



Local Ordinances to Facilitate Transit-Oriented Development

Potential for implementation in Maryland, New York, Connecticut, and Maine

Adoption of local ordinances that establish TOD zones and incorporate some or all of the components discussed above is generally legally permissible in Connecticut, Maine, Maryland, and New York. Each of these states grants local governments the ability to plan for and regulate land use within their jurisdictions, so long as their exercise of that authority does not conflict with state law. Although the authority to adopt local zoning ordinances is largely similar across the four states, each state defines its own process for local jurisdictions to implement that authority. For example, in Maine and New York, zoning ordinances are passed by city councils. However, in Maryland, zoning is controlled at the county level, and in Connecticut, zoning ordinances are adopted by zoning commissions. This section will further analyze the legal and policy landscapes across the four states to assess the potential for implementation of TOD-focused zoning ordinances.

Connecticut

In Connecticut, municipalities exercise substantial control over land-use regulation pursuant to authority granted by the state legislature or through “home rule” provisions.¹ The Connecticut Zoning Enabling Act, which makes up Chapter 124 of the Connecticut General Statutes, delegates power over zoning to municipal governments.² Broadly, Chapter 124 authorizes municipalities to establish zoning commissions and enact zoning regulations.³ Chapter 124 also defines the procedures and decision making criteria that zoning commissions must follow when enacting zoning regulations.⁴ Connecticut is unique among all states in that it grants the ability to draft and amend zoning regulations to zoning commissions themselves, rather than local legislative bodies, such as city councils.⁵ In addition, some communities have been granted authority to administer zoning in other ways by special acts of the state legislature, and others have adopted home-rule charters with their own provisions for land-use regulations.⁶ To date, 167 of Connecticut’s 169 municipalities have established zoning regulations.⁷

Although the general framework for zoning in Connecticut has largely remained the same since the passage of the Zoning Enabling Act, in 1924, the state has made some key updates to the law over the years that may better enable zoning for TOD. In 2021, for example, the state legislature enacted changes to the Zoning Enabling Act aimed at promoting housing diversity and affordability.⁸ The legislation also established the Commission on Connecticut’s

¹ Sara C. Bronin, Zoning by a Thousand Cuts, 50 Pepperdine Law Review 719, 2023 (February 24, 2021), Available at SSRN: <https://ssrn.com/abstract=3792544>.

² CONN. GEN. STAT. Title 8, Ch. 124, §§ 8-1–8-13a (2021).

³ *Id.* §§ 8-1, 8-2.

⁴ *Id.* §§ 8-2, 8-3.

⁵ Sara C. Bronin, Zoning by a Thousand Cuts, 50 Pepperdine Law Review 719, n.115 (2021), Available at SSRN: <https://ssrn.com/abstract=3792544> (“...Connecticut, uniquely among all states, grants the ability to draft and amend zoning codes to zoning commissions, not just local legislative bodies.”).

⁶ See American Society of Planning Officials, A Summary Report: New Directions In Connecticut Planning Legislation: A Study Of Connecticut Planning, Zoning, And Related Statutes 1 (1967).

⁷ Sara C. Bronin, Zoning by a Thousand Cuts, 50 Pepperdine Law Review 719, 2023 (February 24, 2021), Available at SSRN: <https://ssrn.com/abstract=3792544>.

⁸ Public Act No. 21-29: An Act Concerning the Zoning Enabling Act, Accessory Apartments, Training for Certain Land Use Officials, Municipal Affordable Housing Plans and a Commission on Connecticut’s Development and Future (Approved June 10, 2021), <https://www.cga.ct.gov/2021/act/pa/pdf/2021PA-00029-R00HB-06107-PA.pdf>.

Development and Future, and tasked the commission with evaluating land-use policies and making recommendations to support sustainable growth, including model design guidelines for buildings and context-appropriate streets that local jurisdictions may adopt as part of their zoning regulations.⁹

In addition to its permissive state laws, Connecticut also encourages TOD through various statewide programs. The Office of Responsible Growth administers the Responsible Growth and Transit-Oriented Development grant program, which provides funding for TOD planning and construction/implementation projects.¹⁰ Additionally, as a state with significant housing affordability issues, Connecticut lawmakers have recently focused on passing legislation to promote housing, including through TOD.¹¹ In June 2025, the Connecticut General Assembly passed House Bill No. 5002, a housing omnibus that included “Work Live Ride,” which would establish a basis for prioritizing discretionary infrastructure funding for municipalities that establish “transit-oriented districts.”¹² However, Governor Ned Lamont vetoed the omnibus bill, in part because local leaders raised concerns about constraints on their control over local land use.¹³ Connecticut lawmakers could pass a reworked version of the bill during a special legislative session later in 2025.¹⁴ At least for now, the biggest opportunities for progress on TOD in Connecticut remain at the local level.

Local examples of planning and zoning for TOD

TOD opportunities in Connecticut are generally located within local jurisdictions along the state’s primary transit corridors, including commuter rail and bus rapid transit (BRT) connections

⁹ *Id.*

¹⁰ Responsible Growth & Transit Oriented Development Grant Program, Connecticut Office of Policy and Management, <https://portal.ct.gov/opm/igpp/grants/rgtod-grant-program/rgtod-grants-home-page>.

¹¹ Ginny Monk & Jessika Harkay, “CT House, Senate Dems highlight priorities in rare joint conference.” CT Mirror (January 13, 2025), <https://ctmirror.org/2025/01/13/ct-house-senate-democrats-2025-priorities/>.

¹² House Bill 5002, An Act Concerning Housing And The Needs Of Homeless Persons. Passed June 3, 2025, <https://legiscan.com/CT/text/HB05002/2025>.

¹³ Christopher Keating, “CT’s governor killed the affordable housing plan. He wants it ‘a little easier’ for developers.” Hartford Courant (June 30, 2025), <https://www.courant.com/2025/06/30/after-lamont-vetoes-ct-housing-bill-lawmakers-head-back-to-the-drawing-board/>.

¹⁴ Ginny Monk, “Lamont vetoed HB 5002. What could the reworked bill include?” CT Mirror (July 1, 2025), <https://ctmirror.org/2025/07/01/ct-hb-5002-veto-new-housing-bill/>.

between the state's major cities and job centers in neighboring states, particularly New York and Massachusetts.¹⁵ Zoning reform efforts have also focused on these corridors. In 2014, the Capital Region Council of Governments published model regulations for mixed-use transit-oriented development districts, which include many of the components identified above as best practices.¹⁶ Some municipalities, like West Hartford, have already taken actions to update their zoning to enable TOD.¹⁷ However, Connecticut is still largely dominated by single-family zoning near transit. Analysis published by Desegregate Connecticut, a coalition of pro-housing advocates and researchers, identifies forty "transit towns" in the state — with at least one train or BRT station — but finds that only eight allow for multi-family homes on more than 50 percent of the land surrounding a transit station, while fifteen ban them completely.¹⁸ In addition, more than half of the identified transit towns require large minimum lot sizes for single-family homes near transit stations.¹⁹ Desegregate Connecticut found that the most restrictive zoning tended to be located in wealthy coastal communities along the New Haven Line and Shore Line East commuter rail lines, while the least restrictive zoning was found in the most populous towns.²⁰

¹⁵ See Routes & Stations, Hartford Line, https://hartfordline.com/route_stations/.

¹⁶ Capital Region Council of Governments, Model Regulations: Mixed-Use and Transit-Oriented Development Districts (March 2014), https://crcog.org/wp-content/uploads/2016/07/CRCOG_MU_TOD_FINAL-4-4-2014.pdf.

¹⁷ Transit Oriented Development, Town of West Hartford, <https://www.westhartfordct.gov/town-departments/planning-zoning/transit-oriented-development-planning-zoning-initiative>.

¹⁸ Sara Bronin and Kathryn Blanco, Issue Brief: Get on Board for Equitable Transit-Oriented Communities, Desegregate Connecticut, <https://static1.squarespace.com/static/5ee8c6c9681b6f2799a4883a/t/622f4fb36ac2e8678dc250b3/1647267857660/TOC+Report.pdf>.

¹⁹ *Id.*

²⁰ *Id.*

Maine

In Maine, municipalities generally have broad authority to regulate land use, subject to requirements established by state law.²¹ The Constitution of Maine grants municipalities the right to regulate all matters “which are local and municipal in character,” so long as the exercise of that authority does not run counter to state or federal law.²² With respect to land use regulation, this principle, known as Municipal Home Rule Authority, is partially constrained by Title 30-A of Maine Revised Statutes.²³ In particular, Chapter 187, Subchapter 3 sets forth the general process and requirements for municipal zoning ordinances.²⁴ For example, zoning ordinances must be consistent with a comprehensive plan adopted by the municipal legislative body.²⁵

Other Maine laws provide additional support for local policies regarding TOD. For example, in 2009, Maine enacted legislation establishing transit-oriented tax increment financing (TIF) districts.²⁶ Maine’s transit-oriented TIF districts allow local governments to use increased tax revenue from a designated corridor or area to create or improve transit, bicycle, and pedestrian facilities, including operations and maintenance as well as TOD.²⁷ This is particularly critical in the state of Maine, where public funding for transit is among the lowest in the country.²⁸ Additionally, in 2022, Maine enacted LD 2003, “An Act To Implement the Recommendations of the Commission To Increase Housing Opportunities in Maine by Studying Zoning and Land Use

²¹ State Level Laws that Impact Zoning and Land Use in Maine, Office of Policy and Legal Analysis, Maine State Legislature, <https://legislature.maine.gov/doc/7182>.

²² See Constitution of Maine, Article VIII, Part Second, Section 1. This principle is further delineated in the Maine Revised Statutes Title 30-A, Chapter 111 (Home Rule) and Title 30-A, Chapter 141 (Ordinances).

²³ State Level Laws that Impact Zoning and Land Use in Maine, Office of Policy and Legal Analysis, Maine State Legislature, <https://legislature.maine.gov/doc/7182>.

²⁴ Maine Revised Statutes, Title 30-A, § 4352 “Zoning ordinances,” <https://www.mainelegislature.org/legis/statutes/30-A/title30-Asec4352.html>.

²⁵ *Id.*

²⁶ LD 1392, An Act To Promote Economic Development and Reduce Reliance on Automobiles through Transit-oriented Tax Increment Financing Districts, https://mainelegislature.org/legis/bills/bills_124th/billpdfs/SP051101.pdf.

²⁷ Maine Revised Statutes, Title 30-A, § 5225, <https://legislature.maine.gov/statutes/30-a/title30-Asec5225-2.html>.

²⁸ Stephen Coleman Kenny, “Follow the money: Where does your state stack up on supporting transit?” Transportation for America (February 2023), <https://t4america.org/2023/02/22/transit-report-card-part-1/>.

Restrictions,” which removed barriers to housing production in Maine.²⁹ LD 2003 establishes statewide housing production goals, creates automatic density bonuses for certain affordable housing developments, and generally requires municipalities to allow for multiple dwelling units on parcels in areas zoned for residential uses.³⁰

Local examples of planning and zoning for TOD

Opportunities for TOD are more limited in Maine than the other three states, due to the state’s largely rural character and lack of a robust fixed transit network. The Amtrak Downeaster is the only passenger rail service in the state, and the rest of the surface transit network primarily consists of local and regional bus routes, which are susceptible to changes in service.³¹ However, regional planning and proposals for investments in new bus rapid transit (BRT) could lead to conditions that are more appropriate for TOD in some parts of the state. For example, the long-range transportation plan for the Greater Portland area, *Connect 2045*, identifies a set of “priority centers and corridors” to indicate localities that have “the most promising opportunities to absorb future population and job growth” and “are, or have the potential to be, vibrant, walkable neighborhoods.”³² These priority centers and corridors are used to prioritize resources and funding at a regional level, including technical assistance related to local zoning, policy, and design.³³ The Greater Portland Council of Governments has also recently studied the potential for a new bus rapid transit line to connect one of these corridors, spanning from Portland to the municipalities of Westbrook and Gorham, to the west.³⁴ Planned BRT routes and

²⁹ LD 2003, An Act To Implement the Recommendations of the Commission To Increase Housing Opportunities in Maine by Studying Zoning and Land Use Restrictions, <https://www.mainelegislature.org/legis/bills/getPDF.asp?paper=HP1489&item=9&snum=130>.

³⁰ LD 2003 Guidance, Maine Department of Economic and Community Development (February 2023), https://www.maine.gov/decd/sites/maine.gov/decd/files/inline-files/DECD_LD%202003_digital-%20Feb%202023%20update%20website_0.pdf.

³¹ Maine Transit Links, American Public Transportation Association, <https://www.apta.com/research-technical-resources/public-transportation-links/maine/#a3>.

³² Greater Portland Council of Governments, *Connect 2045: A Long-Range Transportation Plan for Greater Portland, Maine* (December 2022), <https://www.gpcog.org/DocumentCenter/View/2538/Connect-2045-Draft-Plan-PDF>.

³³ Id.

³⁴ Greater Portland Council of Governments, *Gorham-Westbrook-Portland Rapid Transit Study* (January 2024), <https://www.gpcog.org/557/Gorham-Westbrook-Portland-Rapid-Transit->

station locations are good areas to consider for updated zoning to enable future TOD, which can take many years to realize.

Maryland

In Maryland, the authority to regulate land use generally rests with the state's twenty-three counties and Baltimore City.³⁵ Counties are the primary units of local government in Maryland, and they possess powers and responsibilities comparable to those of incorporated municipalities in other states.³⁶ Importantly, there are three types of counties in Maryland, with different levels of authority over local planning and zoning: (1) commissioner counties, (2) charter counties, and (3) code home rule counties.³⁷

Commissioner counties may adopt zoning ordinances to regulate land use, but only to the extent that the state legislature has explicitly granted such authority.³⁸ Maryland's Land Use Code grants commissioner counties the authority to regulate the height and size of buildings, the percentage of lots that may be occupied, off-street parking, the density of dwellings, and the design of buildings and other improvements.³⁹

Charter counties and code home rule counties are governed under two different types of home rule, which grant both types of counties with broad authority to enact, amend, and repeal local ordinances related to zoning and planning, so long as they do not conflict with state law.⁴⁰ Accordingly, charter and code home rule counties have the most inherent flexibility to adopt TOD-focused zoning ordinances, although state law also grants broad authority over land use to charter counties.

³⁵ Although Baltimore City is an incorporated municipality, it is treated as a county for most purposes under state law. Maryland Local Government Law and Structure 1-A (Lexis).

³⁶ *Id.*

³⁷ *Id.*

³⁸ *Id.*

³⁹ See MD Land Use Code §§ 4-101, 4-102 (2024).

⁴⁰ For a comparison of the authorities possessed by each type of county in Maryland, see Maryland Association of Counties, Code Home Rule vs. Commissioner vs. Charter (2018), <https://www.mdcounties.org/DocumentCenter/View/2966/1-Code-home-rule-charter-and-commisioner-government-comparisons--UPDATED-OCTOBER-2018-002?bidId>.

State level policy in Maryland offers relatively strong support for local action on TOD. The Moore-Miller Administration 2024 State Plan highlights TOD as a tool for boosting the production of affordable housing and generating economic growth.⁴¹ The Maryland Department of Transportation also actively promotes TOD as an approach to help increase transit ridership, support economic development, and maximize the efficient use of transportation infrastructure.⁴² The Maryland Department of Planning offers resources, including models and guidelines, to support local TOD planning and zoning.⁴³

Local examples of planning and zoning for TOD

Opportunities for TOD in Maryland are primarily concentrated around and between the Baltimore and Washington metropolitan areas. There are a combined 129 existing or planned rail stations in the state, which are primarily served by Maryland Transit Administration (MTA) Light Rail, Maryland Area Rail Commuter (MARC), and Washington Metropolitan Area Transit Authority (WMATA) Metro trains.⁴⁴ Most of those stations are located within the state's most populous counties: Montgomery County, Prince George's County, Baltimore County, Anne Arundel County, and Baltimore City. According to the Maryland Transit Station Area Profile Tool, which contains data on generalized zoning near transit stations, the areas surrounding transit stations in Baltimore County and Anne Arundel County are generally zoned for low- to medium-density residential, commercial, and industrial, while transit stations within Baltimore City are more likely to be located near mixed-use or high-density residential zones.⁴⁵

Maryland counties have demonstrated support for advancing TOD through zoning. In 2021, Prince George's County passed an ordinance to establish a set of transit-oriented/activity center zones, which allow for dense, mixed-use development and multi-modal transportation

⁴¹ Moore-Miller Administration 2024 State Plan, Office of Governor Wes Moore, <https://governor.maryland.gov/priorities/Documents/2024%20State%20Plan.pdf>.

⁴² Transit Oriented Development, Maryland Department of Transportation, <https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=37>.

⁴³ Planning Tools for Transit-Oriented Development, Maryland Department of Planning, <https://planning.maryland.gov/Pages/OurWork/RRP/tod/home.aspx>.

⁴⁴ Transit-Oriented Development in Maryland, Maryland Department of Housing and Community Development, Maryland Department of Planning, Maryland Department of Transportation, and Maryland Department of Commerce, <https://data-maryland.opendata.arcgis.com/pages/tod>.

⁴⁵ Maryland Transit Station Area Profile Tool, <https://maryland.maps.arcgis.com/apps/MapSeries/index.html?appid=5cc549f158954c259658a55ceadfdc6b>.

connections near transit.⁴⁶ In Montgomery County, mixed-use zoning has enabled significant development near transit in places like Bethesda and Silver Spring.⁴⁷ An August 2022 report to the Montgomery County Council on *Equitable Transit-Oriented Development in Montgomery County* recommended the development of TOD overlay zones within a quarter-mile of transit corridors as a strategy to increase affordable housing production and promote compact, mixed-use development.⁴⁸ Baltimore City has already adopted a set of four TOD zoning districts that support varying building heights, residential densities, and uses.⁴⁹ Baltimore County and Anne Arundel County currently lack comparable TOD-specific zoning regulations, but recent plans have explored the opportunities for similar zoning reforms to enable TOD in those counties. In January 2024, the Baltimore County Council adopted a new comprehensive plan, *Master Plan 2030*, which includes proposed actions to support TOD, such as creating or adjusting “overlay districts with implementation tools and incentives to encourage walkable, mixed-use development in and near transit stations by utilizing a Smart Growth framework.”⁵⁰ Anne Arundel County’s general development plan, *Plan2040*, adopted in 2021, similarly proposes to explore the use of innovative zoning tools, like overlays, form-based codes, and transit-supportive design guidelines, to enable TOD in priority areas.⁵¹

⁴⁶ Prince George’s County Code Zoning Ordinance § 27-4204, <https://online.encodeplus.com/regs/princegeorgescounty-md/doc-viewer.aspx?secid=636#secid-636>; “Transit-Oriented/Activity Center Zones,” Prince George’s County Planning Department, <https://www.pgplanning.org/development-process/zoning-applications/guide-to-zoning-categories/transit-oriented-activity-center-zones/>.

⁴⁷ “Best Practice: Montgomery County’s Downtown Mixed Use Zoning,” Maryland Department of Planning, <https://planning.maryland.gov/Pages/OurWork/RRP/tod/bpMontMixedUse.aspx>.

⁴⁸ Gabriel Terrell, *Equitable Transit-Oriented Development in Montgomery County* (August 2022), https://www.montgomerycountymd.gov/COUNCIL/Resources/Files/Summer_Fellows/2022/GabrielTerrell.pdf.

⁴⁹ Baltimore City Code, Article 32, Title 12, Subtitle 4.

⁵⁰ Baltimore City Council, *Master Plan 2030: Vision Framework*, <https://storymaps.arcgis.com/stories/dae7d456016b4a1aa05a2dcb3c222b02>.

⁵¹ Anne Arundel County Council, *Plan2040*, <https://www.aacounty.org/planning-and-zoning/countywide-planning/plan2040-volume-1>.

New York

In New York State, the state delegates significant authority to enact local zoning laws to the various types of municipalities, including cities, towns, and villages.⁵² When exercised by municipalities, this authority is governed by the state's zoning enabling statutes, which are primarily found in the General City Law, Town Law, Village Law, General Municipal Law, and the Municipal Home Rule Law.⁵³ Among other things, these state laws require that any local zoning laws are adopted "in accordance with a comprehensive plan," though such a plan does not necessarily need to be a formally adopted document.⁵⁴ The existence of comprehensive plans that do include a vision for TOD, however, can be a good indicator that TOD-focused zoning ordinances may be appropriate in such jurisdictions.

Local actions to enable TOD will be particularly important in New York State, where recent proposals at the state level have faced opposition. In 2023, Governor Kathy Hochul included TOD zoning requirements as a key part of the "New York Housing Compact," an ambitious proposal to address the state's housing shortage.⁵⁵ However, the proposal's mandates, especially those that required communities to meet growth targets, faced bipartisan opposition in the state legislature, and the plan was largely scrapped.⁵⁶

Local examples of planning and zoning for TOD

Strong transit ridership and extensive public transportation infrastructure create many opportunities for TOD in the New York City metropolitan area. In December 2024, New York City adopted *City of Yes for Housing Opportunity*, a significant update to the city's zoning code

⁵² General City Law §20(25); Town Law §263; Village Law §7-704.

⁵³ New York State Department of State, Guide to Planning and Zoning Laws of New York State (2024), <https://dos.ny.gov/system/files/documents/2024/09/guide-to-planning-and-zoning-laws-in-nys.pdf>.

⁵⁴ New York State Department of State, Zoning and the Comprehensive Plan (2024), <https://dos.ny.gov/system/files/documents/2024/09/zoning-and-the-comprehensive-plan.pdf>.

⁵⁵ "The New York Housing Compact," New York State (March 2023), https://www.governor.ny.gov/sites/default/files/2023-03/NY_Housing_Compact_info_deck_March_2023.pdf

⁵⁶ Janaki Chada, "Hochul's housing compact scrapped in budget talks," Politico (April 20, 2023), <https://www.politico.com/news/2023/04/20/kathy-hochul-housing-compact-budget-talks-00093172>.

designed to expand housing development for residents.⁵⁷ Among other aspects of the zoning reform package, *City of Yes* incorporated TOD-focused updates that allow for increased density near transit in residential areas of the outer boroughs and reduced parking mandates citywide.⁵⁸

According to the Regional Plan Association (RPA), an organization of planning and land use policy experts, less than half of the commuter rail stations outside New York City with sufficient infrastructure to enable TOD have supportive zoning laws in place.⁵⁹ RPA's *Homes on Track: Building Thriving Communities Around Transit* report identifies ninety-six transit stations in the New York City metropolitan area with “near term” opportunities for TOD, which could benefit from regulatory interventions to enable their full TOD potential.⁶⁰ In New York State, many of these stations are concentrated in Westchester County, located immediately north of New York City in the Lower Hudson Valley region.

More limited opportunities for TOD-focused zoning can be found in Upstate New York, which also includes urban population centers but generally lacks robust fixed transit networks. In 2023, the Greater Buffalo Niagara Regional Transportation Council published a Comprehensive Transit-Oriented Development Strategic Implementation Plan, which identified needs for zoning updates to enable more TOD elements, improve relationships between development and public areas, and more effectively manage parking near Buffalo transit stations.⁶¹ Albany's comprehensive land use plan, *Albany 2030*, adopted in 2012, proposes to create TOD overlay districts along existing and proposed transit corridors “to encourage mixed use development with higher densities, reduced parking, and walkable streets.”⁶² In 2017, Albany adopted comprehensive updates to the city zoning code, which incorporated TOD-supportive regulations

⁵⁷ City of Yes for Housing Opportunity, New York City Department of City Planning, <https://www.nyc.gov/content/planning/pages/our-work/plans/citywide/city-of-yes-housing-opportunity>.

⁵⁸ Id.

⁵⁹ Homes on Track, Regional Planning Association, (March 2024), <https://rpa.org/work/reports/homes-on-track>.

⁶⁰ Id.

⁶¹ Greater Buffalo Niagara Regional Transportation Council, Comprehensive Transit-Oriented Development Plan (Sept. 2023), <https://www.gbntc.org/todresources>.

⁶² City of Albany, Albany 2030 Comprehensive Plan (Apr. 2012), <https://www.albanyny.gov/DocumentCenter/View/4564/Albany-2030-Comprehensive-Plan-PDF>.

into the city's form-based, mixed use districts but did not implement the proposed TOD overlay districts.⁶³

Conclusions

There is no one-size-fits-all approach to zoning for TOD, but local jurisdictions can draw from a set of general best practices to develop TOD-supportive zoning regulations that suit their individual needs. TOD zoning overlays have the potential to be particularly efficient tools to promote TOD since they can allow local jurisdictions to tailor regulations in areas immediately surrounding transit without revising the underlying zoning. The regulations applied to such zones should focus on an appropriate combination of flexible building standards, mixed uses, limited parking, and incentives or requirements to ensure affordability. More ambitious zoning regulations can incorporate form-based elements to promote walkability and foster vibrant public spaces. Additionally, although zoning is generally controlled at the local level, establishing model ordinances or guidelines at the state or county level may help to provide a foundation for local action and ensure consistency across transit networks that cross over multiple jurisdictions.

It is also important to acknowledge that TOD-focused zoning is not appropriate everywhere. Identifying local jurisdictions that are ripe for this type of zoning intervention depends on a variety of factors, including existing transit infrastructure and supportive state and local policies. In some jurisdictions, like New York, updating zoning to support TOD may first require municipalities to make changes to comprehensive plans. Although, we have generally identified county-level jurisdictions where actions to advance TOD-supportive zoning may be feasible, more engagement and vetting will likely be needed to identify specific local jurisdictions with the greatest opportunity.

⁶³ City of Albany, Unified Sustainable Development Ordinance (Apr. 2017), <https://www.albanyny.gov/DocumentCenter/View/3724/Unified-Sustainable-Development-Ordinance>.

About this Research

This memo is part of the *Local Ordinances for Climate Adaptation & Mitigation* series produced by the Georgetown Climate Center with support from the Esther A. & Joseph Klingenstein Fund.

[Learn more on the Georgetown Climate Center website.](#)

Cover image: Multiple forms of public transit shown in a bustling downtown, including a bus and biking infrastructure. Creative Commons License.