



April-June 2007

# Connecticut Planning

Newsletter of the Connecticut Chapter of the American Planning Association

## Growing With The Flow: How Connecticut Communities Can Take Advantage of Transit-Oriented Development

*Excerpts by Mary Ellen Kowalewski, Director of Community Development,  
Capitol Region Council of Governments*

### So Easy, Even a Planner Can Do It!

The Chapter seems to have discovered the formula for inspiring its planners to participate in the Continuing Professional Development Certificate Program. Over 50 programs have been qualified for CPD credit since November, 2005, spanning a three-year period. Planners can access the list by going to [www.ccapa.org/member\\_services/continuing\\_education.htm](http://www.ccapa.org/member_services/continuing_education.htm), where the programs are arranged alphabetically and chronologically by sponsor. Each program has a hot link to each planner's CPD log. All a planner has to do is hit the link, log in, and follow the easy directions to log your credits. Any planners who STILL experience difficulties logging credits, or simply getting started, are invited to call John Pagini at (860) 742-7056, or email him at [pagini@charter.net](mailto:pagini@charter.net) for further assistance, or talk to one of the 13 planners who received their certificates for their insight. ■

Following are excerpts from a white paper prepared for the January 29, 2007 Conference on Transit-Oriented Development (TOD), held at Central Connecticut State University, New Britain, CT. This white paper was prepared by the Conference's co-sponsors: the Capitol Region Council of Governments, the Connecticut Conference of Municipalities, the Institute for Municipal and Regional Policy at Central Connecticut State University, and the Regional Plan Association. Based on a review of existing and proposed rail and bus rapid transit service, the Capitol Region Council of Governments estimates that 58 Connecticut places may offer potential for transit-oriented development (see sidebar on page 6). Is your community one of them?

investments and have a beneficial impact on many Connecticut communities.

Over the past half-century, jobs, retail establishments, and residences have increasingly located in the suburbs resulting in longer car trips to accomplish the same tasks that once took place in more compact urban areas. This has caused more traffic congestion that negatively affects economic growth and the quality of life in Connecticut. Transit-oriented development is an



opportunity to reinvigorate older, automobile-oriented neighborhoods and provide an alternative to continued suburban sprawl while capitalizing on Connecticut's proposed transportation investments.

### What Is TOD And What Are Its Potential Benefits?

Transit-Oriented Development (TOD) refers to development around a public transit stop that is walkable and compact with a mix of building and space uses. In TOD, land uses and street patterns support walking to and from bus and rail stops with easy access to jobs, housing, services and products. TOD

*(continued on page 6)*

### Introduction

The State of Connecticut is on the cusp of a new round of infrastructure investments in rail and bus transportation. There is evidence that shifts in demographics, consumer preferences, and business strategies are providing a market for development that can leverage these



## Connecticut Chapter of APA – Officers & Directors

### OFFICERS

#### President –

Mark Pellegrini, AICP  
Dir. of Plan. & Econ. Dev.  
Town of Manchester  
41 Center Street  
Manchester, CT 06040-0191  
Tel: (860) 647-3043  
Fax: (860) 647-3144  
MarkP@ci.manchester.ct.us

#### President Elect –

Donald J. Poland, AICP  
Executive Director/CEO  
The Neighborhoods of Hartford, Inc.  
260 Constitution Plaza  
P.O. Box 230154  
Hartford 06123-0154  
Tel: (860) 757-9410  
Fax: (860) 722-6329  
ewplanning@yahoo.com

#### Secretary –

Laurie P. Whitten, AICP  
Town Planner  
Town of East Windsor  
Town Hall, 11 Rye Street  
Broad Brook, CT 06016-9553  
Tel: (860) 623-6030  
Fax: (860) 623-4798  
lwhitten@eastwindsorct.com

#### Treasurer –

Matthew Davis, AICP  
Manager of Planning Svcs.  
Town of Groton, Town Hall Annex  
134 Groton Long Point Road  
Groton, CT 06430-4873  
Phone: (860) 446-5975  
Fax: (860) 446-5978  
mdavis@town.groton.ct.us

#### Immediate Past President – (Senior Advisor)

Daniel A. Tuba  
Town Planner  
Town of Monroe  
7 Fan Hill Road  
Monroe, CT 06468-1823  
Tel: (203) 452-5424  
Fax: (203) 261-6197  
dtuba@monroect.org

#### MEMBERS-AT-LARGE

Jason A. Vincent, AICP  
Director of Planning  
Town of Stonington  
152 Elm Street  
Stonington, CT 06378-0352  
Tel: (860) 535-5095  
Fax: (860) 535-1023  
jvincent@stonington-ct.gov

Mary Ellen Kowalewski, AICP  
Dir. of Community Development  
Capitol Region COG  
241 Main Street  
Hartford, CT 06106  
Tel: (860) 522-2217  
Fax: (860) 724-1274  
mkowalewski@crcog.org

Christopher J. Smith, Esq.  
Shipman & Goodwin, LLP  
One Constitution Plaza  
Hartford, CT 06103-1919  
Tel: (860) 251-5606  
Fax: (860) 251-5318  
cjsmith@goodwin.com

Bruce Hoben, AICP  
Planimetrics  
31 Ensign Drive  
Avon, CT 06001  
Tel: (860) 677-5267  
Fax: (860) 674-2693  
b.hoben@planimetrics.net

#### University Liaison – Vacant

#### COMMITTEE CHAIRS

##### Government Relations –

Christopher S. Wood, AICP  
Town Planner  
Town of Woodbury  
P.O. Box 369  
Woodbury, CT 06798-0369  
Tel: (203) 558-0654  
woodplanning@charter.net

##### Membership –

Alan L. Weiner, AICP  
City Planner  
City of Bristol  
111 North Main Street  
Bristol, CT 06010  
Tel: (860) 584-6225  
Fax: (860) 584-3838  
alanweiner@ci.bristol.ct.us

##### Publicity & Community Relations/Newsletter –

Marcia A. Banach, AICP  
Director of Planning  
Town of South Windsor  
1540 Sullivan Avenue  
South Windsor, CT 06074  
Tel: (860) 644-2511, ext. 250  
Fax: (860) 644-7280  
banach@southwindsor.org

##### Professional Development –

John D. Pagini, AICP  
846 Silver Street  
Coventry, CT 06238  
Tel/Fax: (860) 742-7056  
pagini@charter.net

##### Program –

Patrice L. Carson, AICP  
Town Planner  
Town of Somers  
600 Main Street  
P.O. Box 308  
Somers, CT 06071-0308  
Tel: (860) 763-8218  
Fax: (860) 763-8223  
carsonpl1@yahoo.com

##### AICP

Anna M. Breinich, FAICP  
AICP Region I Commissioner  
abreinich@pecpa.org

##### APA

David W. Woods, AICP  
APA Board Director Region I  
david.w.woods@hofstra.edu

**CCAPA on the Web: [www.ccapa.org](http://www.ccapa.org)**



### Practical Land Use Solutions for the Public and Private Sector

- Strategic and Comprehensive Planning
- Area Planning and Site Analysis
- Fiscal and Economic Analysis
- Regulatory Due Diligence
- Zoning

P.O. Box 178 • Cheshire, CT 06410

Phone/Fax: (203) 271-2458 • [brianjmiller-elua@cox.net](mailto:brianjmiller-elua@cox.net)

**LAND USE ANALYSIS**  
**EASTERN**  
BRIAN J. MILLER, PRINCIPAL

## F&A FERRANDINO & ASSOCIATES INC.

Planning and Development Consultants

COMPREHENSIVE PLANNING  
LAND USE AND ZONING  
ENVIRONMENTAL ASSESSMENT  
COMMUNITY DEVELOPMENT  
ECONOMIC DEVELOPMENT  
REAL ESTATE/MARKET ANALYSIS

Three West Main Street, Suite 214  
Elmsford, New York 10523  
T. (914) 345-5820 | F. (914) 345-3138  
<http://www.faplanners.com>

**CCAPA In Focus**

CCAPA members are planners first, and APA members second. They are proud and passionate about their profession, dedicated to excellence in their careers, and committed to making a difference their communities and their respective disciplines. They join APA, and by extension CCAPA, to be part of the community of like-minded professionals and as a way to keep up with planning policy and practice.



The most valuable and sought after benefits of membership in these organizations are the opportunities for networking with peers, for professional development, and keeping up with changes in planning policy and practice. Communication with other planners, and with the organization, is fundamental to accessing these benefits. Newsletters, Planning Magazine, emails, and listserv discussions are among the ways members keep in touch with their profession and each other.

This is the picture of CCAPA members, and CCAPA, that emerged during the focus group sessions held in the late

fall and early winter of 2006. The Executive Committee was pleased and encouraged by the focus group discussions, but there is always room for improvement. The focus group members showed us where CCAPA could improve its services. Based on this feedback the Executive Committee is committed to working on the following initiatives in 2007:

- To enhance communications the Chapter will begin transmitting our newsletter, and converting our member directory, from its printed and mailed version to an electronic format. (See the article by Marcia Banach, Chair of the Publicity and Communications Committee, on p 6.)
- We will establish a regular quarterly meeting schedule beginning in May 2007. Each of these luncheon meetings will occur at the same time and place and include a brief presentation on a topic of

*(continued on page 14)*

The most valuable and sought after benefits of membership in these organizations are the opportunities for networking with peers, for professional development, and keeping up with changes in planning policy and practice.

Land Use Planning • Regulations • Regulatory Review • RFPs

**John D. Pagini, AICP**

846 Silver Street (860) 742-7056  
Coventry, CT 06238 pagini@charter.net

**APA** Connecticut *Planning*

is published quarterly by the Connecticut Chapter of the American Planning Association. Contributions are encouraged. Submissions should be typewritten and submitted via email or CD-ROM/diskette, and must include the name and telephone number of the contributor. Material may be edited to conform to space or style requirements. Please address submissions to Executive Editor Marcia Banach at the addresses below.

**Executive Editor:**  
Marcia A. Banach, AICP  
Director of Planning  
Town of South Windsor  
Town Hall, 1540 Sullivan Ave.  
South Windsor, CT 06074  
Ph: (860) 644-2511  
Fax: (860) 644-7280

**Layout/Advertising:**  
Jeffrey H. Mills  
J.M. Communications  
205 North Farms Rd.  
Coventry, CT 06238  
Ph: (860) 742-7234  
Fax: (860) 742-7349  
jmills@appleisp.net

**Email:** banach@southwindsor.org • **Web:** www.ccapa.org

**TPA** Planning  
DESIGN GROUP Engineering  
Landscape Architecture

85 Willow Street New Haven, Connecticut 06511 203.562.2181

*Planning Sustainable Communities*  
Since 1945

www.tpadesigngroup.com

## Programs of Interest to CCAPA Members (please check our website for links and more information)

April 14-18, 2007 — APA National Conference, Philadelphia, PA

April 26, 2007 — Frederick Law Olmsted Day: Celebrating the Frederick Law Olmsted Legacy in Bridgeport, CTASLA

April 27, 2007 — Visualize Change in Downtown, CT Main Street Center

April 28, 2007 — Expand Your Comfort Zone: LISS Watershed and Buffers, Municipal Assistance Conference, The Long Island Sound Study

May 15, 2007 — Planning for Economic Development — A Crash Course, Community Builders Institute, co-sponsored by CCAPA & CEDAS

June 20, 2007 — Friendly Processes for Quality Community Development, Community Builders Institute, co-sponsored by CCAPA & CEDAS

July 27, 2007 — Restructuring and Strengthening Your Downtown Economy, CT Main Street Center

September 5, 2007 — Creating Great Downtowns & Neighborhoods, Community Builders Institute, co-sponsored by CCAPA & CEDAS

October 5, 2007 — A Program on Transit-Oriented Development, AIACT

October 11-12, 2007 — Southern New England Planning Conference, Hyannis, MA

October 26, 2007 — Developing Promotional Strategies for Your Commercial District, CT Main Street Center 

# Professional Development News

by John D. Pagini AICP, Professional Development Officer

## AICP Certification

### New Certified Planners

Congratulations to the following November, 2006 AICP Exam Candidates who passed the certification exam:

Sam Gold, AICP   Brian Palaia, AICP  
Neil Pade, AICP   Laurel Stegina, AICP

### May 2007 AICP Exam

Good luck to the May, 2007 AICP Exam Candidates! Any such candidates who could not attend the March 31, 2007 Classroom, and need direction (or any candidates who require help, for that matter), are urged to contact John Pagini at pagini@charter.net.

### November, 2007 AICP Exam

The testing window and deadline for the November, 2007 AICP Exam is not likely to be announced until the May Exam. Look for CCAPA Member e-news notices, or monitor the APA website at [www.planning.org/certification](http://www.planning.org/certification).

## Continuing Professional Development More CCAPA Planners Awarded Continuing Professional Development Certificates

Congratulations to DeLoris S. Curtin, AICP; Mary F. Savage, AICP; Jason Andrew Vincent, AICP; and John D. Pagini, AICP, who received their Continuing Professional Development Certificates. That brings to 13 the number of Connecticut planners with certificates.

### Pending Programs by Other Providers

See announcements elsewhere in this newsletter in connection with the Southern New England Planning Conference to be held in Hyannis, MA in the Fall.

Connecticut Planners rely heavily on other organizations with closely aligned missions to provide them with continuing education, such as the Connecticut Main Street Center. The following are their three remaining programs for 2007:

- April 27, 2007 — “Visualize Change in Downtown: Using Design as a Revitalization Tool”

- July 27, 2007 — “Restructuring and Strengthening Your Downtown Economy”
- October 26, 2007 — “Developing Promotional Strategies for Your Commercial District”

Each of these programs, held at NU facilities in Berlin, will earn planners 5.5 CPD. See [www.ctmainstreet.org/dri.html](http://www.ctmainstreet.org/dri.html) for more details.

The Connecticut Chapter of the American Institute of Architects is planning a one-day symposium on the design aspects of Transit-Oriented Development on October 5, 2007. See future announcements for details.

See other programs of interest listed at left.

## Certification Maintenance

As we reported in December, APA has proposed a mandatory Certification Maintenance for its certified planners in lieu of the voluntary CPD program now in place. The Chapter sought the feedback of its member planners, and received 24 sets of comments which it used to develop a Chapter position, a link to which can be found on the CCAPA website at [www.ccapa.org](http://www.ccapa.org). As of this newsletter deadline, we have received no feedback from AICP concerning any changes to the original proposal. Monitor the CCAPA member e-news for updates.

## FAICP

Planners who have an interest in nominating their colleagues to FAICP should look for CCAPA e-news and website notices concerning AICP's anticipated late Fall, 2007 round of nominations for award in 2008. CCAPA has established its own system of receiving and evaluating nomination in sync with the FAICP national nomination process. AICP must first post its nomination rules before nominations can be made. Please monitor the CCAPA member e-news for confirmation of the rules posting

A reminder: AICP accepts nominations only once every two years. 

Civil Engineers Land Use Planning  
Environmental Impact Analysis Land Surveyors



# SB Group Of Companies

*We Know The Territory*

**Spath-Bjorklund Associates, Inc.**  
593 Main Street, Monroe, CT 06468  
203 268 5236 • fax 203 268 9492  
800 246 7113

**The Huntington Co. LLC**  
140 Sherman Street • Fairfield CT 06824  
203 259 1091 • fax 203 255 9192

**Stuart Somers Company, LLC**  
1211 Main Street • Southbury, CT 06488  
203 264 8511 • fax 203 264 8508

Headquarters – 593 Main Street • PO Box 324 • Monroe, Connecticut 06468  
203-268-5216 • Fax 203-268-9492 • 800-246-7113  
E-mail: sbo@spath-bjorklund.com

**Representative Assignments:**

- *Stamford and Waterbury Plans of Conservation & Development*
- *Zoning best practices manual*
- *Connecticut Main Street technical assistance*
- *Southeastern Connecticut economic strategies*
- *Hartford, Stamford and Waterbury neighborhood plans & economic development*

## Phillips Preiss Shapiro Associates, Inc.

Planning & Real Estate Consultants

434 Sixth Avenue  
New York, New York 10011  
212 475 3030  
Fax 475 0913  
www.ppsaplanning.com

# HPCPC

H. C. Planning Consultants, Inc.

397 Fairlea Road, Orange, CT 06477  
Tel. 203-795-4497 / Fax 203-799-3130

H. C. Chung, Ph. D. FAICP  
hcplanning@sysmatrix.net

- Fiscal/Economic Impact Analysis
- Demographic Studies
- School Facilities Planning
- Housing Studies
- Economic Development
- Growth Management

**We welcome non-routine studies.**

What if the path you are on ...



Isn't taking you where you want to go?

Call us. We can help.



# Planimetrics

31 Ensign Drive, Avon, CT 06001 860-677-5267

Comprehensive Planning  
Land Use Regulations  
Buildout Analysis

Public Participation  
3-D Visualization  
Special Studies



BL Companies, is a multi-disciplined consulting firm that provides a complete range of architecture, engineering and environmental science services. Founded in 1986, the company has offices in seven cities throughout the Northeast and Mid-Atlantic regions. Primary market sectors include commercial, community & urban development, financial & legal professionals, health care, residential, higher education, K-12 education, public facilities, residential, retail, telecommunications, transportation and utility infrastructure. [www.blcompanies.com](http://www.blcompanies.com).

## BL Companies, Inc.

**Meriden Office**  
355 Research Parkway  
Meriden, CT 06450  
Tel. 203.630.1406  
Fax 203.630.2615  
Toll free 800.301.3077

**Hartford Office**  
150 Trumbull Street, 6th floor  
Hartford, CT 06103  
Tel. 860-249-2200  
Fax 860-249-2400



*An Employee Owned Company*

## CCAPA Goes Electronic (or, Welcome to the 21st Century, CCAPA!)

The Executive Committee of CCAPA has long been discussing ways to better serve our membership. As the world moves further and further into the digital age, we realize that an increasing number of our members are getting their information electronically rather than by traditional paper means. Thus, we have decided to take the plunge, as so many other organizations have done, and transition our Chapter's newsletter and Membership Directory into full electronic mode by 2008.

This transition will occur gradually so that those members who are less electronically inclined will have an opportunity to adjust to the change. You will still receive paper copies of the Chapter newsletter through the last 2007 edition in October. The July 2007 and October 2007 newsletters will also be posted on the Chapter's website in advance of your receipt of your paper copy (an advantage of the electronic format — we can publish sooner and thus be more timely). You will then receive an email via our "CCAPA E-News" service informing you that the latest edition of the newsletter is now online, along with a link to the newsletter. The latest edition of the newsletter will be accessible online by Chapter members only, although archived back copies will continue to be available to the public-at-large.

Some of the advantages of our converting to an electronic format include:

- Elimination of printing and mailing costs;
- More timely reporting;
- Full-color format;
- Potential for video and sound files;
- Potential for more editions per year;

*(continued next page)*

## Growing With The Flow, (cont'd from page 1)

gives towns and cities the tools to generate and capture economic benefits from train, light rail, rapid-transit bus stations and bus corridors. In fact, from Portland, Oregon, to Curitiba, Brazil, to Redding, Connecticut, towns and cities are working to reap the benefits of TOD. So what have we learned?

### TOD is Not Just for Large Urban Areas

TOD design and planning techniques have been applied successfully all over the world on all scales. The basic principles — a mixture of uses and a focus on pedestrians — are relevant to any Connecticut town with significant public transit service. For example, when Arlington County, Maryland began planning for a new metro line in Washington, DC, plans and zoning regulations were revised to increase density and to create mixed-use, walkable village development around each transit station. This helped to conserve the low-density areas considered so important to their local heritage and quality of life. Many of Connecticut's small towns share the same concerns and could benefit from TOD planning principles.

### Supportive Land Use Promotes Transit Ridership

Supportive land use is critically important to high-quality mass transit. All transit routes, including local bus routes, need a threshold level of development before service can be justified. While park-and-ride lots can consolidate riders to help justify service, TOD can offer additional benefits. A variety of land uses around transit stops and along transportation corridors can provide opportunities for work, shopping, medical visits, and recreation, among others. This activity level along the entire transit corridor strengthens transit service and creates a nucleus for community development at each transit stop.

### TOD Requires Partnerships

A successful TOD requires the long-term collaboration of many partners, including transit agen-

cies, local jurisdictions, funding groups, property holders, developers, tenants, surrounding towns and cities as well as state and federal agencies. The complexity and difficulty of creating and sustaining a successful partnership from the planning phase to project completion and operation cannot be underestimated. However, there are many rewards for those that tackle TOD. Municipalities reap the rewards of creating a lively, public place that generates more property tax revenues. Businesses improve access to clients and the local and regional workforce. Neighborhood retailers increase their customer base with new transit users, TOD residents, and other pedestrians. Regional partners benefit from an attractive new development and transportation center that can strengthen the regions' appeal and increase property values. The change in behavior is daunting and large and the expenditure could be significant, but the costs of continued inaction may be higher still.

### Housing is a Key Element

The inclusion of a variety of housing options is a key component of a successful TOD strategy. Housing should be available in the sizes, types, and ownership

## 58 Connecticut Places That May Offer Potential for TOD...

|                 |                 |                |
|-----------------|-----------------|----------------|
| Ansonia         | Green's Farms   | Redding        |
| Beacon Falls    | Greenwich       | Riverside      |
| Berlin          | Guilford        | Rowayton       |
| Bethel          | Hartford        | Seymour        |
| Bradley Airport | Madison         | South Norwalk  |
| Branchville     | Meridan         | Southport      |
| Branford        | Meriden         | Springdale     |
| Bridgeport      | Milford         | Stamford       |
| Cannondale      | Mystic          | Stratford      |
| Clinton         | Naugatuck       | Talmadge Hills |
| Cos Cob         | New Britain     | Wallingford    |
| Danbury         | New Canaan      | Waterbury      |
| Darien          | New Haven       | West Hartford  |
| Derby-Shelton   | New London      | Westbrook      |
| East Norwalk    | Newington       | Westport       |
| Enfield         | Noroton Heights | Wilton         |
| Fairfield       | North Haven     | Windsor        |
| Foxwoods        | Norwalk         | Windsor Locks  |
| Georgetown      | Old Greenwich   |                |
| Glenbrooke      | Old Saybrook    |                |

structures that appeal to a wide range of demographics — from young couples to retiring baby boomers. A set-aside percentage of affordable housing within TOD can provide the vibrancy created through socio-economic diversification, and expand the potential funding and financing options for those pursuing a TOD project. Communities can use this opportunity to diversify their real estate market. In order to maximize developer interest and most efficiently use a community's land and transportation infrastructure, housing should be included in TOD projects.

**Focus on Pedestrians**

The TOD focus on pedestrians helps counter many of the negative effects of auto-centered development. TOD principles emphasize more walking routes and public spaces amenable to pedestrians. Studies show there are many benefits to this approach, such as: reduced automobile trips, improved public health, increased opportunity for interaction between fellow citizens of differing backgrounds, and increased regard of residents

and neighbors toward their town.

The walkable streetscape favored by TOD reintroduces a way of life that consumer and residential market surveys consistently show as underserved by current economic development. These surveys indicate a preference by both retailers and residents for the interaction and excitement these mixed-use centers provide to a community. Studies show the presence of daily commuters at a rail or bus station has benefited areas beyond the ¼ to ½ mile “walking circle” (generally acknowledged as the distance pedestrians are willing to walk to a transit hub).

**TOD Improves Quality of Life — A Business Concern**

Mixed-use, transit-oriented development is not a panacea for all of society's transportation ills, but it does provide a viable alternative to long, highway commutes and can be a valued choice for residents. For those who choose the option, long commutes are replaced with a little more fresh air, a little more exercise, and a little more civic and interpersonal inter-

*(continued next page)*

**CCAPA Goes Electronic (cont'd)**

- Potential for longer newsletter length;
- Advertiser links directly to their websites;
- Searchable archived newsletters; and,
- Potential for quicker member feedback.

In fact, CCAPA's online newsletter will be limited only by our imaginations and not by physical constraints.

CCAPA also plans to convert its biennial Membership Directory into an electronic database on the Chapter's website. When fully implemented, you will be able to update your member profile and even decide what information to display to other members. The database will be searchable and much more current than the print copies of past years (provided that members keep their profiles up-to-date!).

*(continued next page)*



**BERCHEM, MOSES & DEVLIN, P.C.**  
ATTORNEYS & COUNSELORS AT LAW

A full-service Land Use and Environmental Law Firm with 20 specialists providing innovative and imaginative solutions to local, regional and national clients in over 21 cities and towns in Fairfield, New Haven and Middlesex Counties

- Planning and Zoning
- Zoning Board of Appeals
- Inland Wetlands
- Affordable Housing Act
- Connecticut D.E.P.
- State Traffic Commission
- Coastal Area Management
- U.S. Army Corps of Engineers

Contact either Robert L. Berchem or Stephen W. Studer

Telephone: (203) 783-1200  
Fax: (203) 878-2235  
www.bmd-law.com

75 Broad Street  
Milford, CT 06460

91 William Street  
New Haven, CT 06510



**HARRALL - MICHALOWSKI ASSOCIATES, Incorporated**  
PLANNING & DEVELOPMENT CONSULTANTS

2911 Dixwell Avenue  
Suite 103  
Hamden, CT 06518  
Phone: (203) 248-6300  
Fax: (203) 248-1088  
E-mail: hmaplan@hmaplan.com

**web: www.hmaplan.com**



Revitalization Planning & Implementation  
Comprehensive Planning & Zoning  
Economic & Market Analysis  
Community Development  
Fiscal Impact Analysis  
GIS and Mapping  
Geodemographics  
Transportation Planning  
Housing Analysis & Strategies  
3D Computer Modeling and Animation  
School Re-Districting & Facilities Planning

**(CCAPA Goes Electronic, continued...)**

Advertisers: our publishers (newsletter and website) will be working with you over the next several months to transition your advertising to this new electronic format — a format that we will be able to personalize for you and your company. So start envisioning how your ads can be “revved up!”

You will be notified via our “CCAPA E-News” service when the Chapter newsletter and the Membership Directory go online. You will also be reminded in the next two editions of the newsletter that these changes are occurring.

We hope that you find these changes as exciting as we do! 📧

**Growing With The Flow, (cont’d)**

action. A TOD situated on a convenient transit system can also reduce personal transportation costs. Businesses across the country have taken notice. Quality of life for its workers is an important determinant of where they will choose to locate offices and their investment dollars.

**What Are Some Challenges To TOD In CT?**

While TOD is gaining popularity, it has also encountered obstacles. Since TOD requires collaboration on the part of many players, it can be difficult to engage all of the key people in a municipality or project. Many fear that TOD projects will incur higher costs and risks and that there is no existing market for TOD. In addition, land use regulations that are primarily designed to control suburban subdivision development can inhibit mixed use, pedestrian-oriented TOD.

**The Status Quo**

A major obstacle to TOD is the familiarity and comfort of developers, land appraisers, mortgage lenders, town plan-

ners, planning and zoning commissioners, and others with the current pattern of low-density development on open land. Low-density development is viewed as a safe way to make a profit, address market demand and increase the local tax base. TOD is not always seen as a market acceptable, tax-generating development.

**Fear of Density**

Fear of density persists despite acknowledgement of the negative effects of sprawling development. Decision-makers and citizens often balk at the idea of increased densities because of perceived negative impacts on the community. Yet research on the topic finds no correlation between density and a vast array of problems. The research shows that density results in many benefits to neighborhoods and regions and is desired by a significant portion of the population.

Research shows that dependence on the automobile begins to decline and the use of walk/bike/transit modes increases at housing densities of 12 dwelling units per acre (the equivalent standard for the density of jobs needed to promote the

CONSULTING ENGINEERS  
**PURCELL**  
ASSOCIATES

**Engineering:  
Designed to Create Value**

Civil & Site      Structural      Transportation

90 National Dr., Glastonbury, CT t: 860-633-8341 f: 860-633-1068  
Boston, MA • www.purcellassociates.com

visions that inspire...  
plans that work

LANDSCAPE  
**DIDONA**  
ARCHITECTS  
ASSOCIATES

70 North Street, Suite 301  
Danbury, CT 06810  
203.778.1840  
203.744.8034 FAX  
www.didonaassociates.com

**Tighe&Bond**  
Consulting Engineers  
Environmental Specialists

Engineering solutions in New England since 1911.

www.tighebond.com  
413-562-1600

Danbury, CT • Middletown, CT • Pocasset, MA • Shelton, CT • Westfield, MA • Worcester, MA

**There's no substitute for experience**

- UST, RCRA, CERCLA
- Remedial Design & Implementation
- Property Transfer Assessments
- Second Opinion Reviews
- Water Supply
- Water Rights
- Computer Modeling
- Expert Testimony

**Leggette, Brashears & Graham, Inc.**  
*Professional Ground-Water and Environmental Engineering Services*

A Tradition of Excellence Since 1944

Shelton, Connecticut 203.929.8555      Hartford, Connecticut 860.678.0404

Offices Nationwide | toll free 877-656-7800 | www.lbgweb.com

## South Bound Brook in Somerset County Canal Crossing Nears Sellout

Located just a 10-minute walk from JH TRANSIT's Bound Brook train station, South Bound Brook's downtown is recovering from its recent legacy of industrial abandonment thanks to transit-oriented development. For the past 30 years, South Bound Brook's town center was dominated by the abandoned hulk of the GAF Corporation plant where roofing materials had been produced for 90 years until 1984. Redevelopment of this abandoned industrial site has taken a long time. Site remediation finally began in 2003 and construction of a new mixed-use development began just over a year ago.

But today, the new Canal Crossing development rises from the 11-acre site. Composed of 152 two- and three-bedroom condominiums and commercial/retail buildings, the innovative project by Matzel & Mumford (a K. Hovnanian company) is nearing completion with 111 units already sold. Sales have been lively from the onset with strong interest from young professionals as well as from older people looking to scale down from larger, suburban homes. Commuters planning to walk to the Bound Brook station, served by NJ TRANSIT's Raritan Valley Line, have been particularly keen on units with the quickest access to the crossing. In addition, with a refurbished pedestrian bridge, the redeveloped site will restore public access to the Delaware & Raritan Canal State Park, a linear park along the Raritan River featuring a walking trail on the former towpath which connected New Brunswick and Trenton.

Along with this monumental change in land use at the heart of their community, residents of South Bound Brook are also enjoying recent downtown improvements that feature new street lighting, sidewalks, decorative pavers, and benches.



use of walk/bike/transit modes is 25-50 jobs per acre.) At 16 units per acre, these trends become significant. This standard can easily be met with townhouse-style developments or a mixture of small-lot, single-family homes combined with some 3- to 4-story multi-family structures. A number of successful neighborhoods around West Hartford center are good examples.

Other findings include:

- Residential density does not increase traffic congestion.
- Per capita energy usage is lower in denser areas as a result of the reduction in vehicle trips and trip length.
- Density is not associated with increased crime rates.
- Density can lead to increases in disposable income by reducing average household transportation costs.
- Public infrastructure capital and operating expenditures are lower in densely populated areas.

- Both commercial and residential properties in close proximity to transit stations enjoy a property value premium. Increased property values around transit stations translate into increased property tax revenues for municipalities. A more extensive discussion of density can be found in a Capitol Region Council of Governments (CRCOG) publication entitled *New Britain-Hartford Station Area Planning Project — Parkville Station Area* on their website ([www.crcog.org](http://www.crcog.org)). Increasing numbers of TOD success stories should help to allay density fears.

### Lack of TOD Evaluation Standards

While TOD has garnered praise throughout the world, there is no agreed upon method for evaluating TOD projects and their impact. New Jersey has developed common criteria for measuring the success of their TOD projects. They include: tax revenue impact per year, number of housing units developed, (continued next page)

## Call For Presentations: 2007 Southern New England Planning Conference

The annual Southern New England Planning Conference will be hosted this year by the Massachusetts Chapter in scenic Hyannis, Cape Cod at the Four Points Sheraton Hyannis Resort on October 11-12, 2007. The Massachusetts, Connecticut and Rhode Island chapters of the American Planning Association host this annual two-day conference to share ideas, keep up-to-date on the latest planning issues, learn new techniques and network.

A Call for Presentations is now being made for the program. Please go to the MA chapter website at [www.massapa.org/#SNEPConf](http://www.massapa.org/#SNEPConf), for more specific information and instructions. The Program Committee is eagerly awaiting your session ideas!

For questions related to your session proposals, please contact Mary C. McCrann (Beals and Thomas, Inc.) [mmccrann@btiweb.com](mailto:mmccrann@btiweb.com) or 508-366-0560, ext. 4809. For Sponsor and Exhibitor Opportunities, please contact Felipe Schwarz (VHB, Inc.) [fschwarz@vhb.com](mailto:fschwarz@vhb.com).

Remember, with the new national AICP continuing education requirements about to go into effect, our annual conference presents an excellent opportunity to gain those much needed credits!

CCAPA members — for answers to your questions please contact Dan Tuba at [dtuba@monroect.org](mailto:dtuba@monroect.org).

Visit the CCAPA website for additional information and updates and get more detailed highlights of the conference in our next edition of the newsletter.

It's never too early to plan for this year's conference! 📅

## Calendar of Upcoming Events



- June 2: Executive Committee Meeting, 9:30 a.m., Offices of Shipman & Goodwin, Hartford
- August 4: Executive Committee Meeting, 9:30 a.m., Offices of Shipman & Goodwin, Hartford
- Oct. 11-12: Southern New England Planning Conference, Hyannis, MA

## Growing With The Flow, (cont'd)

size of the footprint of the entire development, numbers of cars per unit and units per acre. These criteria could be the basis for a more widely recognized TOD evaluation system that would support the anecdotal benefits of TOD. A widely accepted method of evaluating TOD would provide additional data to support these statements.

### What Support Is There For Connecticut Municipalities To Do TOD?

There are an increasing number of supportive policies and resources for transit-oriented development. They include:

#### Federal Legislation

The Safe, Accountable, Flexible, Efficient, Transportation Equity Act (SAFETEA-LU) of 2005 is the major federal source of transportation funding for the state of Connecticut until 2010. The August 2005 newsletter of the Center for Transit-Oriented Development summarized transit-related amendments in SAFETEA-LU and concluded that new

transit programs and policy changes may enhance opportunities for TOD.

#### Transportation and Community and System Preservation (TCSP)

The TCSP program provides grants and research to "investigate the relationships between transportation, community, and system preservation plans." Besides money for studies, planning, and fact finding, the provision has substantial funding for brick and mortar improvements to transportation efficiency and other similar efforts aimed at reducing environmental impact, reducing future public infrastructure costs, and helping ensure efficient access to jobs, services, and centers of trade.

In Connecticut, grants were made to the Farmington Canal Greenway, Talcottville Transportation Improvement Project, Mystic streetscape work, New Haven Trolley Cars, Stamford's Waterside Village, and nearly \$2,000,000 to Derby to help alleviate traffic congestion. The Capitol Region Council of Governments received a TCSP grant that focused on local and regional growth policies and

LAW OFFICES OF  
**Branse, Willis & Knapp, LLC**



Zoning & Inland Wetlands  
Commercial & Residential Real Estate  
Business Law • Municipal Law  
Wills & Probate

**MARK K. BRANSE • MATTHEW J. WILLIS**  
**ERIC KNAPP • RONALD F. OCHSNER**

148 Eastern Boulevard, Suite 301  
Glastonbury, CT 06033  
Tel: 860.659.3735 • Fax: 860.659.9368

**HALLORAN  
& SAGE LLP**

ATTORNEYS AT LAW

Administrative Appeals • Complex Land Use Litigation •  
Site Plans • Subdivisions • Special Permitting and  
Variances • Zoning Enforcement •  
Zoning Regulation and Boundary Amendments •  
Wetlands Permitting and Enforcement •  
Siting Council Approvals

Thomas C. Blatchley      Brian L. McCann  
Ann M. Catino            Richard P. Roberts  
Duncan J. Forsyth        Kenneth R. Slater, Jr.  
David B. Losee            Lee S. Sharp  
Vincent M. Marino        Larry P. Weisman

**YOUR SOLUTIONS START HERE<sup>SM</sup>**

Tel: 860.522.6103 • Fax: 860.548.0006  
Hartford • Middletown • Westport • Washington, D.C.

## Busway A Boon To Growing Design District

The TCSP grant enabled the neighborhood organization to complete concept streetscape plans (streetscape now finalized, funded, and to begin summer 2007) that would connect the industrial corridor and the busway station to the heart of Parkville and to establish that the community vision was to be an urban, walkable neighborhood. CRCOG secured subsequent resources to prepare a TOD plan for the immediate station area, shown here. The framework for CRCOG's work was "Reality TOD," in which these plans are based on known site constraints, market indications, and community fit (i.e., more suburban TOD for Newington, an urban neighborhood concept for Parkville).

The plan for the Parkville Station area builds on major private investment already underway that has created a home furnishings district and opened new loft-style residential in an area with existing office, commercial and light industrial uses. The TOD plan fills in the mixed-use corridor with new retail, housing, office, and an improved park.

The transit station and plaza at the corner of Francis and Park Streets adds to the redevelopment momentum. Key to the success of the district will be the development of two new parking garages proposed on Bartholomew Avenue to serve local businesses, new

housing and retail, and transit riders. The garages create an opportunity to intensify activity in the area. Improvements to a remnant of Pope Park, split from the main park when I-84 was constructed, will provide much needed neighborhood green space and will create an amenity to encourage townhouse development along the west side of Pope Park Highway.

Once the development is fully absorbed, the annual, permanent, sustained economic and fiscal impact would represent (in constant 2004 dollars) 430 direct jobs, \$9.5 million dollars in payroll, 600 residents and \$1.9 million dollars of property tax.



*Parkville Road Rendition*

produced a neighborhood plan for Hartford's Parkville neighborhood in preparation for the New Britain/Hartford busway, which will have a station in Parkville.

### Connecticut State Legislation and Executive Action

Legislation in 2005 and 2006 provided a total of \$3.6 billion for transportation improvements, with the majority of the funds earmarked for transit projects. In 2006, at the Governor's request and through a bi-partisan legislative effort,

\$2.3 billion was authorized to develop and enhance two major transit corridors, the New Haven-Hartford-Springfield rail line and the New Britain to Hartford Busway, among other projects. Both projects have opportunities for transit-oriented development and high economic benefits to the municipalities that choose to pursue them.

In 2006, CT Public Act 06-136 made the OPM Secretary responsible for coordinating actions on economic development,

*(continued next page)*

For TOD Conference materials, including complete white paper, see [www.crcog.org/publications/crcog\\_overview.html](http://www.crcog.org/publications/crcog_overview.html).



**THIS SPACE  
COULD BE  
YOURS!**

FOR INFO ON ADVERTISING  
RATES AND AVAILABILITY,  
PLEASE REACH JEFF MILLS AT  
**(860) 742-7234**  
OR VIA EMAIL AT  
**JMILLS@APPLEISP.NET**

**Redniss & Mead Inc.**

ENGINEERS • PLANNERS • SURVEYORS  
ENVIRONMENTAL CONSULTANTS  
[www.redniss-mead.com](http://www.redniss-mead.com)

22 First Street, P.O. Box 3247  
Stamford, CT 06905-0247

Tel: (203) 327-0500  
Fax: (203) 357-1118

**BFJ Planning**

PLANNING  
URBAN DESIGN  
ENVIRONMENTAL ANALYSIS  
REAL ESTATE CONSULTING  
TRANSPORTATION PLANNING

[www.bfjplanning.com](http://www.bfjplanning.com) • [info@bfjplanning.com](mailto:info@bfjplanning.com)

115 FIFTH AVENUE  
NEW YORK, NY 10003  
T. 212.353.7474  
F. 212.353.7494

422 SUMMER STREET  
STAMFORD, CT 06901  
T. 203.251.7470  
F. 203.251.7474

## Connecticut Chapter Legislative Activity — Early Session Legislative Report

Legislative activity pertaining to planning and land use issues is picking up speed and attention, despite the legislature's concentration on fiscal issues. Unfortunately, several peripheral issues are distracting the Planning and Development Committee and individual legislators who care about planning, and truly important concerns about housing, economic development, and State planning have not yet received the attention they require.

Several bills are pending that would have significant impacts on the current planning and regulatory procedures that municipalities have adopted and refined over the past several decades. Some are voluntary changes, which is fine if they stay voluntary, but several could

*(continued next page)*

## Growing With The Flow, (cont'd)

housing, and transportation and authorized bond, loan, and grant funding for TOD.

Governor Rell's proposed budget for 2008 includes support for numerous transit initiatives, including: enhanced rail service on Shore Line East, 24 additional rail cars for use on the New Haven Line and Shore Line East, \$5 million Capital Improvement Fund, funding to improve bike access to transportation centers, and about 200 new positions at ConnDOT to improve oversight and implement the 2005 and 2006 transportation initiatives.

### Connecticut State Plan of Conservation and Development

The 2005 State Plan of Conservation and Development set six new growth principles that encourage the revitalization of regional centers, the expansion and enhancement of housing and the linking of transportation and land use around transportation nodes. Transit-Oriented Development satisfies all of these recommendations. The Plan stresses both the

need to educate and to offer incentives to municipalities, developers, individuals and businesses, as well as the critical need to develop best practices and techniques for TOD in Connecticut. Legislation in 2005 required that local Plans also adhere to the new growth principles and that in addition, local Plans "identify areas where it is feasible and prudent to (i) to have compact, transit accessible, pedestrian-oriented mixed use development patterns and land reuse, and (ii) to promote such development patterns. Governor Rell's 2008 budget proposal includes \$1 million in each of the next two years to assist municipalities update and review their local plans of conservation and development. Such updates can and should include consideration of how transit-oriented development can fit into the local plan.

### Connecticut Governor M. Jodi Rell's Executive Order 15

In late October 2006, Governor Rell signed Executive Order 15 that called for:

- An Office of Responsible Growth within OPM to coordinate policy development and capital planning across

### BARKAN & MESS ASSOCIATES, Inc.

*Traffic Engineers and Transportation Planners*

Established 1976

Traffic Engineering  
Transportation Planning  
Traffic Impact Studies  
Parking Studies  
Transit Improvements  
Environmental Studies  
Traffic Signal and Road Design  
Site Planning



300 East Main Street  
Branford, CT 06405  
Tel: (203) 481-4208  
Fax: (203) 483-7205

[www.barkanandmess.com](http://www.barkanandmess.com)



SHIPMAN & GOODWIN<sup>LLP</sup>  
COUNSELORS AT LAW

## Land Use and Environmental Law

Timothy S. Hollister  
John E. Wertam  
Barry C. Hawkins  
Joseph P. Williams  
Christopher J. Smith  
Mary Jo Andrews

Gian-Matthew Ranelli  
Beth Bryan Critton  
Ryan K. McKain  
Erik J. Ness  
Allison M. McKeen  
Danielle G. McGrath

One Constitution Plaza  
Hartford, CT 06103-1919  
(860) 251-5000

300 Atlantic Street  
Stamford, CT 06901-3522  
(203) 324-8100

[www.shipmangoodwin.com](http://www.shipmangoodwin.com)

Hartford

Stamford

Greenwich

Lakeville

- a number of state agencies,
- Regional Roundtables to invite ongoing participation of city/town officials and foster the development of planning agendas, starting with new transit corridors,
- A review of transportation policies and projects to increase opportunities to promote mass transit, and
- A review of all state funding that has an impact on growth and development and establish criteria that will target funds for uses that are consistent with goals that emerge for responsible growth.

### What's In It For Connecticut and How Can We Take Full Advantage of TOD?

Connecticut is an integral part of a globally competitive region with premier cultural and educational institutions and leading corporations and financial institutions. To capitalize on these assets, the

region and Connecticut must: connect employers to labor pools, provide accessible affordable housing, connect people to services and stores and achieve a seamless access to the outside world.

Promoting Transit-Oriented Developments along existing and proposed rail and bus lines will help tackle these challenges by creating a strong system that will aid the mobility of commuters, residents and businesses. Linking land use and transportation through TOD will not only promote social and economic vitality within each municipality that pursues it, but will also connect workers to jobs, take cars off the roads, encourage infill and redevelopment, enhance economic development and protect open space. TODs will help the entire state meet the economic challenges of the 21st century global economy, while at the same time enhance and protect Connecticut's quality of life. ■

### Legislative Activity (cont'd)

require changes that may not be in a municipality's best interest, and that would not necessarily be consistent with good planning practices and responsible growth management guidelines. An important bill to repeal the treble damages clause applying to enforcement actions, which CCAPA and CAZEO have supported for several years, is again making its way through the process and would benefit from the support of a large number of municipal officials.

CCAPA members are encouraged to review the Chapter's recent testimony on these bills and other proposed legislation (available on the CCAPA webpage) and submit their own comments and positions to the relevant committees of the general assembly and to individual legislators. Whether your personal opinion concurs with any Chapter position or not, although we hope it does, you should identify yourself as a CCAPA member. It is also very helpful to get your local land use committee chairpersons and, especially, your CEO to submit comments or even testimony if possible. The contact information for committees and legislators may be found at [www.cga.ct.gov](http://www.cga.ct.gov).

Things can happen fast at the Capital, so watch for CCAPA Member E-News emails on late developments. As always, CCAPA members are invited to contact the Government Relations Committee Chairman or individual members with questions or ideas. ■

### A New Village In Newington

**R**ealization of this plan will clean up the former National Acme site, which will turn this tax-arrears, brownfields property from a drawback into an asset. The plan leverages the proximity to Route 9 and to CCSU and its need for diverse faculty/staff housing as well as plans to create an "east campus" south of Cedar Street. It will also address a major concern local citizens have with traffic; TOD districts like this generate less traffic than if the site were developed in a more conventional solely commercial way (very likely to happen without changes to local policy) as some people can walk from home to stores or use the busway to get to work.

A lively, combination of homes and stores is the proposed conceptual vision for two large parcels next to the Cedar Street Station, complementing the existing successful shopping center. The development is designed as a village with the introduction on the upper parcel of a hotel, retail buildings with housing on the second and third floors, and new small streets with wide sidewalks, trees and on-street parking.

The residential district on the lower, eastern parcel has two-

story townhouses oriented around a new "green" with parking underneath and behind the units. Additional townhouses line the new east/west street that slopes down from the upper district. The entire development is within a two- to five-minute walk to the Cedar Street busway station, is connected to the multi-use path that will run alongside the busway, and looks out over the protected Piper Brook wetlands. CCSU will run shuttles from the main campus to the two busway stations and to its east campus, via the busway.

Once development is fully absorbed, the annual, permanent sustained economic and fiscal impact (in constant 2004) would represent 348 direct and indirect jobs, \$5 million in payroll, 326 residents and \$880,000 in property taxes.



The Executive Committee has chosen these initiatives because we feel they will meet some of the members' needs and can be accomplished quickly with our current resources...

**President's Message, (cont'd from page 3)**

interest to members. The date, time and location will be established each year and will be posted on the Chapter website and in the Chapter newsletter. Members will be notified directly of the sessions via our members-only e-news service.

- Executive Committee meeting dates, agendas and minutes will be posted on the website for reference and easy access.
- We will continue to offer professional development programs throughout the year. In addition to our annual "Hot Topics" program on legislation and recent case law, we will look to organize programs both on planning policy and practice.
- All CCAPA programs will include dedicated time for socialization and networking among members. The program committee will insure that this time is included as a "mandatory" part of any program.
- Throughout 2007 the Executive Committee, and the Government Relations Committee, will examine the process by which we establish CCAPA positions on planning and public policy matters and on specific legislation. We

want to provide opportunities for our members to get involved in the development of policy and position papers which will guide CCAPA and the Government Relations Committee during the legislative session.

The Executive Committee has chosen these initiatives because we feel they will meet some of the members' needs and can be accomplished quickly with our current resources, and by that I mean the volunteer time provided by Executive Committee members.

You can see the full notes from the focus group meetings on our website. There are many other ideas that emerged from the focus groups that are not on our 2007 to-do list, but they all have merit. CCAPA as an organization can only accomplish more if more of our members are involved. As always, if members wish to volunteer to join the Executive Committee on an ad hoc basis, or join one of our subcommittees, please contact me immediately! ■

— Mark Pellegrini, President

**ENVIRONMENTAL PLANNING SERVICES**

Wetland, Biological and Soil Surveys, Impact Assessment and Mitigation Planning

– MICHAEL S. KLEIN, Principal –  
 Certified Professional Wetland Scientist  
 Registered Soil Scientist

89 BELKNAP ROAD  
 WEST HARTFORD, CT 06117

PHONE/FAX  
 (860) 236-1578



*Environmental, Engineering, and Planning Consultants*

**THE VALUE OF STRATEGIC THINKING**

www.akrf.com

Contact Nanette Bourne  
 34 South Broadway • White Plains, NY 10601  
 tel 914 949-7336 • fax 914 949-7559

New York City • Hudson Valley Region • Long Island • Baltimore/Washington Area • New Jersey

*Building strong partnerships with our clients to deliver creative solutions that are technically sound, cost-effective, and environmentally sensitive*

COMMUNITY PLANNING  
 MUNICIPAL ENGINEERING  
 LANDSCAPE ARCHITECTURE  
 INFRASTRUCTURE DESIGN  
 TRANSPORTATION & TRAFFIC  
 CIVIL ENGINEERING  
 WATER RESOURCES  
 ENVIRONMENTAL SCIENCE  
 WETLAND DELINEATION  
 SURVEYING  
 CONSTRUCTION SERVICES

*Engineering, Landscape Architecture and Environmental Science*

**MILONE & MACBROOM**

99 Realty Drive / Cheshire, CT 06410  
 (203) 271-1773 / Fax (203) 272-9733  
 www.miloneandmacbroom.com

Regional offices in SC, NC, ME & VT

# CCAPA Membership News

Alan L. Weiner, AICP, Membership  
Chairman

## ■ Current CCAPA Membership

CCAPA had a total of 511 members as of February 15, 2007 (the latest date for which such information is available).

## ■ Welcome to Our Newest Members!

The following are the newest members of CCAPA (through 2/15/07):

Gary Anderson, Manchester  
George Benson, Newtown  
Rachel Bright, New Haven  
Duane Felix, Norwalk  
Julia Jack, Hartford  
John Hitchcock, Old Lyme  
Gregory Lopa, Glastonbury  
Angela Lott, New Haven  
William Morse, New London  
Patrick Pinnell, East Haddam  
Alan Plattus, New Haven  
Raymond Richard, Moodus  
Michiel Wackers, Middletown  
Wai Yu, Fairfield

## ■ Members in the News

**John Guszkowski, AICP**, has joined the firm of CME Associates, Inc., as Senior Planner. John can be reached at: 32 Crabtree Lane, P.O. Box 849, Woodstock 05281. Tel: (860) 926-7848. Fax: (860) 928-7846. Email: [jguszkowski@cmeengineering.com](mailto:jguszkowski@cmeengineering.com). John was formerly the Town of Thompson's P&D Director.

**Mary Savage, AICP**, is now the Town Planner for the Town of Southington. Her new address: Town Hall, 75 Main St., Southington 06489. Tel: (860) 276-6248. Fax: (860) 628-8669. Email: [savagem@southington.org](mailto:savagem@southington.org). Mary was previously Senior Planner for the Town of Manchester's Department of Planning and Economic Development.

**Deborah Howes, AICP**, has joined the New Haven office of the engineering, architecture and planning firm Urbitran as Senior Planner. Formerly with Planimetrics, Deborah can now be reached at: 50 Union Ave., Union Station, 3rd Floor East, New Haven 06519. Tel: (203) 789-9977, ext. 25. Fax: (203) 789-8809. Email: [dhowes@urbitran.com](mailto:dhowes@urbitran.com). ■

## Changing Jobs?

Share the big news about your latest career move with the rest of us! Provide me with the particulars — including new job title/address/phone and fax numbers/email address — and we'll announce it in the next issue of *Connecticut Planning*.

## Changing Addresses?

Please advise both APA and CCAPA of any changes to your APA contact information. Report changes to APA as follows:

American Planning Association  
Member Records Department  
122 South Michigan Avenue  
Suite 1600  
Chicago, IL 60603  
Tel: (312) 431-9100  
[addresschange@planning.org](mailto:addresschange@planning.org)

Report changes to CCAPA as follows:

Alan L. Weiner  
9 High Street  
Collinsville, CT 06019-3125  
Tel: (860) 584-6225 (weekdays)  
[ccapamembership@sbcglobal.net](mailto:ccapamembership@sbcglobal.net)

## WAKE, SEE, DIMES, BRYNICZKA, DAY & BLOOM

*Attorneys at Law*



Since 1946, our 11 attorney law firm  
has been providing legal counsel  
to clients throughout the state

Land Use • Wetlands  
Connecticut Siting Council  
Municipal Law • Real Estate

Contact: Attorney Ira W. Bloom  
[ibloom@wsdb.com](mailto:ibloom@wsdb.com)

27 Imperial Avenue      Tel. (203) 227-9545  
Westport, CT 06880      Fax (203) 226-1641  
[www.wsdb.com](http://www.wsdb.com)

Transportation Planning  
Traffic Analysis  
Environmental Planning & Permitting  
Community Planning  
Cultural Resource Investigation  
Public Involvement

**FITZGERALD & HALLIDAY, INC.**  
*Planning Consultants*

72 Cedar Street  
Hartford, Connecticut 06106  
ph. (860) 247-7200  
fax (860) 247-7206  
[www.fthiplan.com](http://www.fthiplan.com)

Connecticut  
Maryland  
Virginia  
Oregon

## When Your Needs Concern Real Estate

- Litigation
- Zoning & Planning
- Contracts
- Tax Appeals
- Condemnation
- Environmental
- Closings
- Financing
- Leasing



*Attorneys at Law*

777 Summer Street  
Stamford CT 06901  
V 203 327 2000  
F 203 353 3392  
E [cts@lawcts.com](mailto:cts@lawcts.com)  
[www.lawcts.com](http://www.lawcts.com)

Greenwich Office:  
124 West Putnam Ave.  
Greenwich, CT 06830

Michael J. Cacace\*  
Mark P. Santagata  
Paul T. Tusch  
Richard S. Fisher  
Ronald E. Kowalski, II  
Sherwood R. Spelke  
Jane W. Freeman  
Judith Ellenthal  
Katherine T. Blakeslee  
Alice Ann Fitzpatrick  
Linda S. Brown\*  
Meredith Denecke  
Jill E. Alward\*  
Keenan McMahon  
Michael B. Thomas

*Of Counsel*  
Eric D. Grayson\*  
Mark Koczarski

\*Also admitted in New York



## Connecticut *Planning*

c/o Marcia A. Banach  
Town of South Windsor  
Town Hall, 1540 Sullivan Ave.  
South Windsor, CT 06074



Deadline for July-September issue: May 15

Presorted Standard  
U.S. Postage  
**PAID**  
Vernon, CT  
Permit No. 91