

# Implementing Stamford's Transit-Oriented Development Plans

Regional Conference on Sustainable Development 2018  
Alternative Fuels and Transit-Oriented Development

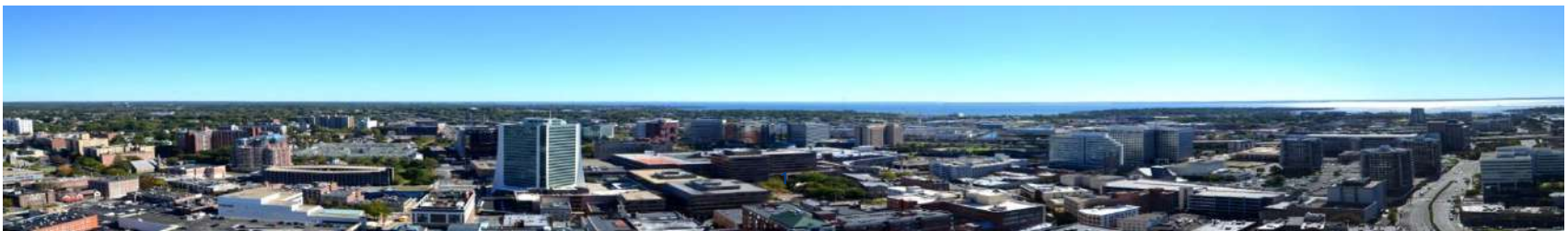
**David W. Woods, PhD, AICP, PP**  
*Deputy Director of Planning*

**City of Stamford**

**David R. Martin**  
Mayor



**Ralph Blessing, PhD**  
Land Use Bureau Chief



# Stamford's Master Plan

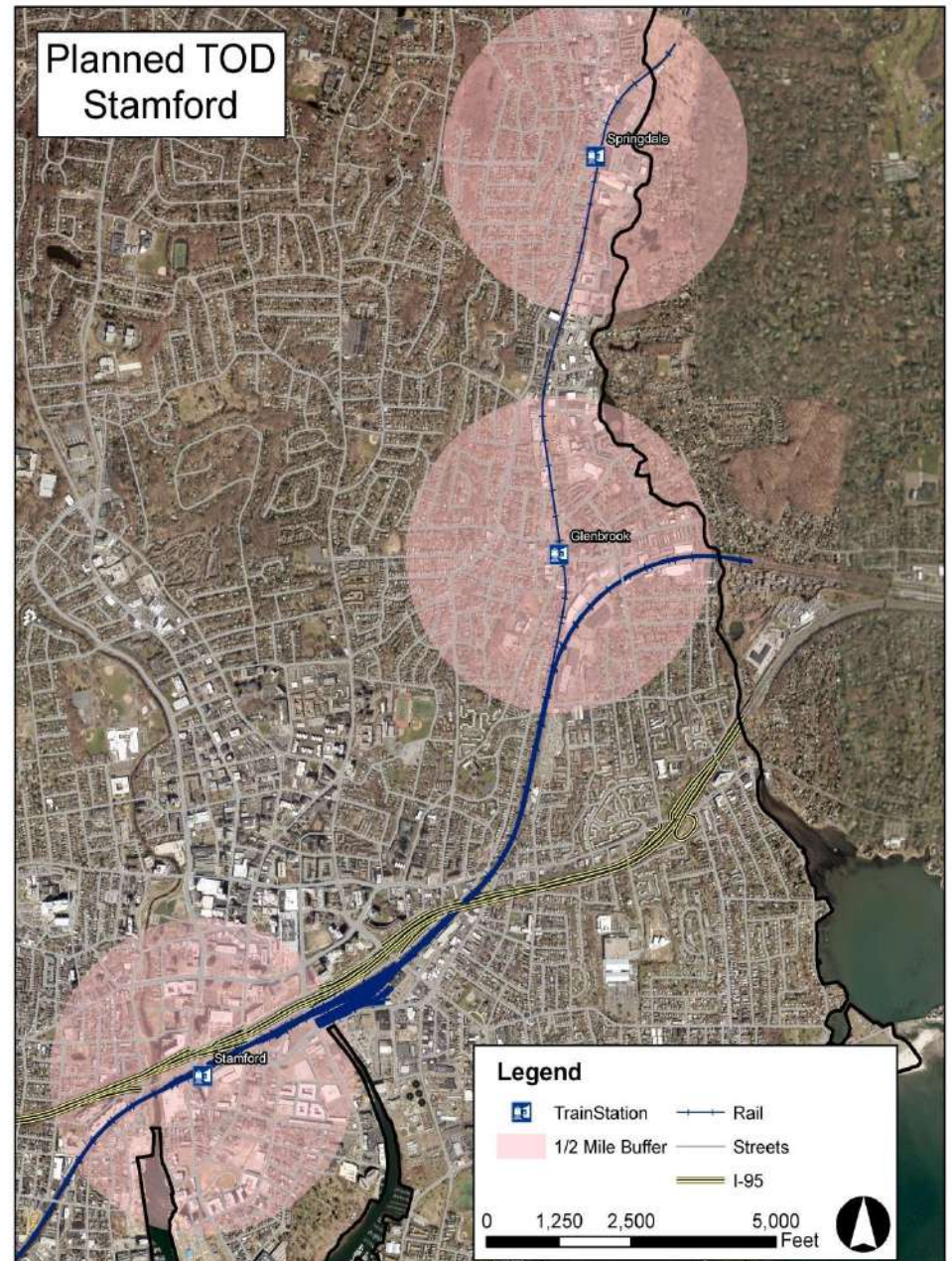
## Transportation Mobility Goals

### Stamford is a Regional Center:

- Address regional roadway congestion and improve commuter rail
- Improve intra-city mobility for all modes (vehicles, transit, pedestrians and bicycles)
- Promote Transit-Oriented Development

## Stamford's 3 TOD Planning Areas:

1. Stamford Transportation Center
2. Glenbrook Neighborhood Station
3. Springdale Neighborhood Station



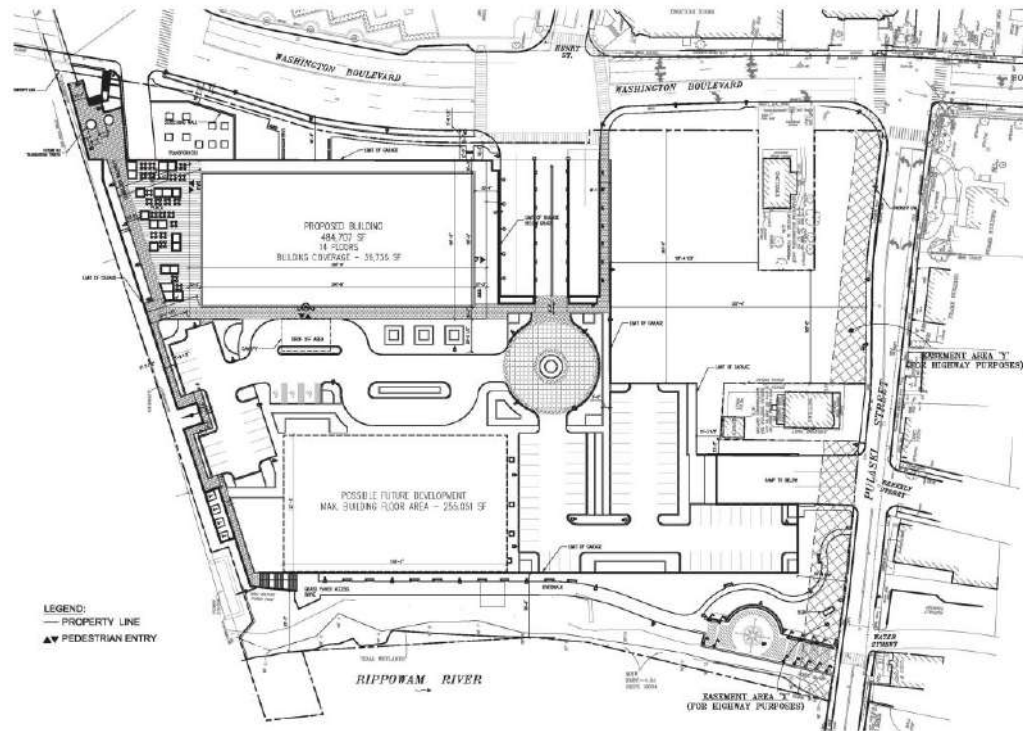


# Stamford Transportation Center

# Vision for STC Development Area:

The Zoning Board just approved a 485,000 square foot, 14-story Office Tower to be built on existing Gateway Garage with direct access to the Metro North platform

Walkable and lively connected city  
diverse in people and architecture  
place of industry + innovation  
sustainable transit-oriented



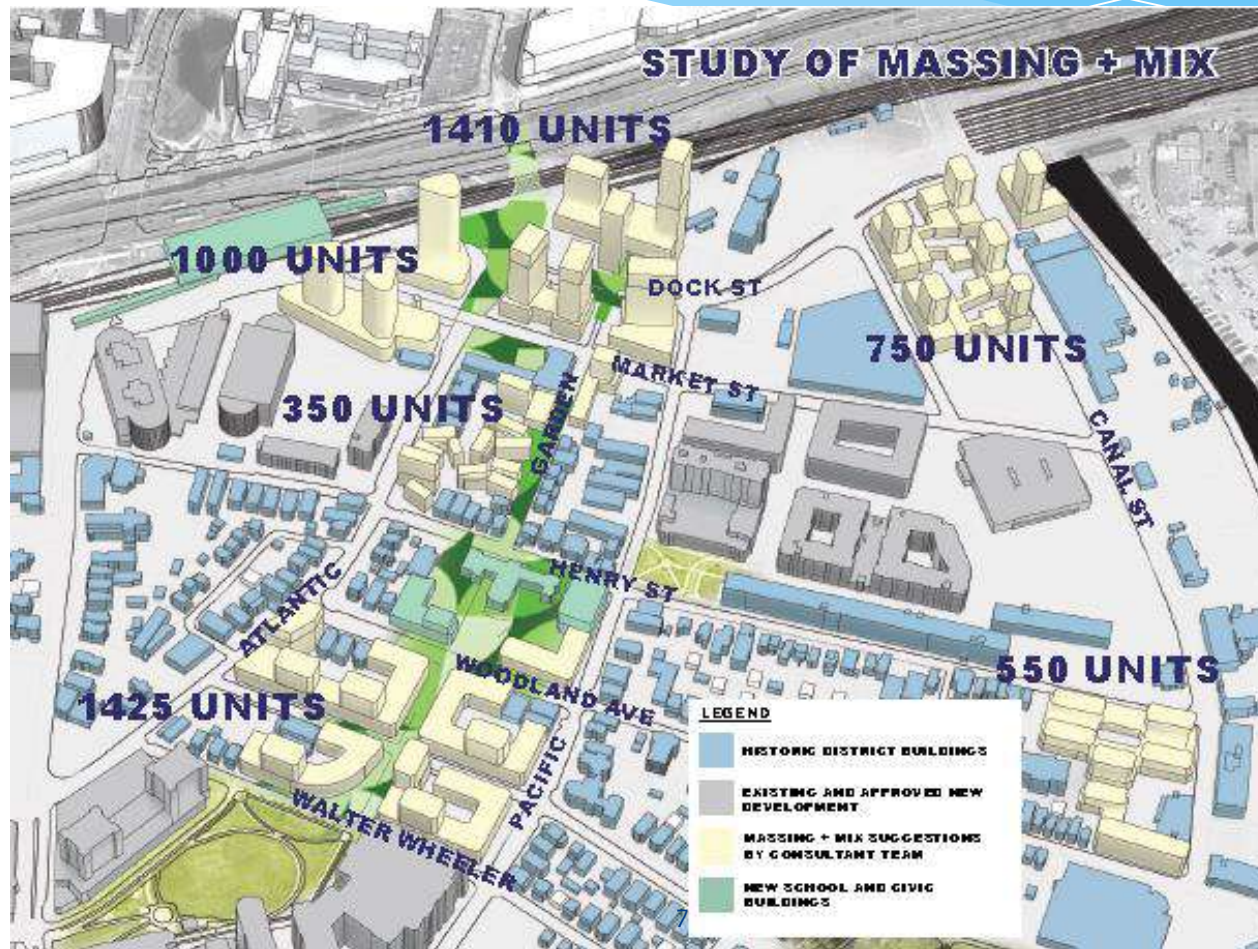
# New Housing Developed in Support of STC:

Metro Green - A 255-unit mixed-income housing development adjacent to the STC; 63% affordable



# Stamford Transportation Center

## Prime TOD Development Potential



# Stamford Transportation Center

## Some Barriers to TOD development around the STC:

- State DOT's Parking Garage: Not supportive of Transit-Oriented Development and Placemaking; ConnDOT sees as its “Cash Cow”
- Need for a new STC – Stamford is the busiest Transit Center between NYC and Boston
- Major connectivity improvements need to be made, especially considering there are only 3 exit points from the South End to Downtown



# Goals of the V-C District & Glenbrook/Springdale TOD Study

- Reinforce the Master Plan vision to create ‘Main Street’ character in the Glenbrook/Springdale neighborhoods
- Address traffic and urban design issues
- Create connections between neighborhood centers
- Improve the public realm
- Better respond to character of specific neighborhoods
- Stronger incentives for ground floor commercial uses along arterial streets
- Manage parking creatively





Glenbrook

# Village Today



# Filling the Gaps



# Implementing the Plan: Glenbrook Village

- Enlarged the V-C District originally rezoned to V-C in 2010 around the Glenbrook Station
- Raised the allowable building height from three stories to four stories along Glenbrook Road
- Adopted Urban Design Standards supporting TOD Policies
- Approved multi-family development within walking distance to the Glenbrook Station

# New affordable housing adjacent to Glenbrook Station 504 Glenbrook Road –





Springdale

# Springdale Today – Hybrid Main Street/Strip Retail



# New Development Strengthens Main Street and Pedestrian Character: 5 to 7 years



# Implementing the Plan: Springdale Village

- Enlarged the V-C District originally zoned V-C in 2009 around the Springdale Station
- ConnDOT rebuilt Hope Street in support of the Village Commercial “Main Street” goals
- Completed a Traffic Study focusing on iHope Street, which found that Village Commercial and TOD lessens traffic
- Adopted Urban Design Standards supporting TOD Policies
- Approved multi-family development within walking distance to the Springdale Station

# New affordable housing within walking distance of the Springdale Train Station

990 hope Street - State Theatre Building



1032 Hope Street – workforce housing: 88 Units