



**DANBURY BRANCH  
IMPROVEMENT PROGRAM  
TASK 7**

**ALTERNATIVE STATION SITE  
CONCEPTUAL ENGINEERING**

# PRELIMINARY DRAFT

## Introduction

This Station Site Screening/Selection Report focuses on presenting and discussing alternate concept designs plans for a multi-modal station at the Merritt 7 location in Norwalk, and three (3) new proposed stations located in North Danbury, Brookfield, and New Milford (See Station Location Map page 5). The three (3) new stations are to be located on the proposed extension of the Danbury Branch line north to New Milford utilizing the current Maybrook and Berkshire rail lines. These lines have not provided passenger service since the early 1970's, and with little remaining of the previous stations, the concept plans propose completely new stations at these locations. The goal of this report is to provide information to aid in the selection of a preferred site and concept for each station. Once a preferred site has been selected for each station, further Conceptual Engineering will be undertaken.

Alternate competing concept plans have been developed for each of the discussed stations. Station concept plans at 1" = 80' scale appear at the back of the report as the following Figures:

Figures 1 through 4 - Merritt 7 Station  
 Figures 5 through 6 - North Danbury Station  
 Figures 7 through 8 - Brookfield Station  
 Figures 9 through 14 - New Milford Station

Included below are station design criteria, followed by a discussion and detailed descriptions of each potential concept station plan.

## Station Design Criteria

Station design criteria were developed for each of the four (4) discussed stations. The criteria which each concept station site strived to accommodate are:

- a high-level 320' long 12' wide, covered railroad platform
- approximately 100' long of bus pullouts (for two buses)
- approximately 100' long Kiss & Ride pullout (for five cars)
- pedestrian & bicycle access and storage
- 5% maximum slope in parking areas
- Consideration of environmental concerns identified in the Environmental Site Screening Report (under separate cover)
- The following station parking goals:
  - 1000 stalls at Merritt 7
  - 100 stalls at North Danbury
  - 200 stalls at Brookfield
  - 600 stalls at New Milford

## Existing Merritt 7 Station

Of the four (4) discussed stations, only 1 is currently active. It is located in Norwalk on the Merritt Line just north of the Merritt Parkway and an existing platform is located on the east side of the west side of the branch line tracks. The platform is an uncovered sidewalk type platform, approximately 100' long, with a small shelter area (approximately 10' x 10') and approximately 100 surface parking spaces.



*Existing Merritt 7 Station: Looking east from platform*

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## Brookfield, Site 1 (Figure 7)

This site is located on Pocono Road, across from Brookfield Fire Station, and on the west side of the Berkshire Line near MP 3.0. The nearest cross street is Junction Road, (Route 133).

The site is located the Residence 40 Zone District, the abutting properties to the north and south along Pocono Road are all located in the Residence 40 District. The land uses on the east side of Pocono are primarily residential. The properties located on the west side of Pocono Street are located in an Industrial Light 80 Zone. The land uses on the west side include the municipal facilities to the north of the Fire Station and the commercial facilities south of the Fire Station.

In this area, the railroad is a single track on tangent. The only concern with this configuration is the need to maintain a high-wide clearance. Moveable platform edges as used on Shoreline East Stations are the proposed mitigation.



*Brookfield, Site 1: Gas line in proposed parking lot area*

The concept for Site 1 involves the removal of an existing building and the creation of 188 stalls of surface parking. To insure the parking area is not sloped excessively, it will need to be built mostly on fill, with the two access drives sloping toward Pocono Road. Pullouts for bus stops and Kiss & Ride accompanied by a 320' long raised platform for pedestrian access would be located on the east side of the parking lot. Paved sidewalks and marked crosswalks

would provide pedestrian access platform.

The underground Iroquois Gas T under the proposed parking lot, problematic. Potential wetlands

The 188 stalls of parking approx 200 stalls.

## Brookfield, Site 2 (Figure 8)

This site is located at 273 Whisc intersection with Tucks Road, or at the former Railroad Station at Craft Center Campus and the ne

The site is located in the Village mixed use development zone. T land uses including retail, educa

In this area, the Berkshire Line i feet in length, extending from M level platform is located on tang can be acceptable. Also, as no edge would be required to provi



*Brookfield, Site 2: Looking no parking area*

# ALTERNATIVE STATION SITE CONCEPTUAL ENGINEERING

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would provide pedestrian access between the parking lot and platform.

The underground Iroquois Gas Transmission Main traverses the site under the proposed parking lot, which is not anticipated to be problematic. Potential wetlands areas were observed at the site.

The 188 stalls of parking approaches the parking goal for the site of 200 stalls.

### **Brookfield, Site 2 (Figure 8)**

This site is located at 273 Whisconier Road, (Route 25) at its intersection with Tucks Road, on the west side of the Berkshire Line, at the former Railroad Station at MP 4.4. The station is part of the Craft Center Campus and the nearest cross street is Station Road.

The site is located in the Village Business District Zone which is a mixed use development zone. The station is surrounded by a mix of land uses including retail, educational and commercial uses.

In this area, the Berkshire Line is a single track on a 1° 20' curve, 2640 feet in length, extending from MP 4.2 to MP 4.7. Normally, a high level platform is located on tangent track; however, curves up to 1° 40' can be acceptable. Also, as noted for Site 1, a moveable platform edge would be required to provide clearance for wide loads.



***Brookfield, Site 2: Looking north from south end of proposed parking area***

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The concept involves the creation of 85 stalls of surface parking around two historic structures. Currently there is room for approximately 25 vehicles surrounding the historic buildings. A raised curb would separate the parking lot from Whisconier and Tucks Roads. The lot's narrow footprint is not conducive to accommodating buses, and therefore no bus provisions are provided. The design does however include a 160' pullout for Kiss & Ride accompanied by a 200' long raised platform. Green space is shown adjacent to the historic properties, and a paved sidewalk runs the length of the parking lot to the platform.

The net gain of 60 stalls of parking is significantly less than the site's parking goal of 200 stalls. The 200' long raised platform is significantly less than the 320' long goal.

### **New Milford, Site 1 (Figure 9)**

This site is located at 87 Pickett District Road on the east side of road and on the west side of the Berkshire Line in the vicinity of MP 9.5. The site contains 16.94 acres and the nearest cross street is Dodd Road.

The site is located in a Restricted Industrial Zone, the abutting properties to the north, south; west and east are located in the Restricted Industrial Zone. The areas further to the west are located in a Residence Zone. The existing land uses appear to be industrial to the north, south and west. The area further to the west beyond the industrial uses contains residential subdivisions. The area to the east contains the Rail Road right of way and beyond that the Housatonic River.

In this area, the railroad is a single track on tangent. Sidings are located on the west side of the mainline. The ACH Foods siding begins at about MP 9.6 and runs southerly into their facility. The second, KC siding, is 1900 feet in length beginning at about MP 10.1. Field investigation will be required to verify the siding locations in relation to the proposed sidings and to provide relocations as necessary.

The concept for Site 1 involves the creation of 611 stalls of surface parking. Pullouts for bus stops and Kiss & Ride accompanied by a 320' long raised platform for pedestrian access would be located on the east side of the parking lot. Paved sidewalks would provide pedestrian access to the parking lot and platform. The 611 stall parking lot meets the 600 stall goal.

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## **New Milford, Site 2 (Figure 10)**

This site is located at 48 Anderson Avenue, along the roads north side. The site contains 4.62 acres and the nearest cross street is Grove Street.

The site is located in an Industrial Zone, the abutting properties to the north are located in an R-20 Residence Zone, the abutting properties to the south are located in an R-5 Residence Zone and the abutting properties to the east and west are located in an Industrial Zone. The site is currently used for a commercial printing facility. The land uses generally match the zoning the only difference being that the large former mill building located to the west of the site is currently used for mixed commercial uses and in addition the site has been approved for the development of residential units.

At this site, the proposed station would be located on the east side of the Berkshire Line in vicinity of MP 10.2, just north of the Housatonic River Bridge. The railroad is single track on tangent at the site. A curve begins immediately to the north that limits the location of the platform. A movable platform edge is recommended to provide wide load clearance.

The concept involves the creation of 482 stalls of surface parking with pullouts for bus stops and Kiss & Ride accompanied by a 320' long raised platform. Paved sidewalks would provide pedestrian access between the parking lot and platform. The 482 stall parking lot approaches, but does not meet the 600 stall goal.



***New Milford, Site 2: Commercial property in proposed parking lot area***

## **New Milford, Site 3 (Figure 11)**

This site is located on the north side of Bridge Street and Railroad Street west side of the former railroad and the nearest cross street is Br

The former train station on Railroad Street is located in the District Zone. The property to the east is located in the Village Zone Center Zone. The office space. The ball fields and the former train station are located in

The site is located at MP 11.2 there is a 1000' long siding west of the site about MP 11.1 to MP 11.5. The siding on the siding which allows clear

The concept for this site involves the expansion of the existing 100 space parking lot to a total of 300 stalls. A combined bus stop and Kiss & Ride access is provided. A platform located on the east side of the parking lot would provide pedestrian access to the platform. In order to accommodate the width, a wall with a maximum height of 6 feet need to be constructed along mu

The net gain of 200 stalls of parking would meet the site's parking goal of 600 stalls. The net gain is significantly less than the 320' long raised platform bus stop and Kiss & Ride pull-out area. The recommended storage for two (2) vehicles.

## **New Milford, Site 4A (Figure 12)**

This site is located in the New Milford side of Railroad Street just north of the downtown public parking. Both Railroad Street and Grove Street are side streets that intersect the site. At present, the site is completely vacant and several adjoining parcels of

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**New Milford, Site 3 (Figure 11)**

This site is located on the northwest corner of the intersection of Bridge Street and Railroad Street, in Downtown New Milford on the west side of the former railroad station. The site contains 5.10 acres and the nearest cross street is Bridge Street.

The former train station on Railroad Street is located in the Village District Zone. The property to the north and south are located in the Village Zone Center Zone. The former train station is now used as office space. The balls fields and parking lot to the west of the former train station are located in an R-20 Residence Zone District.

The site is located at MP 11.2 on the Berkshire Line. In this area there is a 1000' long siding west of the main track, running from about MP 11.1 to MP 11.5. The proposed platform would be located on the siding which allows clearance for wide loads.

The concept for this site involves the reconfiguration and expansion of the existing 100 space parking lot to the north for a new parking total of 300 stalls. A combined 180' long pullout for the bus stops and Kiss & Ride access is provided in front of a 200' long raised platform located on the east side of the parking lot. Paved sidewalks would provide pedestrian access between the platform and parking lot to the north. In order to accommodate the parking lot's increased width, a wall with a maximum height of 10 feet in some areas would need to be constructed along much of the lot's west side.

The net gain of 200 stalls of parking is significantly less than the site's parking goal of 600 stalls. The 200' long raised platform is significantly less than the 320' long goal. The 180' long combined bus stop and Kiss & Ride pull-out provides less capacity than the recommended storage for two (2) buses and five (5) Kiss & Ride vehicles.

**New Milford, Site 4A (Figure 13)**

This site is located in the New Milford's Village District, on the west side of Railroad Street just north of the old Railroad Station and downtown public parking. Both Boardman Terrace and Bennitt Street are side streets that intersect Railroad Street to the east of the site. At present, the site is composed of a hardware and lumber store and several adjoining parcels of land.

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The proposed facilities would be located on the east side of the Berkshire Line, approximately at Mile Post 11.4. In this area there is a main track and two side tracks. The proposed facilities would be located on the main track, requiring that the side tracks be reconfigured.

The concept for this site involves the creation of a 280 foot raised platform and a parking structure located between Railroad Street and the main track. Due to the limited space available, the parking structure would have a somewhat unique layout, similar to the parking structure at the South Norwalk Railroad station, with ramps located at both ends. There would be no room for bus pullouts or a Kiss & Ride. The parking structure would be further limited to three floors due to the maximum vertical building height of the Village District, which is 35 feet. The parking structure would provide approximately 440 parking spaces, which is less than the goal of 600 spaces.

### **New Milford, Site 4B (Figure 14)**

Essentially, this site is located in the same location as site 4A, on the west side of Railroad Street adjacent to Boardman Terrace and Bennitt Street. The proposed facilities would also be located on the east side of the Berkshire line, approximately at Mile Post 11.4.

The concept for this site involves the creation of a 280 foot raised platform, as well as bus pullouts, Kiss & Ride, and ADA parking on the hardware and lumber store parcel of land located between Railroad Street and the main track. The platform would remain at the same location along the Berkshire Line, but could be constructed next to the existing main track. The parking structure would be located on opposite side of Railroad Street, at the corner of Railroad Street and Boardman Terrace. Once again, due to the Village District maximum vertical building height, the parking structure would consist of three floors with approximately 100 parking spaces per floor. The parking structure would provide approximately 300 parking spaces, which is less than the goal of 600 spaces. Bicycle and pedestrian access would also be provided.

### **New Milford, Site 5 (Figure 15)**

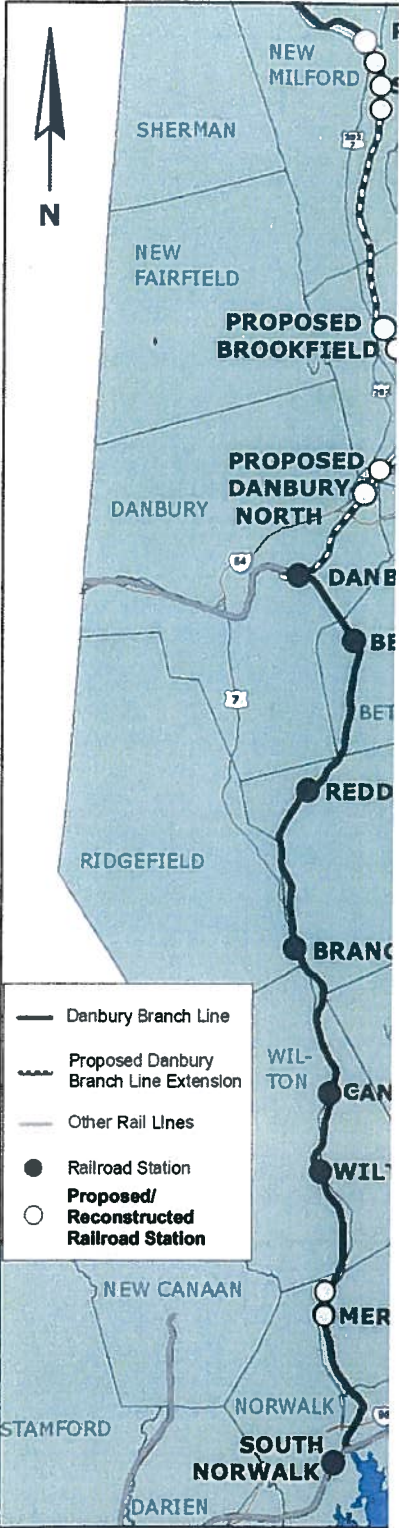
This site is located in New Milford between Young's Field Road and Housatonic Avenue. Currently the Public Works Yard is located at this site. The Yard would be relocated to allow space for the

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proposed parking garage and platform.

The proposed facilities would be located in the west side of the Berkshire line, approximately at Mile Post 11.6. In this area there is only the main track

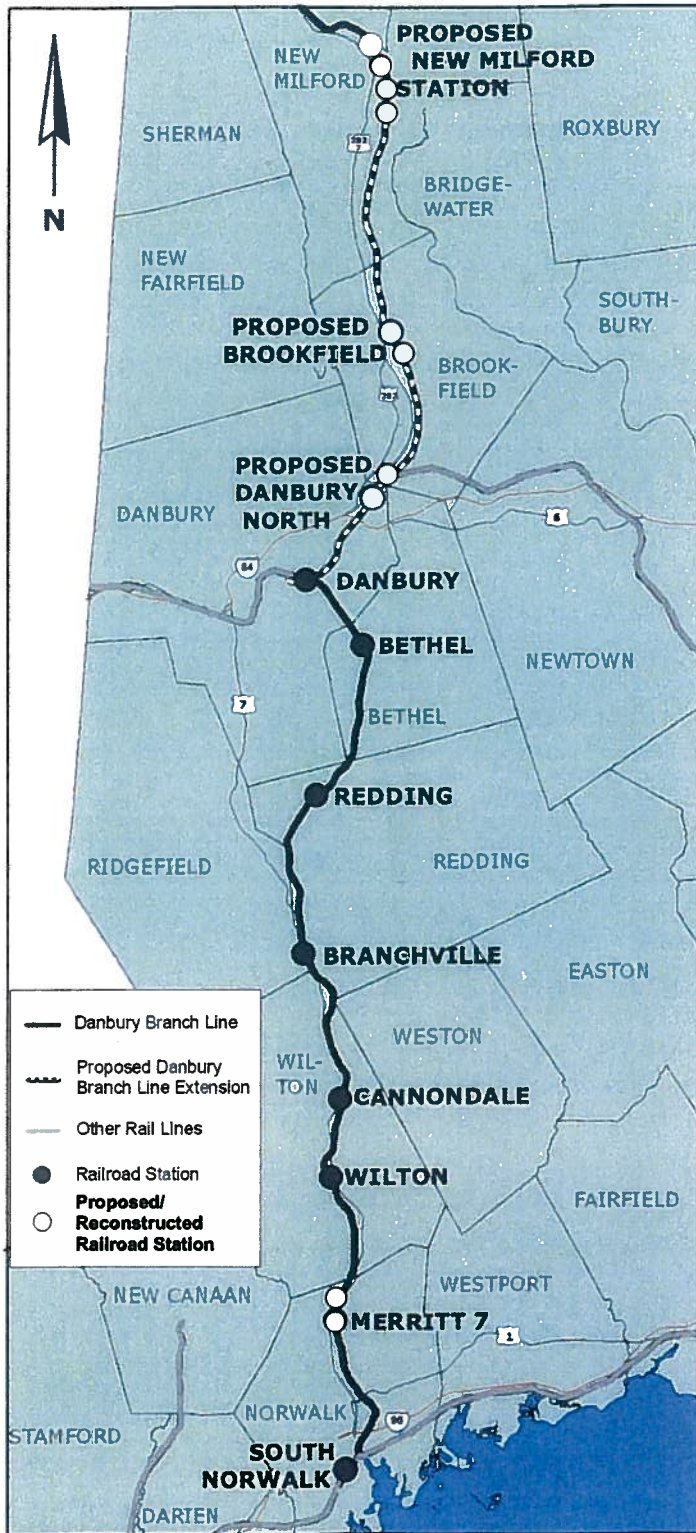
The concept for this site involves the creation of a 280 foot raised platform, accompanied by bus pullouts and Kiss & Ride. The parking structure would be located off of Young's Field Road, to the southwest of the platform. It is not clear from the New Milford zoning map if the site is within the Village District but we have assume it is and the 35' vertical height restriction would apply. Therefore, the parking structure would consist of three floors with approximately 200 parking spaces per floor. This proposed parking structure would provide approximately 600 parking spaces, meeting the goal.



*Proposed / Reconstructed Rail*

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# ALTERNATIVE STATION SITE CONCEPTUAL ENGINEERING



*Proposed / Reconstructed Railroad Station Locations*

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# PRELIMINARY DRAFT

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