SAID:

More Commercial Vitality is Needed:

- Extend streetscape improvements at Kings Hwy to Commerce Drive Area
- Re-examine Post Road between Downtown and Southport
- Promote Hotel Use
- Promote rooftop bar/dining
- More vertical development/housing fronting streets
- Significantly increase density of commercial development downtown north of Post Road
- Design standards for commercial buildings
- Relax Building heights downtown
- Allow apartments over commercial
- Consider Allowing B&Bs ✓
- Restaurant at Marina and/or Penfield Pavilion
- Redevelopment opportunity at Physical Synergy area

Fairfield: Economic Development



ECONOMIC DEVELOPMENT

WHAT RESIDENTS SAID: DIVERSIFY HOUSING



Allow Detached Accessory Dwelling Units
✓✓✓✓✓✓✓✓ ...in AAA & AA?



- Support cluster housing/pocket development surrounded by green space (Greenfield Hill?) ✓✓
- Allow smaller multiple "tiny" homes on one lot ✓✓



- Develop Exide/Downtown for Mixed-Use/Exide and SportPlex options for housing/condos?
- More Residential over Commercial & Near Transit Areas
- Support mixed-use residential on Kings Hwy – consider from Black Rock Turnpike to North Avenue with Affordable Units
- Increase Residential Density in downtown area ✓✓✓✓✓

...But some concerns about existing neighborhood character:

- Reduce density near McKinley School
- Increase setbacks in beach area/reduce height
- Town should fund Affordable housing
- Consider policy for Air B&Bs
- 2-Family dwelling should look like one structure to keep single-family approval.
- Consider limit to 2-family new construction
- Incentivize landlords for affordable units
- Allow large homes to be broken into smaller units (condos)
- Concern about Group Homes/No drug treatment facilities in residential areas
- Evaluate limit on unrelated occupancy
- Change zoning in flood plains to single family only
- No detached accessory apartments in flood plain
- Smaller sized older homes are being replaced with larger new construction. There is a need to incentivize smaller single-family dwelling sizes.
- Place Senior Housing on SHU-GE site

ECONOMIC DEVELOPMENT

"Need more "smaller" options for Seniors & Younger Singles and Veterans"

WHAT RESIDENTS SAID: TOD



Downtown Train Station Ideas:

- Downtown parking deck development ✓✓
- TOD on downtown train parking area
- Promote Development of air rights project at downtown train station
- Parking Deck with Hotel & residential at downtown RR station
- Combine downtown parking to make it public
- Encourage more opportunity for multi-family
- Identify Gateway Properties
- Parking structure with residential at Train Station ✓

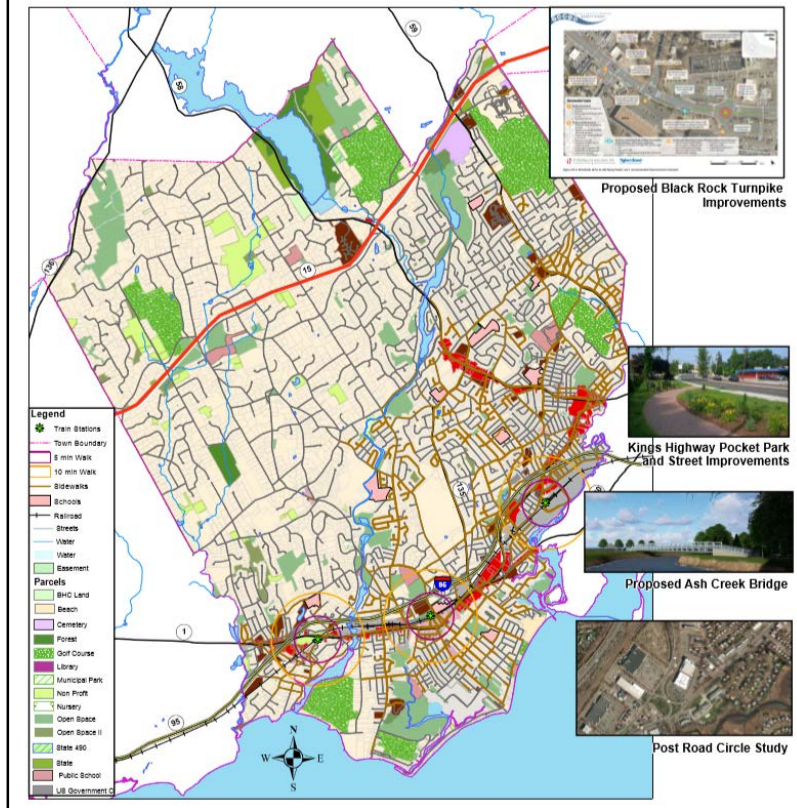
Fairfield Metro Station Ideas:

- Identify Gateway Properties
- Extend Streetscape Improvements at Kings Hwy to Commerce Drive
- Encourage geriatric hospital with related services at Fairfield Metro
- Remediate Handy & Harmon✓
- Add EV Charging At Train Station(s)

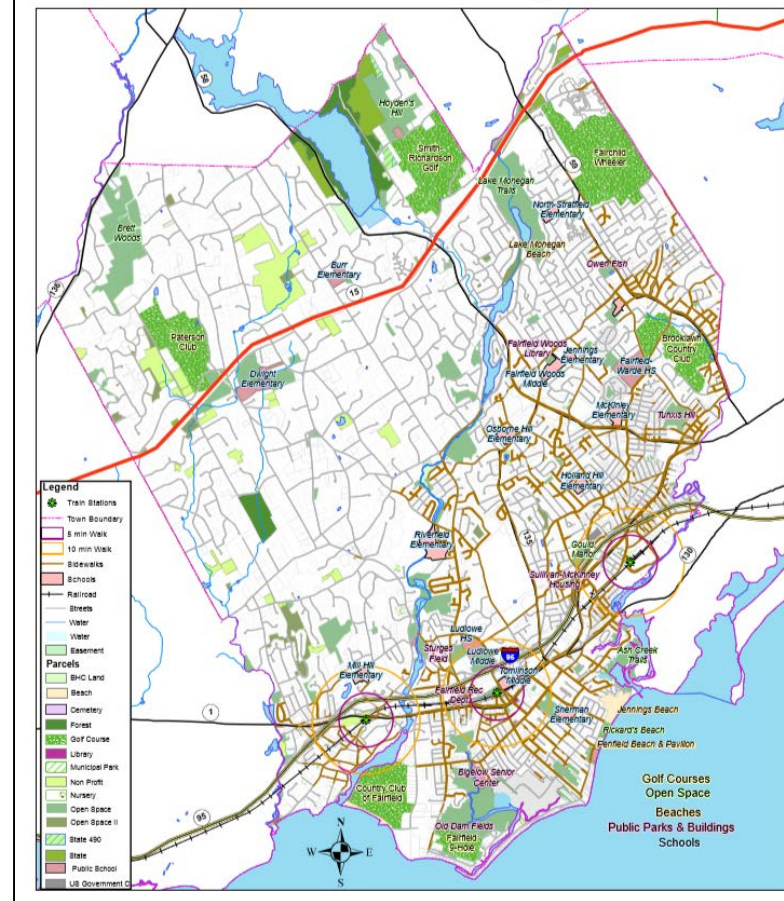
ECONOMIC DEVELOPMENT

INFRASTRUCTURE REVIEW TOOLS:

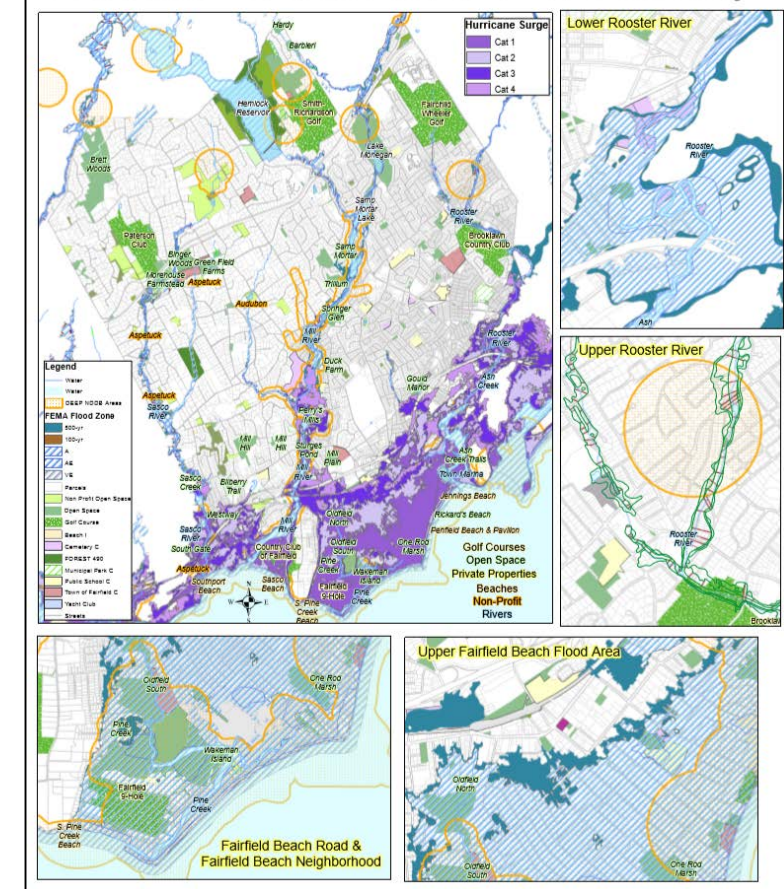
Fairfield: Transportation



Fairfield: Community Facilities



Fairfield: Sea Level Rise & Resiliency



INFRASTRUCTURE

WHAT RESIDENTS SAID: MULTI-MODAL MOBILITY MATTERS



Better Bus/Transit Amenities:

- Better Bus Access
- More Bus shelters may promote transit use ✓✓✓
- Erect Bus Shelters & ped connections at GBRT stops
- Monorail down the Merritt
- Promote Electric tram from Downtown to Black Rock Turnpike & SHU & FU? ✓✓✓✓✓✓✓✓
- Partner with universities for public use of shuttles downtown
- Town shuttle with From Train to Beach? ✓✓✓
- Electric trolley along Post Road
- Consider Bus lane for electric buses



Better Pedestrian Connections/Amenities:

- Link three (3) train stations for pedestrian/bikes. Promote non-car travel
- More sidewalks and bike paths
- Fix RR Crossing/underpass choke points – unsafe for pedestrians ✓✓✓
- Allow payment in lieu of sidewalk where they do not make sense
- Better sidewalks everywhere! Raised crosswalks/ More crosswalks. More walkability a priority throughout town
- Ensure sidewalks for school walking routes ✓✓✓
- Enhance streetscape Grasmere to Circle
- More sidewalks – Sasco Hill to Beach and S. Pine Creek to Beach; Post Road between Pequot & River Street; Extend Kings Highway sidewalk improvements to Metro Center; at Post Road Circle; Shoreham Village & Circle area; Exide Area
- Make Sanford/Miller Streets Pedestrian Only

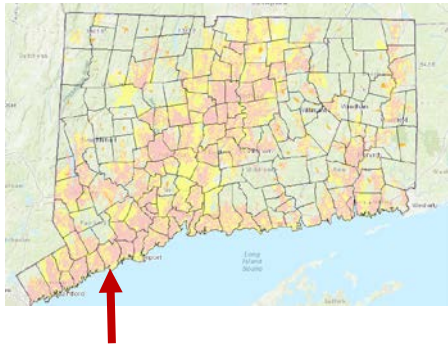


Better Bike Connections/Amenities:

- More sidewalks and bike paths
- More protected/dedicated Bike Lanes ✓✓ ✓ More dedicated bike lines with green pavement & markings
- Bike share near train Support a bike share
- Bike path on Merritt
- Beach Bike /Run path
- Need more bike racks/Need bike racks downtown
- More Bike parking at/access to train ✓
- Continue to expand bike routes
- Bike Lane on Post Road from N. Benson to Mill Plain (Remove some parking)
- Need bike paths from Stratfield to Beach Area
- Dedicated Bike Lane to Beach (Summer – Reef or Beach Rd) ✓✓ ✓
- Develop Walk/bikeway on Dike system
- Connect SHU & SHU West Campus with corridor
- Explore connecting open spaces with bikeways

WHY DO THE STATE AND REGIONAL POCDs MATTER?

Consistency is required!! – 8-23(e)1.vi) integration of planning across all levels of government to address issues on a local, regional and state-wide basis



Connecticut Office of Policy and Management



Draft 2018-2023 Locational Guide Map

designated as Priority Funding Areas. LGM-Option 2 can be viewed by scrolling through the following sections:

LGM-Option 1: Overview

LGM-Option 1 is effectively unchanged from the LGM adopted as part of the 2013-2018 State C&D Plan, in which Priority Funding Areas are classified by Census Blocks that meet any one or more of the following criteria:

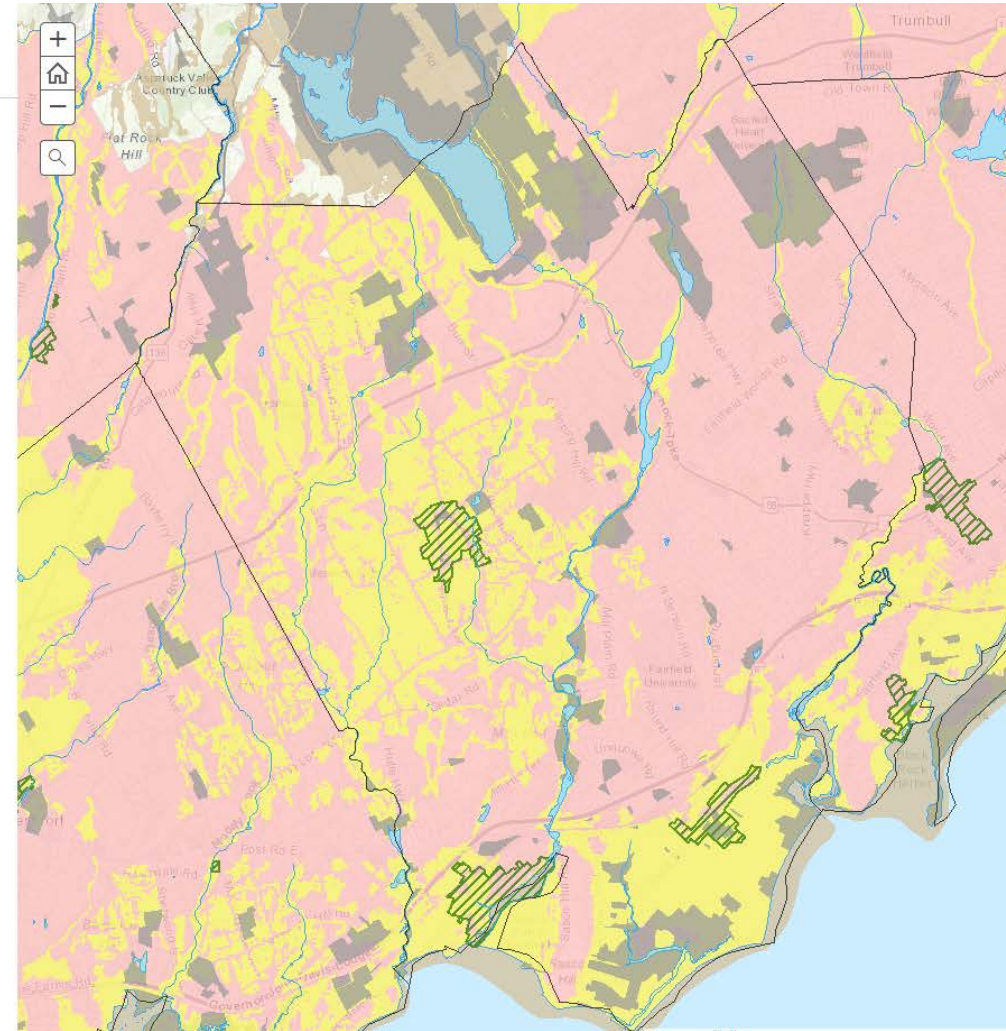
- Designation as an Urban Area or Urban Cluster in the 2010 Census
- Are within a ½ mile buffer surrounding existing or planned mass-transit stations (rail and busway)
- Contain existing or planned sewer service from an adopted Wastewater Facility Plan
- Contain existing or planned water service from an adopted Public Drinking Water Supply Plan
- Contain a local bus route that provides bus service not less than 7 days a week

If LGM-Option 1 were to be implemented for the 2018-2023 State C&D Plan, the only changes to the boundaries of Priority Funding Areas would be the result of using the most current available data for the five underlying criteria listed above.

In the map to the right, Priority Funding Areas are designated in red, Balanced Priority Funding Areas in yellow, and Village Priority Funding Areas in Orange. At larger scales (zoomed in), conservation areas appear in light brown. Refer to pages 27 to 33 of the draft plan for a more detailed explanation of the various types of priority funding areas.

LGM-Option 2: Overview

A second version of the draft LGM (LGM-Option 2) uses all the same criteria noted in LGM-Option 1, except that Priority Funding Areas are delineated by Census Blocks in which any *two* or more criteria are present (versus any one criterion). While LGM-Option 2 would reduce the aerial extent of all Priority Funding Areas by approximately 15% statewide relative to LGM-Option 1, the local effect would be most profound along the



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BALANCE OF STATE-WIDE CONSERVATION & DEVELOPMENT

(e) (1) Such plan of conservation and development shall ...(F) note any inconsistencies with the following growth management principles:

- (i) Redevelopment and revitalization of commercial centers and areas of mixed land uses with existing or planned physical infrastructure;
- (ii) expansion of housing opportunities and design choices to accommodate a variety of household types and needs;
- (iii) concentration of development around transportation nodes and along major transportation corridors to support the viability of transportation options and land reuse;
- (iv) conservation and restoration of the natural environment, cultural and historical resources and existing farmlands;
- (v) protection of environmental assets critical to public health and safety; and (vi) integration of planning across all levels of government to address issues on a local, regional and state-wide basis,

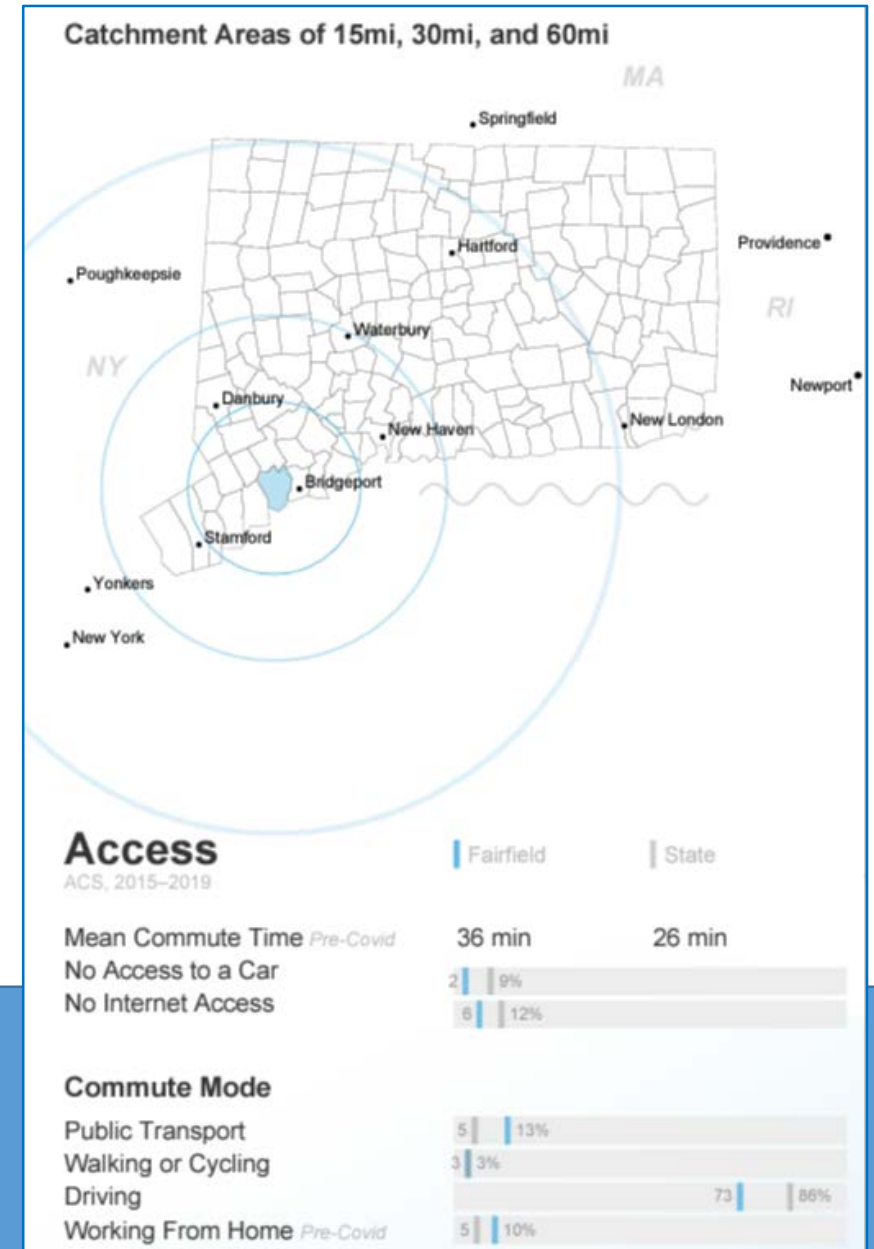


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WHY DO THE STATE AND REGIONAL POCDs MATTER?

Fairfield is part of a bigger region/CT is part of a multi-state Mega-Region

- Fairfield's workers commute to other communities/Residents from other communities are employed in Fairfield
- Our urban neighbors provide crucial services and benefits - Hospitals, Courts + Government, Parks, Culture, Historic spaces.
- Our communities are connected by Transportation infrastructure that is regionally, state, and federally managed + funded (Airports, Rail, Buses, Merritt + Wilbur Cross, I-95 + State Roads)
- POCDs provide grant funding and funding programs look to multiple jurisdiction/regional benefits



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LOCAL, REGIONAL + STATE PoCDs - CONNECTING THE DOTS AND UNLOCKING FUNDING

Reconnecting Communities Pilot Program – Planning Grants and Capital Construction Grants

The [Bipartisan Infrastructure Law \(BIL\)](#) established the new Reconnecting Communities Pilot (RCP) discretionary grant program, funded with \$1 billion over the next 5 years. The program's funds can support planning, capital construction, and technical assistance to equitably and safely restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities that create barriers to mobility, access, or economic development.

Notices of Funding Opportunity – Coming in Summer 2022

The U.S. Department of Transportation (DOT) will determine whether to issue one or more Notices of Funding Opportunity (NOFOs) for the RCP program. The Department anticipates posting the NOFO(s) for RCP program grants and technical assistance in summer of 2022. Once NOFO(s) are posted, eligible parties may submit application(s) for grants. Award announcements are expected to be made in early 2023.

If you wish to learn more about this program, [sign up for email updates here](#).

Link(s) to the NOFO(s) will be posted on this webpage when available.

You may send questions to ReconnectingCommunities@dot.gov.

Tips for Getting Ready

- Begin to identify your community's challenges related to connectivity and barriers, safety and mobility.
- Consider the history of the neighborhood or facility. Is there a legacy of harm?
- Consider whether eligible facilities are located in underserved, overburdened, or disadvantaged communities. Is your community experiencing systemic disadvantage per, [DOT Transportation Disadvantaged Census Tracts](#)?



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