

SAMPLE SMART GROWTH IMPLEMENTATION PLAN					
ISSUE	GOAL	POLICY	ACTION STEPS	EXECUTIVE	LEGISLATIVE
Sprawl	Document  1)existing conditions  2)projections at current rate and pattern of growth  3) projections if zoning reforms were adopted.	Build out study	Assemble interagency build out study task force to:  Prepare and release RFP  Review submissions  Execute Contract  Oversee analysis  Share results	X	
Sprawl	Increase Percentage of development in areas identified as priority for development by CHFA, DECD, DEP, Culture and Tourism’s Historic Preservation Office, RPOs and Conn Plan	Target Growth Areas	Monitor creation of state priorities for growth as spelled out in PA 05-205 – 1) existing urban areas 2) areas with existing infrastructure capacity  Create a map of priority area for each agency and a ven diagram of areas identified by all and the Conservation and Development Policies Plan  Circulate map to agencies, regional planning agencies,	X	

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			and municipalities  Post down loadable map on OPM web page		
Sprawl	Increase Percentage of development in areas identified as priority for development by CHFA, DECD, DEP, Culture and Tourism’s Historic Preservation Office, RPOs and Conn Plan	Target Growth Areas	Streamline and expedite agency (DEP, DECD and CHFA) processes in targeted growth areas or preferred development districts	X	X
Sprawl	Increase Percentage of development in areas identified as priority for development by CHFA, DECD, DEP, Culture and Tourism’s Historic Preservation Office, RPOs and Conn Plan	Target Growth Areas	Partner in targeted growth areas to coordinate and expedite federal, state and municipal permitting/licensing processes	X	
Sprawl	Increase Percentage of development in areas identified as	Target Growth Areas	Require and document careful scrutiny of all development outside of the	X	

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	priority for development by CHFA, DECD, DEP, Culture and Tourism’s Historic Preservation Office, RPOs and Conn Plan		preferred growth area		
Sprawl	Increase Percentage of development in areas identified as priority for development by CHFA, DECD, DEP, Culture and Tourism’s Historic Preservation Office, RPOs and Conn Plan	Target Growth Areas	Monitor progress of regulation and statue updates to comply with PA 05-205	X	X
Sprawl	Increase Percentage of development in areas identified as priority for development by CHFA, DECD, DEP, Culture and Tourism’s Historic Preservation Office, RPOs and Conn Plan	Implementation of Land Use Planning	Make congruency of plans (local, regional and state-level) mandatory and enforceable. Make burden of proof in challenges on towns against developers and citizens against towns in dispute.	X	X

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Sprawl	Decrease number of municipalities outside planned development areas that don't have current plans or whose plans are incongruent with regional and state plans	Awarding State Investment	Incent planning congruency by pegging state grants for infrastructure, schools and transportation to meeting smart growth targets  Create a tiered benefit structure (like in municipal clean water grants) where projects are partially grants and partially loans with preferred terms for communities with greatest congruency in plans.	X	
Sprawl	Increase Percentage of development in areas identified as priority for development by CHFA, DECD, DEP, Culture and Tourism's Historic Preservation Office, RPOs and Conn Plan	Strengthening Planning Office	Increase state planning capacity 1) create state GIS/data source,  2) create state census data storehouse  3) increase appropriation for and clearly articulate priority for planning office within OPM	X	X
Sprawl	Increase Percentage of development in	Monitoring Planning Success	Appoint outside organization or agency to monitor	X	

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	areas identified as priority for development by CHFA, DECD, DEP, Culture and Tourism’s Historic Preservation Office, RPOs and Conn Plan		compliance with Conservation and Development Policies Plan scheduling.		
Sprawl	Increase Percentage of development in areas identified as priority for development by CHFA, DECD, DEP, Culture and Tourism’s Historic Preservation Office, RPOs and Conn Plan	Strengthening Regional Planning Efforts	Increase resources and role of Regional Planning Agencies	X	X
Sprawl	Increase Percentage of development in areas identified as priority for development by CHFA, DECD, DEP, Culture and Tourism’s Historic Preservation Office,	Strengthen Regional Planning Efforts	Reduce number of Regional Planning Agencies to correspond with commute sheds/transportation corridors.	X	X

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	RPOs and Conn Plan				
Sprawl	Increase percentage of state grant, tax credits, subsidies and incentives approved in priority areas and funded in priority areas	Subsidizing Local Development	<p>Incent regional planning by pegging state grants for infrastructure, schools and transportation to municipalities actively pursuing regional planning solutions</p> <p>Create a tiered benefit structure (like in municipal clean water grants) where projects are partially grants and partially loans with preferred terms for communities planning regionally</p>	X	X
Sprawl	Increase Percentage of development in areas identified as priority for development by CHFA, DECD, DEP, Culture and Tourism's Historic Preservation Office, RPOs and Conn Plan	Measuring Planning Progress	Contract with outside organization or agency for permanent oversight of state, regional and municipal plans		

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Sprawl	Increase percentage of state grant, tax credits, subsidies and incentives approved in priority areas and funded in priority areas	Enforcing Planning Priorities	Make priorities retroactive with mandatory review of all previously approved and as yet unfunded development projects.	X	
Sprawl	Increase percentage of development in areas identified as priority for development by CHFA, DECD, DEP, Culture and Tourism's Historic Preservation Office, RPOs and Conn Plan	Increase interagency cooperation	Coordinate transportation, water, sewer, power and information infrastructure with economic development, affordable housing and land use	X	
Sprawl	Increase percentage of state grant, tax credits, subsidies and incentives approved in priority areas and funded in priority areas	Subsidising Local Development	Provide density bonuses	X	X
Gridlock, traffic congestion, poor air quality, excessive	Decrease annual lane miles created while increasing	Transportation commissioner	Appoint transportation commissioner with experience and commitment	X	

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nonpervious surfaces	transit passenger miles traveled		to multi-modal transportation		
Gridlock, traffic congestion, poor air quality, excessive nonpervious surfaces	Decrease annual lane miles created while increasing transit passenger miles traveled	Transportation Financing	Prioritize upgrades to existing infrastructure -- particularly railways -- over new road ways.	X	
Gridlock, traffic congestion, poor air quality, excessive nonpervious surfaces	Decrease annual lane miles created while increasing transit passenger miles traveled	Transit Authority	Create transit authority and designate an ongoing and increasing stream of funding exclusively for operating and marketing transit	X	X
Gridlock, traffic congestion, poor air quality, excessive nonpervious surfaces	Decrease annual lane miles created while increasing transit passenger miles traveled	Transportation Financing	Give priority to transportation plans that complement priority funding areas, create and enforce sanctions for transportation projects outside of priority funding areas	X	X
Gridlock, traffic congestion, poor air quality, excessive nonpervious surfaces	Decrease annual lane miles created while increasing transit passenger miles traveled	Transportation Planning	Incent planning for pedestrian- and bike-friendly development	X	
Gridlock, traffic congestion, poor air quality, excessive	Decrease annual lane miles created while increasing	Transportation Planning	Link Danbury, Hartford, Bradley, Waterbury, New Haven and Springfield, Ma	X	X

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ISSUE	GOAL	POLICY	ACTION STEPS	EXECUTIVE	LEGISLATIVE
nonpervious surfaces	transit passenger miles traveled		via frequent, high-speed rail		
Gridlock, traffic congestion, poor air quality, excessive nonpervious surfaces	Decrease annual lane miles created while increasing transit passenger miles traveled	Transportation Planning	Incent planning that incorporates current and projected use of transit	X	
Gridlock, traffic congestion, poor air quality, excessive nonpervious surfaces	Decrease annual lane miles created while increasing transit passenger miles traveled	Transportation Planning	Encourage smaller lot sizes, fewer driveways, parking spaces and individual garages	X	
Gridlock, traffic congestion, poor air quality, excessive nonpervious surfaces	Decrease annual lane miles created while increasing transit passenger miles traveled	Transportation Financing	Incent transit oriented development	X	
Gridlock, traffic congestion, poor air quality, excessive nonpervious surfaces	Decrease annual lane miles created while increasing transit passenger miles traveled	Transportation Financing, Municipal Development Aid	Encourage high density, mixed-use development with affordable housing near existing rail, road and transportation corridors with grants, principle reduction strategies and attractive loans terms	X	X
Gridlock, traffic congestion, poor air	Decrease annual lane miles created	Transportation Financing	Expand ride sharing programs	X	X

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quality, excessive nonpervious surfaces	while increasing transit passenger miles traveled		Increase percentage of flex funding for transit		
Gridlock, traffic congestion, poor air quality, excessive nonpervious surfaces	Decrease annual lane miles created while increasing transit passenger miles traveled	Traffic Calming	Increase use of no build solutions like downsizing, traffic calming, and demand management in while decreasing new road construction	X	
Gridlock, traffic congestion, poor air quality, excessive nonpervious surfaces	Decrease annual lane miles created while increasing transit passenger miles traveled	Transportation Planning	Increase parking for transit	X	
Gridlock, traffic congestion, poor air quality, excessive nonpervious surfaces	Decrease annual lane miles created while increasing transit passenger miles traveled	Transportation Planning and Transportation Financing	Increase bus stops and expand bus service  Approve New Britain/Hartford Busway	X	X
Gridlock, traffic congestion, poor air quality, excessive nonpervious surfaces	Decrease annual lane miles created while increasing transit passenger miles traveled	Transportation Planning and Transportation Financing	Increase train trip frequency and expand passenger rail routes along the shoreline	X	
Gridlock, traffic congestion, poor air quality, excessive	Decrease annual lane miles created while increasing		Coordinate and streamline approval processes for transit, bikeways, and pedestrian-	X	

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nonpervious surfaces	transit passenger miles		friendly development		
Gridlock, traffic congestion, poor air quality, excessive nonpervious surfaces	Decrease annual lane miles created while increasing transit passenger miles	Transportation Planning and Financing	Institute fix it first policies	X	
Gridlock, traffic congestion, poor air quality, excessive nonpervious surfaces	Decrease annual lane miles created while increasing transit passenger miles traveled	Transportation Planning and Financing	Require a comprehensive transit feasibility review before approving or financing the expansion of existing road ways or destruction of existing rail ways	X	
Gridlock, traffic congestion, poor air quality, excessive nonpervious surfaces	Decrease annual lane miles created while increasing transit passenger miles traveled		Require a smart growth compliance review of all previously approved but as-yet unfunded transportation projects	X	
Gridlock, traffic congestion, poor air quality, excessive nonpervious surfaces	Increase rail, air and water freight through state while decreasing road freight		Incent the placement of new big box retail and industrial parks along existing rail lines to remove freight from the highways.  Maintain existing railways.	X	X
Gridlock, traffic	Increase rail, air and		Incent revitalization of the	X	X

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congestion, poor air quality, excessive nonpervious surfaces	water freight through state while decreasing road freight		ports to remove freight from the roadways		
Gridlock, traffic congestion, poor air quality, excessive nonpervious surfaces	Increase rail, air and water freight through state while decreasing road freight		Increase air freight capacity at Tweed and Bradley	X	X
Farmlands Preservation	Increase percent of preserved farmland – toward goal of 360,000 preserved acres	Financing Farmland Protection	Defend farmland preservation funding	X	X
Farmlands Preservation	Increase percent of preserved farmland – toward goal of 360,000 preserved acres	Increase planning efficacy	Incent state, regional and local farmland preservation planning congruency	X	
Farmlands Preservation	Increase percent of preserved farmland – toward goal of 360,000 preserved acres	Regional farmland preservation	Incent multi-municipality preservation programs	X	
Farmlands Preservation	Increase percent of preserved farmland – toward goal of	Municipal farmland preservation	Incent municipal preservation programs	X	

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	360,000 preserved acres				
Farmlands Preservation	Increase percent of preserved farmland – toward goal of 360,000 preserved acres	Individual farmland preservation	Incent individual farmland preservation	X	
Farmlands Preservation	Increase percent of preserved farmland – toward goal of 360,000 preserved acres	Connecticut Grown Product Markets	Support increase in CT grown product marketing	X	
Affordable Housing	Increase percentage of affordable housing in mixed use development	Mixed use development	Incent mixed use development with affordable housing component	X	X
Affordable Housing	Increase affordable housing by 60,000 units	Housing Production	Schedule all back-logged affordable housing bond commission applications	X	
Affordable Housing	Increase affordable housing by 60,000 units	Housing Production	Streamline DECD and CHFA approvals to eliminate duplicative underwriting	X	
Affordable Housing	Increase affordable housing by 60,000 units	Housing Subsidy	Advocate for increased federal subsidies for affordable housing	X	X
Affordable Housing	Increase housing choice	Fair Share housing	Enforce fair housing laws	X	

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			Incent minority homeownership		
Affordable Housing	Increase housing choice	Fair Share housing	Incent planning for housing for all income levels in municipal, regional and state plans	X	X
Affordable Housing	Increase housing choice	Fair share housing	Incent regional affordable housing development	X	
Affordable Housing	Preserve 100 percent of existing affordable housing units	Affordable housing finance	Schedule bond hearings regularly and include affordable housing in each bond hearing agenda	X	
Affordable Housing	Preserve 100 percent of existing affordable housing	State Public Housing Preservation	Fully fund the rehabilitation/modernization and preservation of all state public housing units	X	X
Affordable Housing	Preserve 100 percent of existing affordable housing	One-for-one replacement	1) Require municipalities, nonprofit and for-profit developers to replace existing affordable housing with no loss of hard units. (replace with real estate not vouchers)  2) Create a pool of subsidy to replace existing affordable units.		X
Affordable Housing	Preserve 100 percent	Housing Rehabilitation	Reconfigure State Small	X	

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	of existing affordable housing	Finance	Cities eligibility criteria to favor at risk communities so municipalities can reinstitute CDBG-funded housing rehabilitation programs		
Affordable Housing	Preserve 100 percent of existing affordable housing	Expiring Use Project Extensions	Provide funding to extend affordability on state and federal tax credit-funded development with expiring contracts	X	X
Affordable Housing	Preserve 100 percent of existing affordable housing	Low-income ARM recovery loans	Create a CHFA mortgage product to buy mortgages of low-income homeowners with loans with ARMs over ___ %	X	
Affordable Housing	Preserve 100 percent of existing affordable housing	Housing Rehabilitation Finance	Create a statewide deferred low-income affordable housing rehabilitation loan program	X	
Community Vitality	Urban Revitalization & Suburban Vitalization	Tax credits and abatements	1) Provide tax incentives to residential developers in brownfield areas.  2) Provide tax incentives to encourage a healthier mix of housing types and affordability levels.		X

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			3) Graduate incentives to encourage affordable residential family development in suburban areas.		
Tax Structure	Reduce inequality in service cost as a percent of tax base among communities	Tax Base Sharing	Incent communities to share tax revenue and service responsibility on a regional level		X
Tax Structure	Reduce inequality in service cost as a percent to tax base among communities	Tax Base Sharing	Fully fund ECS and shift 50 percent of education cost burden to state, including fully funding for special education	X	X
Tax Structure	Reduce inequality in service cost as a percent of tax base among communities	Education Cost Share	1) Increase ECS payments in municipalities with higher cost of living.	X	X
Tax Structure	Reduce inequality in service cost as a percent of tax base among communities		Reimburse municipalities 100 percent of Payments in Lieu of Taxes		X
Tax Structure	Reduce inequality in service cost as a percent of tax base among communities	Property, income, corporate and sales tax	Review & adjust tax mix to increase progressivity and reflect economic dynamics.	X	X

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Tax Structure	Reduce tax regressivity		Enable municipalities to collect and retain revenue other than the property tax		X
Tax Structure	Reduce tax regressivity	Property tax	Increase circuit breaker program to shift property tax burden from elderly and low-income homeowners		X