

An aerial photograph of Connecticut is overlaid with a complex network diagram. The diagram consists of numerous nodes (circles) of varying sizes, connected by solid and dashed lines. Some nodes are arranged in radial patterns, while others form a more interconnected web. The background is a dark, textured aerial view of the state, with a prominent blue area representing the coastline and water bodies. The title 'Connecticut Economic Vitality & Land Use' is positioned in the upper left quadrant, and the report title is at the bottom.

Connecticut

Economic Vitality & Land Use

A report of the **Connecticut Regional Institute for the 21st Century**

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CONNECTICUT REGIONAL INSTITUTE FOR THE 21ST CENTURY

May, 2003

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Smart Growth is not anti-growth, nor is it the enemy of suburban lifestyles. Smart growth is about increasing people's choices. It is the enemy of inefficient growth, air pollution, increased traffic congestion, degradation of neighborhoods, higher infrastructure costs, higher taxes and damage to environmentally sensitive areas.

-David Crossley, Gulf Coast Institute

Recommendations for Action in Connecticut

- Bring the importance of land use planning to the attention of the public and opinion leaders
- Make growth forecasting tools widely available
 - A digital data base mapping system could analyze current land uses and assist future land use decisions
- Analyze what Connecticut would look like in 25, 35, 50 years
 - if the land use planning system is left unchanged
 - if smart growth principles are used
- Study the costs of sprawl
- Adopt incentive-based programs to coordinate local, regional and state land use planning
- Strengthen CT's economic development through the C&D plan

The Connecticut Regional Institute for the 21st Century, a coalition of public, private and institutional leadership, fosters existing and future opportunities for sustained economic growth in Connecticut and reduces barriers to that growth.

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Regional Plan Association's work is to develop comprehensive plans that provide a vision for the 31-county Connecticut/ New York/ New Jersey metropolitan region and detail specific recommendations to move the region forward toward those goals. RPA's Connecticut office offers recommendations and undertakes specific projects to advance land use planning, economic development, transportation investments and environmental conservation in the western portion of the state.

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Analysis and Next Steps

What does all this mean and what can be done to improve our planning tools to help us understand what Connecticut will look like in the future?

Implications for future economic growth

- CT's most important economic resource is its highly skilled workforce
- The biggest risk to the state economy is losing the ability to attract and keep skilled workers
- Congestion can affect business location decisions and drive potential new employees to other areas
- High cost of housing can prohibit valuable potential employees from joining CT firms
- Continued weakness of urban tax bases drags down economic growth

Implications for maintaining a high quality of life

- Continued manifestations of sprawl could threaten CT's attractiveness as a desirable place to live, work and visit

Options for future growth in Connecticut

- Continue along fragmented patterns of the past
- Decide what we want Connecticut to become and work toward it

What have other states done about sprawling patterns of growth?

Other states have dealt with this issue head on

- As of 2001, 16 states have adopted a variety of statewide growth management techniques
- These programs have been built incrementally, often over 10 years or more

- Statewide mandates for growth boundaries in Oregon, Tennessee and Washington
- Maryland uses an incentive model
 - Mandated land use plans/policies/priority growth areas
 - State funding for development in priority growth areas only
- New Jersey has conservation planning areas/specific policies
 - No mandate to comply
- Citizen watchdog organizations for smart growth have been formed in many states, including:
 - 10,000 Friends of Pennsylvania
 - New Jersey Futures
 - 1000 Friends of Oregon

Common success factors in states with smart growth programs

- Sense of common destiny
 - Often spurred by a sense of crisis, such as water shortages in the case of Florida
- Threat of inaction
 - In Oregon it was a loss of farmland and resultant loss for the economy
- Strong leadership
 - Gubernatorial leadership is key
- Oversight by government and an independent watchdog group
 - A governmental body such as a hearing board as in the case of Washington
 - Nonprofit organizations to monitor and advocate for progress

What are the fundamental goals of smart growth policies?

- Efficient use of government resources
- Sustainable economic growth
- Transportation connectivity and mobility
- A sustainable and beneficial environment
- A high quality of life
- Access to opportunity for all income and ethnic groups
- A productive level of human equity

Economic Vitality and Land Use: Recommendations to Link Transportation and Land Use

Overview

In its continuing examination of the factors that create a vibrant, competitive Connecticut, the Connecticut Regional Institute presents this report and recommendations on how transportation, economic vitality and land use are linked. It summarizes the Institute's year long review of the relationship among development patterns, transportation and quality of life. It recommends a number of policy changes and initiatives needed to make the state's land use planning system align with goals for economic growth and liveability. This report is intended to help business, civic, and government leaders understand how development trends can reinforce the state's future well-being, and in doing so, reinforce efforts to improve mobility and assure that Connecticut remains an attractive place to live and work.

Background

Established in 1997, the Connecticut Regional Institute is a not-for-profit organization that focuses on Connecticut's changing place in regional, national and world markets. The Institute conducts research, convenes public forums, and presents options for strategies to improve the state's economic competitiveness and quality of life. The Institute's activities are organized around the analysis set out in its major report, Connecticut: A Strategic Economic Framework, prepared in 1999 by Michael Gallis and Associates. This report documents the transportation, land use, education and other challenges that limit the state's ability to compete effectively with other regions.

Based on these concepts, the Institute presented a year-long program on strategic transportation planning and priority-setting, including a series of public forums. This process led to action by the General Assembly establishing the Transportation Strategy Board. The Board has recently completed its strategic plan for revitalizing the state's transportation infrastructure.

As one of the tools to reduce congestion and increase mobility, the

WHAT ARE THE BENEFITS OF OUR STRATEGY?

Our strategy would ensure that neighborhoods, towns, and regions accommodate growth in ways that are economically sound, environmentally responsible, and supportive of community liveability—basically, growth that enhances quality of life, not diminishes it.

institute is focusing on the ties between Connecticut's development patterns, its quality of life and economic growth. Three forums were held on this issue and two studies were commissioned by the Institute. The first of these studies, prepared by Regional Plan Association, documented the extent of sprawl and its impacts on the state. The second study, prepared by Harvard University, benchmarked Connecticut's land use planning system against those of other states facing similar challenges.

This report summarizes the conclusions of this year long process and outlines a series of steps that should be taken by the state, regions and municipalities to improve Connecticut's land use planning system and its consequences on growth and the quality of life.

THE GALLIS
REPORT:
Connecticut
Strategic
Economic
Framework
Cornerstones of a
Strategic Future

- Metro Region
Structure: Centers and
Corridors
- Environment &
Urbanization: Nature
and Man
- Quality of Life:
Culture, Arts,
Conventions and
Tourism
- Transportation
Network: Movement of
People, Goods and
Information
- Economic
Development:
Manufacturing,
Bioscience, Finance and
Innovation
- Real Estate: Office,
Industrial, Retail and
Residential
- Education and
Medicine: Colleges,
Universities, Hospitals,
Medical Schools and
Research

Simply stated, since the completion of the state's limited access highway system three decades ago, Connecticut has experienced an unprecedented period of highly decentralized development, sometimes known as sprawl. While economic development contributes to the state's continued prosperity, sprawl adds to the growing problems of traffic congestion, disinvestment in our cities and poorer urbanized towns, air and water pollution, loss of open space and agricultural land, and related concerns. The Institute believes that continuation of these trends will undercut the state's quality of life and competitiveness and cause the state to use its infrastructure inefficiently.

Next Steps for Connecticut

The recommendations in this report support continued economic growth while addressing congestion and mobility issues, encouraging investment in our center cities and preserving our environmental heritage. The Institute strongly believes that the reforms outlined in this report must be pursued if Connecticut is to remain competitive in national and world markets.

The Link Between Economic Growth, Transportation and Land Use

Public policies for land use which embrace conservation, development and growth are often described as Smart Growth. Such policies are most effective when they are based on accurate zoning and usage data, address land use trends, and reflect economic, social and environmental needs and objectives. Public investments based on such a land use plan, or the lack

- A higher percentage of those living in high density areas use transit than those living in lower density areas
 - Density is the key factor for creating demand for a transit system
 - Transit requires higher concentrations of both population and jobs to function effectively

Public Finance

Connecticut's state-local tax system encourages decisions that promote sprawl

Cities and towns have no real alternative to the property tax to meet growing public service needs

- Two-thirds of municipal revenue comes from the property tax
- CT ranks third among all states for property tax burden per capita (1998)
- On average, about 57% of municipal budgets go to pay for K-12 public education
- The state share of K-12 public education is declining while local costs increase, particularly for costly special education services
- Over 80% of towns and cities had to increase their property tax rates in 2001

Therefore municipalities have an economic incentive to grow grand lists and maximize property tax revenue

- The result is often "fiscal zoning" techniques that encourage sprawl by
 - Promotion of large lot housing development to minimize new school children and maximize property values
 - Competition for new commercial and industrial projects
- State aid is now the only other significant source of revenue for towns and cities to offset some of the property tax burden
 - Per capita state aid throughout CT is \$572, and \$1389 in the four most distressed municipalities



Enterprise Zone in Stamford, CT

- Aid is distributed at a 4/1 ratio between the distressed and the wealthy communities

Economic Segregation

Land use practices contribute to the separation of rich and poor in Connecticut

Fiscal zoning

- Forces
 - Land use decision based on the need to grow the grand list
- Ignores
 - Scale
 - Consistency with a town's character and vision
 - Socioeconomic balance
 - Other considerations
- Favors
 - Commercial and industrial uses
 - Large lot/large house residential development
- Often excludes
 - Low and moderate income families
- Contributes to
 - The separation of rich and poor

Connecticut Incomes

- According to the 2000 census, CT once again has the highest income per capita in the country (statistical dead heat with NJ, AK, and MD)
- The 2001 estimated average household income ratios of New Haven, Bridgeport and Hartford to the average household income in their neighboring suburban towns is:
 - New Haven: 1 to 1.52
 - Bridgeport: 1 to 1.86
 - Hartford: 1 to 1.86

Connecticut's Cities

- Four of Connecticut's 5 largest cities lost population between 1990 and 2000
 - Elsewhere: NYC grew by 9.4%; Boston by 7%; Portland, OR by 26%
- CT's 3 largest cities rank among the lowest 8 towns in the state for per capita income
- As of 1990, 59.9% of those below the poverty level lived in one of 10 CT cities with 25% of the total population
- 76.4% of Hartford's occupied units and 68.1% of New Haven's are renter occupied
- A full-time CT worker must earn \$16.45/hour to afford a 2 bedroom apartment
- The state minimum wage is \$6.70/hour

Environmental Quality

How good is Connecticut's environmental report card?

Land use decisions affect our environmental quality

- CT has made progress improving environmental quality in the state
- CT's independent Council on Environmental Quality (CEQ) monitors environmental trends and makes recommendations for improving policies
 - Issues an annual environmental "report card"
 - CT's report card is mixed

Air Quality

- CEQ's 2000 Annual Report reveals
 - Connecticut had just under 365 days of "satisfactory air quality" that year
 - Connecticut's air pollution levels have improved since 1987 measuring
 - carbon monoxide
 - sulfur dioxide
 - particulates
- Yet for the primary measure used by EPA, ground level ozone (smog), all of Fairfield County (except Shelton) is rated by EPA as a *severe non-attainment area*, caused by
 - Motor vehicles, power plants, factories, solvents and consumer products
 - Many of these pollutants are "blown in" from the Midwest
- The rest of CT is rated as serious, as is all of Massachusetts and Rhode Island
- Automobile exhaust is a major source of ground level ozone
- Land use and automobile usage are closely linked

Water Quality

- CEQ reports a good news/bad news picture about water quality in CT
 - Wetland loss has declined since 1995
 - About 70% of CT's 950 miles of major rivers are suitable for swimming and supporting aquatic life
 - Yet, the number of miles of CT rivers in which the fish are not contaminated with mercury is 0
- Water utilities as a whole in CT are in compliance with drinking water standards
- However, problems persist with smaller systems serving a small number of households
- Increases in land coverage of pavement, buildings, etc, directly decrease water quality in the watershed

Getting Around in Connecticut

The what and where of land use impacts how we get around in Connecticut

Results of the search for more affordable homes and less congested areas

- Commute times are increased
- Few suburban communities have a transit alternative to the automobile
- Congestion worsens nearer to employment centers

Corporate parks and shopping malls in suburban areas increase dependency on the automobile

- Vehicle miles traveled by workers increase
- Household services (such as drycleaners) are often distant from/inconvenient to the exurban work place
- Downtown stores and restaurants lose critical business

How we get there

- 80% of workers statewide drive alone to work
 - Under 9% car pool
 - 2.5% walk
 - 2.5% take the bus
 - 1.73% take the train
 - About 3% work from home
- More commuters are taking the train to work rather than driving their cars, a positive sign
 - From 1997 through 2000 Metro North ridership increased by 2213 passengers per day
- Yet, road usage increased as well
 - Vehicle miles traveled on I-95, parallel to Metro North rails, increased 10.8% from 1997 through 2001
 - Vehicle miles traveled on local CT roads increased 46% from 1986 to 1995
- Registered vehicles rose 38% since 1970 compared to population growth of 12.3% from 1970 to 2000



Traffic off I-95 in Darien, CT

of investments, are an important factor in shaping economic development and job growth. Economic vitality is essential in assuring that all citizens have decent access to jobs and education. Likewise, proper coordination of state, regional, and local planning can positively influence areas such as affordable housing, transit use, and priorities for transportation infrastructure.

Whenever possible, state policy should encourage development in areas where infrastructure already exists-- where jobs, employees and markets are close to each other and where distressed urban areas can be revitalized. Development should also occur so as to preserve natural air, water and habitat resources for future generations.

Appropriately sited and designed development can reduce traffic congestion while addressing environmental concerns. It can attract economic growth by increasing access to workers, customers and global markets. Conversely, poor planning and unchecked construction in rural areas raises public costs and degrades natural resources.

The Institute recommends that the state's land use plan be more strongly coordinated with local and regional plans. The Office of Policy and Management (OPM), working with state agencies and regional and local entities, should encourage consistency between plans at all three levels.

In addition, the State should include economic development considerations in updating the State Plan of Conservation and Development. Applying new planning tools, tying in provisions of regional and local plans, and evaluating where growth should be encouraged to occur in the future would be valuable extensions to the State Plan.

The Institute commissioned a report called "The Shape of Things to Come: Is Connecticut Sprawling?" (see Appendix) which reviews trends and facts about land use and



Many older urban neighborhoods offer pleasing scale and density.

sets forth recommendations for a comprehensive, coordinated planning approach to land use. The report incorporates a broad view of planning, analysis, and state assistance as they mesh with economic development, transportation, and environmental issues.

Specifically, the Institute recommends that the State take the following steps to improve our understanding of the relationship among land use, transportation, economic development, and growth:

- conduct build-out studies for Connecticut municipalities
 - evaluate the public costs of sprawl
 - develop a state-wide Geographic Information System
-

State Plan of Conservation and Development

Chapter 297 of the Connecticut General Statutes provides for the adoption and periodic revision of a State Plan of Conservation and Development ("Plan"). OPM is currently revising the State Plan. The Institute recommends that consideration be given to delaying revision of the State Plan to allow for deployment of new planning tools to establish (a) common mapping methodology, and (b) consensus about extending the State Plan's reach, in ways discussed below.



Abandoned "big box" stores are good sites for productive re-use.

consensus about extending the State Plan's reach, in ways discussed below.

The Institute believes that the revised State Plan should serve as a more effective guide for municipal and regional planning and regulation. Several steps can be taken to enhance the usefulness of the State Plan and to allow it to better inform and guide land use decisions across the state.

Sprawl in Connecticut: Findings of Trends and Facts

Sprawl

Sprawl is much more than an environmental issue - it affects virtually all aspects of the day-to-day lives of Connecticut citizens, urban and suburban alike.

-1998 Annual Report of CT's independent
Council on Environmental Quality

Characteristics of sprawl

- Low density
- Segregation of land uses (residential, commercial, etc)
- Consumption of open spaces
- Dependency on automobile
- Many independent developers
- Lack of integrated land use planning
- Waste of tax dollars to build new infrastructure

Costs-of-sprawl studies quantify these characteristics

- Pennsylvania's study showed
 - Higher costs to build infrastructure and schools
 - Higher costs to operate infrastructure and schools
 - Higher combined construction and life-cycle costs
 - Higher land costs for housing
 - Avoiding sprawl development can reduce the costs for roads, utilities and schools up to 25%
- Rhode Island's study found that staying on their present sprawl course for the next 20 years would cost RI taxpayers \$1.5 billion
 - More than 50% would be tax revenues lost in decaying urban centers
 - Another 15% would represent lost tax revenues in non-urban areas
 - 30% would be costs associated with building and maintaining extra infrastructure to accommodate sprawl

Land Consumption

Do trends and facts tell us Connecticut is sprawling?

Some facts about loss of farmland and forests reveal

- Connecticut is in the top 10 states that lost land to development from 1982-1997
- Since 1988 Connecticut has lost more than 100,000 acres of farmland
- Since 1988, 8 acres per capita have been developed in Connecticut
- Farmland declines about 2% each year in CT, twice the national average of 1%

Connecticut is preserving open space

- Connecticut's goal is to have 21% (673,000 acres) of the state preserved as open space by 2023
 - 10% to be owned by the state
 - 11% to be owned by municipalities, non-profit land-holding organizations, and water utilities
- In 2001
 - DEP acquired nearly 2800 acres
 - The state's open space program helped towns, nonprofits and utilities acquire an additional 2900 acres
- At the end of 2001, 451,000 acres had been protected per the above plan
- In 2002 15,340 acres of BHC (Kelda) open space and watershed property were placed in permanent protection

Reusing sites in older, developed areas can reduce land consumption

- "Opposite side of the coin" from open space preservation
- Less costly for infrastructure, police/fire protection
- Easier access for urban workforce
- Takes advantage of locations near transportation facilities
- Needs further state encouragement to solve environmental and liability problems

INTRODUCTION

How is Connecticut doing in taking control of its future?

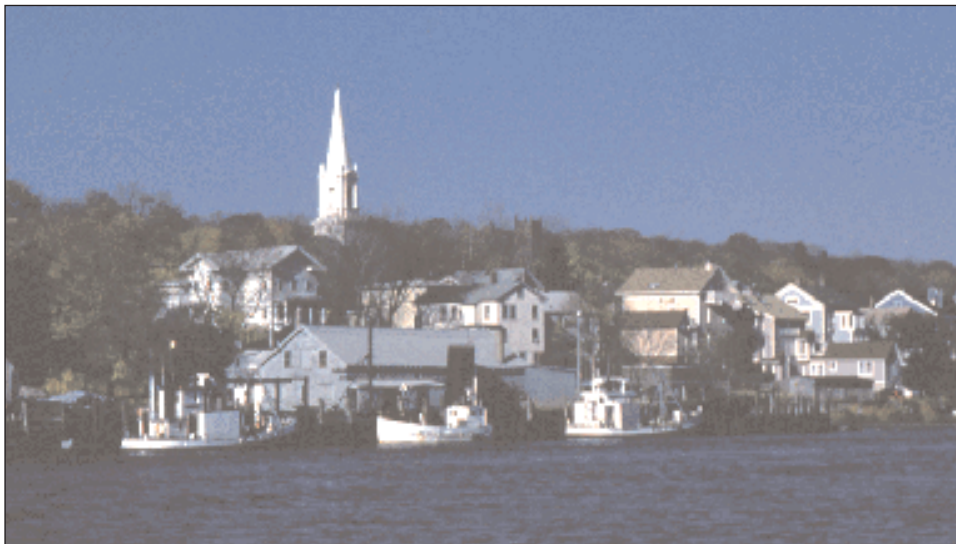
A number of trends are evident in Connecticut that show us how and where we are growing

- Many are quite positive and contribute to our quality of life
- Others are disturbing and may be signals of negative outcomes in the future
- It is not clear how these trends relate to one another and how extensively they are occurring

Making land use decisions in Connecticut is multi-layered

- Historically, CT has grown into a highly attractive state with an enviable quality of life
 - New England flavor, Long Island Sound
 - High income, rail service to NYC
- Most land use decisions are made locally
 - Statutes give broad planning authority to municipalities
 - Updated local plans of development are required every 10 years, but are often abstract concepts and objectives
 - Zoning regulations are often not consistent with local plans of development
 - Large residential lots and commercial development are

- encouraged to minimize the impact on school costs
- Regional planning is not fully integrated into city and town plans
 - Each Regional Planning Organization (RPO) must approve a regional plan every 10 years
 - No requirement for local plans to be consistent with regional plan, or vice versa
- Connecticut's Conservation and Development (C&D) Policies Plan
 - Is a framework for development decisions of state government
 - Recognizes that land-consuming development patterns are linked to environmental quality and quality of life
 - Is not fully integrated with regional, town and city plans
 - Does not provide a blueprint for local land use decisions
 - Does not describe actual land usages in municipalities
- No "snapshot" exists of Connecticut's present land use picture, or where we are heading
- CT does not have a consensus idea of what we want to look like 50 year from now, nor the process to realize such a vision.



New London, CT

STATE PLANNING

- Incorporate over-arching State growth management goals and specific development policies directly into Chapter 297 of the General Statutes to specify priorities for conservation and development. These statutory goals and policies would be sufficiently specific so as to make the State Plan a concise management tool, but not so restrictive or detailed that they would preclude site or project accommodations.
- Require that all State governmental planning documents be consistent with the State Plan.
- Require that the State Plan address economic and community development needs and patterns of commerce.
- Require local land use agencies to identify, on the record, proposed zoning regulations, zoning amendments and provisions in the local plan of conservation and development which are inconsistent with the State Plan.
- Provide flexibility and specific mechanisms for amending the State Plan to address unanticipated development types and/or locations.
- Update the State Plan and municipal and regional plans of conservation and development on a schedule that promotes consistency among them.
- Provide incentives for local and regional planning, regulation and development consistent with the State Plan and develop a process to review and evaluate the effectiveness of those incentives.
- Provide on-going assistance to State, regional and municipal agencies to assist them in meeting the goals of the State Plan. Increase the State's comprehensive planning capability, including necessary staff, to allow it to provide adequate support for expanding the reach of the State Plan.



Highway congestion is aggravated by increasingly longer commutes.



Agricultural land is being consumed at an alarming rate.

REGIONAL AND MUNICIPAL PLANNING

- Provide or assist local and regional entities to obtain state-of-the-art planning tools such as digital aerial photography, GIS maps and analytical capabilities for using GIS tools and exchanging GIS information.
- Provide for a state-wide set of build out analyses.
- Identify responsibility and means for conducting a cost-of-sprawl study.
- Provide modest short-term funding to regional and municipal agencies to support the development of enhanced plans of conservation and development and any necessary changes in land use regulations.
- Require consistency between each municipality's plan of conservation and development and its zoning and subdivision regulations.

The Benefits of Pre-approved Development Areas

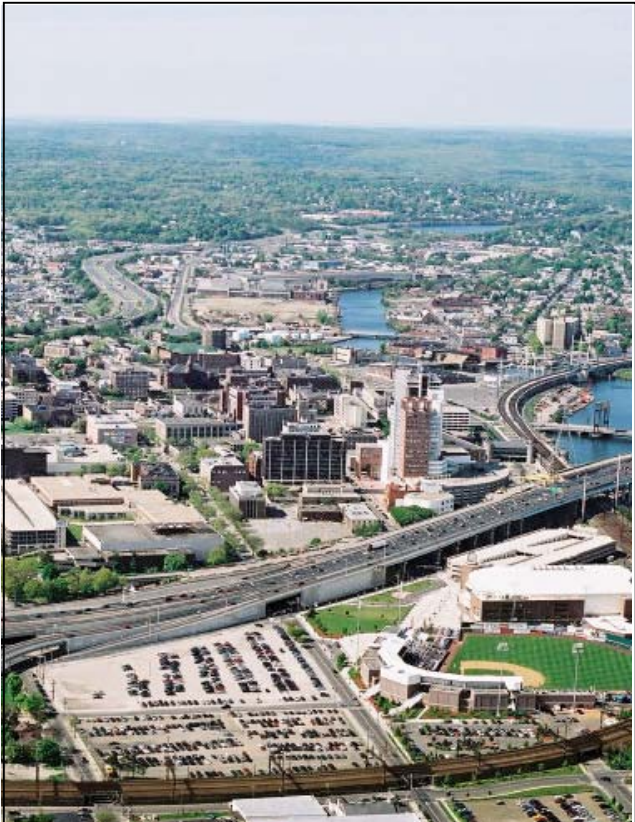
One method to help guide development consistent with goals established by the State Plan is to designate "pre-approved development sites," particularly in urban areas. Locating commercial and industrial developments on brownfields or on other sites served by existing infrastructure is a key element of reducing sprawl. Such locations reduce the need for new roads and other publicly-funded infrastructure. Without a pre-approval system, the time required to obtain zoning and regulatory approvals and necessary state and federal permits often deters potential developers from utilizing such sites.

Appendix: Facts & Trends



The Shape of Things to Come

Is Connecticut Sprawling?



Aerial view of Bridgeport, CT

Prepared by Regional Plan Association for
The Connecticut Regional Institute for the 21st Century

The Connecticut Regional Institute for the 21st Century

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Active reuse of older urban industrial sites, such as River Street in New Haven, has significant economic potential.

This concept was recommended by the Transportation Strategy Board (TSB), which recommends legislative approval of this process. To reduce the time required to redevelop such properties, the Department of Economic and Community Development, the Department of Environmental Protection, the Office of Policy and Management and local agencies work together to establish a procedure under the framework of the State Plan for:

- (1) establishing site nomination processes and criteria for evaluation consistent with the site development priorities of the State Plan.
- (2) evaluating such properties in advance of receiving specific development proposals
- (3) determining the types and size of the activities appropriate for the site
- (4) identifying the project-specific permits and approvals required in order to utilize the site
- (5) providing grant funding for a significant portion of the cost of site remediation for brown-field sites located in Regional Centers (as identified in the State Plan)

State Agency Coordination

In the absence of coordinated planning among state, regional and local agencies, development projects may be delayed. State agencies already have in place some project-based methods to address interagency issues. These include designation of a "single point of contact" for all regulatory matters related to a project and creation of "project teams" comprised of representatives of all state agencies involved in a project to resolve issues and potential barriers to that project. Future development projects which require differences to be resolved between state and local plans or regulations may also benefit from this approach.

The Institute recommends that such a coordination mechanism be utilized, as appropriate, on major economic development projects where state, regional and local plans and regulations are inconsistent. In addition, more effective language on



Developing underutilized urban sites enhances our cities.

STEPS TO
IMPROVE
CONNECTICUT'S
QUALITY OF
LIFE

- Reinvest in neglected communities and provide more housing opportunities
- Rehabilitate abandoned properties
- Encourage new development or redevelopment in already built up areas
- Create and nurture thriving, mixed-use centers of activity

mandatory interagency cooperation and dispute resolution at the state level should be considered by the legislature.

The Impact of Fiscal Zoning

During the forums hosted by the Institute, concern was expressed about the impact of the state-local revenue system on the choices that towns and cities make concerning development proposals. Dependence on the property tax to fund local public services, particularly K-12 public education, force local governments into a destructive competition for grand list growth that has resulted in bad land use decisions and costly sprawl.

When development is not steered to places where the infrastructure to support it already exists, but instead occurs in previously undisturbed areas where new roads, schools, sewers and other infrastructure must be built, sprawl occurs. It promotes disinvestments in our cities and urbanized towns. This is inefficient, adds to transportation woes, and is disfiguring the face of Connecticut.



New residential development in “cluster” site plans preserves open space.

The State should help municipalities resist making decisions about land use that are not supported by, and supportive of, balanced growth and conservation plans. Efforts to reduce the impact of the property tax system on land use, economic development and transportation decisions should be pursued.

Conclusion

Most of our neighboring states are taking action to reduce sprawl and its impacts. Most recently, governors in Massachusetts and New Jersey have announced major restructuring of state agencies and land use and environmental regulatory programs to discourage sprawl through coordinated municipal, regional and state actions. Both of these states face significant budget deficits and indeed, are pursuing these reforms as a means of reducing future sprawl-induced public expenditures.

The Institute recognizes the implications of land use planning for growth, quality of life, and the strength of our urban centers. We must develop land use objectives which will help manage our future. We must adopt a State Plan that embodies smart growth policies to help make efficient use of government resources, achieve transportation mobility, ensure a sustainable and beneficial environment, and increase access to opportunity for all. These are ambitious goals and they will not happen without all of the stakeholders taking part.

THE LINK BETWEEN LAND USE AND TRANSPORTATION

Smart growth strategies typically encourage development in areas with existing infrastructure. These strategies may include mixed-use, pedestrian and transit-oriented development that makes it easier to use rail or bus to get to work, shopping, or other destinations. Effective strategies encourage this type of development through incentives and reduced regulatory barriers. Public and private investment is used to improve transportation infrastructure. Tools have included:

- Using incentives and other strategies to reduce reliance on cars
- Linking transportation investment to economic development plans
- Establishing transit corridors
- Developing transit nodes that provide access and amenities in proximity to each other
- Adopting incentives to encourage mixed-use development near transit services and highways

Example of Cluster Development

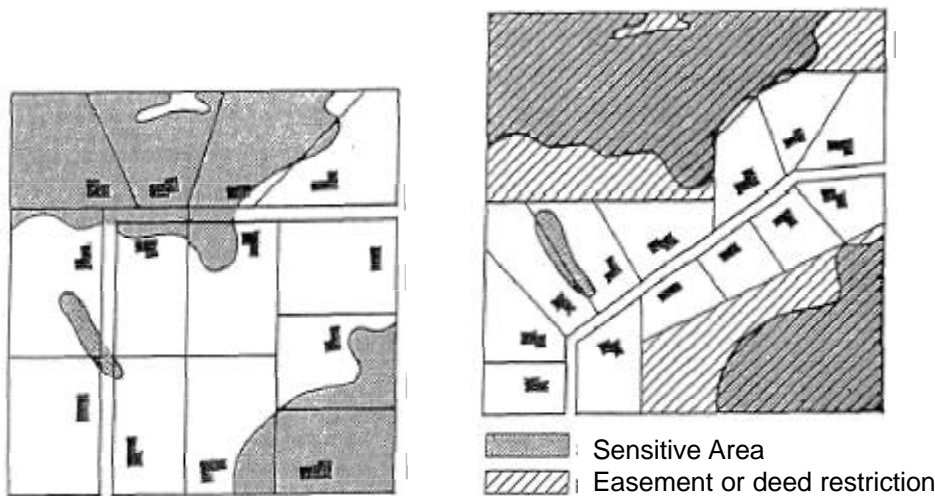



Figure 2-13. Conventional two-acre lot subdivision with homes located on sensitive but buildable land, compared with improved layouts protecting those resource areas, as encouraged by new regulations adopted by the Maine Department of Environmental Protection.

An aerial photograph of a forest with a network diagram overlay. The diagram consists of several circular nodes connected by lines, with a dashed circular arc passing through them. The nodes are arranged in a roughly circular pattern, with some nodes connected to others by straight lines. The background is a dense forest with varying shades of green and brown, suggesting different tree species or seasonal changes.

THE MISSION: The Connecticut Regional Institute provides continuing opportunities for its members and other organizations to understand and discuss economic activity in the state and obstacles to its success. In 1999, the Institute released a significant study commissioned from the firm of Michael Gallis & Associates, Inc. entitled “Connecticut: Strategic Economic Framework.” The study defines the real-life economic markets and movement of people, goods, and ideas in the region, the nation, and the world.

The analysis in the Gallis study serves as a means for Connecticut residents to:

- Develop a stronger network among private and public sector leaders and a leadership structure effective in keeping this region competitive; and
- Identify issues of inter-regional scope and opportunities to strengthen the state and each of its regions as premier places to live, visit and work.

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