

CONNECTICUT PLANNING

Winter 2022

A publication of the Connecticut Chapter of the American Planning Association



American Planning Association
Connecticut Chapter

Creating Great Communities for All

Focus on Transit-Oriented Development

*Saybrook Station Apartments,
Old Saybrook*



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PRESIDENT'S MESSAGE



Welcome to 2022! I hope you are looking forward to a year of new challenges and positive development.

The CCAPA Executive Board has ambitious plans for 2022, and is looking for help from members. On Friday, January 21st, CCAPA hosted a virtual “open house” to review Committee, Board, and project-based opportunities for members to help out. If you’ve ever thought, “I’d like to get more involved, but I don’t have the time,” please know that we have opportunities at varying levels of commitment! From fundraising for a new, endowed Jason Vincent Memorial scholarship we are actively working on, to helping to organize another successful Planners Day of Service, heading up our Membership Committee, or participating in our Awards Committee, we have a wide variety of opportunities. I hope you will consider what CCAPA means to you professionally and personally, and think about how you might give back to the organization.

Over the next several weeks, be on the lookout for more great programming from CCAPA and its allied organizations; another AICP classroom (for our inaugural class of [One Path to AICP Certification](#) candidates; a short, but important legislative session; and much more. May you have a healthy and successful year.

I always look forward to hearing from members. Please feel free to reach out at any time at (860) 652-7515 or rebecca.augur@glastonbury-ct.gov.

— Rebecca Augur, AICP

If you’ve ever thought, “I’d like to get more involved, but I don’t have the time,” please know that we have opportunities at varying levels of commitment!

On the cover: Saybrook Station Apartments (formerly known as Post & Main), just steps from the Old Saybrook Station.

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is published quarterly by the Connecticut Chapter of the American Planning Association. Contributions are encouraged. Submissions must include the name and contact information of the contributor. Material may be edited to conform to space or style requirements. Please address submissions to Executive Editor Amanda Kennedy, AICP (contact information below).

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FROM THE EDITOR



Most days it feels like progress comes at the pace of a freight train running on hundred-year-old tracks. The debate over how best to maximize the value of Connecticut's rail transit infrastructure began long before I was first aware of it, and this year will likely bring another round of debate. But Connecticut has made progress toward transit-oriented

development, and development-oriented transit, as discussed in several of this issue's articles. When I entered graduate school for planning in 2006, there was no *CTfastrak*, no Hartford Line, and no real-time arrival system for buses. We now can cite multiple examples where transit has anchored new development, from the Harbor Point development in Stamford, to apartments at Farfield's Metro Center, to Old Saybrook's Saybrook Station development.

But still, there are opportunities to take better advantage of the fact that Connecticut cities and towns initially grew around river and rail access, and that we still benefit from a pattern of downtowns and village cores that are or could once again be connected by quality transit services. DesegregateCT's 2022 legisla-

tive proposal renews that movement's call for enabling more housing opportunities in locations that benefit from the most frequent and connected bus and rail transit. At UConn, transportation researchers have also documented where development patterns around Connecticut's rail stations support walkable access to transit, and the results are disappointing: of the 22 stations in Connecticut served by Metro-North, one of the finest commuter rail lines in the country, only six stations are surrounded by neighborhoods that are walkable and well-connected. The UConn researchers argue that transit funding should be prioritized to walkable areas and to improve walkability around stations. For the nuts and bolts of doing TOD planning, please check out Sarah Woodworth and Ben Carlson's piece on matching Vision with economic realities, and three planning success stories.

As always, look to articles in this issue reviewing the good work being done by CCAPA's Programs and Government Relations Committees. As we enter 2022, all of CCAPA's committees are seeking new participants with fresh ideas and enthusiasm. Please contact me at akennedy@seccog.org if you have story ideas or would like to get involved in CCAPA's communications work. ■

— Amanda E. Kennedy, AICP



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Drilling Down on TOD in the Capitol Region

by Tim Malone, Community Development Deputy, Capitol Region Council of Governments



2004: New Britain – Hartford Station Area Planning Project

This project established TOD principles for each of the municipalities along the then proposed CTfastrak guideway. The project also established station area plans for seven of the stations. For each of the station areas selected for in-depth analysis, a preferred development plan was created. These plans looked at how individual parcels could be developed and included layouts for roads and walking paths. The plans also included implementation strategies with short, medium, and long-term recommendations.

2013: Making it Happen

With the support of a federal Sustainable Communities Initiative Grant, CRCOG produced the Making it Happen report, which looked at market conditions in each of the CTfastrak and CTrail station areas to identify appropriate strategies for next steps. Making it Happen grouped each of the stations into one of four typologies: Infill, Outreach, Catalyze, and Reposition. “Infill” stations had the strongest likelihood of near-term TOD success; “Outreach” stations had solid market conditions but unsupportive urban form; “Catalyze” stations had weaker market conditions but supportive urban form; and “Reposition” stations had the greatest need for public support of development. Recommendations for each station were provided in the following categories: Planning and Visioning; Zoning and Land Use Regulations; New Development; Neighborhood Revitalization; Local Transportation and Infrastructure; and Economic Development.

2016: CTfastrak TOD Capacity Study (Connecticut Department of Transportation)

This study looked at physical and market conditions in each station area to determine which characteristics of the area could support or impede TOD.

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To prepare for major investments in transit and commuter rail, the region, the state, and the municipalities have undertaken a variety of planning efforts.

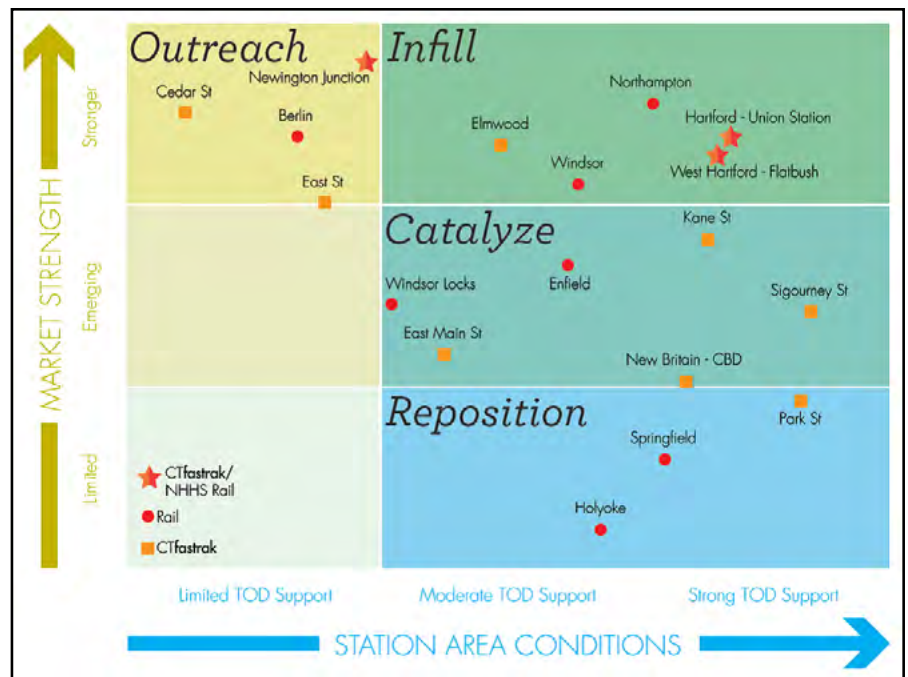
For the last two decades or so, the Capitol Region Council of Governments (CRCOG) has been engaged in planning efforts to take advantage of major state investments in transit and commuter rail. The CTfastrak bus rapid transit service and the CTrail Hartford Line service represent more than a billion dollars of investment and decades of planning. To prepare for these investments, the region, the state, and the municipalities have undertaken a variety of planning efforts. A summary of a few of these efforts is provided below, followed by a description of a new effort being advanced by CRCOG to look at individual site feasibility.

TOD in the Capital Region, cont'd

The study also looked at the “desire and readiness” of each municipality in the corridor. The study offered three types of recommendations. Type 1 was “TOD Proposition,” which included things like: “specific recommendations for development, funding and financing, branding, partnership opportunities or market-based redevelopment strategies.”

2016: Building Corridors of Opportunity

In 2016 CRCOG finished the first of two studies focused on “anchor institutions” such as hospitals, schools, cultural institutions, government, and large corporations. Building Corridors of Opportunity looked at ways that towns and the region could engage anchor institutions in TOD. The goal was to prompt anchor institutions to think about station areas as prime locations for future expansion plans. A follow-up study, MetroHartford TOD, engaged anchor institutions in a discussion of what would encourage them to develop in transit areas. One finding was that greater ridership was needed before development could occur. The study produced a number of recommendations designed to encourage “choice riders” to take transit.



Station Area Typologies from 2013's Making it Happen.

2019: Hartford Line TOD Action Plan (CTDOT)

CTDOT followed up their CTfastrak TOD Capacity Study with the Hartford Line TOD Action Plan. In addition to doing a broad market assessment of each station area, the planners performed another desire and readiness assessment for each station area. For each station area,

(continued on page 6)

Studies engaged anchor institutions in a discussion of what would encourage them to develop in transit areas. One finding was that greater ridership was needed before development could occur.



CRCOG is now embarking on a new study that will drill down into greater detail on individual sites. The study team will start by reviewing the decades of past planning efforts to determine what sites are ripe for development and what each municipality envisions for their TOD areas.

TOD in the Capital Region, cont'd

the team also provided technical assistance to address one “key recommendation” from the report. The key recommendations varied from station to station, including things like an alternative station siting assessment, a walkability and livability plan, and a financial feasibility analysis of a potential development.

Current Project: Predevelopment of Specific TOD Sites

CRCOG is now embarking on a new study that will drill down into greater detail on individual sites. The study is being conducted in each of the eight CRCOG municipalities that host a CTfastrak or CTrail station. The study team will start by reviewing the decades of past planning efforts to determine what sites are ripe for development and what each municipality envisions for their TOD areas. Each potential site will be analyzed based on site characteristics, surrounding land uses, potential barriers to development, and town or city preferences.

Once a site is chosen in each town, the team will start to take a closer look at the chosen sites. Existing visions for TOD in the area will be consulted to determine what sort of development the community expects to see on the site. Zoning regulations will also be consulted to see what is currently permitted on the site. The team will assemble a “test fit” to see how much development, and what sort of development, could be built on the site given natural and regulatory constraints.

The team will then turn their focus to the market. Each site will be analyzed by a team of real estate economists to determine what level of development the market will bear. The team will take a close look at factors such as construction costs and market rents to determine how likely it is that the proposed development will pencil out for a developer. The team will also take a close look at other developments that are in construction or approved for the area. This will help them to determine how many units of housing, or square feet of commercial space, the

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TOD in the Capital Region, cont'd

market can absorb in the near future. The result will be a detailed assessment of market viability.

Given the market assessment, the team will also look at various financing and funding opportunities that may help a development become viable. This analysis will look at which financial tools are available in each municipality (for example, does the municipality have a tax-increment financing district?) and determine what role they might play in the funding stack necessary for a successful development. If a town has a TIF district, how might those funds be used to support development? How could the TIF district be modified to improve its usefulness for development? What barriers might there be to using various state or federal funding sources?

The goal is to provide each municipality with the information necessary to move site development forward. Not only will there be a clear understanding of what sort of development the community would like to see, but there will

also be a clear understanding of what the community can expect from the development community. Will developers need subsidies? Will they be seeking zoning changes? What sort of regulatory changes will need to be made for the development opportunity to be enticing to the market? Municipalities should then have the information necessary to release a Request for Information or Request for Proposals for the site.

Just as getting a new transit service started doesn't happen overnight, neither does transit-oriented development. This is especially true in a slow-growth state like Connecticut. CRCOG and its member municipalities have been working hard on TOD for around two decades and it is beginning to show some real progress. We hope that our continued efforts will accelerate the pace of that progress. ■

— Tim Malone has been a planner with the Capitol Region Council of Governments since 2015 and is currently the Community Development Deputy. Tim has a master's degree in planning from SUNY Albany.

Just as getting a new transit service started doesn't happen overnight, neither does transit-oriented development. But CRCOG and its member municipalities have been working hard on TOD for around two decades and it is beginning to show some real progress.



Understanding market dynamics and development economics are central considerations when planning for and implementing transit-oriented development.

FOCUS ON TRANSIT-ORIENTED DEVELOPMENT

TOD On Time

Getting your transit-oriented development vision and real estate economics working together

by Sarah Woodworth, Managing Member, W-ZHA, and Ben Carlson, AIA, Director of Urban Design, CHPlanning

Transit can be advantageous for development. The degree to which transit enhances development potential, however, depends on land use policy, the market for various land uses, and development economics. To best manage and fully leverage transit investments, communities and planners should take the time to understand the unique market and economic realities impacting each station area's development potential.

Too often, communities and planners assume the following:

- Transit investment alone will result in near-term development
- Market demand will translate into new investment in the station area
- Transit investment will immediately make property in the station area more valuable
- Transit-oriented development (TOD) will rise just three stories (in established neighborhoods) or will take the form of high-value towers (in targeted economic development areas).

In some markets, a transit investment will deliver on these assumptions. In most markets, some or all these assumptions

will only occur with careful planning and public/private cooperation. Understanding market dynamics and development economics are central considerations when planning for and implementing transit-oriented development.

Market analysis insights

In transit-oriented development, a market analysis forecasts the demand (or potential) for a land use product over a five- to seven-year period. The market analysis defines the characteristics of the market for these uses. For instance, in a residential market analysis, it identifies the target market for each residential product-type by household characteristics (young and single, families, empty nesters, retirees, etc.) and rent/price point. In a commercial market analysis it will differentiate between potential for smaller, incremental retail or office space, and potential for larger anchor tenants. It will summarize physical characteristics of the product-types demanded in terms of building characteristics, parking requirements, and amenities. The market analysis will indicate how much of a land use product the market can support over time — a critical factor affecting scale and pace of building development.

The market analysis provides valuable information for the community and the planners to consider. Some communities may want to see near-term investment in a station area and, as such, prefer a plan that incorporates those uses with the highest market potential. Other communities may weigh their options and decide to target a land use mix that will require more time to realize. In either case, the market analysis provides the data to allow the community to make informed decisions.

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TOD On Time, cont'd

Development feasibility insights

A market analysis provides insights into a place's land use potential and the types of households and businesses it could attract. It does not by itself indicate that developers are prepared to build there. In all our work, we incorporate development economic feasibility analysis to understand whether the land uses targeted for a transit district will be attractive to private investors. *Pro formas* are run for the product types and rents recommended in the market analysis. The *pro formas* indicate whether a product's revenues generate sufficient investment return to an investor given costs of land acquisition, site development, and operations. Where investment returns fall short, the level of gap funding required to attract investment is determined. Where investment returns exceed investment thresholds, we quantify what funds may be available for community benefits like affordable housing or park space.

The economic feasibility analysis provides valuable information for the community and planners to consider. Economic feasibility analysis sheds light on critical cost drivers like height and construction-type (low-, mid-, and high-rise), parking solutions (underground, structure, centralized), mixed-income housing, and other characteristics that are a focus of development regulation. The economic feasibility analysis findings allow the community and the planners to weigh options and their economic implications and make informed decisions.

Except in the hottest markets, market demand does not translate into investment without support from the public sector or institutions. For instance, in Pittsburgh's Oakland innovation neighborhood (soon to receive Bus Rapid Transit service) the community wanted to see high-rise buildings on the few redevelopment sites available, assuming their value would support inclusion of numerous affordable housing units. The economic analysis indicated that high-rise construction costs were well-above market rents, in spite of strong housing market potential. A key question was whether

the institutions that owned many of the redevelopment parcels would be willing to write-down the price of their land to make high-rise mixed-income housing development feasible.

In a plan for the neighborhood where Amazon has located its second headquarters — Arlington, Virginia's Pentagon City, served by the Washington Metro — the economic analysis concluded that optimal development returns would tend to occur for buildings around seven or twenty stories tall. By encouraging buildings in these height ranges the plan enables development to generate sufficient value to pay for a robust green infrastructure network, new park space, and affordable housing. This value capture results in large part from relatively low need for costly parking spaces in new development, thanks to the market's comfort level with Pentagon City's growing transit, pedestrian, and bike networks.

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A market analysis provides insights into a place's land use potential and the types of households and businesses it could attract. It does not by itself indicate that developers are prepared to build there.



A market analysis for Fairfield's Fairfield Metro Station shed light on why a one-million square foot corporate headquarters development planned for the station area still had not materialized after a decade of commuter rail service, even as apartments and condominiums were built on the periphery. The station by itself was not enough to position the station area as an office address — potential employer tenants also sought retail, walkable streets, and green space as amenities. The market analysis showed that the station area's near-term housing market potential could help deliver these amenities. A companion zoning analysis demonstrated that by adjusting the code's bedroom-based density metrics, Fairfield could encourage developers to build the wider, more inclusive range of housing unit types indicated as desirable by the market study.

Sometimes increased height is a prerequisite for redevelopment. This mixed-use building near Stamford's Springdale station could only be developed after the city modified zoning to allow a fourth story. The Economic Analysis of the TOD Feasibility Study for Stamford's Glenbrook and Springdale neighborhood station areas indicated that zoning's three-story building height limitation was impeding redevelopment. Allowing just one additional story would make redevelopment feasible.

Urban design guidelines made this approach acceptable to community members by requiring a step-back of the fourth story from the street edge, and placement of active ground floor space to screen grade-level parking from sidewalk view. Once zoning was revised with these guidelines, redevelopment promptly took place on multiple sites.



TOD On Time, cont'd

Property control considerations

There are other feasibility issues that are not economic, per se, but should be addressed during the strategic planning process. A fundamental consideration is property owner goals and interest in redevelopment. Our planning process always begins with property owner meetings. By understanding property owner needs and interests, the strategic implementation plan is tailored to the realities "on the ground."

Have your tickets ready

The market and economic feasibility analyses inform the community planning process. As such, they are a valuable early step in successful TOD implementation. By considering the realities of the market and economics as part of the planning process, a community becomes aware of what it will take to realize its TOD vision. Having consensus on target projects, necessary incentives, gap financing, and design/use regulation tools helps the TOD you seek arrive on (or close to) schedule. ■

— *Sarah Woodworth is the Managing Member of W-ZHA, a Maryland-based firm that provides real estate advisory services to private, public and non-profit clients. Ben Carlson, AIA worked in Urban Design with the firm Goody Clancy until October 2021. He is now the Director of Urban Design for CHPlanning. Ben has degrees in architecture from Yale and UC Berkeley.*

The Transit-Oriented Development Plan for Union Station in New Haven, CT was crafted around the goals of one of the major landowners, the Connecticut Department of Transportation (CTDOT). CTDOT owned the two surface parking lots adjacent to the station. While there was redevelopment potential on one of these sites, CTDOT was committed to a future parking garage to serve ridership, as a regional priority. The plan incorporated the garage. In such cases where transit stations have major park-and-ride facilities, thoughtful site planning and urban design is necessary to prevent parking facilities from spoiling opportunity for adjacent development sites to benefit from quality walking and biking access to transit.



Connecticut's TOD Efforts Should Leverage Its Walkable Cities

Flood Risks and Walkability Affect the Future of Transit-Oriented Development

by Dr. Rosalie Singerman Ray, Texas State University

Faced with superstorms and economic headwinds, Connecticut planners have focused on resiliency over the past decade. Building transit-oriented development (TOD) along Connecticut's new and existing transit infrastructure provides an opportunity to structure economic growth around "resilient corridors," as studies have shown that walkable, mixed-use neighborhoods are more resilient to economic shock and better for the planet. Yet the data show that many of Connecticut's existing station areas prioritize parking over walkability, and a failure to develop concrete metrics for TOD has deprioritized investing in Connecticut's

existing walkable cities. In addition, the state's strongest transit corridor, the New Haven Metro North line, is significantly threatened by sea level rise.

With a grant from the Connecticut Institute for Resilience and Climate Adaptation (CIRCA), I and two other researchers at the University of Connecticut analyzed the station areas along Metro North's New Haven line, assessing both their walkability and their vulnerability to sea level rise. For walkability, we used three quantitative metrics — intersection density, link-node ratio, and the number of "city connector" roads" within the

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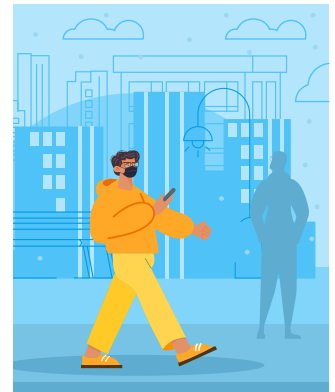


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Walkable Cities, cont'd

station area — as well as a qualitative assessment of the walking environment using Google Maps to assess the presence of crosswalks, side-walks, and perceived speed. Areas with at least 100 intersections per square mile are considered walkable, while link-node ratios over 1.4 are well-connected. Our assessment of city connector roads began with state-owned arterials, but also includes any multi-lane roadway (e.g. West Ave in Norwalk) that extends beyond the station area. The city connector metric shows how easy it is to access the station area from other places in the city. Table 1, below, gives the results of the walkability assessment.

From the data below, Connecticut's best transit line has only six walkable, well-connected stations: State Street, Union Station, South Norwalk, Milford, Stamford, and Bridgeport. With the exception of Milford, these serve coastal cities and are the areas to focus on for resilient development. A second tier of towns — both Fairfield stations, Darien, Southport, Stratford, East Norwalk, and Noroton Heights — could become walkable with focused investment, assuming such investment makes sense given sea level rise. To take this data-driven approach, thresholds like 100 intersections/sq. mi. or a link-node ratio of greater than 1.4 should be used to put numbers to the “transit-supportive standards for land uses, built environment densities and walkable environments” currently included in the state definition of TOD (Sec. 13b-79o), and to guide towns in prioritizing how to improve the street network near their stations.

Having identified the walkable station areas, we then used CIRCA's 1% annual exceedance probability (AEP) storm surge flood shapefile for 2050 to assess vulnerability to sea level rise. This shapefile shows the areas that would likely be flooded by

a 100-year storm in 2050, when CIRCA estimates that the sea level along the Connecticut coast will rise approximately 20 inches. We overlaid this shapefile on town parcel layers and the Metro North rail shapefile, identifying vulnerable parcels and stretches of rail line. We also used the TOD plans for the 14 stations that had them to specifically identify whether parcels identified for TOD would be affected.

The southern part of the downtown Fairfield and Stamford station areas are the most impacted TOD zones, followed by Bridgeport, South Norwalk, Stratford, West Haven, and State Street. There are also 3.27 miles of potentially flooded track, including the main line and a piece of the Danbury line. Of those sections, the largest are between Union Station and State Street in New Haven, the Danbury Branch in Norwalk, Bridgeport station, and the viaducts crossing the Pequonnock River in Bridgeport, a stretch between Westport and Green's Farms along the Sherwood Millpond, and between

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Station	Count of intersections	Intersection Density (Intersections / Square Mile)	Link/Node Ratio	Number of city connectors exiting station area	Walkability Assessment
Barnum Station (proposed)	126	160.4	1.75	2	
State Street	122	155.3	1.55	2	
Union Station	98	124.8	1.76	2	
South Norwalk	92	117.1	1.63	3	
East Norwalk	89	113.3	1.37	2	
Milford	89	113.3	1.44	2	
Southport	87	110.8	1.21	2	
Stratford	84	107.0	1.39	7	
Stamford	83	105.7	1.45	3	
Bridgeport	82	104.4	1.60	5	
Noroton Heights	79	100.6	1.35	0	
Fairfield Metro	76	96.8	1.41	4	
Darien	68	86.6	1.35	4	
Fairfield	68	86.6	1.52	2	
Rowayton	65	82.8	1.33	2	
Greenwich	61	77.7	1.21	0	
Riverside	61	77.7	1.31	0	
West Haven	60	76.4	1.46	2	
Old Greenwich	54	68.8	1.34	0	
Westport	46	58.6	1.31	3	
Green's Farms	30	38.2	1.35	0	
Cos Cob	25	31.8	1.25	0	

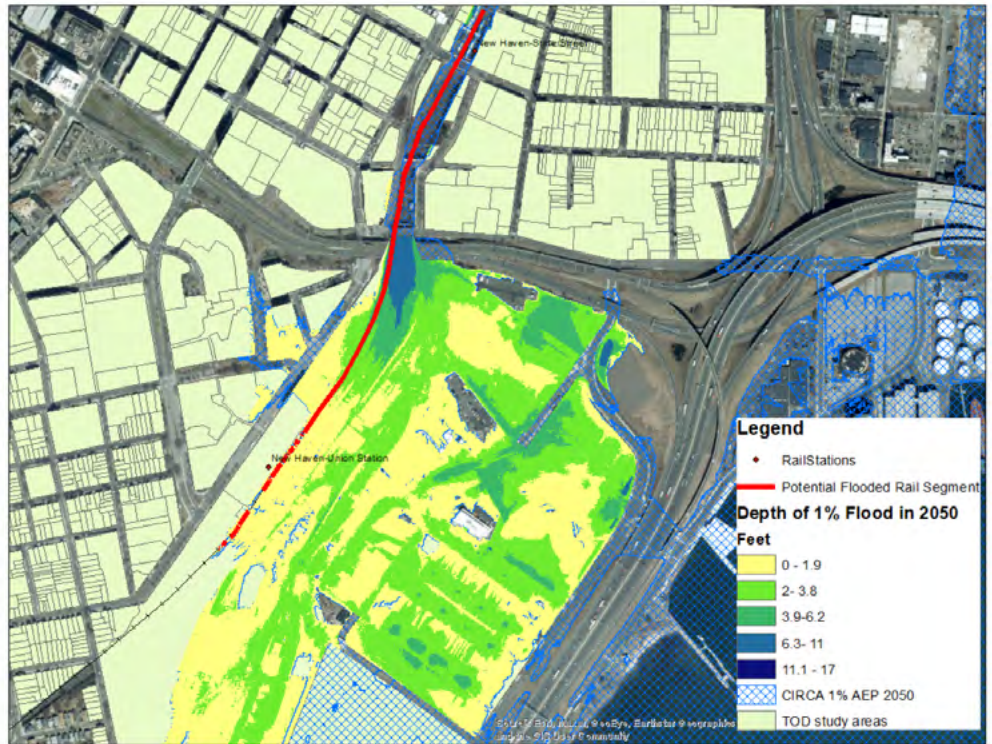
Walkability Assessment of Metro-North Station Areas

Walkable Cities, cont'd

Fairfield and Fairfield Metro. The track between Union Station and State Street has experienced flooding in the past, and depth projections estimate flooding of more than six feet on that stretch (see graphic). However, the model does not take the Stamford Hurricane Barrier into account, nor the levee project that New Haven is developing with the Army Corps of Engineers, so in these cities in particular these assessments represent a worst-case scenario.

Our findings show that resilient corridors in Connecticut should start with the cities. The State should adopt meaningful metrics like intersection density and link-node ratio for its planning and implementation grants. Moreover, transit funding for both bus and rail should be targeted to walkable areas and used as incentives to increase walkability. These shifts will help strengthen Connecticut's

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Assessment of Flood Risk — New Haven Union Station. Source: Report available at <https://resilientconnecticut.uconn.edu/tod/>.

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Walkable Cities, cont'd

cities and bolster their economic engines. At the same time, the three-plus miles of vulnerable track and bridges should be assessed in depth as part of Connecticut DOT's ongoing resiliency assessment. From a systemic perspective, weakness anywhere along the line threatens the success of TOD in every town. ■

— Dr. Rosalie Singerman is Assistant Professor of Geography and Environmental Studies at Texas State University in San Marcos, Texas. She researched factors affecting Transit Oriented Development in Connecticut as a Post-Doctoral Research Associate with the University of Connecticut's Transportation Technology and Society Research Group, led by Dr. Carol Atkinson-Palombo and Dr. Norman Garrick. Rosalie attended Smith College and UCLA and received her PhD from Columbia University's Graduate School of Architecture, Preservation, and Planning.



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A Proposal for Transit-Oriented Communities

by Kathryn Blanco, Policy Fellow, DesegregateCT


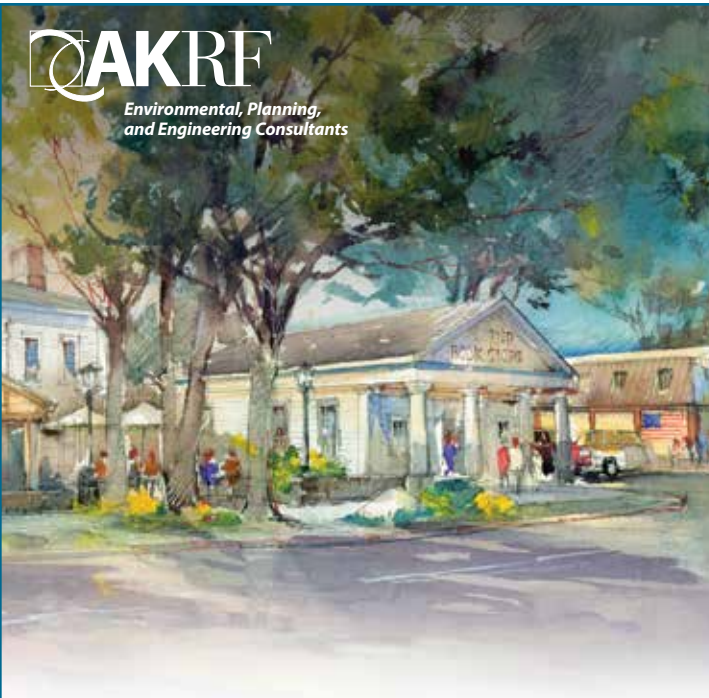
Connecticut's residents have invested hundreds of millions of dollars in train lines and the CTfastrak bus rapid transit system. Yet nearly 80% of the state's workers still commute to work by car. Why? In short, because our communities are not designed to make our enviable public transit system accessible. Planners have long understood the benefits of transit-oriented communities. This legislative session, [DesegregateCT](#) — a pro-homes coalition of neighbors and nonprofits advocating for more equitable, affordable, and environmentally-sustainable land use policies — is working to get the public and the state legislature on board, too.

We always root our advocacy in data. Over the fall, we researched and published an [issue brief](#), demonstrating how

the land around Connecticut's fixed transit stations is zoned and why change is needed. This report draws on 2019 Census data and the [Connecticut Zoning Atlas](#), an interactive tool that displays zoning regulations in the state. A recording of the webinar where we presented this research is available on our Events website, [desegregatect.org/events](#), along with a [panel](#) we hosted in December. At that panel, scholars Yonah Freemark and Shane Phillips presented data confirming what Connecticut planners know to be true: transportation shapes housing density and housing density (or lack thereof) impacts transportation in return. Our issue brief's findings underline the importance of this relationship in Connecticut.

(continued on page 16)

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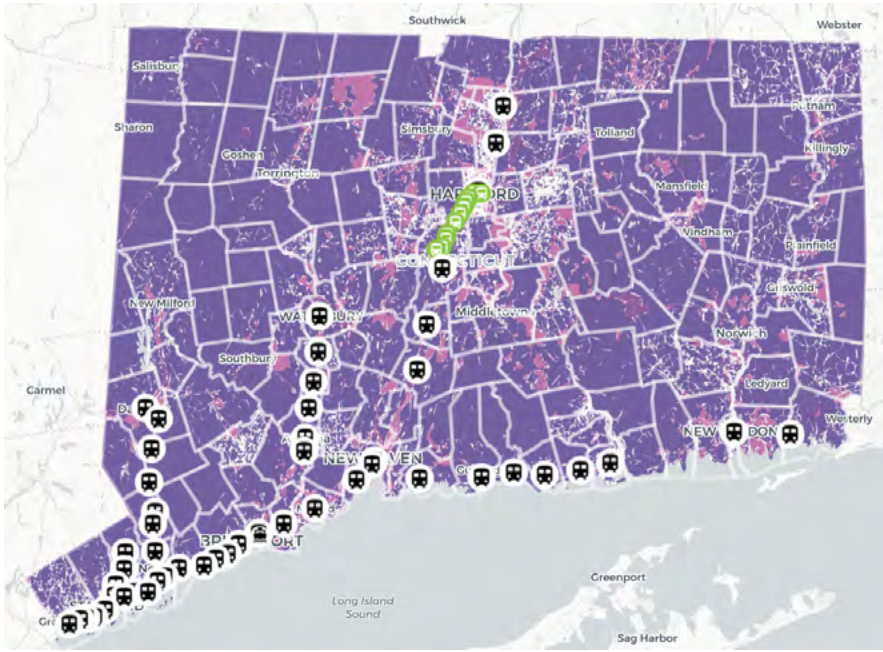


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Connecticut's 40 Transit Towns (all images from DesegregateCT Issue Brief)

banning multi-family homes, requiring onerous public hearings for new homes, and allowing only large-lot single-family homes. These burdens significantly impact the affordability and availability of housing. These images from our issue brief illuminate our findings about multi-family housing and minimum lot sizes.

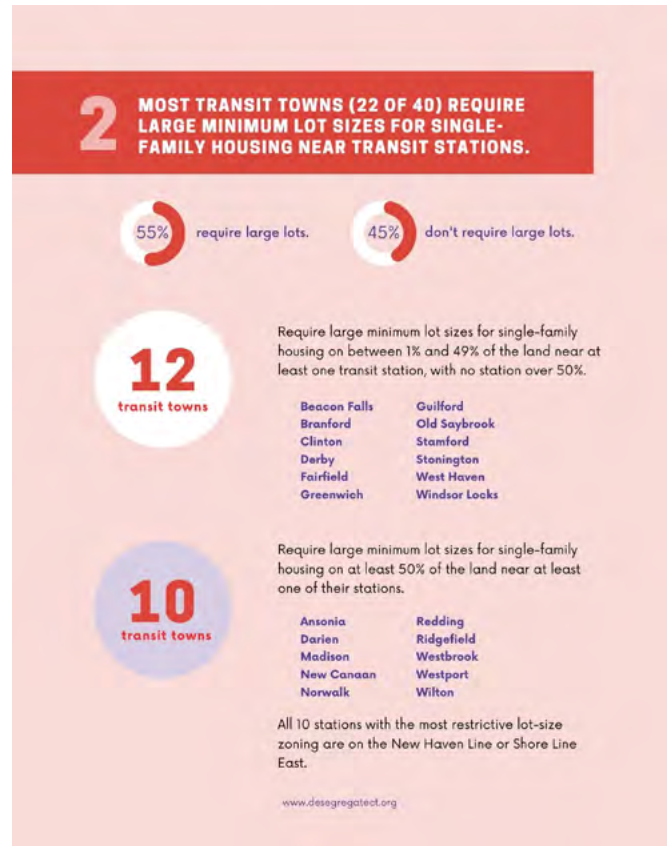
These regulations have produced perhaps predictable demographic patterns: living in a Connecticut transit town is a privilege that is too often restricted to the White and wealthy. When looking at which types of towns tend to have the most restrictive regulations, a clear pattern emerges. All 22 transit towns with a median household income higher than that of Connecticut as a whole (\$78,444) forbid as-of-right multi-family homes on at least 50% of the land near at least one of their transit stations. Around six stations, five wealthy towns *both* prohibit any as-of-right multi-family homes *and* mandate minimum lots of about half an acre or more for those single-family homes on the majority of the land.

The most restrictive towns are often also the Whitest. All ten towns with the smallest percentages of people of color
(continued on page 17)

A Proposal, cont'd

Key Findings about Transit-Oriented Communities

Our issue brief reveals that our 40 transit towns often impose significant regulatory constraints on new homes around transit stations. These constraints include



A Proposal, cont'd

do not allow multi-family homes as of right at least 50% of their land near their stations (compared to about half of the ten towns with the largest populations of people of color) and large minimum lot sizes are more common in towns with the smallest populations of people of color than the towns with the largest populations of people of color.

Why We Need Transit-Oriented Communities

There are so many reasons to change unfortunate current practices. Restrictive zoning near transit keeps away the residents most likely to use it — according to the U.S. Department of Transportation, Hispanic, Asian, and Black households tend to own fewer cars than White households, and the Pew Research Center finds that lower-income people are among the demographic groups most likely to use public transit. Removing such restrictions and building a diverse range of homes can improve access to transportation and increase ridership.

Additionally, DesegregateCT's issue brief, [The Economic Case for Zoning Reform](#), outlines how restrictive zoning limits housing production and drives up prices and limits opportunity. By lifting such regulations, towns can create jobs, increase government revenue, and maximize the value of public investments in transit.

Finally, transit-oriented communities can combat the sprawling development which contributes to loss of forests and farmland in Connecticut. Forcing homes farther apart cuts into Connecticut's wildlife and agricultural land. It also forces residents to drive farther, which pollutes our waterways and air. CT DEEP itself cites transit-oriented communities as one of the ways to reduce pollution and greenhouse gas emissions in Connecticut. By enabling transit-oriented communities, we can help cut our climate impact and embrace sound planning principles.

Our Proposal

So how do we move away from the status quo of segregation, economic
(continued on page 18)


Restrictive zoning near transit keeps away the residents most likely to use it.



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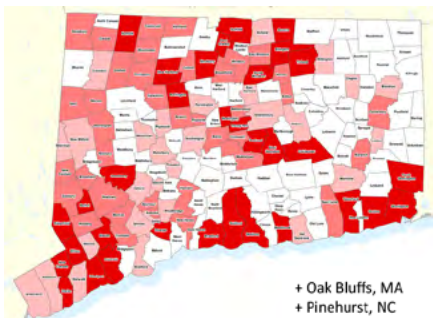
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You need experience to gain wisdom."*

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Depictions of development that would meet a 15 units per acre threshold.

We encourage the planning community to make equitable transit-oriented communities a topic in your towns and workplaces.

A Proposal, cont'd

stagnation, and sprawl, and start building equitable transit-oriented communities? Our coalition [proposes](#):

- Allowing an average of 15 homes/acre around a half-mile (about a ten-minute walk) of each train and fixed CTfastrak station, distributed according to the town's choice
- Requiring 10% deed-restricted affordable units for all new housing developments

- Eliminating onerous parking mandates
- Creating common-sense carve-outs for undeveloped land.

By increasing the supply of homes in transit-rich areas, we can meet the increasing demand for diverse housing options and encourage residents to take advantage of public transit. Having a 10% affordability requirement would provide choices for Connecticut residents who, for economic reasons often stemming from Connecticut's legacy of racial segregation, might not otherwise be able to live in transit towns or might lack reliable access to transportation. More compact communities can also reduce transportation-based pollution by decreasing sprawl and car use.

We know planners can make the case for transit-oriented communities at the Capitol this year. You already expanded the zoning-reform coalition and pushed long-awaited reforms over the finish line in 2021. We encourage the planning community to make equitable transit-oriented communities a topic in your towns and workplaces. And if you have curious commissioners and friends, point them to our website, where they can view recordings of our recent panels, and to our resources for advocates, land use commissioners, and land use board candidates on our [Be the Change](#) website.

Here's to a more equitable and connected 2022. See you at the Capitol. 🏛️

— Kathryn Blanco is a Policy Fellow at *DesegregateCT*. She is a recent graduate of Georgetown University and will be attending law school in the fall.



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Code of Ethics and Professional Conduct

The American Institute of Certified Planners requires its members to adhere to the ethical standards of a detailed Code of Ethics and Professional Conduct.

THE PRINCIPLES TO WHICH WE ASPIRE ARE:

- To continuously pursue and faithfully serve the public interest
- With integrity

OUR RULES OF CONDUCT ADDRESS THE FOLLOWING:

- Quality and integrity of practice
- Conflicts of interest
- Improper influence/abuse of position
- Honesty and fair dealing
- Fidelity to employer

Lead and Inspire with Purpose: AICP Code of Ethics Update

by Mitchell Silver, FAICP

As professionals, we embrace guiding principles to conduct ourselves with honesty, integrity and purpose. A code of ethics fulfills that role in so many ways. The AICP Code of Ethics and Professional Conduct guides and inspires ethical decision-making and protects AICP-certified planners when faced with controversial or difficult choices.

I have always been inspired by the AICP's Code of Ethics. I read the aspirational principles at least twice a year. Each time I read them, I am filled with a renewed sense of energy and purpose. I have read the code of ethics of other allied professionals and I can tell you, first-hand, that the planners' code is distinct. It is inspirational and aspirational and truly emphasizes our pursuit to protect the public health, safety, and welfare. Our Code of Ethics makes me proud to call myself a planner.

The AICP Commission first adopted our modern-day code of ethics in March 2005. The code was revised in April 2016 and then again in November 2021. Each revision, like our profession, evolved to adapt to contemporary issues and practices.

During the update process, the task force that was appointed to update the code reached out to members, chapters, and divisions through a virtual town hall and meetings. The 2021 revision expands the aspirational principles from three sections to five and reorganized the Rules of Conduct into more logical groupings. APA and

AICP strongly believes these revisions urge planners to account for the planners' role in social justice and racial equity; to respect the rights of others and to increase opportunities for underrepresented groups to become professional planners.

Most members have welcomed the revisions while a few have expressed concerns about a social equity focus. It should be noted that these aspirational principles to advance social equity and address racial inequity are not new. They have been in our code since 2005 and that inspired by our Ethical Principles in Planning adopted in 1992 as part of the APA's Agenda for America's Communities.

DIVERSITY, EQUITY, INCLUSION

Diversity, equity and inclusion are core values of the American Planning Association and a revised code of ethics continues to make those values real to our profession, practice and the people we serve. But after years of discussing diversity, equity, and inclusion (DEI), some people are still not clear about what it means. I will share my personal definitions in the hope that I can cut through the fog of confusion.

Equity means fairness. Diversity means the value of different perspectives. Inclusion means to be included and not excluded, to create a sense of belonging and make people feel welcome. Access means to remove physical, cultural and regulatory barriers. Applying these simple definitions to our practice should motivate us to focus on our valuable role as planners.

ASPIRATIONAL AND MANDATORY BEHAVIORS

As stated in the revised Code of Ethics, to meet our obligation to the public, we now must aspire to five principle categories. Please keep in mind that these principles

(continued on page 20)

**The new Code of Ethics and Professional
Conduct became effective January 1, 2022.**

***Read the updated AICP Code of Ethics and
Professional Conduct***

The AICP Code of Ethics and Professional Conduct guides and inspires ethical decision-making and protects AICP-certified planners when faced with controversial or difficult choices.


Code of Ethics, cont'd

(Section A) are aspirational and not mandated rules of conduct. The five new aspirational categories are:

1. People who participate in the planning process shall continuously pursue and faithfully serve the public interest;
2. People who participate in the planning process shall do so with integrity;
3. People who participate in the planning process shall work to achieve economic, social and racial equity;
4. People who participate in the planning process shall safeguard the public trust; and
5. Practicing planners shall improve planning knowledge and increase understanding of planning activities.

The Rules of Conduct (Section B) is mandated behavior for members of AICP. The 2021 version improves alignment of rules, clarifies types of employment and

perceived conflict of interest, and reduces the use of frivolous complaints by an aggrieved member of the public against an AICP member. Only an AICP member now can file an appeal of a determination by the Ethics Officer related to a complaint of misconduct.

Thank you to the AICP Commission, Code Update Task Force, and AICP members for your leadership and input to make these important revisions a reality. The new year will bring a new focus to our code and professional conduct. I am grateful to the dedicated members of AICP who I am confident will continue to conduct themselves with honesty, integrity and a renewed sense of purpose. 

— Mitchell J. Silver, FAICP, is the president of the AICP Commission.

Editor's note: This article was originally published on [APA's blog](#) and is reprinted with permission.

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CCAPA Government Relations Update

by John Guskowski, AICP, LEED AP, ENV-SP

As my legislative Co-Chair Emmeline Harrigan put it, the Connecticut General Assembly gave all of our towns a lot of homework to do in 2021, and I think that many of us are still trying to get ourselves organized around that work. Changing local regulations to address accessory apartments, multifamily parking requirements, recreational cannabis retail sales, figuring out Commissioner training and hybrid meetings, all during a continually-changing COVID environment...it's a lot. Oh, and by the way, everyone's Affordable Housing Plan needs to be done by June.

Given all of that, it would be just fine with many of us to just take a few extra months off and focus locally rather than paying attention to what's happening in the Legislative Office Building. Alas, the calendar does not lie, and we're only a few days away from the start of the 2022 legislative session. This is the "short" part of the two-year cycle, with the CGA convening in early February and concluding in early May. Accordingly, CCAPA's Government Relations Committee (GRC) has been prepping to be ready to contribute even before the Assembly gets gaveled in. We asked for member feedback on legislative priorities in a December survey, and in January, released our 2022 Legislative Agenda (available at <https://ct.planning.org/policy-advocacy/2022-session>).

There are a few bits of unfinished business from last session — most particularly the question of format of public meetings. As you may recall, the CGA passed a provision that allowed for Boards and Commissions to hold either in-person, hybrid, or virtual meetings at their discretion (though with some accommodation requirements), but only through April, 2022. If nothing changes, we will soon revert back to an all in-person meeting mode. We have found broad consensus among our membership that the convenience and safety of virtual meetings has significantly increased public interest and participation in meetings, despite some occasional technology hiccups. We will be

seeking to work with the legislature to ensure that at least hybrid meeting options are made permanent. Other, related issues such as relaxing newspaper-notification requirements on a permanent basis also require follow-up. As for new priorities and next steps to some of the zoning reforms that were part of Public Act 21-29, the GRC has been in ongoing discussions with our partners at CAZEO, CCM, Desegregate CT, Partnership for Strong Communities, the CT Bar, and Open Communities Alliance on strategies and specific proposals.

Finally, it's worth noting that one of the major initiatives of PA 21-29 is finally grinding to life. Section 13 of that Act required the formation of a Commission on Connecticut's Development and Future, which will be a large, multi-year legislative effort to move Connecticut into more of

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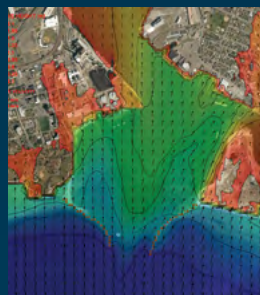


What's going on?!

Stay current with CCAPA happenings! Bookmark our online events page at <https://ct.planning.org/events> so you don't miss out!

— John Guskowski is a Principal and Co-Founder of Tyche Planning & Policy Group, based in Vernon, CT, and co-chairs CCAPA's Government Relations Committee with Emmeline Harrigan.

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Commission on Connecticut's Development and Future

- Reporting Deadlines:
 - January 1, 2022 (Interim Report)
 - January 1, 2023 (Final Report)
- Specific Reporting Requirements:
 - State Plan of Conservation and Development
 - State's Consolidated Plan for Housing and Community Development
 - Municipal Affordable Housing Plans
 - Wastewater/Sewerage Systems
 - Model Design Guidelines




Government Relations, cont'd

The Connecticut General Assembly gave all of our towns a lot of homework to do in 2021, and many are still trying to get organized around that work.

a comprehensive planning mindset. The Commission requires participation from planning, zoning, community development, and municipal experts, in addition to housing developers and environmental experts. Steven Kleppin, AICP, Zoning Officer from Norwalk, has been appointed to serve on the Commission, and several more CCAPA members are likely to be serving in adjunct roles on one or more of the Commission's several working groups. While the Public Act required the first report of the Commission to be

delivered by January 1, governmental wheels move slowly, and the first meeting of the Commission was not convened until December 7th. A [recording of that introductory session](#) has been posted (see above), and we will be following their work closely.

As always, if you have questions about CCAPA's Government Relations Committee or our involvement with the State's legislative processes (including offering your help or support), please reach out to us at ctplannersgovrel@gmail.com. 

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City of Middletown, CT

Sr Planning — City of Worcester, MA

City of Worcester

Transportation Planner 2, Office of Rail Project

Concepts and Capital Planning Unit

State of Connecticut Department of Transportation

Community Planner

FEMA Region 1 — Mitigation Division, Risk Analysis Branch

Economic Development & Principal Planner

Town of North Kingstown

Planning Technician

Town of North Kingstown

Staff Planner — Hazard Mitigation and Climate Resilience

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CCAPA Program Updates

by Evan Seeman, Program Committee Chair

Throughout the past several months, CCAPA's Program Committee has continued to host or co-host CM-related programming for members and planning professionals, offering a wide range of topics and partnerships with other professional organizations. Below is an overview of past events and a look at what's on tap for 2022.

On November 30, CCAPA co-sponsored the program **"Making Our Communities Great Places to Live for All: Examples and Stories from CT Municipal Leaders"** as part of the CT Conference of Municipalities' 2021 convention. The in-person workshop at Mohegan Sun showcased municipal leaders from Sustainable CT-certified communities who shared stories and best practices about how to build more inclusive, resilient and thriving communities.

CCAPA partnered with the Planning & Zoning Section of the Connecticut Bar Association to co-host a virtual Land Use Law Case Update on November 22. The program reviewed significant Superior Court, Appellate Court, and Supreme Court decisions over the past year and a half, and featured Dorian Famiglietti of Kahan, Kerensky, Capossela, LLP and Charles Andres of Barclay Damon LLP. Summaries and key take-aways from the cases they discussed are available on [CCAPA's website](#).

That same day, CCAPA co-sponsored the Transport Hartford Academy at the Center for Latino Progress' fourth annual **2021 Northeast Multimodal and Transit Summit**. The Summit offered a bevy of programs to help promote the message that multi-modal transportation and transit are critical for job creation for an economically-vibrant, connected, and sustainable region. It covered topics ranging from racial transportation and pollution inequalities to mobility opportunities for rural communities. If you missed it, check out the event's sessions on [CCAPA's website](#).

Recognizing the everyday stresses and demands of the planning profession — particularly during a worldwide pandemic — CCAPA offered a program to educate members on self-care and mental health issues. On October 15, during National Depression and Mental Health Screening Month, CCAPA hosted its **Work Wellness** program, which featured Ann Irr Dagle, President and Executive Director of the Brian Dagle Foundation. The program preceded CCAPA's **Planners' Day of Service**, held the following day in Norwich, in honor of Past President Jason Vincent. For anyone looking for suggestions to improve care of oneself and others, you can access this event on [CCAPA's YouTube channel](#).

(continued on page 24)



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Throughout the past several months, CCAPA's Program Committee hosted CM-related programming for members and planning professionals, offering a wide range of topics and partnerships with other professional organizations.



Members of CCAPA joined volunteers from the Downtown Norwich Community as well as friends and family of the late Jason Vincent to install plantings on the new Franklin Square Roundabout in October. Thank you to Emmeline Harrigan and Deanna Rhodes for their coordination of this event.

Program Updates, cont'd

We have some exciting programming in the works to look forward to over the next several months. First, join us on February 15th for a [session](#) covering everyone's favorite topic — ethical considerations for planners. The 2022 AICP Classroom for prospective AICP Certification candidates will be held virtually on March 26th, coordinated by CCAPA Professional Development Officer Jeremy DeCarli. We also hope to provide a training program for land use agency members, which may include topics such as procedural matters, affordable housing, how to read site plans, and other federal law issues that might arise (for example, the federal Fair Housing Act).

As always, we want to hear from you. What programs and events do you want to see and attend? Perhaps you'd like to help plan or participate in our upcoming programming. Better yet, do you want to join the Program Committee? If so, please contact me at eseeman@rc.com to get involved.

As we approach year's end, I want to thank you for your support and participation. CCAPA is a great organization because of you, our members. My best wishes to all for a happy holiday season and safe, healthy and prosperous 2022! 🍷



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CCAPA FY 2022 Approved Budget

Revenue

Dues Revenue (AICP & APA Rebate)	\$22,000
Conference & Workshop Registration	\$10,000
Grants Received & Contracts	\$2,450
DDSI Grants and Contracts	\$11,250
Honorarium Fees Received	—
Sale of Products	—
Advertising Revenue	\$7,000
Contributions	—
Sponsorship Revenue	\$1,000
Investment Revenue – Interest	\$20
Other Revenue (Transfer from Reserves)	\$6,577

Total Revenue

\$60,297

Expenses

Professional Fees – Website	\$100
Professional Fees – Magazine	\$8,500
Professional Fees – Consulting (Leg Monitoring)	\$9,000
Professional Fees – Consulting (Accountant)	\$1,400
Professional Fees – Consulting (Other)	—
Insurance – Other	\$1,607
Supplies – Office Admin	\$50
Supplies – Books & Resources (AICP Materials)	\$150
Supplies – Other (Awards, Chap Promo Items)	\$1,000
Telecommunications and E-cost	\$260
Photocopying & Duplicating Cost	—
Postage, Handling and Freight	\$30
Printing Cost	\$200
Travel – Lodging	\$2,800
Travel – Food	\$500
Travel – Transportation	\$1,500
Travel – Other	\$2,000
Admin – Bank Fees	—
Advertising	—
Sponsorships Paid	—
Grants Paid (Scholarships)	\$14,500
Endowment (Scholarship)	\$10,000
Mtgs Exp – Meal & Beverage Service	\$1,500
Mtgs Exp – Equipment Rental	\$200
Mtgs Exp – Facilities Rental	\$2,000
Mtgs Exp – Transportation	—
Mtgs Exp – Honorarium/Speaker Fees	—
Other Expenses (CM fees)	\$3,000

Total Expenses

\$60,297