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Executive Summary

Hartford Line Service and Wallingford's New Station

The projected launch of "Hartford Line" commuter rail service in 2018, combined with Wallingford's new commuter rail platform, presents numerous opportunities and challenges for Wallingford. Hartford Line rail service will triple the frequency of trips between New Haven and Springfield. Additionally, travel times are expected to be shorter than the current Amtrak service, cost of travel is expected to be more competitive, and there will be new stations constructed along the rail corridor. This increase in service will likely attract new commuters to Wallingford's station.

A new station platform is being constructed in Wallingford to accommodate the commuter rail service. The new platform is located approximately 1/4 mile north of the existing station, slightly distancing it from Wallingford's Downtown and Uptown business districts. The new station will include over two hundred parking spaces for commuters, but pedestrian access to the station from Downtown is challenged by poor pedestrian facilities between those locations. The new station is surrounded by multiple industrial land uses and other under-utilized properties that are not currently supportive of station use.

The new rail platform, located near residential and commercial areas, presents opportunities for station area development and redevelopment. Station area



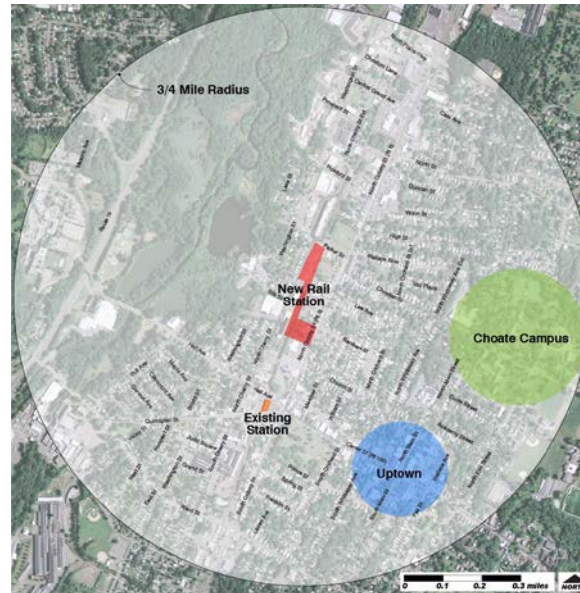
Rendering of new Wallingford Station

development known as "transit oriented development" (TOD) is supported by the Connecticut's 2015 transportation vision plan, and funding of TOD studies have been supported by multiple State agencies including the Department of Transportation and Office of Policy and Management.

This transit oriented development plan for Wallingford seeks to assist the Town in accomplishing the goals of improving access to the new station and fostering new development and redevelopment in the station area. In support of this plan, a comprehensive review of existing conditions was performed for an area within a 3/4 mile radius of the new station, which includes the Uptown and Downtown business district areas and surrounding neighborhoods.

Existing Conditions in the New Station Area

Approximately 12,000 people live within a one mile radius of the new station, which represents about 27% of Wallingford's population. The study area population is slightly younger than the Town's



Study area map

population and median household income is significantly lower than the Town's median household income (\$55,962 in the study area versus \$72,089 for the Town).

The physical area available for new development and redevelopment is constrained by significant environmental resources including Community Lake to the west of the station, and a large low density residential neighborhood to the east of the station. While there are multiple historic resources within the study area, there are no historic districts or listed properties within close proximity of the new station.

There is a significant history of hazardous materials sites (low and high risk) within the study area, but only one site has been identified as having known contamination that is not yet resolved.

The study area zoning reflects its former and ongoing industrial land use. Commercial and industrial zones are concentrated along the rail corridor and Downtown business district. Residential zones are located east and west of the rail corridor and are distanced from the corridor. Under the current zoning designations, there is limited opportunity



Much of the immediate station area is occupied by industrial land uses such as this warehouse. The new commuter rail station will induce demand for higher intensity land uses that are more supportive of the station.

for multi-family and/or mixed-use development. Most opportunities for residential or mixed-use development and redevelopment are, however, located near the new station in existing commercial and industrial zones, that are not currently supportive of residential development.

The station area transportation network, while adequately accommodating automobile traffic, has a deficient pedestrian infrastructure, lacks bus stop amenities, and lacks any bicycle infrastructure. The improvement of bicycle, pedestrian, and transit infrastructure is key to the success of transit oriented development.

Parking within the study area is abundant, with multiple private lots and a small number of municipal lots in the Downtown and Uptown areas. The new station will add 221 parking spaces for commuters. Based upon existing ridership data, this parking is expected to easily accommodate all demand for station parking with a significant surplus being likely. Station parking will be available at no cost when the station opens and the Department of Transportation has no plans to charge for parking, although they remain open to this possibility. An analysis of Wallingford’s parking regulations shows that the Town’s parking requirements exceed parking requirements recommended by the Institute for Transportation Engineers and the parking requirements typically associated with transit oriented development.

Commuting patterns indicate that 4,292 people commute to the study area each day with 3,417 people who live in the study area commuting to work outside the study area. The most common commuting destinations for those who live in the study area include New Haven, North Haven, Meriden, and other locations in Wallingford. Hartford Line commuter rail service, which will connect to New Haven, North Haven and Meriden, suggests the potential for Wallingford’s station to capture those trips.

Development Potential in the Station Area

Of the three market sectors analyzed, the most conservative growth scenario is associated with office development given the local office market and its limited role in the downtown. Select options for small-scale finance, legal and medical office is, however, possible.

It is anticipated that the scale of retail/service/dining will be linked to the level of new mixed-use development. If there is no new mixed use development, retail-commercial size will lean towards the lower end of development potential and will occur mostly in the form of infill development and will likely be convenience-based services. Best opportunities for any freestanding retail are seen along North Colony Street.

Rental housing is the healthiest real estate sector reviewed and is seeing the strongest investment interest from local and regional developers most likely to consider the downtown. New housing downtown could take the form of infill, rehab conversion and new construction.

Below is a summary chart of near term development potential for the TOD area based on the forgoing analysis of market conditions and depth in the region, town and targeted area within select market sectors. This estimate represents the market’s immediate capacity to absorb development. As new development occurs and rail service is improved, this market is likely to expand. For example, additional residential development in the station area will expand the retail, service, and food market sector beyond the 12,000 square foot market capacity projection.

Estimated Development Potential in TOD Study Area

Market Sector	Development Potential
Office	1,500 - 5,000 Square Feet
Retail, Services, Food	3,000 - 12,000 Square Feet
Housing (Rental)	50 - 200 Units

Input from Key Stakeholders and the Public

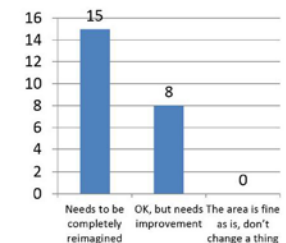
Outreach to the public and key stakeholders revealed that many people are eager to see the study area undergo substantial change and improvement. Common themes expressed by stakeholders included a preference for streets that are more pedestrian friendly and development adjacent to streets that is inviting to pedestrians and contributes to the architectural quality of the Downtown.



TOD workshop, December, 2015

Please select the statement below that best corresponds to your thoughts about Wallingford’s station area

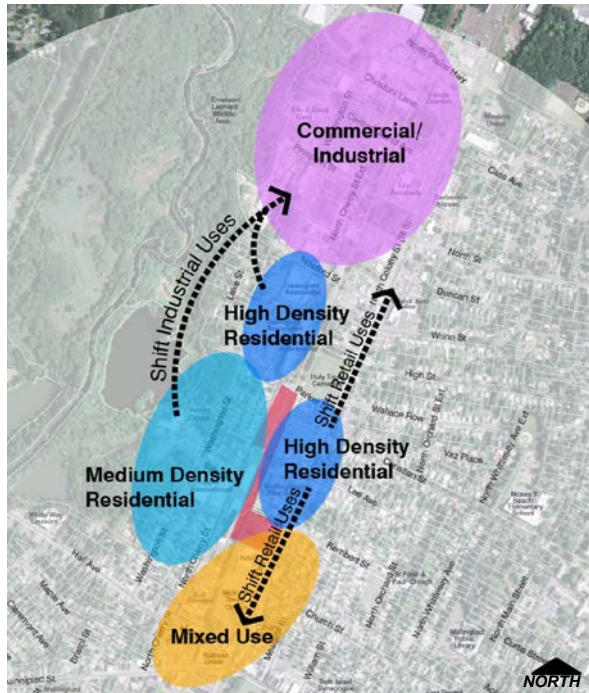
- Needs to be completely reimaged
- OK, but needs improvement
- The area is fine as is, don’t change a thing



Workshop Survey: Most participants believed that the station area needs to be “completely reimaged”.

Land Use and Transportation Strategies

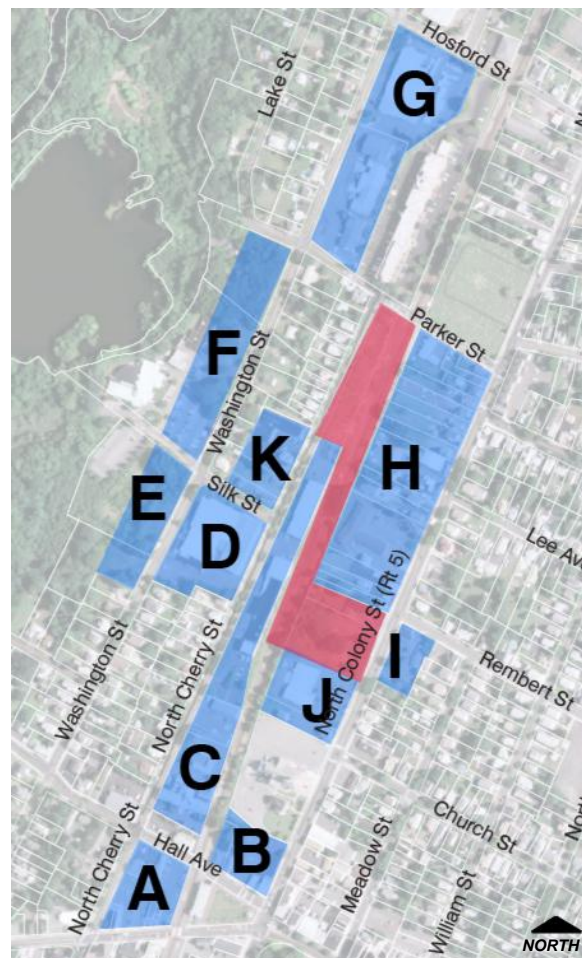
Based upon analysis of existing conditions and feedback from the Town and stakeholders, this plan identifies land use and transportation enhancement strategies that seek to encourage appropriate development in the station area. The broad land use strategy involves shifting industrial land uses in the station area to the north and concentrating new retail land uses in the Downtown area and along Route 5 north of the station area. Shifting of these land uses will create opportunities for medium and high residential development in proximity of the new rail station.



Recommended Land Use Strategies

The development types identified as most desirable within the study area include: townhouses, apartment buildings, and mixed-use buildings. These types of structures allow for housing densities that are supportive of transit and the Town’s incentive housing zone requirements. These development types would also increase the diversity of housing options and are most feasible for development.

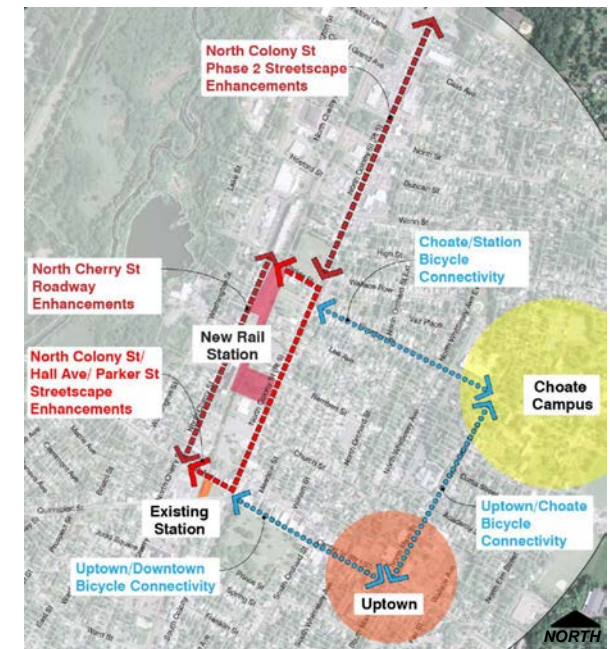
Eleven sites, in proximity of the station, were explored in greater depth as potential development opportunities. Many of these sites consist of two or more parcels. In total, 29.4 acres consisting of 44 parcels are recommended for consideration of development or redevelopment. In total, 146 townhouse units, 514 apartment units, and 42,000 square feet of commercial space could be developed across these eleven sites. A full build-out of this development scenario would yield an additional \$2 million in annual property tax revenue to the Town.



High Potential Development Sites

Multiple transportation enhancements are needed to support new development in the station area. The recommended strategies include: improving the pedestrian environment on roadways near the rail station, calming traffic and expanding on-street parking, extending the Center Street streetscape, and providing bicycle connectivity in the study area. Specific transportation enhancements and enhancement areas include:

- North Colony Street: New sidewalks, dedicated on-street parking lane, bicycle lanes, and pedestrian scale lighting
- Hall Avenue: Wider sidewalks, additional on-street parking, expanded Green
- North Cherry and Parker Streets: New sidewalks, dedicated on-street parking lanes
- Center, North Main, and Christian Streets: Bicycle lanes and “sharrows”



Recommended Transportation Strategies

Implementing the TOD Plan

Enhancements to, and redevelopment of, the station area will require the Town of Wallingford and the Planning and Zoning Commission to act upon the recommendations of this plan.

The recommended course of action is as follows:

1. Continue to pursue a diversity of funding sources to assist in planning and infrastructure enhancements. Grant and funding programs include:
 - *Connecticut Office of Policy and Management TOD Grants*
 - *Connecticut Department of Transportation Local Transportation Capital Improvement Program (LOTICIP)*
 - *Small Town Economic Assistance Program (STEAP) Grants*
 - *Connecticut TOD Fund*
 - *Small Cities Community Development Block Grant Funds (CDBG)*
2. Rezone the station area and replace existing zoning with a new TOD zone. The new zone should include the following features:
 - *Allowance of townhouse, apartment, and mixed use buildings; prohibition of new single family, auto-oriented, and industrial land uses.*
 - *Three-story maximum building heights in residential areas and 3.5 story maximum building heights in mixed use areas.*
 - *Front setback maximum of 25' for primary building structures and revised setback minimums.*
 - *An increase or elimination of building coverage maximums.*
 - *Design guidelines that require and/or encourage architectural and landscaping features and standards for new development.*
 - *Prohibition of off-street parking in front of buildings.*
 - *Parking requirements that are consistent with actual parking demand in the station area.*

3. Consider establishing a Tax Increment Finance (TIF) district that corresponds with the new TOD zone if created.

The creation of a TIF district would be a powerful instrument for incentivizing new development and generating funding for enhancements in the station area.

4. Consider establishing a Development Authority to manage the TIF district.

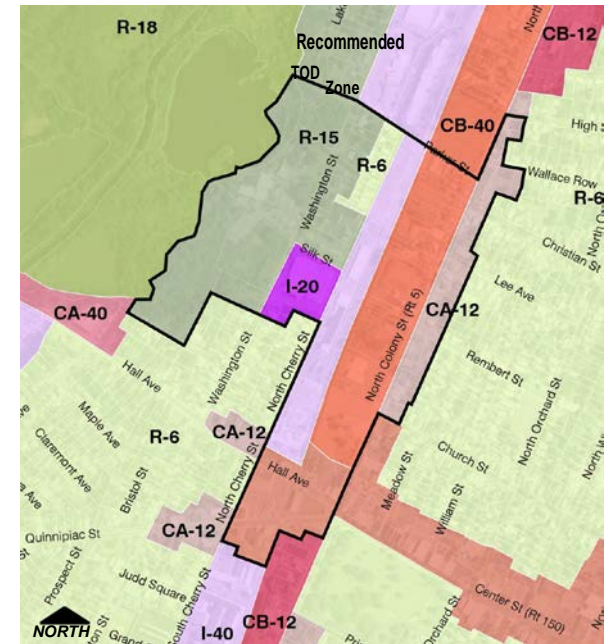
The development authority would be an agency designated by Wallingford's Town Council to act on the Town's behalf when undertaking a municipal development or infrastructure project within the TOD or TIF district. The authority's principal duty is project planning. Wallingford can designate its economic development commission as its development authority.

5. Implement transportation enhancements in the station area. Projects that should be targeted include:

- *Streetscape enhancements on Hall Avenue, North Colony, North Cherry, and Parker Streets*
- *Bicycle lanes and "sharrows" on North Colony Street, Center Street, North Main Street, and Christian Street*

6. In lieu of establishing a new TOD zone, the Town should consider expanding the existing Incentive Housing Zone to encompass the recommended redevelopment areas.

Expanding the IHZ would allow for densities of residential development recommended in this plan and would allow for deviation from the zoning standards of underlying zones. Expansion of the IHZ should only be considered if the TOD area is not rezoned to allow higher densities of residential development.



The recommended TOD zone would encompass multiple existing zones including the R-15, R-6, I-20, CB-40, CA-12, and CA-6 zones.



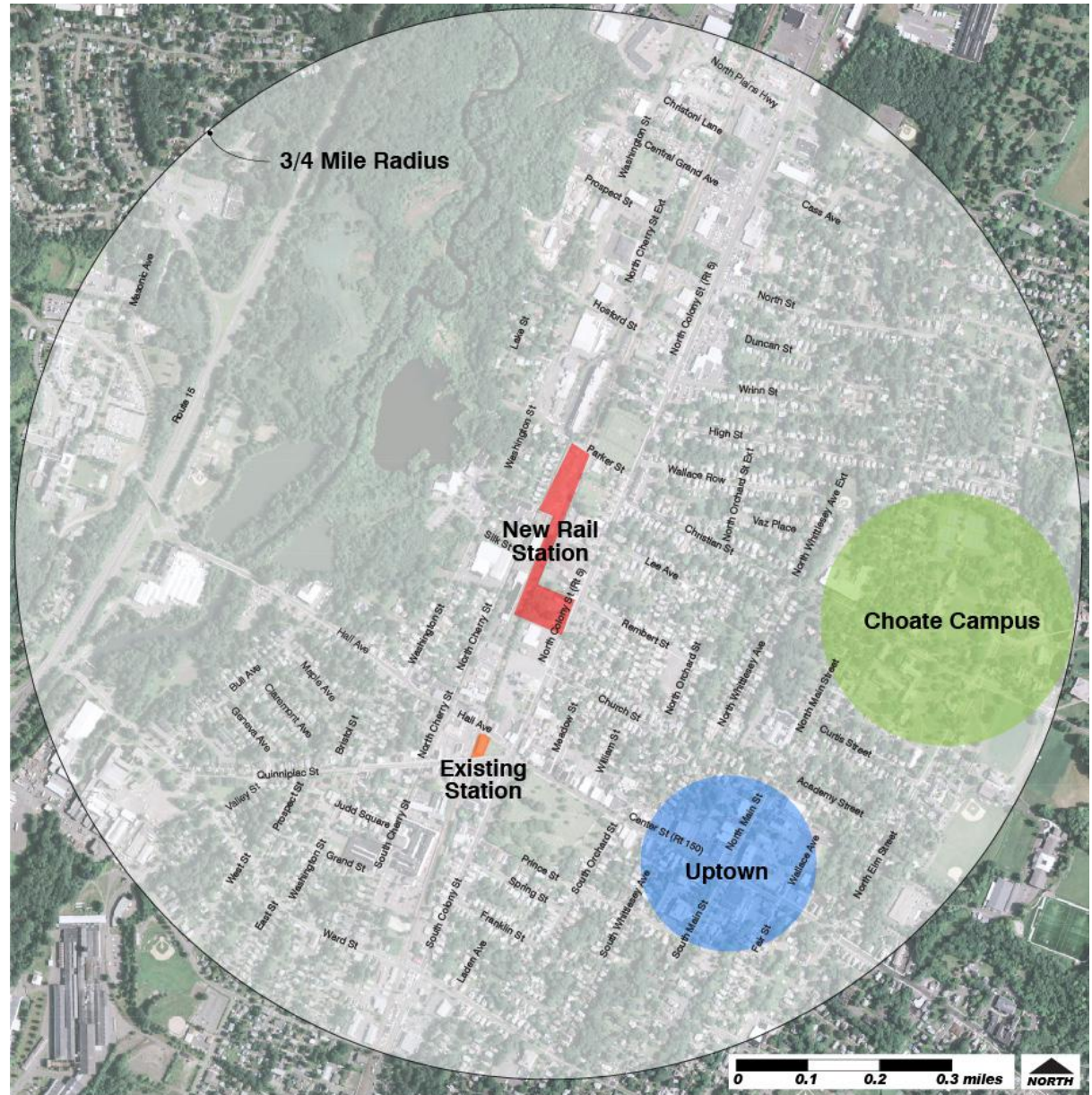
Existing Conditions

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The Wallingford TOD Study Area

The Wallingford TOD study area is centered on the new station area. The new station is located south of Parker Street between North Colony and North Cherry Streets. The study area for this plan is a 3/4 mile radius of the new station, which captures the Uptown Wallingford Center area. Traditionally, a half-mile station radius is used for Transit Oriented Development (TOD) plans, as this represents the area that is typically accessible within walking distance of a station.



Study Area

Study Area Demographics

According to the US Census, Wallingford’s population expansion of last decade, translating to a 5% growth rate over the ten year period (0.51% annually), has not carried over into this decade with population sliding to 0.05% annually 2010-2015. Projections going forward are only slightly better calculating to 0.08% annually through 2020.

Meanwhile, the downtown area (1 mile radius of new station site), which grew by 3.5% last decade, absorbed a sizeable hit in population in last five years translating to -0.3% annual decline (-1.5% overall). Projections for 2020 point to further loss in population albeit at lower rate of -0.1% annually. Similar trends and projections are observed for households. Projections for Wallingford call for the pace of growth in town for households to drop considerably to under 1% through 2020, while declines are forecasted for the downtown area.

Population	Downtown Study Area*	Wallingford
2000 Total Population	11,584	42,923
2010 Total Population	11,986	45,135
Annual Percentage Growth	0.34%	0.51%
2015 Total Population (est)	11,802	45,248
2020 Total Population (proj)	11,730	45,439
2015 - 2020 Annual Rate	-0.12%	0.08%

Downtown Wallingford has a notable edge over the Town of Wallingford in the 22-34 age bracket with 22.4% share versus 17.1% for the town. This is an age group more inclined to rent than own. This bracket is projected to rise in the downtown while falling in the town overall. Additionally, 34% of all households downtown are single compared to 27% for the town. This market base is most likely to consider rental housing.

Population by Age - 2015	Downtown Study Area*	Wallingford
Age 0 - 19	22.0%	21.5%
Age 20 - 34	22.4%	17.1%
Age 35 - 64	40.6%	42.8%
Age 65+	15.0%	18.6%
Median Age	39.5	44.3

Wallingford’s base of seniors is growing. In 2000, seniors (65+) accounted for 13.9% of the resident base. This increased to 16.5% by 2010. By 2020, this age cohort is expected to surge to 21.3% of the town population. The resident base age 35 to 54 is, however, expected to shrink.

Population diversity is increasing in the downtown area and town-wide with greatest gains seen in populations of Hispanic origin.

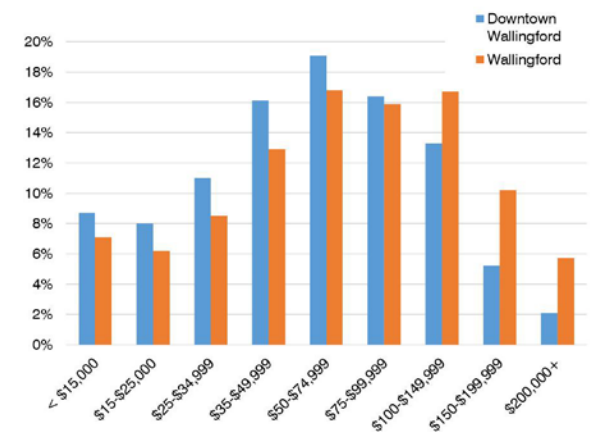
Income base in town is relatively high with a 2015 median of \$72,089 compared to \$59,840 for the county. High income base translates into high purchasing power for retail and services. The downtown area is more in line with the county with median income of \$55,962. A major block of households in the downtown (35%) earn between \$35,000 and \$75,000.

Median Household Income	Downtown Study Area*	Wallingford
2015	\$55,962	\$72,089
2020 (projected)	\$63,272	\$80,656
Annual Average % Growth	2.6%	2.4%

The local economy appears to have weathered the economic downturn better than most towns. According to the state DECD, the town is approaching near recovery of all lost jobs, while the state has just reached 80% recovery. Wallingford’s job base is relatively substantial for a town of its size with employment of 27,903 in 2014, greater than its resident labor force. An estimated 30% of the jobs in Wallingford are taken by residents of the town.

Unemployment in Wallingford reached a six year low at 5.8% in 2014, a full percentage point below the average jobless rate for regional New Haven Labor Market.

Household Income Distribution
Downtown vs Town of Wallingford - 2015



*Downtown Study Area used for demographic analysis is area included within a one mile radius of the station site.

Land Use

The Wallingford study area is comprised of a mixture of land uses typical of an older town center. Retail, restaurant and office uses are clustered on Center Street, Hall Avenue, Quinnipiac Street, and North Colony Streets.

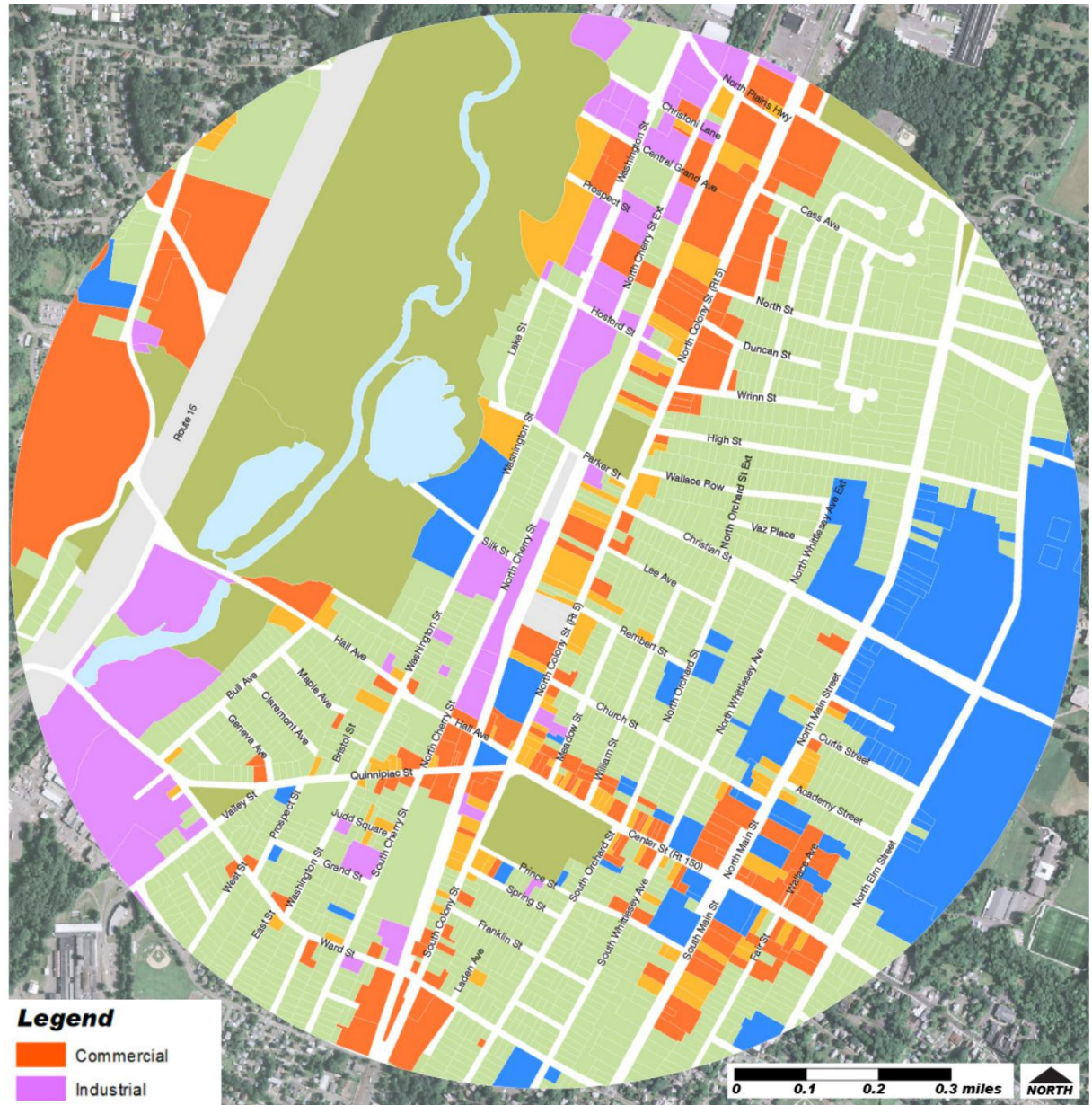
Institutional land uses are concentrated at the eastern end of the study area and include Choate School and various municipal facilities. Open space is abundant within the study area and is largely comprised of the Community Lake area which is west of the station site.

Industrial and commercial land uses such as warehouses are concentrated along the rail corridor. Historically these sites were served by freight service on the rail corridor.

Residential properties comprise a majority of land uses in the study area but are most concentrated east of North Colony Street and south of Center Street and Hall Avenue.



Multiple parcels in the station area are occupied by commercial and industrial properties and/or surface parking.



Land Use

Environmental Resources

The Wallingford Station area has a diversity of environmental resources, most of which are located to the west of the station. The Quinnipiac River and Community Lake comprise a large natural resource area of waterbodies, marsh, wetlands soils, and habitat. The river and lake (the lake area shown on the map at right represents the full extents of the lake when flooded, normal water levels are associated with a much smaller lake area) are distinct bodies of water, but are part of the same hydrologic unit as shown on the map at right.

Flood Zones

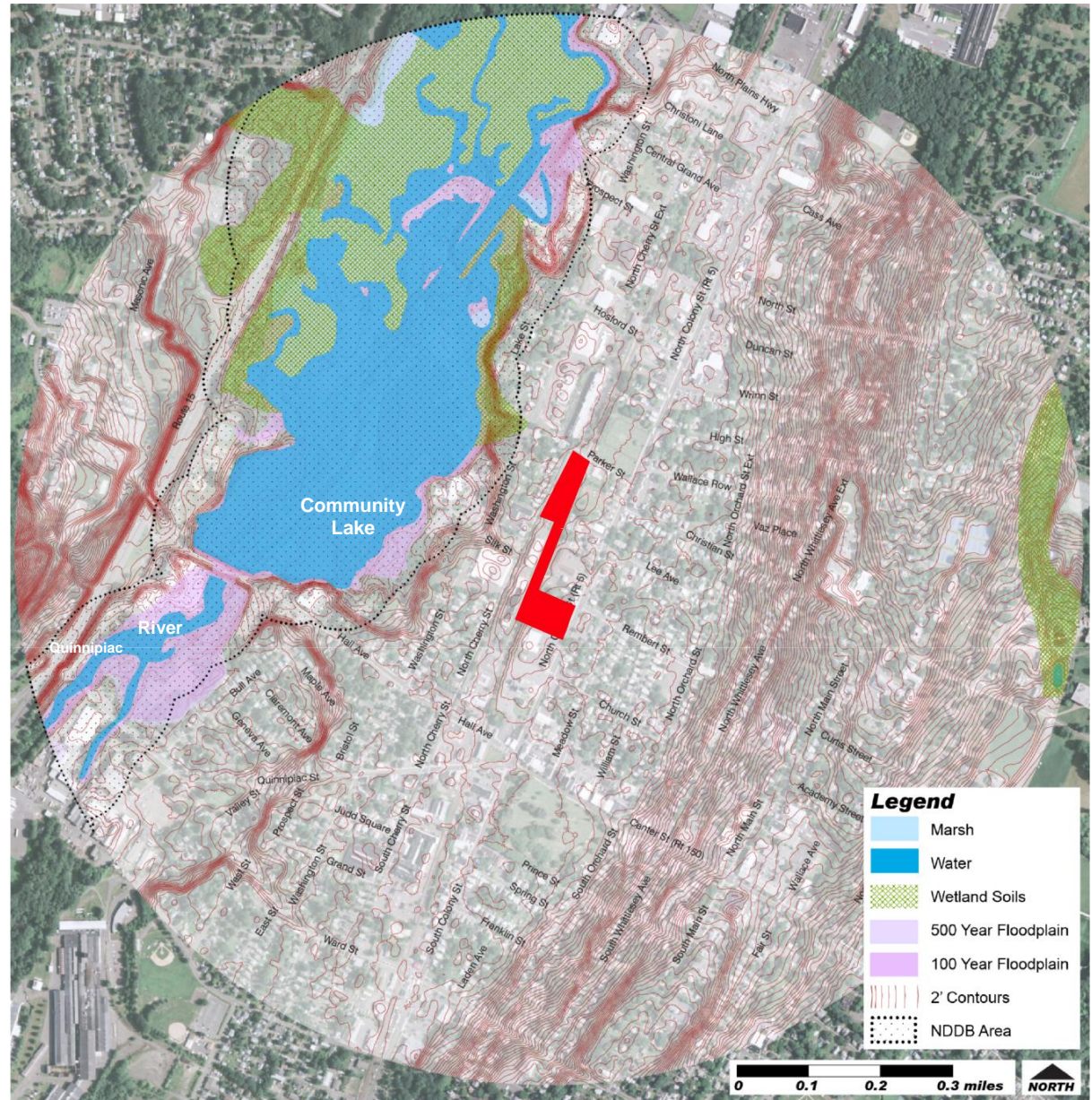
This area is also occupied by flood zones including 100 year (Zone AE) and 500 year (0.2% annual chance) floodplains associated with the Quinnipiac River. Zone AE is the flood insurance rate zone that corresponds to the 100 year floodplain (1% chance of annual flooding).

Wallingford also has limited areas along the margin of Zone AE that are within the 500 year floodplain (0.2% chance of annual flooding). The 500 year floodplain is the least restrictive flood zone.

The floodplain within the study area occupies areas that are generally not developed and are not appropriate for development. The Town's Plan of Conservation and Development recommends that these areas be utilized for conservation and passive recreation.

Wetland Soils

Wetland soils are located in proximity of the Quinnipiac River and at the eastern end of the study area along the Choate campus. These soil types suggest the potential for wetlands; delineation of these areas would be required to confirm the presence and extent of wetlands. Given the location of wetland soils, their presence is not expected to be a constraint for development in the station area.



Environmental Resources

Threatened and Endangered Species

Threatened and endangered species are mapped and regulated through the Connecticut Department of Energy and Environmental Protection (CT DEEP). Mapped Natural Diversity Database (NDDDB) areas are locations where a state listed plant or animal species has been confirmed, or where these species' habitats have been observed. An NDDDB area is located west of the station area encompassing the Quinnipiac River and Community Lake natural resources area.

Based upon the location of the NDDDB within the study area, and the probable locations for TOD development, it is not anticipated that there will be any conflict with, or constraint placed upon, potential development in the station area.

Properties located within the mapped NDDDB areas have the potential to impact the state's rare plants, animals or significant natural communities. Before starting construction on or acquiring properties within mapped NDDDB areas, a Request for NDDDB State Listed Species Review must be completed. This NDDDB review is required as part of many of CT DEEP's permits, including inland wetlands and waterways, stormwater and flood management. The CT DEEP review response will detail which species may be impacted, and may include requirements **View east towards station site** such as time of year restrictions on construction, or avoidance of sensitive habitat areas.



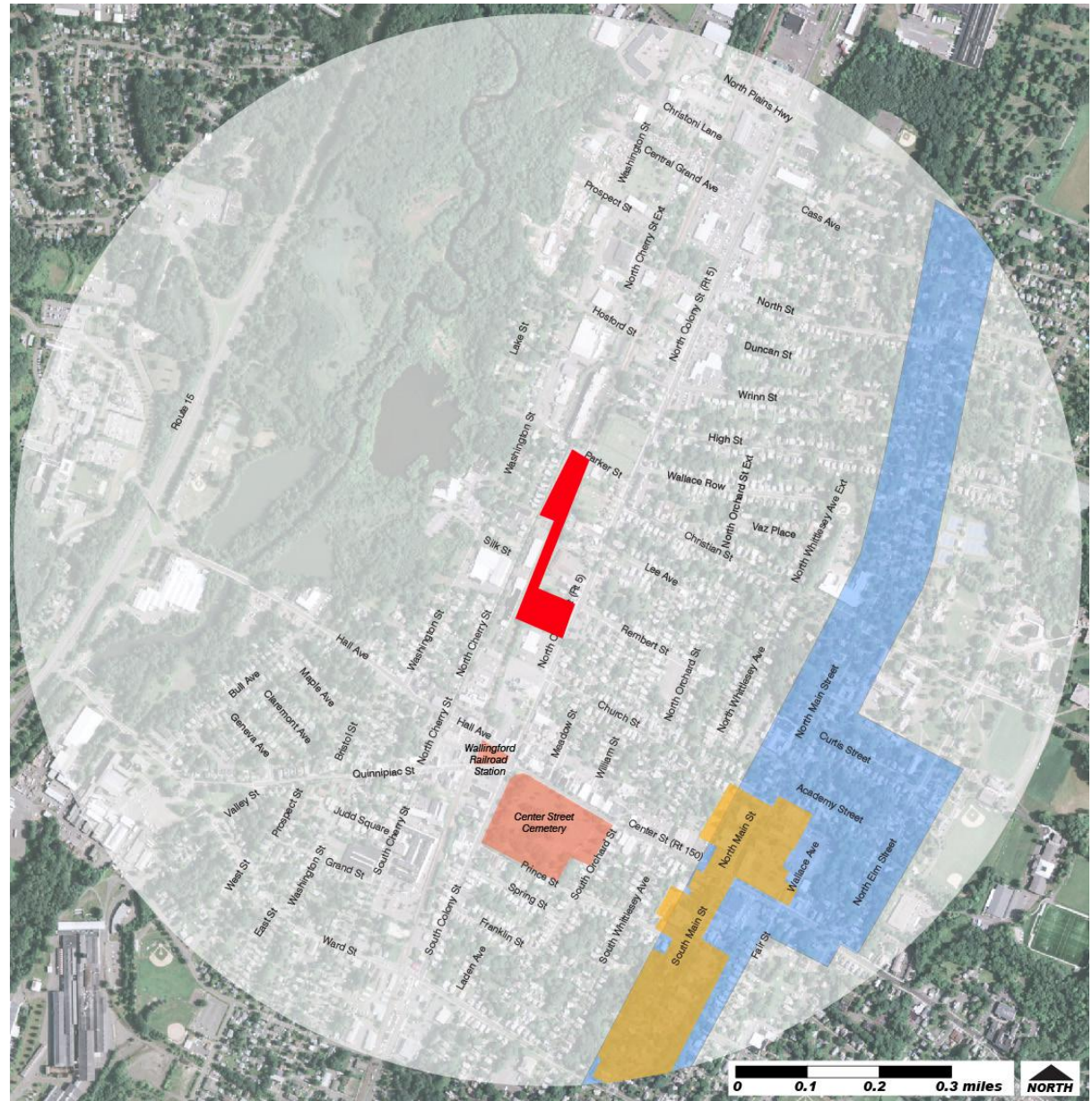
Historic Resources

The Wallingford TOD focus area contains a diverse collection of residential, commercial, industrial and institutional properties dating to the 17th through the 20th centuries. The majority of the buildings appear to be over 50 years old. Within the TOD focus area, there are two historic district designations and one individually listed historic property. These districts, and contributing buildings that lie within them, are outlined in the table on the following page.

The Wallingford Center Historic District was listed in the National Register in 1993 and encompasses the area originally settled along Main Street c. 1670. In the 19th century, the area became the commercial and institutional hub of the community. In addition to its importance as the institutional and commercial center of the community, the district is significant because it contains notable examples of residential, institutional and commercial buildings in a variety of styles dating from the 18th through 20th centuries.

The Wallingford Historic District encompasses many of the same properties along North and South Main Streets as the Wallingford Center Historic District noted above. The Wallingford Historic District was proposed as a local historic district in 1989. The boundaries of the proposed district were then modified slightly in 1990. Although the district was not ultimately recognized as a local historic district by the Town, it is listed in the State Register of Historic Places. The study report recognized the district as an intact eclectic collection of structures dating from the 17th through the early 20th centuries.

In addition to these two districts, the Wallingford Railroad Station, located at 51 Quinnipiac Street, is individually listed in the National Register of Historic Places. The two-story brick building was constructed in 1871 in the Second Empire Style and is a fine example of a Second Empire-style passenger station constructed in Connecticut in the years following the Civil War. The Center Street Cemetery, also listed in the National Register, abuts the focus area to the east and south.



Historic Resources

Legend

- National Register: Individual Listing
- Wallingford Center National Historic District
- State Historic District

Implications for Development

Federal, state and local regulations may guide changes to, or the demolition of, historic properties within the Wallingford TOD focus area. Section 106 of the National Historic Preservation Act requires that federal agencies consider effects to properties listed in, or eligible for listing in, the National Register of Historic Places when planning for their projects. In the event that federal funds are used for the implementation of the Wallingford TOD Study, consultation would be required with the Connecticut State Historic Preservation Office to determine if there are adverse effects to historic properties. This would include effects to contributing properties in the Wallingford Center Historic District, the Wallingford Railroad Station, and the Center Street Cemetery, as well as other properties that could be determined eligible for the National Register. In addition, any federally-funded transportation improvements would require an evaluation of the use of historic properties in accordance with Section 4(f) of the U.S. Department of Transportation Act. It is possible to halt demolition of a property listed in, or under consideration for, the National Register through a provision under the Connecticut Environmental Protection Act.

In addition to federal historic preservation regulations, Wallingford has regulations that pertain to the treatment of historic properties, but no such properties are located within the project focus area and the Commission's Authority is limited as they primarily provide guidance and do not have regulatory authority. Changes to the three specified locally designated historic properties are regulated by the Town's Historic Properties Commission. Given the potential development areas within the TOD study area, it is not anticipated that there will be any restrictions upon development based upon Wallingford's historic districts or properties.

District/Property	Status
Wallingford Center Historic District	NR, SR
382 & 390 Center Street	
3, 26, 36, 48, 60, 65, 86, 95, 114, 121 North Main Street	
23, 35, 45 South Main Street	
Wallingford Railroad Station	NR, SR
Wallingford Historic District	SR
19, 21, 29, 43 & 49 Academy Street	
369, 375, 382, 390, 398, 411, 420, & 428 Center Street	
13 & 15 Curtis Avenue	
2, 9, 16, 26, 36, 37, 48, 60, 65, 86, 89, 95, 114, 130, 145, 152, 155, 168, 176, 181, 187, 205, 217 & 221 North Main Street	
4, 23, 35, 45, 50 & 64 South Main Street	

Listing of Historic Properties



Properties within Wallingford Center Historic District



Wallingford Railroad Station

Zoning

The Wallingford study area is comprised of multiple zones ranging from medium density residential to commercial and industrial zones. The study area also includes an incentive housing overlay zone (IHZ) which is located in proximity of the existing train station.

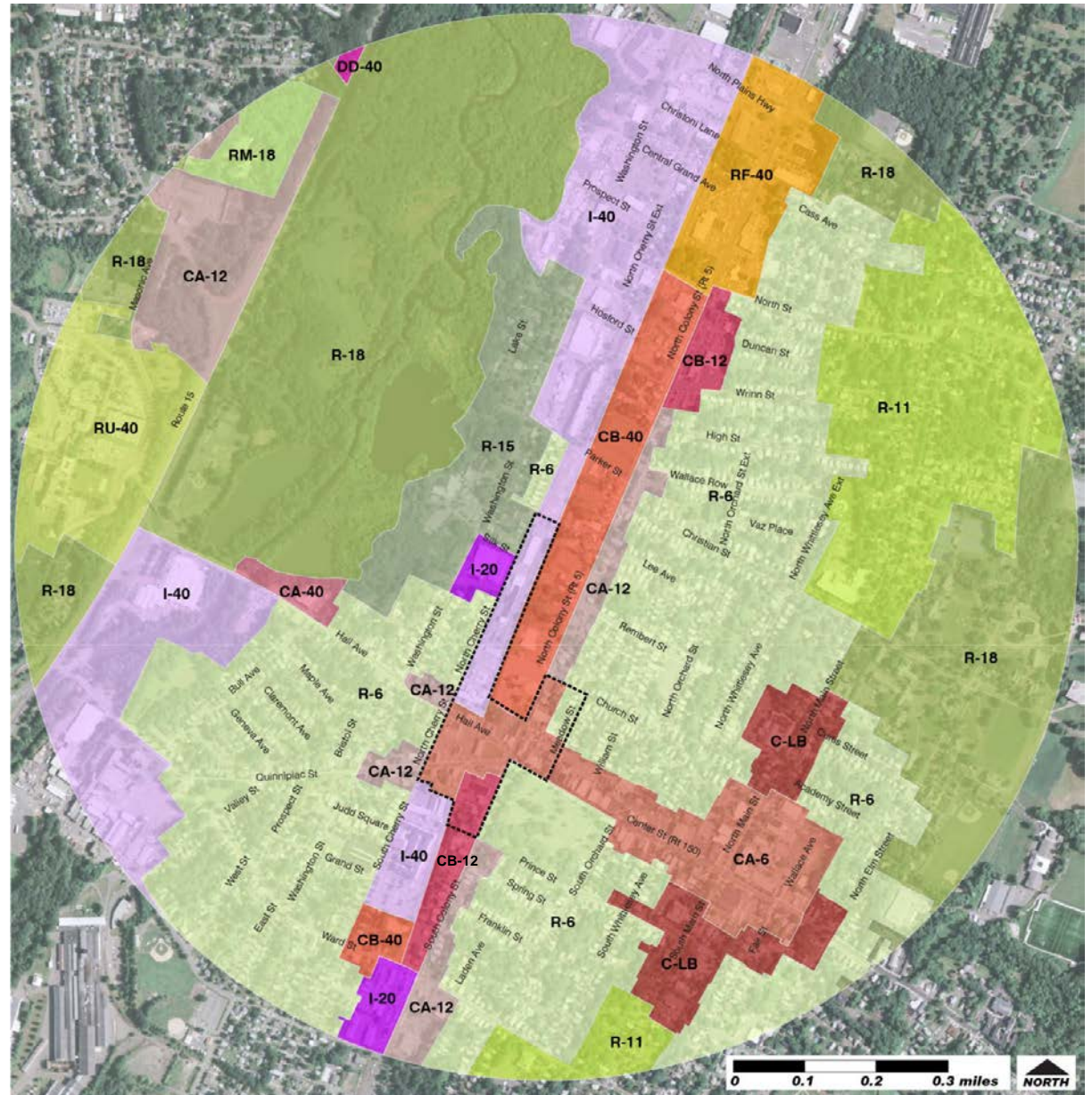
The map at right shows the zoning districts that encompass the study area in Wallingford, while the tables on the following pages detail what these zoning districts allow and how they regulate development. Critical elements of zoning that impact the opportunity for TOD include:

- Mixed-use potential – Mix of residential and non-residential uses on the same lot
- Density potential - Density at 8 or more dwelling units per acre and/or potential for substantial area of a lot to be dedicated to building space
- Site design to promote walking – Requirements for sidewalks – use of street frontage for sidewalks, and pedestrian path connections to adjacent land uses
- Parking requirements – Flexibility in the location, volume, and design of required parking
- Multimodal access – Requirements for connections to transit, pedestrian ways, as well as by bicycle

The zoning map indicates that the zoning adjacent to North Colony Street and the new station site is primarily for business or commercial uses while the areas east of North Colony Street and west of North Cherry Street are predominantly intended for residential uses.

These commercial and industrial zones in proximity of the station and rail corridor generally do not permit **Zoning Districts** a mix of residential and non-residential uses on the same lot.

Parking requirements in the Town are relatively high, requiring a minimum of 1.75 spaces per studio or one bedroom unit and up to 6 spaces per three-family unit.



Additional flexibility and lower requirements may be required to accommodate the density of development that is typically associated with transit. Shared use parking as a mechanism for meeting parking requirements is not identified in the Town's zoning.

Zones that are conducive of Transit Oriented Development within the study area include the following:

- R-6: Allows residential development; allows 33.5% lot coverage; requires only a 6,250 sf lot size 50' wide frontages, and a 10' setback.
- CLB: Allows any use permitted in residential district; allows multifamily residential by special permit or site plan approval; allows lot coverage up to 25%.
- CA-6: Allows commercial mixed use; residential limited to upper stories via special permit only; allows 50% lot coverage; does not require front and side setbacks, requires only 50' wide frontage.
- DA: Downtown Apartment Overlay District. An overlay district that permits and encourages multi-family dwelling units in existing and new buildings within designated areas of the Downtown and adjacent areas.
- IHZ: The zone is comprised of three sub-districts: Downtown Core, North Cherry Street, and Meadow Street. The Downtown Core and North Cherry Street sub-districts require a minimum of 20 units and allow a maximum of 26 dwelling units per acre and may allow for a mix of business, commercial or other nonresidential uses. The Meadow Street subdistricts requires 10 units per acre and allows up to 15 units per acre of townhouse style development.

Overall, the existing zoning in Wallingford provides limited support for TOD. Additionally, there are limited site design requirements that regulate the overall form of development. As such, the existing zoning district boundaries and regulations should be modified to support TOD in the station area.

Zones	R-18, R-15, R-11, R-6 - Residential	RU-160, RU-120, RU-80, RU-40- Rural	CLB – Central Limited Business	CA - Commercial
Allowed Uses	Single-family residences; Group home; moderate to high density residential development	Single-family residences at low density; farms and agricultural operations; cold storage plants	Any uses permitted in Residential districts; controls use of land for professional offices and multi-family dwelling units	General commercial and office development in designated areas located on or near major streets
Accessory Uses	Private swimming pools; decks and patios; tennis courts and outdoor recreation facilities; boat or camper storage; telecommuting home business; private stables; family day care center	Same as Residential districts, except the private stable of up to two horses shall be permitted on a lot with a minimum of 80,000 sq. feet	Accessory uses customarily incidental to a permitted use; signs; off-street parking in the rear of buildings; landscaping and buffer areas; accessory buildings	Signs; off street parking and loading; accessory buildings; outside storage; satellite receiving dishes of two feet or less in diameter- not located in the front yard
Special Permit Uses	Educational use by a non-profit corporation; Club; Governmental buildings, facilities and uses; Municipal Housing for the elderly	Temporary farm or produce stand; private hospital or clinic; sawing and storage of timber; geriatric healthcare center or assisted living	Municipal buildings; telephone exchange; sewer or water pumping station; educational use by a non-profit; uses in the zoning district generating 100 peak hour vehicle trips; multi-family dwelling conversions; adaptive re-use to multi-family; excavation and filling of land	Indoor places of public recreation; residential dwelling units; residential dwelling units; temporary mobile offices; uses in the zoning district generating 100 peak hour vehicle trips; adaptive re-use to multi-family; excavation and filling of land
Special Exemption Uses	Home occupations; boarding houses; windmills; ground-mounted solar panels, nursery schools; cemeteries, private garages, bed and breakfasts	Same as above	Child day care centers; group day care homes; nursery schools	Child day care centers; group day homes; nursery schools; satellite dishes larger than two feet in diameter;
Site Plan Approval	Accessory apartments; multi-family conversions; farming operations	Accessory apartments; livery and boarding stables and riding schools; veterinary hospitals; farm wineries	Professional; business; medical and dental offices; funeral homes; credit unions; multi-family dwelling units; bed and breakfast establishments	Educational use by a non-profit corporation; boarding house; offices and financial institutions; restaurants or food services; laundromats; theaters; hotels; stores and shops; museum or art galleries; temporary construction offices; government buildings; public utility buildings; veterinary hospitals; business and trade schools; adult uses
Minimum Lot Size	R-18=18,000 sq. ft. R-15=15,000 sq. ft. R-11=11,250 sq. ft. R-6=6,250 sq. ft.	RU-40= 40,000 sq. ft.	11,250 sq. ft.	CA-6= 6,250 sq. ft. CA-12= 12,000 sq. ft. CA-40= 40,000 sq. ft.
Building Coverage	R-18=15%; R-15=20%; R-11=25%; R-6=33.5%	RU-160=5%; RU-120=5%; RU-80=10%; RU-40=10%	CLB=25%	CA-6 = 50% CA-12 = 35% CA-40 = 35%
Lot Frontage	R-18= 100'; R-15= 85'; R-11=75'; R-6=50'	RU-160= 250'; RU-120= 250'; RU-80= 200'; RU-40= 150'	CLB=75'	CA-6 = 50' CA-12 = 80' CA-40 = 150'
Setbacks	R-18= Front=40'; Side=20'; Rear=30' R-15= Front=20'; Side=15'; Rear= 30' R-11 = Front=20'; Side=12'; Rear=30' R-6 = Front=10'; Side=6'; Rear=30'	RU-40 = Front=50'; Side = 30'; Rear=30'	Front= 30'; Side=12'; Rear= 30'	CA- 6-Front =0'; Side =0'; Rear =12' CA- 12-Front =40'; Side =12'; Rear =40' CA- 40- Front =50'; Side= 20'; Rear =50'
Max. Height (except cupola, spire, belfry)	30'	30'	30'	30'
TOD Factors present	High density residential allowed		Multi-family dwelling units allowed Mixed use allow by special permit or site plan approval	Mixed use commercial

Zoning Districts in Wallingford Study Area

Zones	CB - Commercial	I-40 and I-20 - Industrial	DD-40 - Design District	RF - 40 Route 5 District	DA - Downtown Apartment Overlay
Allowed Uses	General commercial and office development, in addition to more extensive commercial use	Heavy industrial uses, manufacturing, and distribution	Commercial uses while requiring additional landscape to buffer areas of residential development	Allow for mixed uses that are compatible with district's position as a primary area for commerce	Residential multi-family in new buildings or existing buildings
Accessory Uses	Signs; off-street parking and loading; accessory buildings; outside storage; satellite receiving dishes of two feet or less in diameter- not located in the front yard	Signs; off-street parking and loading; accessory buildings; outside storage; satellite receiving dishes of two feet or less in diameter- not located in the front yard	Uses and structures accessory to the permitted uses; signs; accessory buildings; outside storage; satellite dishes	Signs; off street parking and loading; accessory buildings; outside storage; tents for the sale of merchandise	
Special Permit Uses	Golf driving range or other places of public entertainment; temporary mobile offices; uses in the zoning district generating 100 peak hour vehicle trips; adaptive re-use to multi-family; excavation and filling of land; elderly day care centers; automotive related (dealerships or gas stations)	Garbage and refuse processing; generation and sale of electricity; helpads; temporary mobile offices; uses in the zoning district generating 100 peak hour vehicle trips; adaptive re-use to multi-family; excavation and filling of land; golf driving range or mini golf; other places of outdoor recreation; helpports	Child day care center; group homes; satellite dishes larger than two feet in diameter; uses in the zoning district generating 100 peak hour vehicle trips; theaters; adaptive re-use to multi-family; excavating and filling of land; gold driving range or other outdoor recreation facility	Temporary mobile office; uses in the zoning district generating 100 peak hour vehicle trips; adaptive re-use to multi-family; excavating and filling of land; golf driving range or other outdoor recreation facility; automotive dealerships; gas service stations	
Special Exemption Uses	Child care centers; group homes; nursery schools; satellite dishes larger than two feet in diameter;	Child care centers; group homes; nursery schools; satellite dishes larger than two feet in diameter;	None	Child care centers; group homes; nursery schools; satellite dishes larger than two feet in diameter;	
Site Plan Approval	Any use permitted in CA districts including any retail trade; wholesale trade; newspaper and printing plants, health clubs; storage warehouse; public utility buildings; retail lumber or building materials yard; cold storage lockers; veterinary hospitals; forestry	Any use permitted in CA districts; dry cleaners; manufacturing and processing, of materials; saw mills; machine shops; motor truck terminals; dairy processing and distribution; bulk storage of less than 100,000 gallons of fuel oil; bulk storage and treatment; proprietary schools; outpatient medical facilities; commercial kennels and grooming facilities	Business or professional office; restaurant uses; public utilities; stores and shops; schools; government buildings; veterinary hospitals; outpatient medical facilities; non-profit	Business or professional office; restaurant uses; public utilities; stores and shops; schools; whole sale trade; government buildings; veterinary hospitals; outpatient medical facilities; non-profit	
Minimum Lot Size	40,000 sq. ft.	I-20 = 20,000 sq. ft. I-40 = 40,000 sq. ft.	40,000 sq. ft.	40,000 sq. ft.	25,000 sq. ft.
Building Coverage	35%	I-20 = 33.5% I-40 = 35%	35%	Use Group A = 30% Use Group B = 17%	35%
Lot Frontage	150'	I-20 = 100' I-40 = 150'	150'	150'	50'
Setbacks	Front = 50' Side = 20' Rear = 50'	I-20 Front = 25'; Side = 12'; Rear = 30' I-40 Front = 50'; Side = 25'; Rear = 50'	Front = 50'; Side = 25'; Rear = 50'	Front = 50' Side = 20' Rear = 50'	Front = 10' Side = 6' Rear = 30'
Max. Height (except cupola, spire, belfry)	30'	30'	30'	30'	30' (may be increased by 1' for every 2' of front, side and rear yard setback)
TOD Factors present	Mixed use		Mixed use	Mixed use	Mixed-Use, high density residential

Zoning Districts in Wallingford Study Area

Types of Use	Number Parking Spaces
Single-family dwelling unit	2 spaces
Two-family dwelling unit	4 spaces
Three-family dwelling unit	6 spaces
Studio or 1-bedroom unit	1.75 spaces per unit
2- bedroom unit	2.25 spaces per unit
3- or more bedroom unit	2.5 spaces per unit
Public housing for the elderly	1 space per unit
Offices, financial institutions	1 space for each 250 square feet GFA
Medical, dental offices, clinics, laboratories	1 space for each 150 square feet GFA
Permitted home occupations	3 spaces or equal to twice GFA used for such purpose, whichever number of spaces is greater
Retail stores, personal service shops	1 space for each 250 square feet of GFA
Restaurants	1 space for each 75 square feet of GFA
Take-out restaurants (no table service or counter stools) in CA-6 zones containing a maximum of 1,000 sq. ft. GFA	1 space per 75 sq. ft. of customer seating and waiting area only to a maximum of 300 sq. ft. of such area. Any take-out restaurant with over 300 sq. ft. of customer seating must comply with conventional restaurant parking requirements
Nightclubs- (restaurants with live entertainment)	1 space for each 50 square feet of GFA
Taverns	1 space for each 50 square feet of GFA
Hotels, motels	1 space for each unit, 1 space for each 75 sq. ft. of GFA of restaurants or banquet area, 1 space for each 50 sq. ft. of GFA of nightclub or lounge area
Boarding houses	1 space for each boarder
Bed and Breakfast	2 spaces for the owner-occupant, 1 space per guest bedroom used in the operation of the bed and breakfast
Theaters, churches and assembly halls having fixed seats	1 space for each 3 seats
Bowling alleys	5 spaces for each alley
Assembly halls and other places of assembly not having fixed seats	1 space for each 50 square feet of GFA
Hospital, sanitariums, nursing homes	1 space for every 4 beds plus 1 space for every 3 persons employed at one time
Automobile repair shops, garages and gas stations	5 spaces per bay plus 1 space per employee plus 2 spaces
Manufacturing plants	1 space for every 2 persons employed at any one time but not less than 1 space for each 500 sq. ft. of floor area
Wholesale distributing plants, trucking terminals	1 space for every 2 persons employed at any one time but not less than 1 space for each 1,000 sq. ft. of GFA
Storage warehouse	1 space for every 2 persons employed at any one time but not less than 1 space for each 1,500 sq. ft. of GFA
Pharmaceutical research and development, specialty chemical application laboratories	1 space for every 1.5 persons employed at one time but not less than 1 space for each 1,000 sq. ft. of GFA
Specialty chemical additives production	1 space for every person employed at any time, but not less than 1 space for each 3,500 sq. ft. of GFA
Research and development laboratories	1 space for every 2 persons employed at any one time but not less than 1 space for each 400 sq. ft. of GFA
Out-patient surgical centers	1 space for each 250 sq. ft. of GFA
Other uses not listed above	Parking facilities as determined by the commission

Parking Requirements in Wallingford

Building and Parcel Analysis

An analysis of parcels and building structures was conducted in order to assess parcel usage and the size, bulk and density of building structures.

Building Age

Most of Wallingford's housing and building stock is in excess of fifty years old. There are very few buildings that are less than 25 years old with those buildings scattered throughout the study area, but primarily west of the station. The age of the housing and building stock suggests opportunities for the restoration and rehabilitation of existing buildings and/or the demolition of ageing buildings that are in poor condition and construction of new buildings in their place.

Building Height

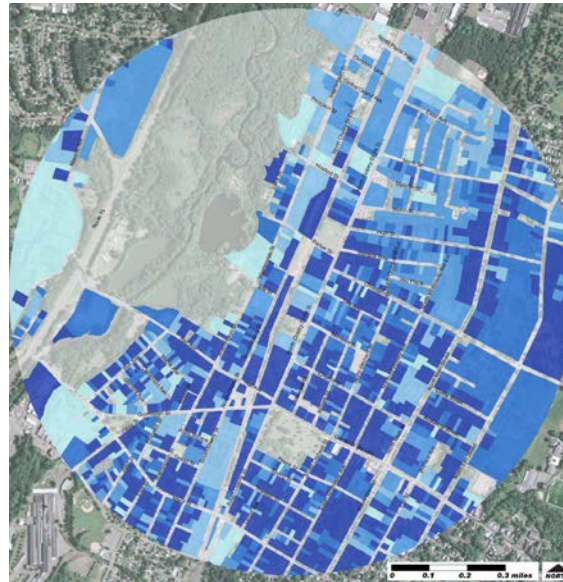
Building heights in the study area range from one to four stories, with most buildings and houses being two to three stories high. Very few buildings within the study area are four stories high. Those structures include the Parker Place Apartments, Judd Square Apartments, the Caplan Building and Town Hall.

Building Area

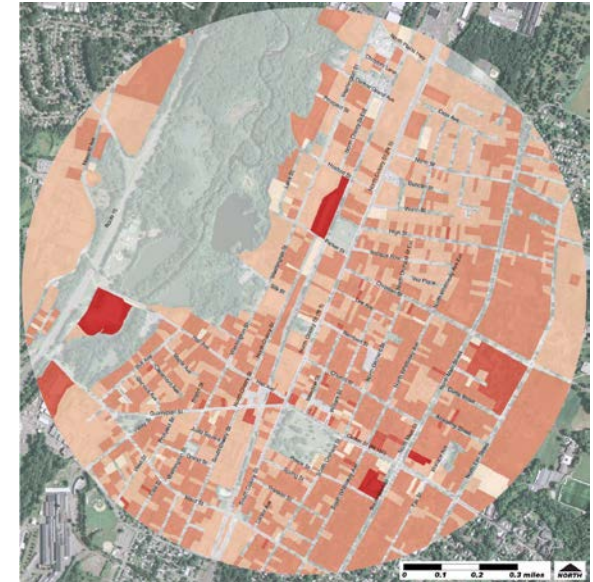
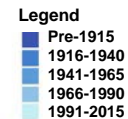
Most structures within the study area are relatively small, although there are multiple large buildings associated with institutional and commercial or industrial uses. The exception to this is Parker Place Condominiums which were converted from a historic commercial/industrial use.

Property Value

Most properties within the study area are valued between \$100,000-\$300,000, with a small number of parcels assessed below \$100,000. There are also a small number of properties within the study area with an assessed value of greater than \$1 million. Lower value properties suggest greater potential for redevelopment due to lower cost of acquisition.



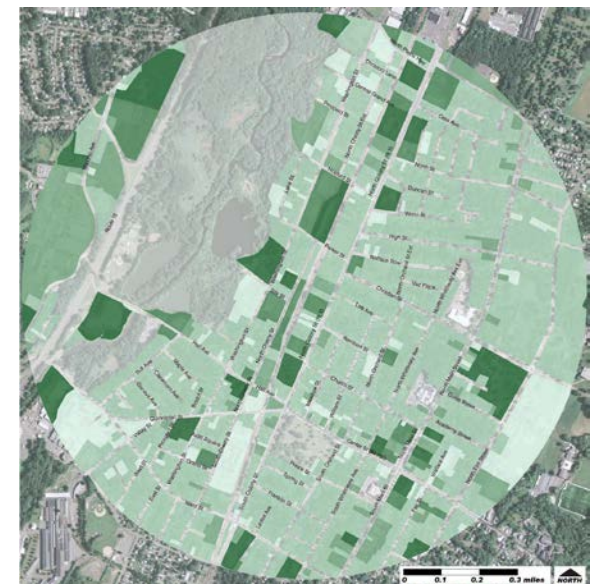
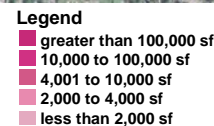
Building Age (by parcel)



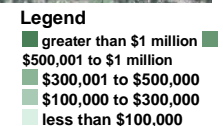
Building Height (by parcel)



Building Area (by parcel)



Total Assessed Property Value (by parcel)



Hazardous Materials

Background

The findings of this preliminary hazardous materials screening and evaluation are not intended to substitute for more detailed studies, such as an American Society for Testing and Materials-compliant Phase I Environmental Site Assessment or subsurface soil and groundwater investigations. This screening is meant to identify low, medium, and/or high risk properties as a guide for identifying potential contamination in the study area. Further technical and more detailed investigations may be required to determine the existence of oil and hazardous materials (OHMs) prior to property acquisitions, utility relocations, and construction of project elements. The identification of a site does not conclusively confirm that the property has hazardous waste/material contamination, but rather that it has the potential to contain OHMs. There may be additional sites with contamination issues that have not been identified in this screening due to noncompliance with regulations or incomplete regulatory/historical information.

The United States Environmental Protection Agency (USEPA) and the Connecticut Department of Energy and Environmental Protection (CT DEEP) regulate the handling, storage, generation and use of OHMs. USEPA and CT DEEP maintain records of known hazardous materials release sites and enforce specific guidelines for the treatment and removal of OHMs at these sites.

Methodology

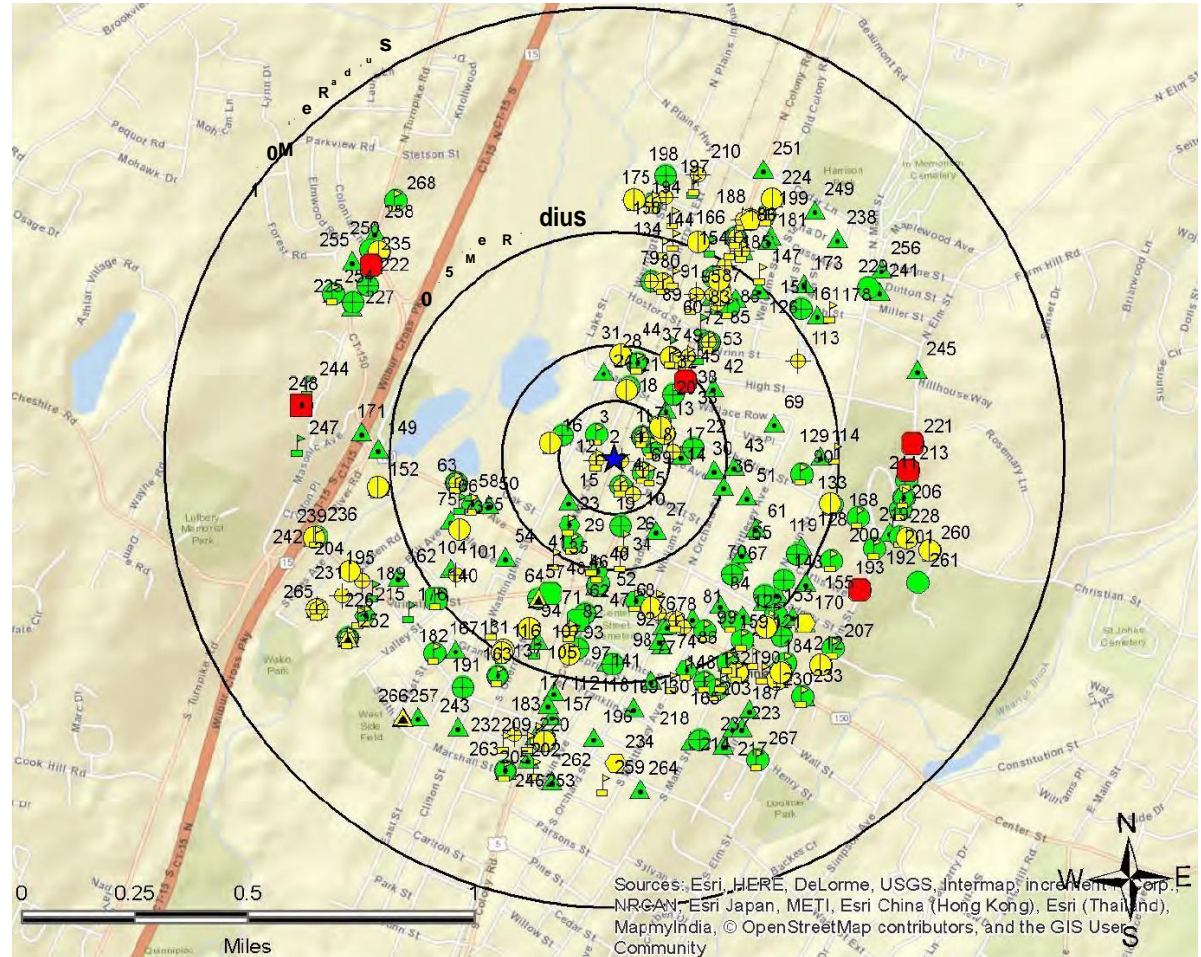
A records review of various federal and state environmental listing databases was conducted for the study area in August 2015. The environmental databases reviewed include, but are not limited to:

- National Priority List (NPL);
- Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS);
- No Further Remedial Action Plan (NFRAP);
- Resource Conservation and Recovery Act (RCRA);

- Federal Brownfield;
- Emergency Response Notification System (ERNS);
- State Sites-Open and -Closed;
- State/Tribal Solid Waste Landfills (SWL);
- State/Tribal Leaking Underground Storage Tanks (LUST);
- State/Tribal Underground Storage Tanks/Above ground Storage Tanks (UST/AST);
- State/Tribal Brownfields; and
- Facility Registry Index (FINDS).

Potential Impacts

Potential impacts from hazardous waste/materials were evaluated based on the type of release, materials released and the proximity of the release site to the study area. The map below identifies high, medium, and low risk sites within the study area. The only site within a half-mile radius of the station with known contamination that remains open is located at the intersection of North Colony and High Streets.



Listed Sites within 1 mile radius of new station

- Known contamination, ■ Listed, but may ■ Case closed or "no case remains open not pose risk further action" status, does not likely present environmental risk

Legend

- Federal NPL
- Federal RCRA Non-CORRECTS TSD
- Federal Emergency Release Reports
- State/Tribal UST
- Federal ERNS
- Federal RCRA Generators
- Emergency Release Reports
- State/Tribal LUST
- Federal ERNS
- Federal CERCLIS
- Federal UST
- State/Tribal CERCLIS
- State/Tribal LUST
- State/Tribal Voluntary Cleanup Sites
- State/Tribal NPL
- State/Tribal CERCLIS Equivalent
- State/Tribal LUST
- State/Tribal Voluntary Cleanup Sites
- State/Tribal Landfill/Slurry Wall
- State/Tribal RCRA Equipment
- State/Tribal ASTM Other
- ERS Supplemental Govt Sources
- ERS Exclusive Historic Sources

Transportation System

The Wallingford study area has an extensive transportation network including local roads, state routes, a CT Transit bus route and a rail corridor. Most streets within the study area also have sidewalks on at least one side of the street.

Roadways

The study area is traversed by a number of arterial corridors including Route 15 (Wilbur Cross Parkway), Route 5 (North Cherry Street), and Route 150 (Center Street). There is also an extensive network of local and collector roadways. Traffic volume is moderate in the Town Center area, with the highest traffic volumes in proximity of the station site being on North Colony Street (13,600-14,100 average daily traffic) and Center Street, Hall Avenue, and Quinnipiac Streets (7,700-9,900 average daily traffic). Most signalized intersections within the study area are located along Hall Avenue, Center and Quinnipiac Streets.

Transit

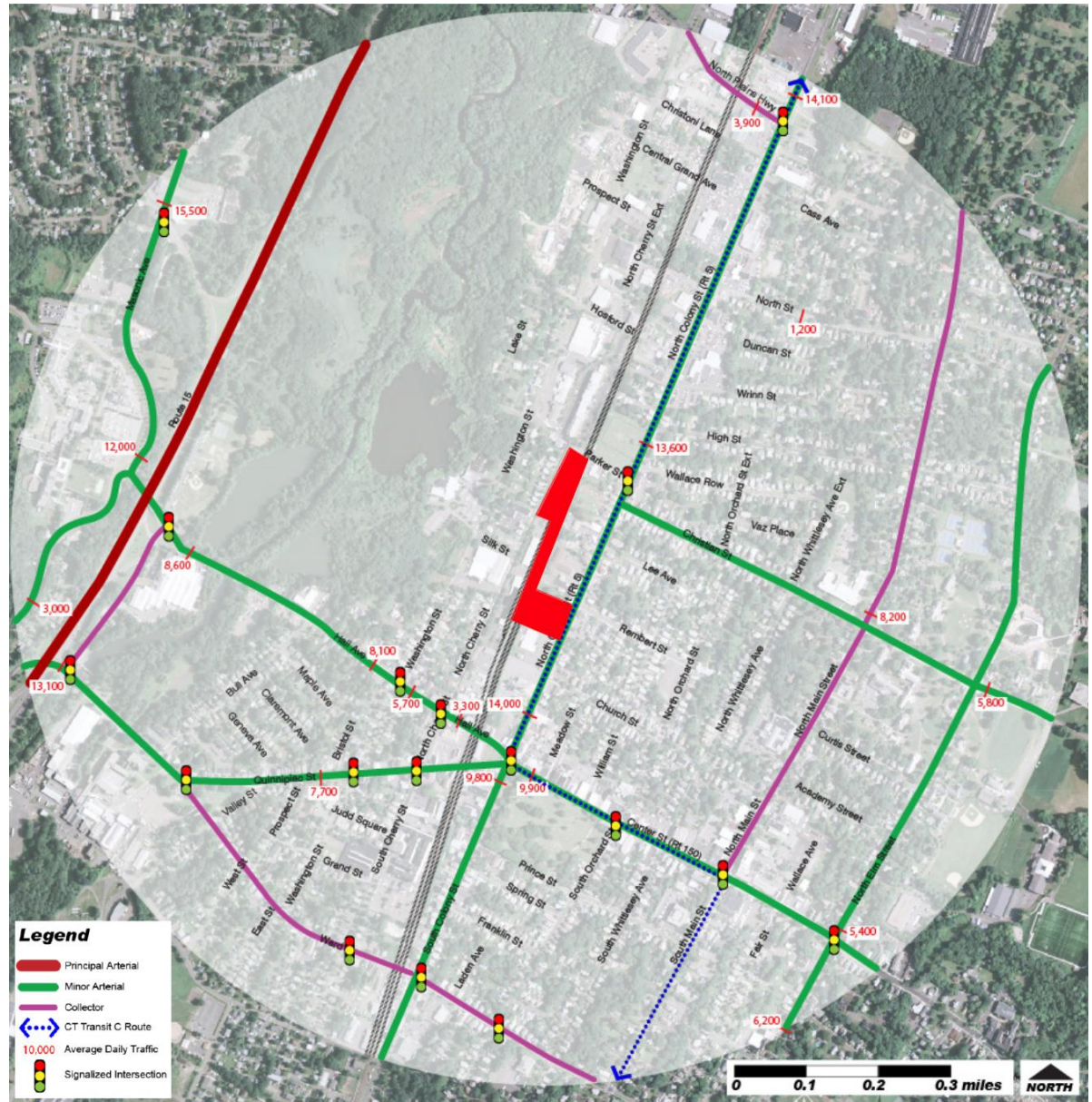
The existing Amtrak service provides twelve departures per weekday with six trips north towards Hartford and six trips south towards New Haven. Wallingford Station currently accommodates approximately 20 departing passengers per day.

The study area is also serviced by the CT Transit C route which provides service between Meriden and New Haven along Center and North Colony Streets. The route has 33 trips per weekday and 12 trips per weekend.

Bicycle and Pedestrian Network

Most streets within the study area have sidewalks on both sides of the street, although sidewalk conditions vary considerably. Marked crosswalks are present

on multiple legs at most signalized intersections and several mid-block locations. The area is rated by Walkscore.com with a score of 71 out of 100 indicating that the area is walkable, but has potential for improvement. While the pedestrian network is extensive, there are no on-street bicycle facilities within the study area.



Transportation Network Deficiencies

The relocation of Wallingford's station one quarter mile north of the existing location places the station further from Wallingford's Uptown and Downtown retail areas. The station's new location does afford good access to the neighborhood in proximity to Christian Street and Choate School, but pedestrian connections along North Colony Street are tenuous. North Colony Street is a busy corridor and both traffic volume and traffic speed on the street act as a deterrent to pedestrian activity. Sidewalks are less than five feet wide; sidewalks on the west side of the street are located at the street edge and are interrupted by utility poles that reduce the effective width of the sidewalk to three feet or less. Marked crosswalks are also limited and there is no crosswalk planned at the station entrance. On-street parking, while permitted, is not designated by pavement markings. Additionally, there are no bicycle lanes on North Colony Street or elsewhere within the study area.

Likewise, North Cherry Street lacks sufficient sidewalk facilities, with no sidewalks on the east side of the roadway and narrow sidewalks that are in marginal condition on the west side of the roadway. North Cherry Street also lacks delineated on-street parking although parking is permitted on the west side of the street.

Hall Avenue, which connects North Colony and North Cherry Streets in proximity of the existing station, is excessively wide given the volume of traffic (3,300 ADT) and the sidewalks are relatively narrow. The quality of the pedestrian environment on Hall Avenue is noticeably different from that of Center Street where wide sidewalks, street trees, and brick accent treatments contribute towards a welcoming retail environment.

Bicycle and pedestrian facilities in the study area are deficient in proximity of the new station. Improvement of facilities in the station area would improve access to the new station and increase the feasibility of transit oriented development in the study area.



Sidewalks on North Colony Street are narrow and are located at the street's edge on the west side, with frequent interruptions by utility poles.



North Cherry Street is relatively narrow and lacks sidewalks on the east side of the street.



Hall Avenue in the proximity of the existing station is excessively wide, with narrow sidewalks.

New Rail Station

The new Wallingford Rail Station, which is currently under construction, is located between North Colony and North Cherry Streets, immediately south of Parker Street.

The station will provide 221 parking spaces with about two-thirds of those spaces being located in a lot on North Colony Street and the remaining spaces located in a lot on North Cherry Street. The North Colony Street lot will also include a bus shelter and bus pull-off area for the CT Transit C route bus.

Parking is expected to be free when the station opens; CT DOT plans to assess whether or not a fee or permit based system should be applied after the station opens and usage is established. If, or when, fee based park-ing is implemented, restrictions will need to be placed, and enforcement conducted, on on-street parking in the immediate station area so as to discourage on-street parking by commuters.

A partially covered platform will be located on both sides of the tracks, connected by an “up and over” structure at the center for above grade rail crossings.

The structure will include an elevator and stairs.

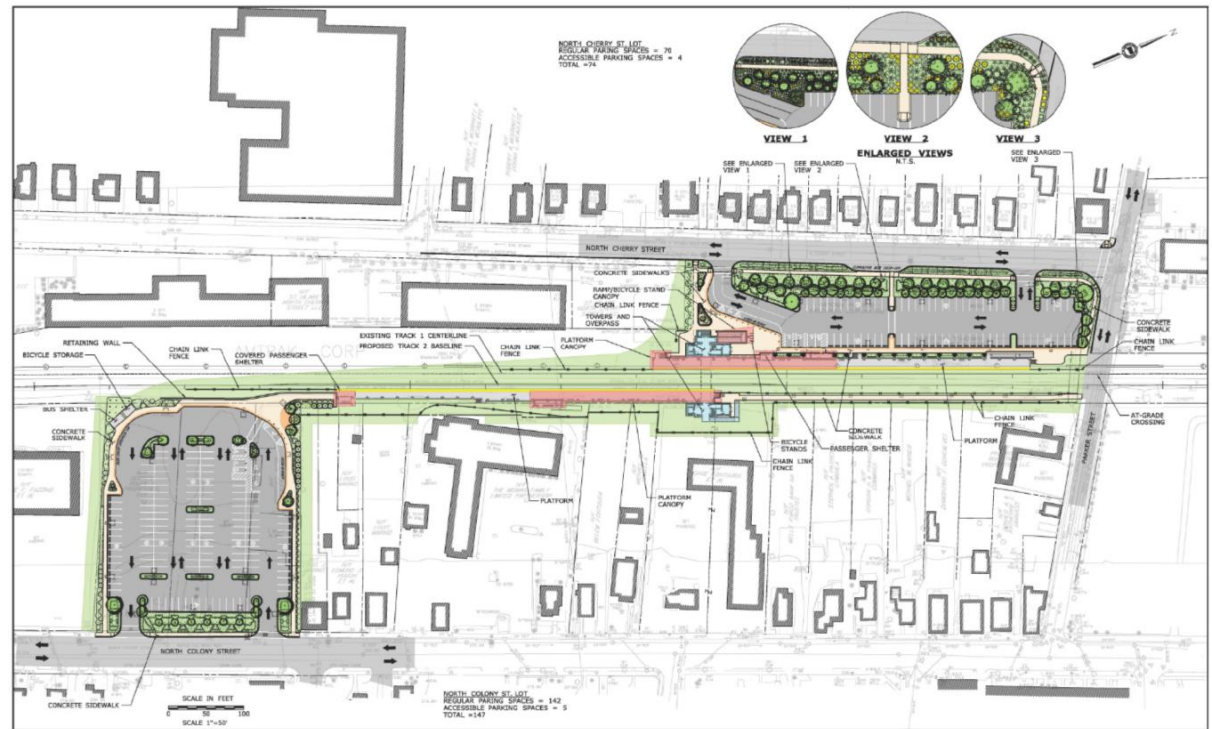
Station related improvements will be limited to the station site, with the exception of new sidewalks planned for Parker Street between North Colony Street and North Cherry Street.



Platform construction on the west side of the rail corridor



Station rendering



Station site plan

Study Area Parking

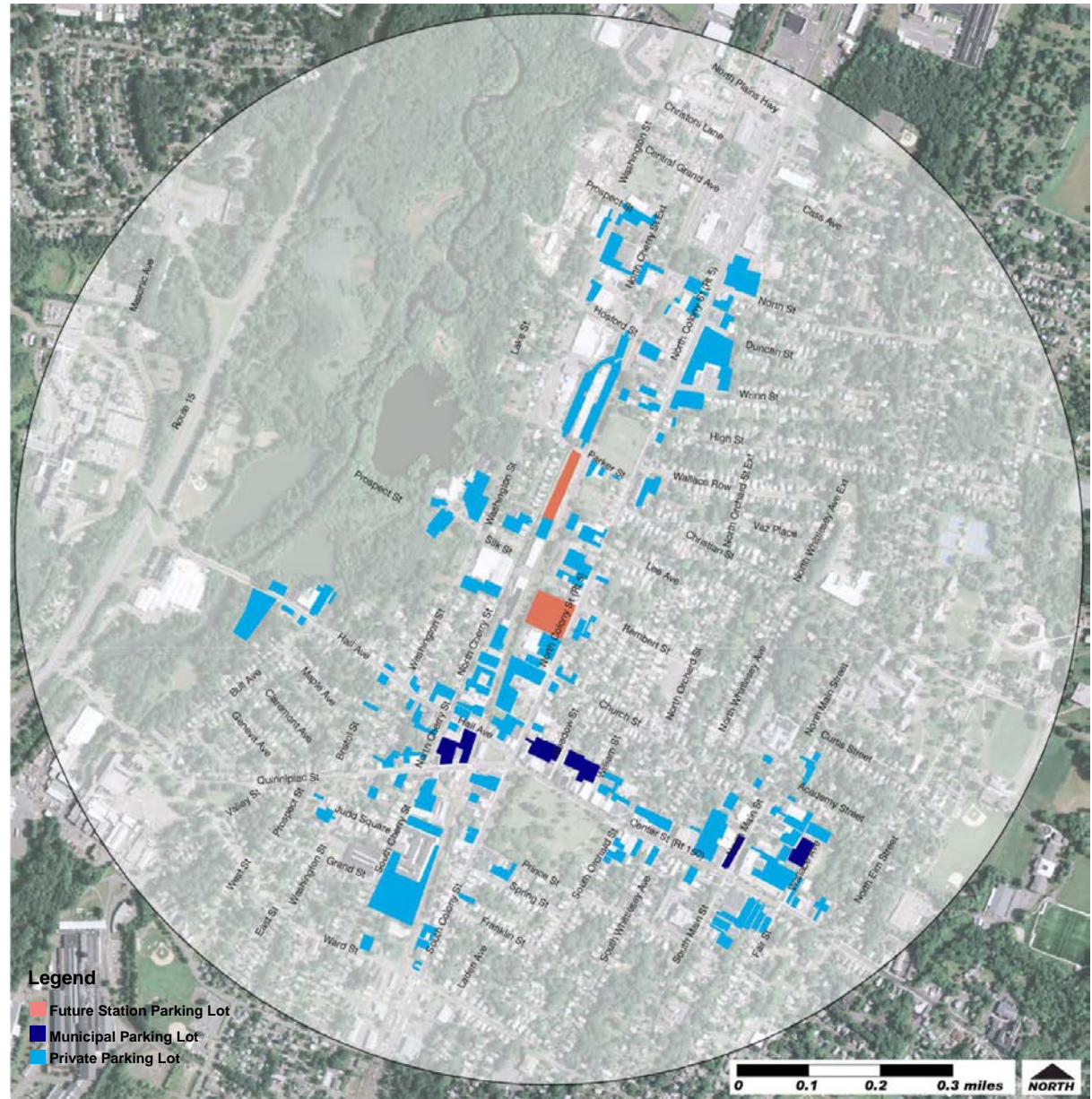
According to a 2004 parking study for the Downtown, there are nearly 2,000 parking spaces in a 13 block area. Approximately 70% of spaces are private with the balance consisting of municipal lots and on-street parking. Most parking is free, though most is designated, an important consideration for a business considering a downtown location.

The 2004 study referenced four extensive parking surveys that were conducted by the Wallingford Planning Department over a period of twelve years which indicated that over the course of the day almost 50% of the parking spaces in the Downtown are vacant. Similar parking utilization patterns were observed at the time of this study.

The map at right shows the location of surface parking located near commercial corridors within proximity of the Uptown and Downtown areas and the new station site.

Observations indicate underutilization of parking in the downtown; however, demand for space appears to be unequal with usage much higher in the uptown area which has seen the addition in recent years of numerous full serve restaurants and other commercial outlets. In 2013, the Town of Wallingford added a 100 space parking lot on a 2.9 acre town owned parcel on Wallace Avenue. While alleviating some of the parking issues immediate to the area, businesses in the uptown area continue to express areas of concern regarding parking for patrons.

Recent planning work done in support of Wallingford's Plan of Conservation and Development (POCD) has also identified other parking issues general to the downtown including lack of visibility, attractiveness, the lack of sufficient lighting, directional signage and an uninviting pedestrian access to public lots. These parking issues, and others identified, will reportedly be the focus of recommendations evolving from the POCD process.



Parking Lots within proximity of Uptown, Downtown or new station

Commuting Patterns

Wallingford's prominence as a regional job center is evidenced in 2010 commutation data which shows a net in-flow of workers commuting to Wallingford (19,558) versus out-flow of town workers commuting to job sites outside of town (15,765). This pattern is comparable within the station area, with 4,292 workers commuting into the station area and 3,417 workers commuting from the station area. A small, but significant number (242) workers live and work in the station area.



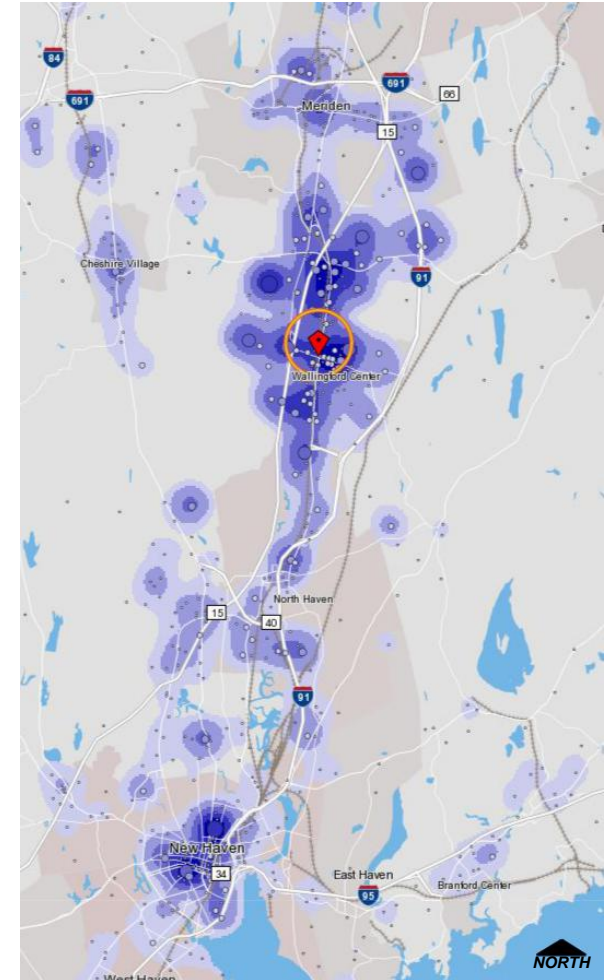
The top commuting location for station area residents is within the Town of Wallingford (14.8% of residents). The top commuting destinations outside of Wallingford include New Haven (10.0%), Meriden (6.3%), North Haven (4.8%), and Hartford (4.0%).

Inbound commuters to the station area arrive from across the state, but mostly originate from within Wallingford (13.3%) and from neighboring towns/cities of Meriden (14.3%), New Haven (3.7%), North Haven (2.1%) and Waterbury (1.9%).

With the exception of Waterbury, all inbound and outbound commuting locations are located on the Hartford Line and are, or will be, serviced by a station. These commuting patterns suggest a strong potential for usage of Hartford Line service once established.

In Downtown Wallingford, daily ridership on the new Hartford Commuter Line is expected to triple (20 to 60+) with stops increasing from 6 to 17 round-trips a day. Though initial projected usage is somewhat modest, if the higher end of projections are met, daily ridership could rise above 120 where tangible demand in housing becomes more pronounced.

Commuting Patterns of Workers to and from Wallingford Station Area (Top 5 origins/destinations)		
Inbound		
Commuters From	#	%
Meriden	648	14.3
Wallingford	604	13.3
New Haven	166	3.7
North Haven	93	2.1
Waterbury	87	1.9
Outbound		
Commuters To	#	%
Wallingford	542	14.8
New Haven	365	10.0
Meriden	230	6.3
North Haven	177	4.8
Hartford	145	4.0



Where people who live in the station area work
Source: www.onthemap.ces.census.gov

Market Analysis

Office Market TOD Potential

According to CoStar, a national provider of real estate information, Wallingford's office market is substantial, consisting of over 1.8 million square feet. This is exclusive of owner-occupant or flex office space which would double the size of the market to over 4 million sf. On a regional basis, as defined by the four-town study area, Wallingford's share accounts for 21% of total inventory. However, only a minor amount of the town's office inventory is located in a one-mile radius of the Downtown area, amounting to 15% of total supply, or 281,000 sf.

Wallingford Office Market (2015)

Market	Number of Buildings	Total Inventory in Square Feet	Vacancy Rate	Average Gross Lease Rate (\$/sf)
Wallingford	96	1,845,829	9.30%	\$21.55
Downtown Wallingford	40	281,547	4.90%	\$16.99

The majority of the downtown office market is found in mixed-use buildings or homes converted to commercial use. Much of this space would be classified as Class C office, offering basic functionality and amenities at rents generally below market compared to rents in nearby office parks or Route 5. For the most part, office buildings/formats downtown are small mostly falling between 3,000 to 8,000 sf. Meanwhile, confirmed data on downtown office vacancy is somewhat thin but is estimated in the 7% to 10% range, generally in line with office vacancy for the town.

One notable feature of the downtown office market is its diversity with key users associated with legal services, finance/insurance, real estate and business service, as well as solid representation in private medical services and education with most catering to a local Wallingford market. The office market also plays a key role in the overall business base of the downtown area representing 30% of all business establishments.

While the office market downtown is fairly diversified,

one area of opportunity is seen in the lack of representation from mainstream professional office users that are often attracted to downtown locations. These include architects and engineers, graphic design companies, computer firms, software developers, consulting firms, non-profit organizations and public agencies, financial advisors (outside of local banks), or marketing firms.

Despite its notable presence in the downtown, the office market has witnessed very little growth in the past 10 to 15 years. In fact, a number of proposals in discussion stage point to a reduction of inventory downtown with plans to convert office space to residential. This echoes a trend observed in many downtowns across the state and the nation in response to a surge in demand for housing from both millennials and empty nesters.

Economic Development Potential

Although the data on Downtown Wallingford office market suggests a market in stasis, the near total absence of professional office space in the downtown suggests an opportunity for meeting demand now going elsewhere due to lack of supply. For some prospective firms, particularly those in creative fields, easy access to the new downtown rail station may be an important consideration given a workforce profile likely to be younger and attracted to commuter rail.

Additionally, recent economic data is showing signs of improvement in the town's white collar employment in town which has grown by 40% since bottoming out in 2010. This is most pronounced in the Professional-Technical Service Sector which has accounted for much of the growth, and the most obvious candidate for such space. Medical office space is also a possibility, though it is noted that much of this market is oriented towards much larger blocks of space than could be readily accommodated in the downtown.

While signs of latent demand for office space coupled with white collar growth in town point to an office opportunity, our analysis indicate any office growth emanating from the planned commuter rail station downtown will likely be minor given the state of the

market regionally and its low profile currently in the downtown. On a conservative basis, office potential is expected to range from 1,500-5,000 sf. In terms of the TOD target area such space is most likely to be in the form of ground floor space in mixed use property.

Retail Market TOD Potential

Like the office market, Wallingford's retail base is substantial with 3.2 million square feet spread among 234 properties. Within the four-town study area it accounts for 25% of the total inventory. The overwhelming bulk of this inventory, or 75% of total retail area, is found along Route 5 corridor. Virtually every form of retail-commercial can be found here from freestanding stores, to strip centers to big boxes that include Wal-Mart, BJ's and Home Depot. New and used car dealerships are also an important component of this retail base.

Wallingford Retail Market (2015)

Market	Number of Buildings	Total Inventory in Square Feet	Vacancy Rate	Average Lease Rate (\$/sf)
Wallingford	234	3,182,952	4.00%	\$12.76
Downtown Wallingford	97	689,665	2.50%	\$8.79

Within the one-mile downtown market, retail-commercial is equally sizeable accounting for 20% of total retail in Wallingford, or nearly 700,000 sf of space. Close to half of this amount is centered along the north-south axis of Route 5 as it crosses the downtown area.

The central core of the downtown and the area most identified as the downtown district is Center Street stretching from the intersection with Route 5 to North/South Main Street. In total this area consists of 132,000 sf of retail-commercial space. Meanwhile, key commercial nodes in the downtown and areas of potential development form around the intersection of North and South Main Street and Center Street and to the west at the multi-crossroad of Quinpiac Street, Hall Avenue, North and South Colony Streets (Route 5) and Center Street.

An analysis of retail and business downtown indicated that the vast majority of retail/services in this area fall under the category of convenience goods and services. These are stores and businesses that meet day to day needs in stores/outlets that do not vary much in quality and price from one store to the next. Examples include food stores, pharmacies, a dry cleaner, and a liquor store.

Less frequent in the downtown are comparative stores (jewelry, apparel, electronic, shoes stores, etc.) which generally require a larger more concentrated retail environment. This distinction of the core retail market in the downtown is an important consideration for what might be envisioned for the TOD sites for retail and services. It is further noted that food services (full serve and fast dining) comprise over 11% of all businesses in the downtown and is seen as both a prominent and expanding sector of the downtown business profile.

Data collected on commercial leasing and sales within the downtown point to modest activity in recent years suggestive of a relatively healthy marketplace. Lease-up in the past five years has averaged 8,850 sf, though it is observed that there has been a downward trend in annual lease-up since 2012. This could be explained in part by a market that has tightened-up recently in terms of vacancy with estimates in the 4% to 5% range.

Not surprisingly, prevailing lease rates on commercial space downtown are below-market compared to rents found along Route 5 commercial corridor. But rates are consistent with type of product found downtown that was mostly built prior to 1930 and often in mixed use buildings without dedicated parking. Much of the newer retail-commercial businesses downtown, of which there is little, is principally found along North Colony Street (Route 5).

An analysis of downtown commercial property sales trends indicates steady investment interest in the area with 11 sales recorded over the last ten years (2006-2015). This is a sizeable drop-off from the five years previous (2000-2005) which saw 15 sales, but in line with a period largely defined by the Great Recession and slow recovery that followed. Sales transactions

in the last ten years ranged from \$80,000 to \$875,000, with average price per square foot calculating to \$64.89/sf.

Economic Development Potential for Retail/Services

Market support for a retail/service component with respect to the TOD target area is somewhat encouraging. First, the state of the retail-service market downtown is relatively stable with vacancy rates at manageable levels and signs of modest investment interest as revealed in lease-up and sales trends.

Secondly, the retail gap analysis revealed extensive leakage of dollars outside of the Downtown Area in nearly all categories with the exception of Beer, Wine and Liquor stores, Health and Personal Care stores, and interestingly Florists. It is also noted that Food Services, mainly Full Service Restaurants, reflected a strong net-inflow of sales indicative of capacity to draw patrons outside the market area, which bodes well for further expansion of this sector downtown.

Thirdly, there is a well-established retail-service base in the downtown core with sufficient critical mass for drawing customers to the area. Also, this area is under the management of a downtown organization with staff charged with assisting and monitoring on the clean-up and maintenance of the downtown, marketing and promotion, business assistance and support, assisting in tenant lease-up and downtown advocacy to name a few of its responsibilities. As a rule, such organizations are key to fostering stability and growth of smaller downtowns that often lead to further expansion.

Finally, an analysis of the site and locational attributes of the TOD target area for retail are generally positive, though certain constraints to development are noted. Traffic counts, particularly along North and South Colony Street are considered healthy for retail, particularly for goods and services considered convenience in type. Visibility and access are deemed good and includes connections to the Wilbur Cross Parkway minutes from the downtown.

Excerpts from Developer and Broker Interviews:

“There is growing interest in the downtown for rehabbing upper floors for apartments that once upgraded are now achieving above average asking rents.”

“Generally, thresholds of 30 to 35/units an acre are needed for financing.”

“We fully intend on taking advantage of the proximity to the train station as an inducement to attract “commuter” tenants. It is anticipated that the tenants will be a mixed group of younger professionals and older empty nesters who are looking to downsize.”

“...attracted to Wallingford’s Downtown based on recent growth and improvements in area.”

“We have observed growing interest in the downtown for rehabbing upper floors for apartments that once upgraded are now achieving above average asking rents.”

Parking options are generally available, virtually all free, although public feedback suggests many of the off-site parking lots are inconveniently located, not well lighted and have maintenance issues. Constraints are also noted in the lack of buildable lots in the area with the exception of parts of North Colony Street, limiting growth to lease-up or purchase of existing space or as ground floor space for larger redevelopments.

Better connections and streetscape improvements are being considered for the area on North Colony Street between the rail station under construction and Center Street. To the extent this vision is realized, or deemed achievable, commercial interest along North Colony Street could potentially expand.

Based on the research undertaken of the retail/service market in Wallingford and more specifically on the Downtown, it is estimated that between 3,000 to 12,000 sf could be supported in the TOD Target Area depending on configuration (freestanding, infill or mixed use). As noted previously, much of this would be in the form of convenience based retail and services designed to serve a local-based market.

A retail gap analysis for the Downtown area identified a number of retail/service and food service businesses as strong candidates for a commercial scenario for the TOD target area including: Food Stores, inclusive of Specialty Food stores, Restaurants/Cafes/Coffee shops, Personal Services, Niche retail (specialty items and services, clothing), Miscellaneous Retail (office supplies) as well as banking and financial services which are frequently found in retail settings.

Housing Market Development Potential

Wallingford's housing market consists mainly of owner-occupant single family homes and condominiums (70% of occupied housing). Both markets were weakened in the recent housing collapse and ensuing financial crisis that followed. According to Warren Group, a collector of housing data in New England, median price of single family homes fell

Wallingford Housing Market (2015)

Households	Downtown Study Area		Wallingford	
	2010	2015	2010	2015
Owner Occupied	49.9%	46.3%	72.9%	70.4%
Owner Units	2,632	2,392	13,148	12,777
Renter Occupied	50.1%	53.7%	27.1%	29.6%
Rental Units	2,644	2,777	4,888	5,360
Total Occupied Units	5,276	5,170	18,036	18,137
Total Housing Units	5,698	5,725	18,945	19,214
Housing Vacancy*	7.4%	9.60%	4.8%	5.6%
Rental Vacancy	5.5%	N/A	5.8%	6.5%

*Total Vacancy = Ownership, Rental, Seasonal, Other vacancy

by 22%, peak to valley, in Wallingford and is only beginning to show signs of revival, mostly with improved sales volume.

Condos dropped in value by only 18%, peak to valley, during the downturn compared to steeper drops in region and state, but continue to reflect sluggish sales, which dropped 60% off its peak of 2005. In terms of market opportunity for the TOD area, the case for condos (single family being inappropriate for the area) appears to be very weak at the present, but could be a consideration at a later date assuming a fuller recovery of housing market occurs.

A stronger case for housing within the TOD area, and quite possibly, the most positive of all market sectors reviewed, can be made for rental housing. First, in terms of macro trends, it is the one sector that recovered first from the economic downturn in terms of market metrics (low vacancy, rising rent appreciation). It is also seeing the most growth in terms of demand due to echo boomers coming age and household shifts to rental over ownership which has stimulated much of the new construction in housing nationwide over the past three to five years.

Wallingford has a well-established and diverse rental market that offers a base for future growth. This is particularly the case in the downtown area (1 mile radius) which houses over one-half the rentals in town. Notably housing tenure downtown is roughly split between ownership and rental, with rental having the slight edge (53%).

It is further observed that rental occupancy has grown in both the downtown and Wallingford overall, with increases of 5% and 9%, respectively between 2010 and 2015. This has largely occurred without the benefit of new construction or re-purposing of buildings to housing, but instead is being primarily driven by shifts to rental among condos and single family. In point of fact, very little new rental housing has come on line in Wallingford in over 35 years, outside of modest infill projects.

An additional factor in support of rental is Wallingford's strong base of employment in town with nearly 28,000 jobs as of 2014, a size greater than its labor force. Within the Downtown area, ESRI estimates as much as 8,000 jobs. Age considerations also favor the downtown when considering new rental with population growth projected in the downtown for the age cohort 20-34, the prime market base for rentals, even as it shrinks town-wide.

And finally, with respect to the downtown, there is the well-documented link between availability of commuter rail and rental housing growth. In the case of Wallingford, expected commuter rail usage is unlikely to be a significant driver in rental demand downtown, but its availability will likely represent a positive amenity for any planned housing nearby.

While market conditions mostly favor rental housing in the downtown over other TOD options, a number of constraints are likely to impact development scale. One constraint is found in trends in household growth that are projected to be flat or negative in Wallingford (and downtown) over the next five years. Even if rental occupancy rates continue to grow, any drag on household growth will impact housing demand negatively.

A further issue was noted in our survey of market rents in town revealing somewhat lower rates compared to nearby towns in the immediate region (the exception being Meriden). Depending on the type of housing envisioned by a developer (affordable vs market rate/new vs rehab) such an environment could test capacity for setting higher rents needed to underwrite any new construction rental.

Wallingford Rental Rates (2015)

Rental Type	One Bedroom	Two Bedroom	Three Bedroom
Apartment Complex	\$900	\$1,166	N/A
Multi-family Rentals	\$859	\$1,050	\$1,375
Condo Rentals	\$894	\$1,200	\$1,725

One qualifier to the issue of market rents is that much of the attached rental product in town, outside of condos, is fairly old with newest predating 1980. Thus the introduction of new rental product in a marketplace largely devoid of such product is likely to draw a strong response if priced appropriately.

Such a scenario could be envisioned for the downtown where the contrast between old and new rental would be prominent. Presently, much of the rental in the downtown area is characterized by older private multi-family product, mostly two-to four family homes. Within the core downtown area, principally along Center Street and various side streets, an estimated 125 units are found, primarily in older mixed-use buildings and at unit sizes considered below market.

The one large complex in the area is the 120-unit Parker Place, located just north of the commuter train station now under construction. Built in 1988, the complex represents a mill conversion to housing first marketed as condos and later switched to rentals. A small amount of condo rental is located downtown, including Judd Square, another mill-to-condo conversion undertaken in 1988.

Economic Development Potential for Housing

Of all the markets explored for the targeted TOD area in the Downtown Wallingford, housing - specifically rental housing - presented the strongest evidence of market support.

While a housing scenario separate from commercial is the preferred format of most housing developers, the inclusion of a commercial component may be the most appropriate scenario for housing targeted for the TOD area, particularly larger housing complexes. In some cases, the housing provides a level of financial support for the commercial component if credit

tenants can't be secured. This can often give a housing developer-property owner greater flexibility in attracting uses that are complimentary to the complex and supportive of its marketing, such as a coffee shop, a dry cleaner, a small grocer, or bakery.

It should also be noted that any gains in housing stimulated by the commuter rail could also be in the form of upgrades and improvements to existing stock. Logical targets to this approach would be some of the housing now found in the mixed use properties found on Center St and side streets. The rehab of older mixed use properties, particular those in the Historic District, has the added advantage of eligibility to state and federal historic tax credits.

Given the broad range of rental housing needs observed in the marketplace, a housing program could focus on one market or a number of target markets including mixed-income, empty nesters, seniors, workforce housing HHs, dual working couples, split households (divorcees), young professionals and recent graduates. For many of these submarkets, if not all, easy access to commuter rail would be viewed as an advantage.

Housing capacity and depth of market would largely be defined by the target market, but based on results of a market penetration analysis covering a broad based market for the study area up to 50 to 200 units could be envisioned for the target TOD area.



Parker Place Apartments



North Colony Street at Christian Street



Judd Square Apartments

Summary of Market Potential

Of the three market sectors analyzed, the most conservative development scenario is associated with office development given the state of the office market and its limited role in the downtown. Select options for small-scale finance, legal and medical office is, however, possible.

It is anticipated that the scale of retail/service/dining will be largely defined by degree of new mixed-use properties; if no new mixed use, retail-commercial size will lean towards the lower end of development potential mostly in the form of infill. It is expected that much of the retail-commercial development will be in the form of convenience-based services. The best opportunities for any freestanding retail are seen along North Colony Street.

Rental housing is the healthiest real estate sector reviewed and is seeing the strongest investment interest from local and regional developers most likely to consider the downtown. New housing downtown could take the form of infill, rehab conversion and new construction. However, larger scale housing of 50 units or more will require large parcels of 1 to 3 acres that are hard to find in the target area and even harder to assemble.

At right is a summary chart of near term development potential for the targeted TOD area based on the forgoing analysis of market conditions and depth in the region, town and targeted area within select market sectors. This estimate represents the market's immediate capacity to absorb development. As new development occurs and rail service is improved, this market is likely to expand. For example, additional residential development in the station area will expand the retail, service, and food market sector beyond the 12,000 square foot market capacity projection.

Estimate of TOD Potential

Market Sector	Development Potential
Office	1,500 - 5,000 Square Feet
Retail, Services, Food	3,000 - 12,000 Square Feet
Housing (Rental)	50 - 200 Units



TOD Workshop

A public workshop was held at the Wallingford Public Library on December 10th, 2015. About 25 residents of the Town were in attendance. The purpose of this meeting was to further engage the public about the TOD Study and generate a discussion about ideas or concerns that residents may have regarding development strategies for the Wallingford Station Area.



A brief presentation about the study was presented, and followed by a visual preference survey, crafted specifically for the station area. This survey, given electronically, allowed participants to anonymously select preferred options and styles for various development types in the station area.

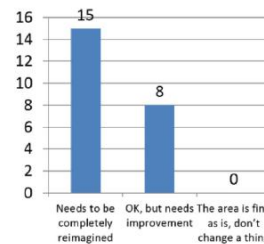
Most survey responders felt that Wallingford's station area needs to be completely re-imagined, while a smaller group found it to be o.k., but in need of improvement. Notably, none thought the area was fine as is. Eight survey responders thought that a mix of development types were needed in the area, while a portion voted for restaurants and bars, small shops, and apartments or condos. The majority (13) felt that the station area is in need of more housing types.

Regarding affordable housing, 11 people feel that affordable housing is needed in the station area, while 9 answered no, it is not needed. An overwhelming majority, 21 to 2, would like to see more bicycle and pedestrian amenities as well as a stronger connection between bus service and the train station. Most survey responders felt that there is not enough parking in the station area.

The most preferred images for buildings and architecture included images of small scale, New England style, shopping centers. Also favorable were townhouse style dwelling units with porches and doors to the street. Survey responders also favored images of well-maintained sidewalks with plantings and pedestrian amenities.

Please select the statement below that best corresponds to your thoughts about Wallingford's station area

1. Needs to be completely reimagined
2. OK, but needs improvement
3. The area is fine as is, don't change a thing



Sample survey slide



Preferred images

Break Out Session Summaries

Following the presentation, the group moved into a series of break out session focus groups aimed at discussing strengths, issues and ideas for topics regarding the TOD study area. Each topic; Economic Development, Transportation, and Architecture and Design, was facilitated by an expert in the field. Workshop participants were engaged in a dialogue about each topic, and were encouraged to markup aerial maps of the study area to highlight elements that contribute to their opinions about strengths, issues, and ideas in the study area. The facilitator for each topic recorded these comments on flip charts. The results of these discussions are presented below.

Economic Development

Strengths:

- Low vacancy rates downtown, positive marking for housing in the area
- The downtown is safe and manageable

Issues:

- Lack of connection between new rail station and the downtown
- Lack of developable sites- not many large vacant sites available
- Rt 5 is a state road, as such, it is difficult to get any changes approved along it
- Parking downtown

Ideas:

- Create a shared parking strategy for the area
- Work with developers to target smaller parcels like those throughout the area
- Consider implementing an entertainment zone to increase restaurants and bars
- Research options to acquire state and federal funding for development



Transportation

Strengths:

- Adequate pedestrian facilities along Center Street
- Train is an asset and the stations proximity to downtown is closer than in many towns
- Free parking at the train is a good thing

Issues:

- No pedestrian crossings along North Colony Road, environment is unfriendly to bicyclists and pedestrians
- Traffic and congestion is an issue on North Colony Road
- The town generally is not in favor of making any investments in the area
- Challenging roadway geometry, many buildings are right up along the sidewalk which doesn't allow room for bike/ped facilities

Ideas:

- Residential parking permits for Wallingford residents
- Implement a system of shared parking through the area
- Improve crosswalks and sidewalk conditions, maintain them, consider widening sidewalks in some locations (north side of Center Street)
- Improve parking overall with better signage and lighting



Architecture and Design

Strengths:

- Traditional village feel with small scale storefronts and boutique, local shops
- Railroad green is attractive
- Wallingford has a nice Main Street
- Parker Place Apartments and Simpson Court is nice

Issues:

- Lack of wayfinding and poor lighting throughout town
- New station area feels unsafe and needs more upkeep in that area
- No cohesiveness between the new station and downtown, no sense of place or visual connections
- Run down buildings

Ideas:

- Build housing that attracts young professionals and retirees
- Improve North Colony Road
- Continue to promote local businesses and small town charm
- Wayfinding, sidewalk enhancements, lighting, gateway
- Look to consolidate smaller lots to create development opportunities and incentivize property owners to improve current properties



Transit Oriented Development Strategies

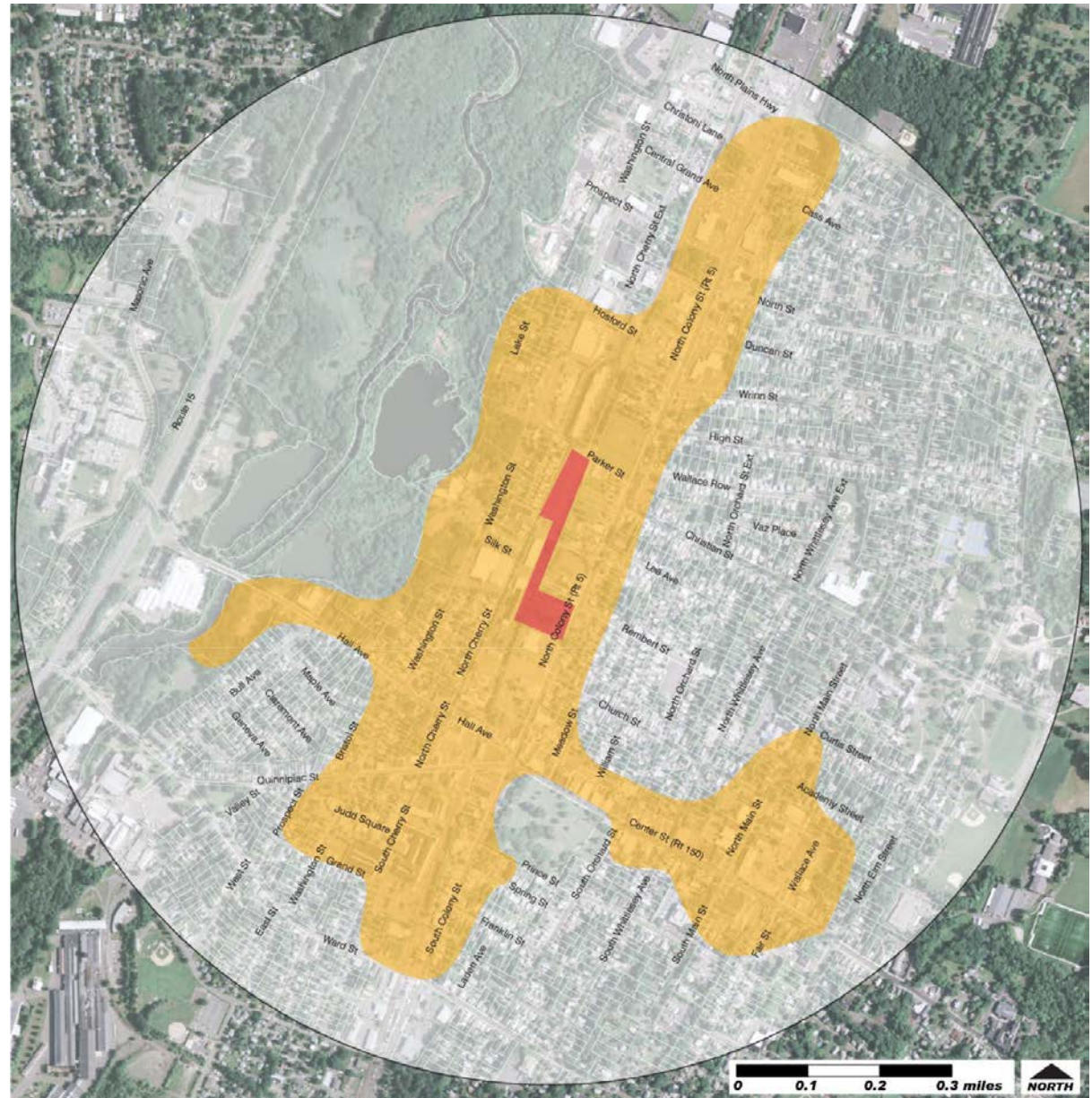
- **Land Use and Development Strategies**
- **Transportation Enhancement Strategies**

Recommended Focus Area

Based upon the preceding existing conditions analysis, the focus area shown on the map at right is recommended for directing transit oriented development and infrastructure enhancements that would be supportive of that development. The focus area is the area that has the most potential for development or redevelopment within the larger study area. Variables such as the quantity of vacant land, redevelopable properties, existing zoning, and environmental constraints (such as wetlands and floodplains) are key factors in establishing this focus area. Additionally, only parcels located within a half mile walk of the station entrance are considered.

Areas comprised of single-family homes are generally not suitable for the development densities associated with TOD. Small areas of single-family land use surrounded by more intensive land uses may be suitable for conversion, but TOD could be disruptive within cohesive neighborhoods of single-family homes. By contrast, industrial land and commercial areas are generally suitable for conversion to TOD. Dedicated open space such as parks, cemeteries, and conservation areas are generally not feasible for TOD given their protected status. Additionally, active institutional uses such as schools, municipal buildings, and hospitals are generally not feasible for conversion to TOD. Also excluded from the TOD focus area are wetlands, water bodies, and floodways. Floodplains are developable, but greater costs and more complex regulatory requirements are associated with development in floodplains.

Existing zoning is considered as a factor in establishing the TOD focus area, with areas that are zoned for commercial, mixed-use, and higher density residential being favorable for transit oriented development. Because zoning is not a physical constraint and can be revised to support TOD, the existing zoning districts in the study area have not been strictly applied to the recommended focus area boundaries.



Recommended Focus Area

Recommended Land Use and Development Strategies

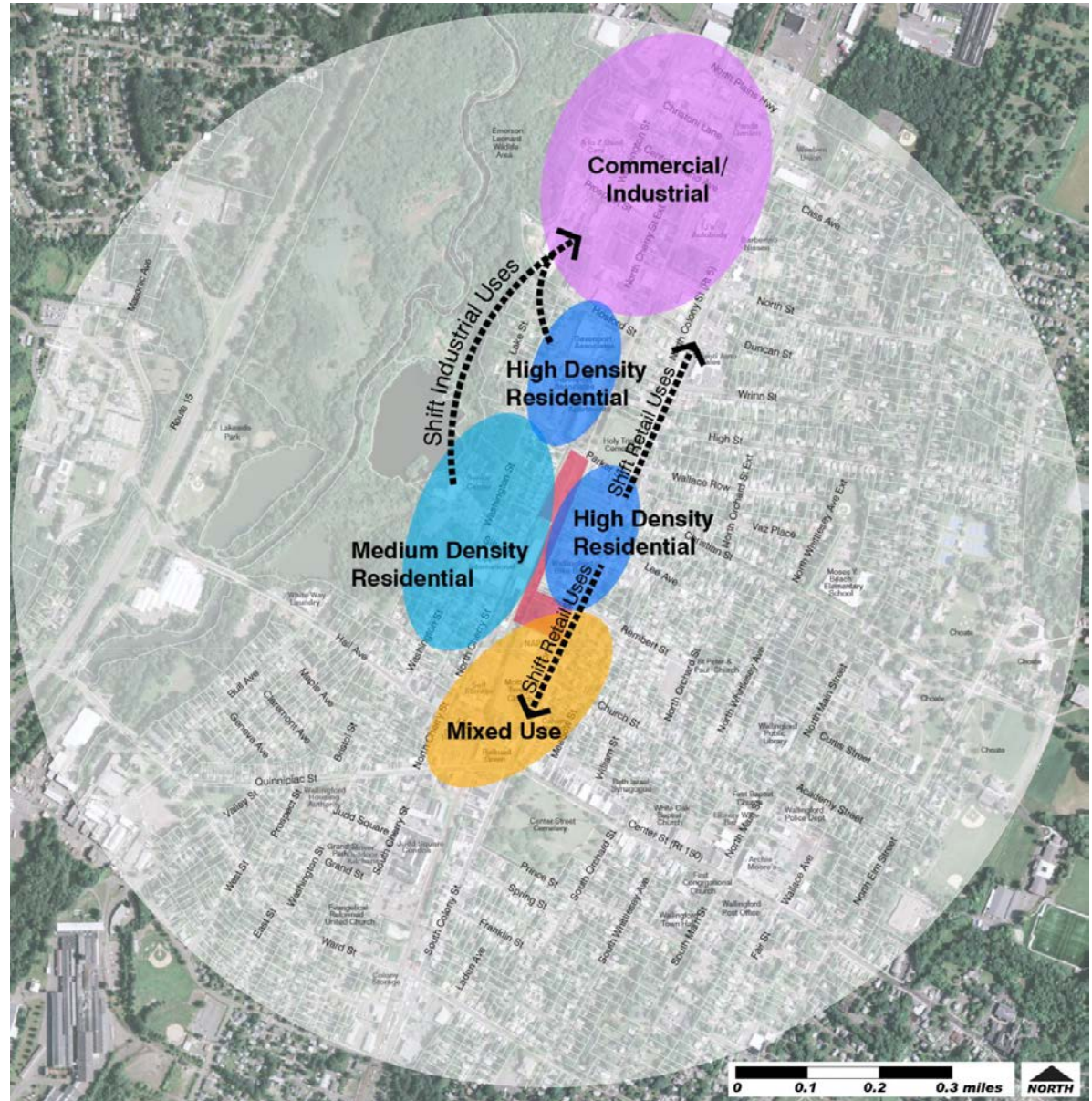
The recommended land use and development strategy would shift industrial development to the north, concentrate mixed use and retail development in the old station area and concentrate residential development near the new rail station. This strategy is based upon the recommended focus area and the need to concentrate development near the station area so as to maximize access to the station and increase the probability of rail commuters who walk to the station from their place of residence. The land use and development strategies are as follows:

Strategy 1: Shift industrial uses to the area north. The area north of Hosford Street and west of North Colony Street is currently zoned industrial and has a mix of industrial and commercial uses. The area includes multiple vacant lots and auto salvage yards. This area has the capacity to absorb a number of new commercial or industrial land uses.

Strategy 2: Shift auto-centric retail uses to the north and pedestrian-scaled retail to the south. North Colony Street has multiple retail land uses that are scattered along the corridor. The lack of concentration of retail deters pedestrian trips and causes those businesses to be auto oriented. By contrast, the existing (soon to be former) station area has concentration of retail and is pedestrian friendly. This area also has the capacity to absorb additional retail and/or office uses, which would contribute to the vibrancy of this Downtown area.

Strategy 3: Concentrate high density residential development along North Colony and Parker Streets. These areas have deep lots which could accommodate larger residential buildings and surface parking required to serve those buildings.

Strategy 4: Concentrate medium density residential development along North Cherry and Washington Streets. These corridors are currently at a low to mid-density residential scale. Medium density development would reinforce the existing land use.



Recommended Land Use and Transportation Strategies

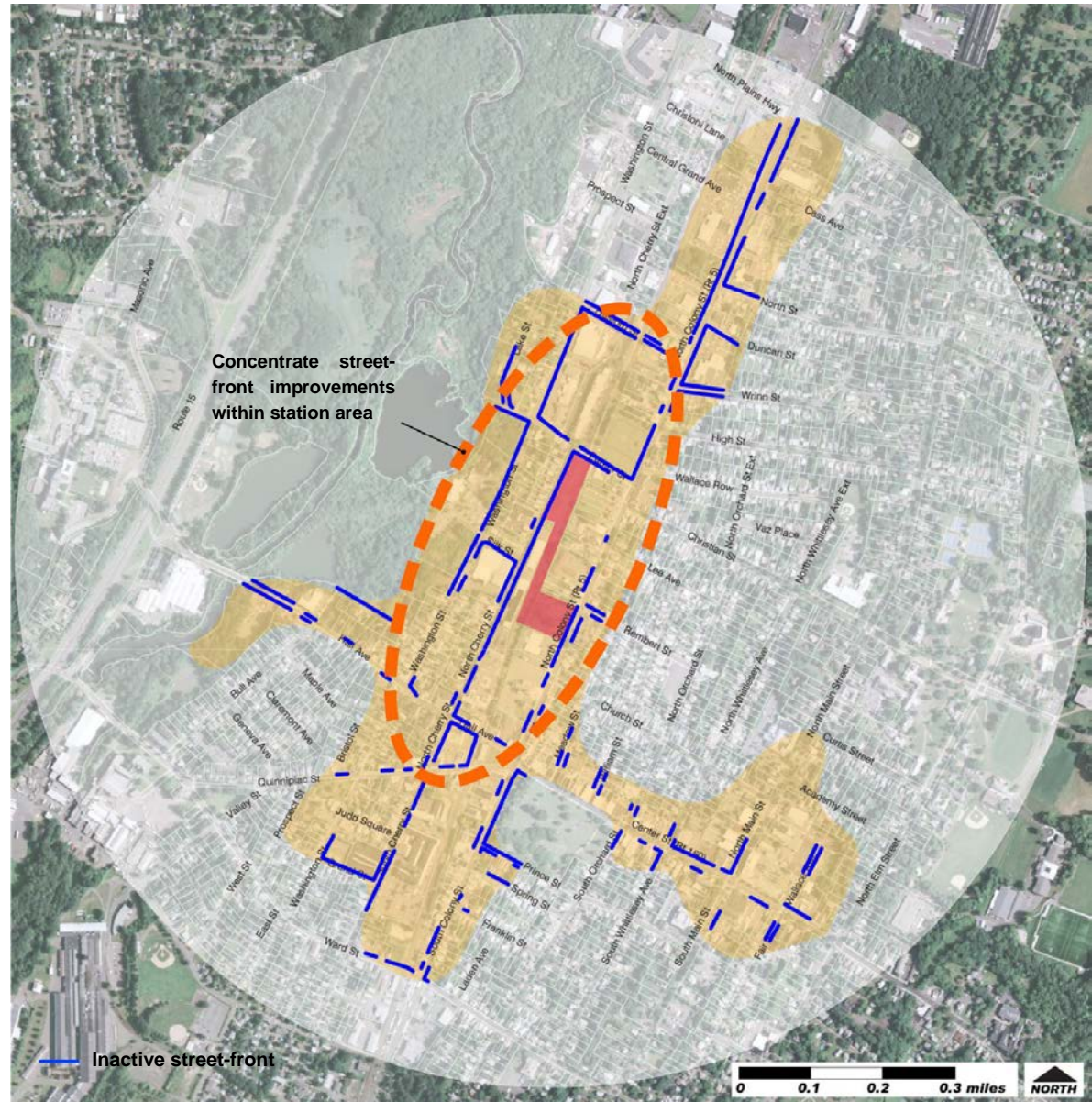
Strategy 5: Use development to create more active street-fronts. The focus area is characterized by inconsistent and inactive land uses along streets. Active land uses that front the street such as residences, retail, restaurant, and office spaces create an environment that is more comfortable and perceptively safe. Streets that are lined with parking lots, blank walls and vacant properties will fail to create the pedestrian environment necessary to attract pedestrians and encourage pedestrian trips to Wallingford's new rail station.



North Cherry Street: Blank walls line the street



Washington Street: Parking lots front the street



Inactive street-fronts within TOD focus area

Recommended Development Types

The following development types are recommended for Wallingford and have been used in generating development scenarios for the project area. While development is likely to vary, these basic building forms and housing types would provide the greatest efficiencies of land use and would best contribute to active street fronts in the project area.

Townhouses

Townhouses are single family units that are joined together so as to maximize unit density and provide a uniform and consistent facade along the street.

Townhouses have the following characteristics:

- Individual residence from ground floor to roof.
- 2-2.5 stories tall
- Each residence has a front door that opens to the street.
- Multiple residences share a common lot and have common walls.
- Parking may be provided in attached garage or in a surface lot.
- Residences are typically owner occupied condominium units.
- Development densities between 10 and 20 dwelling units per acre.



Townhouse units with ground floor garages

Apartment Buildings

Apartment buildings allow for the greatest density of residential units per acre. Buildings may take many forms but generally have the following characteristics:

- Units can be rental or owner occupied condominiums.
- Multiple units per structure, units are often stacked
- Dwelling unit entrances may open to a lobby, corridor, or off street location
- Parking provided in surface lot, or limited parking in ground floor of structure if grades permit
- Three-story maximum is recommended
- Development densities between 20 to 40 dwelling units per acre.



Apartment building oriented to the street



Three-story apartment building

Mixed Use Buildings

Mixed use buildings typically have retail, restaurant, or office uses on the ground floor and residential units above. Typical characteristics include:

- Lower level office, retail or restaurant
- Upper level residential
- Parking provided in surface lots or structures
- 3-3.5 story maximum is recommended
- Residential development densities between 10 and 30 dwelling units per acre.



Mixed use building with ground level restaurant



Mixed use building with ground level retail

High Potential Development Areas

The high potential development areas have been identified based upon the existing land use, parcel size, condition of property, proximity to station area, and consistency with the development and land use strategy. The development scenarios are examples of what could happen on those sites that would be consistent with the recommendations in this plan; actual proposed site design, mix of uses, and implementation would be at the discretion of property owners/developers. Ten development areas that consist of one or more parcels, or sections of parcels, are shown on the map at right. A summary of these areas is below:

Area A: Located immediately west of the existing train station and is comprised of seven parcels. Two of the parcels, which occupy about half of the area, are owned by the Town of Wallingford and are used for municipal parking, the remaining five parcels are privately owned and include a restaurant and storefronts.

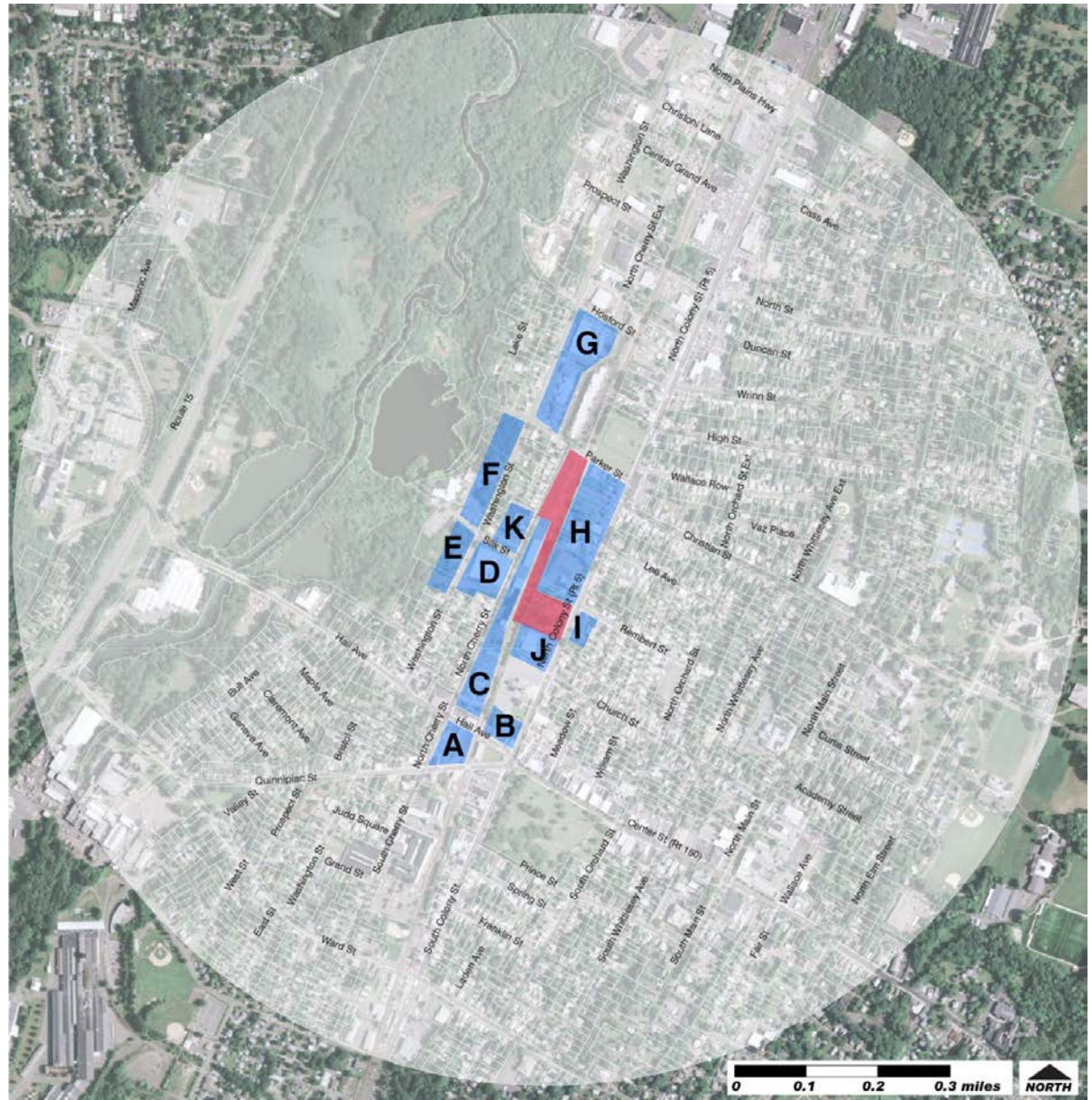
Area B: Located on Hall Avenue north of the Railroad Green. The site includes four parcels, the largest of which includes a parking lot that fronts Hall Avenue.

Area C: This area, located on North Cherry Street, is comprised of three parcels which have active commercial and industrial land uses.

Area D: Located on Silk Street, between Washington and North Cherry Streets. This area consists of one parcel that is privately owned and has an active industrial land use.

Area E: This area, located on Washington Street, is comprised of the street-front section of two parcels, both of which are owned by Yankee Gas and are vacant. The site has had issues with contamination, but a review of environmental records does not reveal known contamination.

Area F: Located on Washington Street and includes two **High Potential Development Areas** parcels, both of which are owned by the Town and are occupied by the Senior Center, Spanish Community Center, Choate Boat House and surface parking. The proposed development area is on the street-front section of these parcels, which is occupied only by parking.



Area G: Comprised of two parcels on Washington Street, immediately west of Parker Place Apartments. This area has active industrial and commercial uses.

Area H: The area, located on the west side of North Colony Street, has seventeen parcels all of which are privately owned. The parcels have a mixture of small stores, multi-family homes, and auto-oriented businesses. These deep lots are not fully utilized and have a significant amount of vacant land.

Area I: Comprised of one parcel on North Colony Street on the east side of the new station entrance. The parcel has a mixture of low density uses with a parking lot fronting North Colony Street.

Area J: Located on North Colony Street between the new rail station parking lot and Most Holy Trinity Church. The area is comprised of two parcels, one of which has an auto supply and hardware store with surface parking in front.

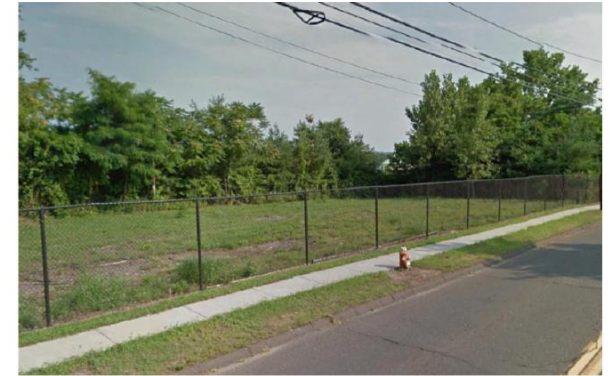
Area K: Located on North Cherry Street immediately north of Silk Street. This site currently has six residential structures: three small single family dwellings, two two-family structures, and a 26 unit apartment building housed in a converted industrial building.

Summary of Potential Development Areas

Development Area	Number of Parcels	Area (acres)
Area A	7	1.6
Area B	4	1.2
Area C	3	4.3
Area D	1	2.5
Area E	2	1.3
Area F	2	4.3
Area G	2	5.0
Area H	17	7.1
Area I	1	0.7
Area J	2	1.8
Area K	3	1.6
Total	44	29.4



Area A: View north from Quinnipiac Street



Area E: View northwest from Washington Street



Area C: View northeast from North Cherry Street



Area H: View southwest from North Colony Street



Area D: View northeast from Washington Street



Area J: View west from North Colony Street

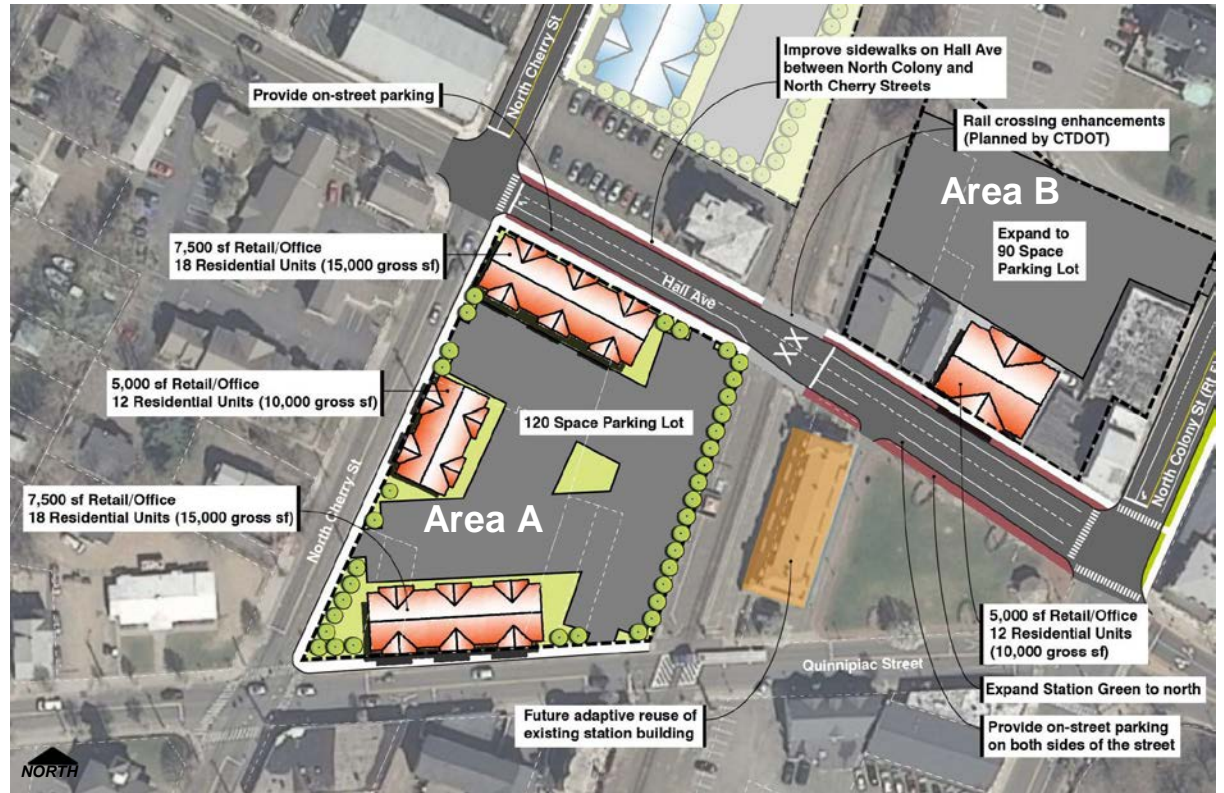
Development Areas A & B

These potential development areas are located in proximity to the existing rail station. Development in this area, along with infrastructure enhancements, would strengthen the connection between Uptown and the new station area.

Area A is located immediate west of the existing train station and is comprised of seven parcels totalling 1.6 acres. Two of the parcels, which occupy about half of the area are owned by the Town of Wallingford and used for municipal parking, the remaining five parcels are privately owned and include a restaurant and storefronts. The development scenario shown at right indicates that this area has the potential to accommodate 20,000 square feet of street level retail or office use and 48 residential units on upper floors.

This development area is served by a 120 space parking lot, approximately half of which would be used by residential tenants, the other half would be available for commercial tenants and to meet the parking needs of the existing rail station building.

Area B is located on Hall Avenue north of the Railroad Green. The site include four parcels, the largest of which includes a parking lot that fronts Hall Avenue. Infill development on the street fronting section of the parking lot would provide a continuous row of storefronts. The site has potential to accommodate 5,000 square feet of street level retail or office and 12 residential units on upper floors. Expansion of the existing parking lot at the back of the properties could provide 90 spaces, 16 of which would be required for residential tenants.



Summary

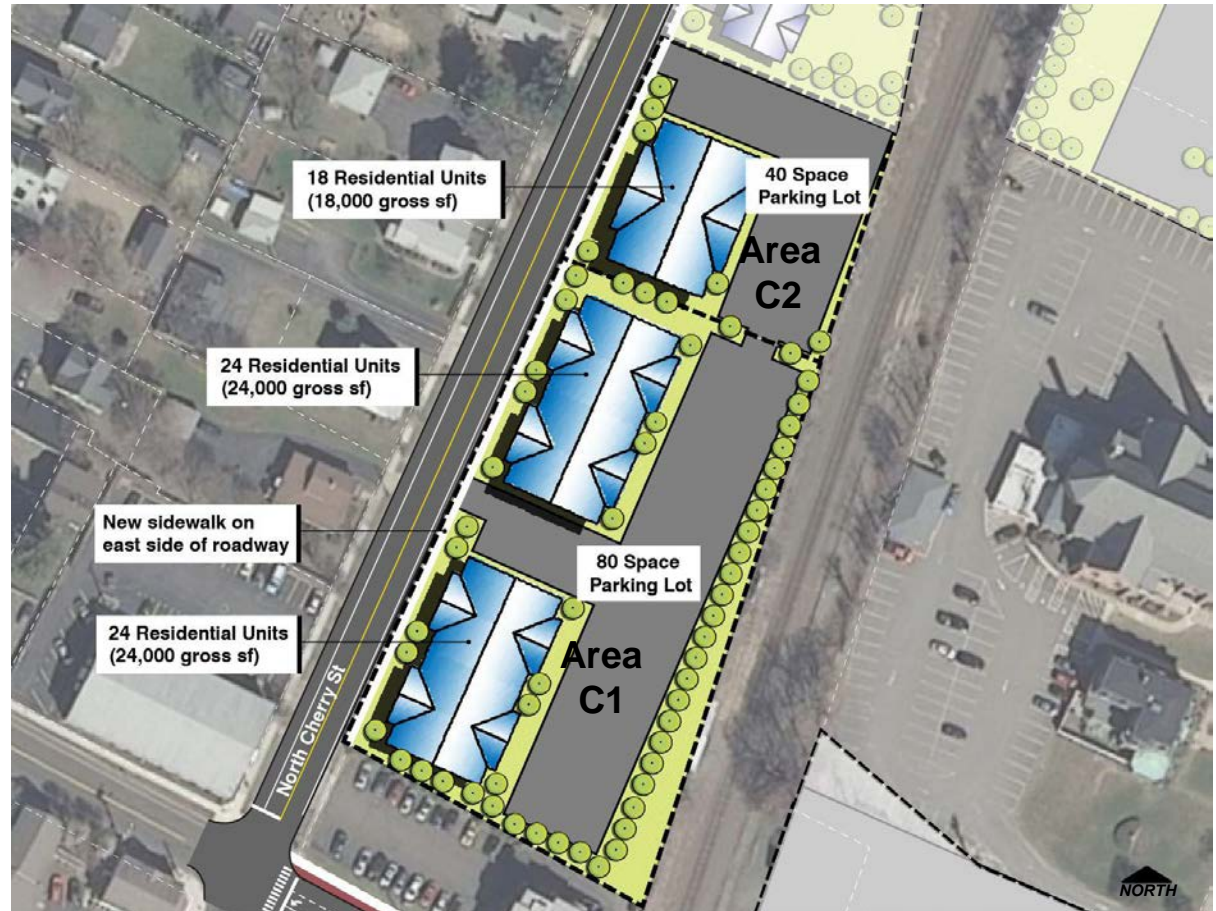
Development Area	Apartment Units	Commercial (square feet)	Acres	Parking Spaces	Residential Units per Acre
Area A	48	20,000	1.6	120	30.0
Area B	12	5,000	0.9	90	13.3
Total	60	25,000	2.5	210	

Development Area C1 & C2

This area, located on North Cherry Street, is comprised of three parcels which have active commercial and industrial land uses. As a development strategy, the area has been divided into three development blocks which would allow future development to occur on a parcel by parcel basis.

Area C1 is the southernmost parcel in this development area and is currently occupied by an active industrial building and self-storage units. The parcel is 1.4 acres; redevelopment of the site could accommodate up to 48 residential units in two structures. An 80 space parking lot would serve the development and be located at the rear of the property, providing a buffer between the rail corridor and development.

Area C2 is 0.5 acres and is located immediately north of area C1. The parcel is currently occupied by two small commercial buildings and surface parking. Redevelopment of this site could accommodate an 18 unit residential building and a 40 space parking lot at the rear of the property.



Summary

Development Area	Apartment Units	Acres	Parking Spaces	Residential Units per Acre
Area C1	48	1.4	80	34.3
Area C2	18	0.5	40	36.0
Total	56	1.9	120	

Development Area C3

Development Area C3 is a narrow 2.4 acre lot located between North Cherry Street and the rail corridor, immediately south of the new station. The site has an active commercial use with two warehouse buildings.

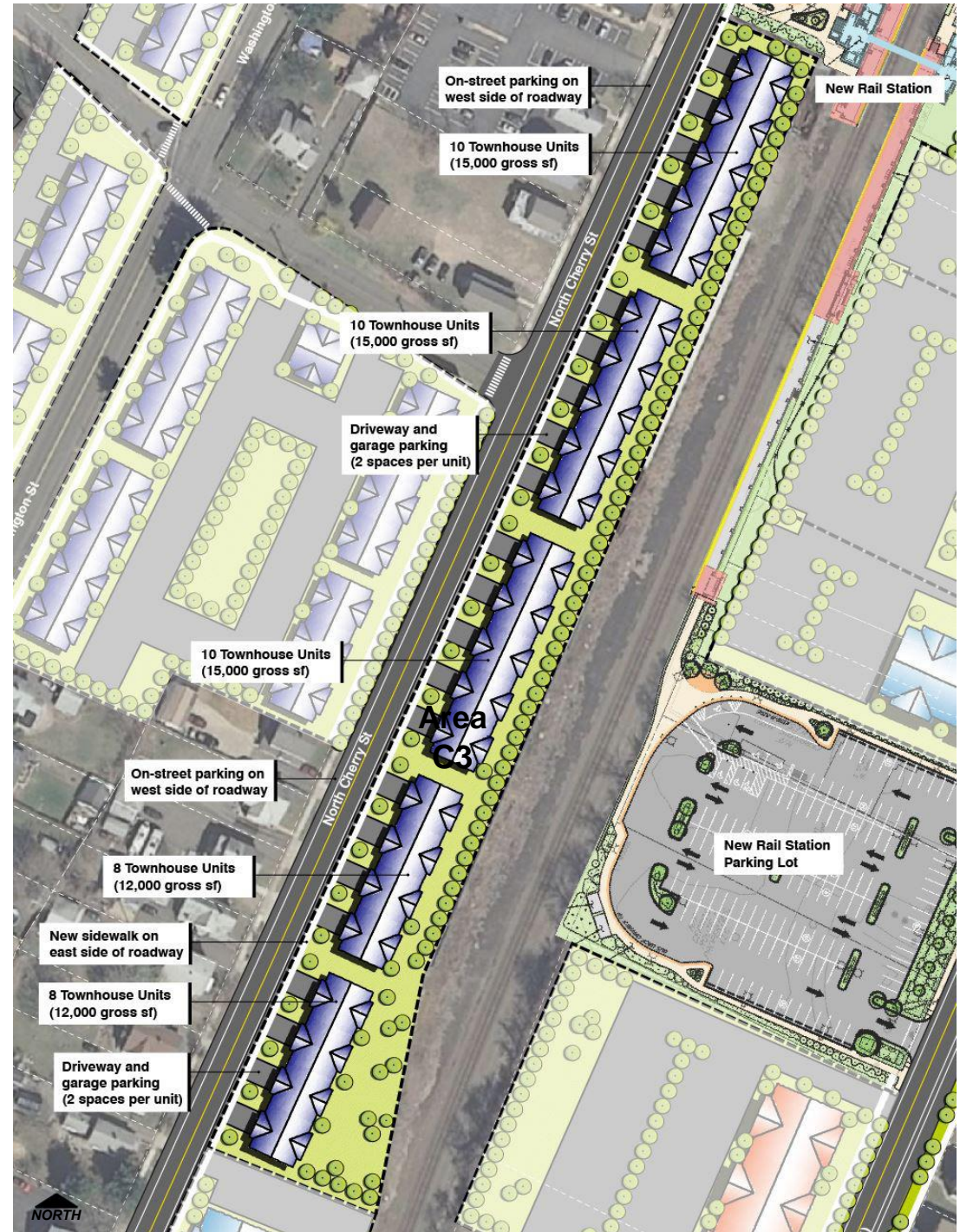
Future development of the site should focus on residential land uses so as to maximize compatibility with the existing neighborhood. Given the geometry and topography of this parcel, most of which is elevated by several feet above North Cherry Street, townhouse style development is recommended.

A total of 46 townhouse units are feasible, with a combined 69,000 gross square feet of development (1,500 sf per unit). Parking for the development could be accommodated with a combination of driveways and garages accessed from the street. The topography of the site would require the garages to be at basement level and the entry of the residences to be at an upper or split level.

Infrastructure improvements accompanying this development would include the construction of a public sidewalk on the east side of North Cherry Street and the provision of an on-street parking lane on the west side of the street.

Summary

Development Area	Townhouse Units	Acres	Parking Spaces	Residential Units per Acre
Area C3	46	2.4	92	19.0
Total	46	2.4	92	19.0



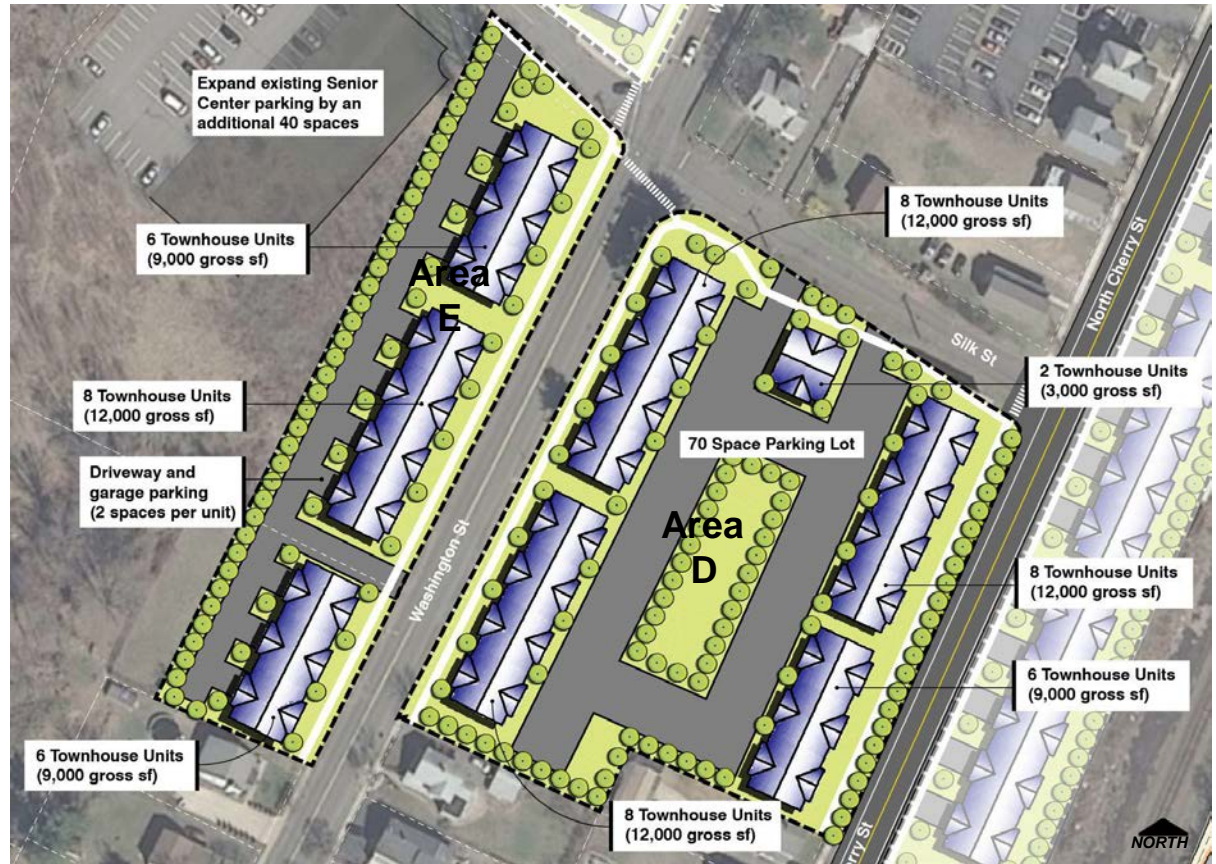
Development Area D and E

Area D is located on Silk Street, between Washington and North Cherry Streets. This area consists of one parcel that is privately owned and has an active industrial land use. The parcel is 2.5 acres and is a flat site.

Development of this site could accommodate 32 townhouse style residential units. A 70 space parking lot located on the interior of the site would serve the development. The geometry of the site allows for a significant green space at the center of the development.

Area E is comprised of two parcels located on Washington Street. Both parcels are owned by Yankee Gas. The Town has constructed parking for the Senior Center on one of the sites. The site has had issues with contamination, but a review of environmental records does not reveal known contamination.

Redevelopment of this area could accommodate 20 units of townhouse development, 14 units on the northern parcel and 6 units on the southern parcel. If subdivided, the parcels would total 1.3 acres. Parking could be provided from the back of the buildings via driveways and garages. The topography of the site includes a narrow plateau along Washington Street that slopes steeply away from the road. This would allow for a basement level garage beneath the townhouses.



Summary

Development Area	Townhouse Units	Acres	Parking Spaces	Residential Units per Acre
Area D	32	2.5	70	12.8
Area E	20	1.3	40	15.4
Total	52	3.8	110	

Development Area G

Development Area G is comprised of two parcels on Washington Street, immediately west of Parker Place Apartments. This area has active industrial and commercial uses.

Area G1 is the northern parcel and is 2.7 acres. The area is currently occupied by a large warehouse building and surface parking. The site is flat and its geometry would allow for a number of development configurations. Given the site area and parking demands, 84 residential units are feasible in three buildings. Surface parking at the interior of the lot would provide 130 parking spaces.

Area G2 is currently occupied by commercial warehouse structures. The parcel is 2.3 acres and is located immediately to the west of Parker Place Apartments. Redevelopment of the site could accommodate 72 units and a 120 space parking lot at the rear of the site.

Summary

Development Area	Apartment Units	Acres	Parking Spaces	Residential Units per Acre
Area G1	84	2.7	130	31.1
Area G2	72	2.3	120	31.3
Total	156	5.0	250	



Development Area H1 & H2

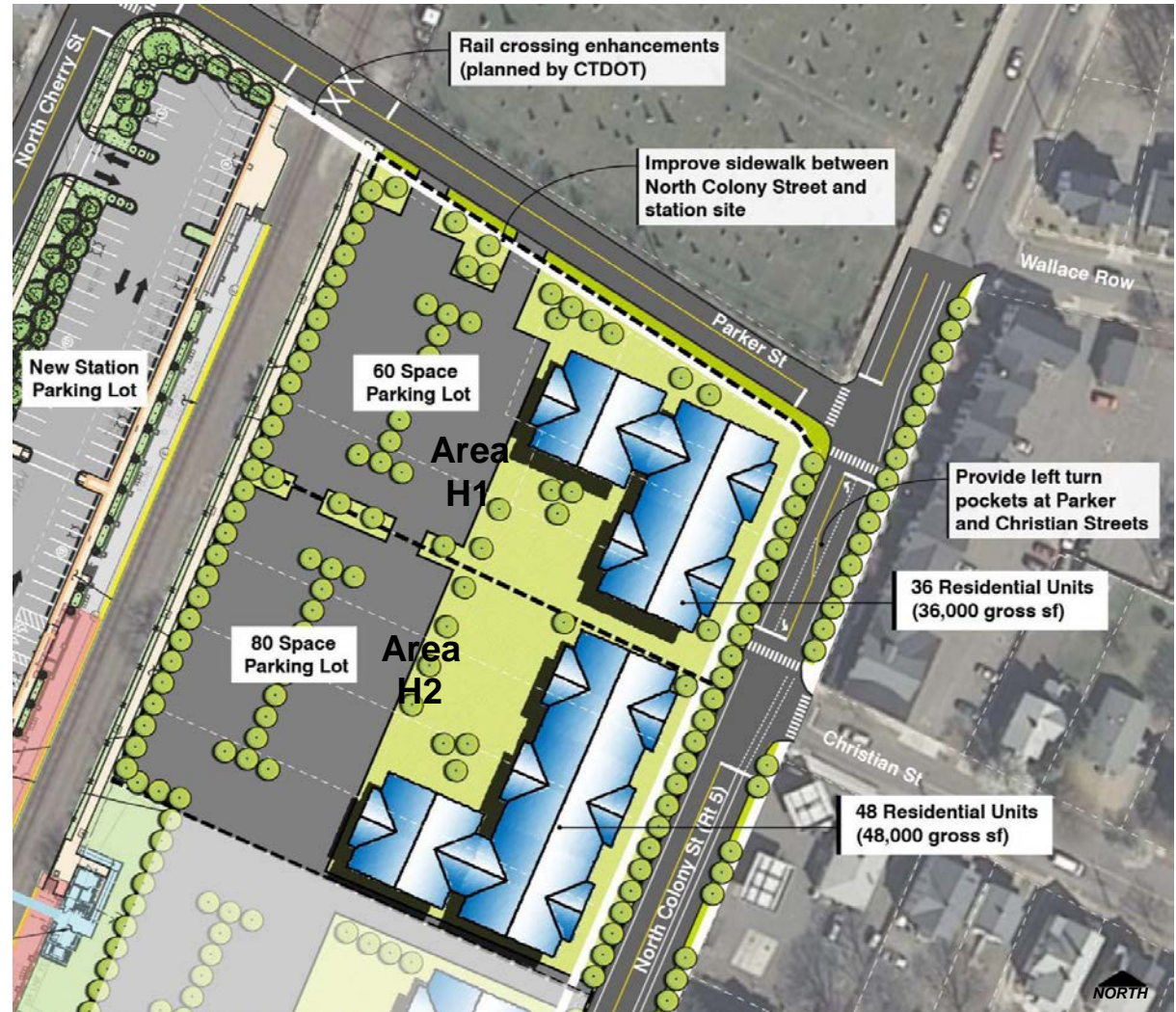
Development Area H is located on the west side of North Colony Street and has seventeen parcels all of which are privately owned. The parcels have a mixture of small stores, multi-family homes, and auto-oriented businesses. These deep lots are not fully utilized and have a significant amount of undeveloped land. This area has been divided into six sub-areas as redevelopment would likely occur through the assembly of a small number of parcels at one time. Actual redevelopment would be dependant upon parcel assemblage and would likely vary from the concepts demonstrated here.

Area H1 would require the assembly of five parcels. If combined the site would total 1.2 acres. The site currently has multiple small buildings and storefronts with no setback from the North Colony Street right of way. Redevelopment of the site could accommodate 36 units of residential development and a 60 space parking lot at the rear of the site.

Area H2 would require the assembly of four parcels. Combined, the site would total 1.5 acres. Similar to Area H1, the site currently has multiple small buildings and storefronts with no setback from the North Colony Street right of way. Redevelopment of the site could accommodate 48 units of residential development and an 80 space parking lot at the rear of the site.

Summary

Development Area	Apartment Units	Acres	Parking Spaces	Residential Units per Acre
Area H1	36	1.2	60	30.0
Area H2	48	1.5	80	32.0
Total	84	2.7	140	



Development Area H3-H6

Development Areas H3 through H6 are located on the west side of North Colony Street, and are comprised of 8 parcels in total. The parcels are privately owned and have a mixture of small stores, multi-family homes, and auto-oriented businesses. Development is scattered, with some storefronts set back from the street and residences directly abutting the street.

Area H3 is a 1.1 acre parcel that is currently occupied by a used auto sales and service business which is housed in two structures with surrounding lots. Redevelopment of this area could accommodate 24 units of residential development and a 40 space parking lot at the rear of the site.

Area H4 would require the assembly of two parcels. Combined, the site would total 0.7 acres. The site currently has two small buildings with a small setback from the North Colony Street right of way and garage structure in the rear. Redevelopment of the site could accommodate 16 units of residential development and a 35 space parking lot at the rear of the site.

Area H5 is comprised of a single 1.6 acre parcel that has a strip mall set back from the roadway with surface parking between the storefronts and North Colony Street. Redevelopment of this lot could provide 48 residential units in a single building with a 100 space parking lot at the rear of the site.

Area H6 would require the assembly of four parcels. Combined, the site would total 0.9 acres. A small number of storefronts currently front North Colony Street with ancillary structures to the back of the properties, most of which is undeveloped. Redevelopment of this area could provide 24 residential units in a single building with a 50 space parking lot at the rear of the site.

Summary

Development Area	Apartment Units	Acres	Parking Spaces	Residential Units per Acre
Area H3	24	1.1	40	21.8
Area H4	16	0.7	35	22.9
Area H5	48	1.6	100	30.0
Area H6	24	0.9	50	26.7
Total	112	4.3	225	



Development Area I & J

Development Areas I and J are on North Colony Street in the immediate vicinity of the new station east side parking lot and entrance. Given their proximity to Downtown and the station site, mixed use development with lower level retail and/or office space is recommended for these areas.

Area I is comprised of one parcel on North Colony Street across the street from the new station entrance. The parcel has a mixture of low density uses with a parking lot fronting North Colony Street. Infill development of this 0.7 acre site could provide 5,000 square feet of retail/office space and 12 residential units on upper floors. A 40 space parking lot could be provided at the rear of the site.

Area J is located on North Colony Street between the new rail station parking lot and Most Holy Trinity Church. The area is comprised of two parcels, one of which has an auto supply and hardware store with surface parking in front. Combined, the parcels total 1.8 acres. Redevelopment of this area could yield 12,000 square feet of retail/office space and 24 residential units on upper floors. A 100 space parking lot could be provided at the rear of the site and would serve both residential and commercial tenants.



Summary

Development Area	Apartment Units	Commercial (square feet)	Acres	Parking Spaces	Residential Units per Acre
Area I	12	5,000	0.7	40	17.1
Area J	24	12,000	1.8	100	13.3
Total	36	17,000	2.5	140	

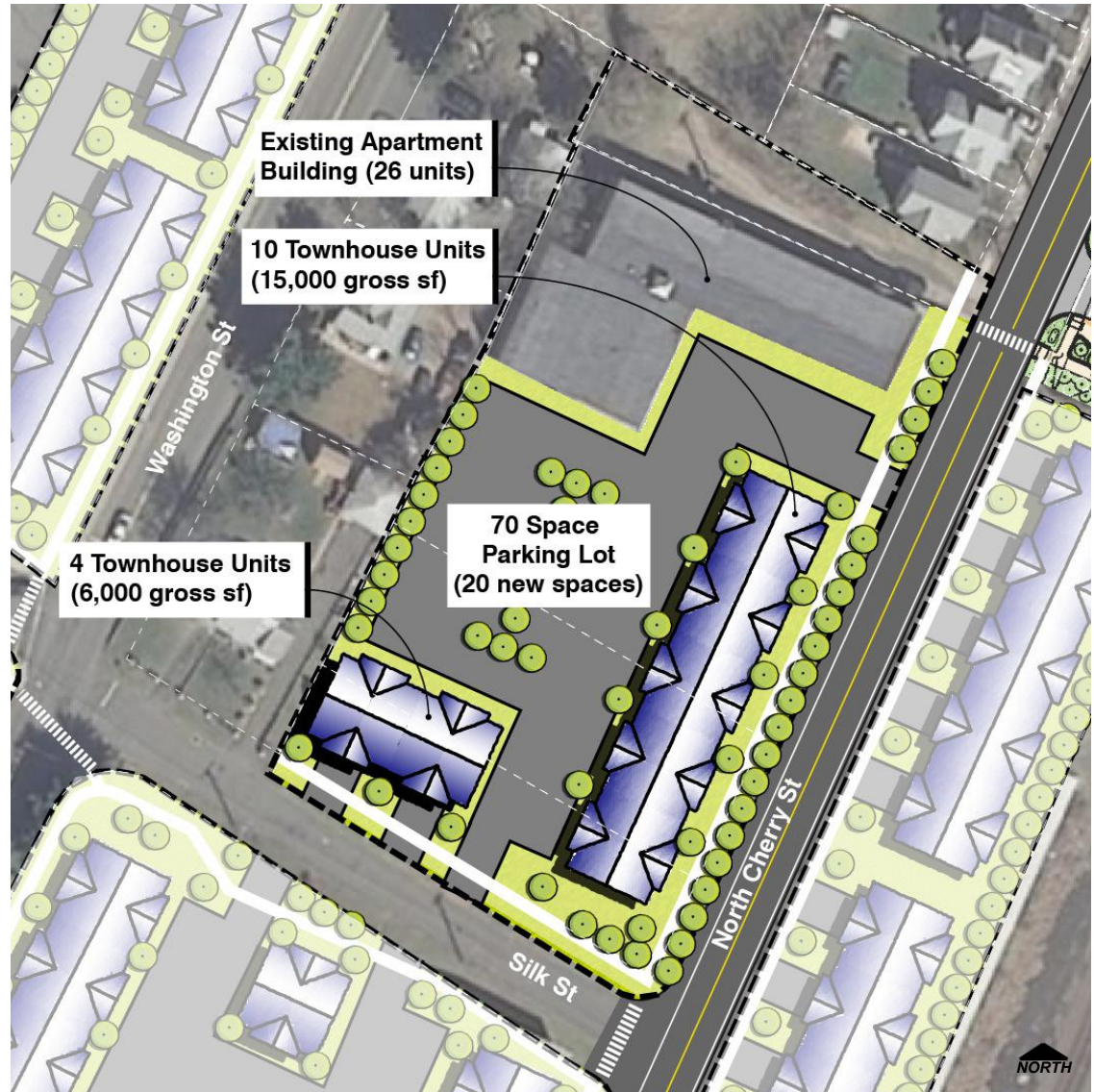
Development Area K

Development Area K is comprised of three parcels and is located on North Cherry Street immediately north of Silk Street. This site currently has six residential structures: three small single family dwellings, two two-family structures, and a 26 unit apartment building at 180 North Cherry Street. The apartment building is a converted industrial building and has direct access to the new rail station. The building is in moderate condition; changes in market conditions as a result of the new station, which is directly across the street, could incentivize rehabilitation of the building.

The remaining site, including the two parcels to the south of the apartment building, could accommodate 14 new townhouse units and a 70 space parking lot that would serve the townhouses on North Cherry Street and the apartment building. Townhouse units on Silk Street would have ground level garages, made feasible by the slope at that location.



Existing apartment building at 180 North Cherry Street



Summary

Development Area	Apartment Units	Townhouse Units	Acres	Parking Spaces	Residential Units per Acre
Area K	26 <i>existing</i>	14	1.6	78	25.0 (includes existing apartment buildings)
Total	26	14	1.6	78	25.0

Development Summary

A summary of potential housing, commercial development, and parking is provided in the table at right. If developed as per the preceding development scenarios, at total of 660 residential units, comprised of 146 townhouse and 514 apartment units is feasible. Additionally, 42,000 square feet of ground floor commercial space (office, retail or restaurant) could be provided within the station area.

Approximately 1,393 surface lot, driveway, and townhouse garage parking spaces is feasible under the proposed scenarios.

Residential density per development area varies from 12.5 units per acre for townhouse style development in Area F1 to 36 units per acre in Area C2. The Incentive Housing Zone (IHZ) requires a minimum of 10 units per acre for townhouse style development and 20 units per acre for multifamily (apartment or condominium) development. With the exception of three areas that have ground floor commercial uses, all development areas exceed the density requirements of the IHZ.

Development Area	Town-house Units	Apartment Units	Commercial (square feet)	Acres	Parking Spaces	Residential Units per Acre	Notes
Area A		48	20,000	1.6	120	30.0	
Area B		12	5,000	0.9	90	13.3	Below IHZ threshold
Area C1		48		1.4	80	34.3	
Area C2		18		0.5	40	36.0	
Area C3	46			2.4	92	19.2	
Area D	32			2.5	70	12.8	
Area E	20			1.3	40	15.4	
Area F1	10			0.8	20	12.5	
Area F2	24			1.5	48	16.0	
Area G1		84		2.7	130	31.1	
Area G2		72		2.3	120	31.3	
Area H1		36		1.2	60	30.0	
Area H2		48		1.5	80	32.0	
Area H3		24		1.1	40	21.8	
Area H4		16		0.7	35	22.9	
Area H5		48		1.6	100	30.0	
Area H6		24		0.9	50	26.7	
Area I		12	5,000	0.7	40	17.1	Below IHZ threshold
Area J		24	12,000	1.8	100	13.3	Below IHZ threshold
Area K	14			1.6	78	25*	*Includes existing apartment building
Total	146	514	42,000	29	1,393		

Build Out Analysis

There is a total of 36.4 acres and 59 existing dwelling units across the development areas. The total assessed value of all properties in the development areas is approximately \$12.9 million which yields \$287,000 per year in property tax revenue (2015 mill rate of 27.47).

A build out analysis of the development areas indicates that the existing zoning would allow an additional \$931,476 of improvements in the project area. This estimate assumes the expansion of existing uses to the full lot coverage as allowed by the area's zoning. The net tax benefit of these improvements would be \$22,759 over the existing tax revenue generated from parcels in the development areas. This analysis does not take into consideration change of land use or development restrictions due to setback or parking restrictions. This analysis also assumes that improvements to the site would take the form of infill development or expansion of existing uses and not a complete redevelopment of the site.

A build out analysis of the proposed development scenarios indicates that approximately 660 dwelling units and 42,000 square feet of commercial space could be accommodated within the development areas. The total potential assessed value of all development areas is approximately \$68.4 million which would generate \$2.35 million in property tax revenues per year. This represents an increase of \$2.07 million in property tax revenue per year.

Summary:

- The existing development areas contain 59 dwelling units and generate \$287,000 per year in tax revenue.
- Expansion of existing land uses under the current zoning would increase tax revenue by no more than \$22,759 per year.
- Redevelopment as per the development scenarios would include approximately 660 dwelling units and would generate \$2.35 million in property taxes per year, an additional \$2.07 million above existing tax revenues.

Development Area	Dwelling Units	Floor Area (SF)	Land Area (Acres)	Existing Lot		Lot Coverage Allowed by Zoning	Additional Lot Coverage Allowed by Zoning	Existing Assessed Land Value	Existing Assessed Value of Improvements	Total Existing Assessed Property Value	Current Tax Generated by Existing Uses (27.47 Mill Rate)	Potential Additional Assessed Value under Existing Zoning	Potential Increase in Tax Revenue under Existing Zoning
				Coverage	Zoning								
A		11,331	1.8	16.7%	CA-6	50.0%	33.3%	\$ 255,800	\$ 509,100	\$ 764,900	\$ 21,012	\$ 27,074	\$ 744
B		6,076	0.9	16.0%	CA-6	50.0%	34.0%	\$ 72,400	\$ 168,500	\$ 240,900	\$ 6,618	\$ 57,235	\$ 1,572
C1		14,012	1.0	32.2%	I-40	35.0%	2.8%	\$ 88,400	\$ 385,000	\$ 473,400	\$ 13,004	\$ 10,907	\$ 300
C2	1	6,669	0.5	28.2%	I-40	35.0%	6.8%	\$ 57,800	\$ 76,500	\$ 134,300	\$ 3,689	\$ 5,215	\$ 143
C3		26,255	2.4	25.1%	I-40	35.0%	9.9%	\$ 136,300	\$ 484,300	\$ 620,600	\$ 17,048	\$ 47,879	\$ 1,315
D		52,267	2.5	48.6%	I-20	33.5%	0.0%	\$ 155,900	\$ 741,000	\$ 896,900	\$ 24,638	\$ -	\$ -
E		0	4.6	0.0%	R-15	20.0%	20.0%	\$ 125,800	\$ 25,500	\$ 151,300	\$ 4,156	\$ 5,100	\$ 140
F1		3,840	2.0	4.3%	R-15	20.0%	15.7%	\$ 74,700	\$ 82,200	\$ 156,900	\$ -	\$ 12,870	\$ -
F2		32,900	4.9	15.3%	R-15	20.0%	4.7%	\$ 382,400	\$ 1,912,700	\$ 2,295,100	\$ -	\$ 90,105	\$ -
G1		32,359	2.7	27.5%	I-40	35.0%	7.5%	\$ 168,500	\$ 515,300	\$ 683,800	\$ 18,784	\$ 38,579	\$ 1,080
G2		27,493	2.3	27.1%	I-40	35.0%	7.9%	\$ 148,300	\$ 678,300	\$ 826,600	\$ 22,707	\$ 53,667	\$ 1,474
H1	5	7,833	1.2	14.8%	CB-40	35.0%	20.2%	\$ 261,000	\$ 173,300	\$ 283,900	\$ 7,799	\$ 38,982	\$ 1,071
H2	7	6,016	1.4	9.6%	CB-40	35.0%	25.4%	\$ 257,000	\$ 254,200	\$ 511,200	\$ 14,043	\$ 63,929	\$ 1,756
H3		10,458	1.1	21.8%	CB-40	35.0%	13.2%	\$ 80,600	\$ 294,800	\$ 375,400	\$ 10,312	\$ 38,838	\$ 1,067
H4	4	4,456	0.6	15.7%	CB-40	35.0%	19.3%	\$ 134,800	\$ 578,700	\$ 794,100	\$ 21,814	\$ 90,130	\$ 2,476
H5		14,763	1.6	21.2%	CB-40	35.0%	13.8%	\$ 146,400	\$ 524,800	\$ 671,200	\$ 18,438	\$ 72,517	\$ 1,992
H6	4	4,339	0.9	10.6%	CB-40	35.0%	24.4%	\$ 213,400	\$ 280,100	\$ 493,500	\$ 13,556	\$ 67,369	\$ 1,851
I	1	8,287	0.7	26.2%	CA-12	35.0%	8.8%	\$ 106,600	\$ 291,400	\$ 398,000	\$ 10,933	\$ 25,622	\$ 704
J	4	14,517	1.8	18.6%	CB-40	35.0%	16.4%	\$ 217,000	\$ 557,000	\$ 774,000	\$ 21,262	\$ 93,071	\$ 2,557
K	33	13,255	1.6	19.4%	R-6	33.5%	14.1%	\$ 446,100	\$ 908,000	\$ 1,354,100	\$ 37,197	\$ 92,388	\$ 2,538
Total	59	297,126	48.6					\$ 3,529,200	\$ 9,440,700	\$ 12,900,100	\$ 287,009	\$ 931,476	\$ 22,759

Existing Conditions: Including potential expansion of uses under current zoning

Development Area	Proposed Dwelling Units	Proposed Townhouse Livable Area (SF)	Proposed Apartment Livable Area (SF)	Proposed Commercial Area (SF)	Existing Assessed Land Value	Potential Assessed Value of Improvements	Potential Total Assessed Property Value	Total Existing Assessed Property Value	Potential Value Added by Redevelopment	Potential Tax Generated by Development (27.47 Mill Rate)	Current Tax Generated by Existing Uses (27.47 Mill Rate)	Potential Increase in Tax Revenue
B	12		12,000	5,000	\$ 72,400	\$ 1,150,000	\$ 1,222,400	\$ 240,900	\$ 981,500	\$ 33,579	\$ 6,618	\$ 26,962
C1	48		48,000		\$ 88,400	\$ 3,840,000	\$ 3,928,400	\$ 473,400	\$ 3,455,000	\$ 107,913	\$ 13,004	\$ 94,909
C2	18		18,000		\$ 57,800	\$ 1,440,000	\$ 1,497,800	\$ 134,300	\$ 1,363,500	\$ 41,145	\$ 3,689	\$ 37,455
C3	46	69,000			\$ 136,300	\$ 7,659,000	\$ 7,795,300	\$ 620,600	\$ 7,174,700	\$ 214,137	\$ 17,048	\$ 197,089
D	32	48,000			\$ 155,900	\$ 5,328,000	\$ 5,483,900	\$ 896,900	\$ 4,587,000	\$ 150,643	\$ 24,638	\$ 126,005
E	20	30,000			\$ 125,800	\$ 3,330,000	\$ 3,455,800	\$ 151,300	\$ 3,304,500	\$ 94,931	\$ 4,156	\$ 90,775
F1	10	15,000			\$ 74,700	\$ 1,665,000	\$ 1,739,700	\$ 156,900	\$ 1,582,800	\$ 47,790	\$ -	\$ 47,790
F2	24	36,000			\$ 382,400	\$ 3,996,000	\$ 4,378,400	\$ 2,295,100	\$ 2,083,300	\$ 120,275	\$ -	\$ 120,275
G1	84	126,000			\$ 168,500	\$ 13,986,000	\$ 14,154,500	\$ 683,800	\$ 13,470,700	\$ 388,824	\$ 18,784	\$ 370,040
G2	72	108,000			\$ 148,300	\$ 11,988,000	\$ 12,136,300	\$ 826,600	\$ 11,309,700	\$ 333,384	\$ 22,707	\$ 310,677
H1	36		36,000		\$ 261,000	\$ 2,880,000	\$ 3,141,000	\$ 283,900	\$ 2,857,100	\$ 86,283	\$ 7,799	\$ 78,485
H2	48		48,000		\$ 257,000	\$ 3,840,000	\$ 4,097,000	\$ 511,200	\$ 3,585,800	\$ 112,545	\$ 14,043	\$ 98,502
H3	24		24,000		\$ 80,600	\$ 1,920,000	\$ 2,000,600	\$ 375,400	\$ 1,625,200	\$ 54,956	\$ 10,312	\$ 44,644
H4	16		16,000		\$ 134,800	\$ 1,280,000	\$ 1,414,800	\$ 794,100	\$ 620,700	\$ 38,865	\$ 21,814	\$ 17,051
H5	48		48,000		\$ 146,400	\$ 3,840,000	\$ 3,986,400	\$ 671,200	\$ 3,315,200	\$ 109,506	\$ 18,438	\$ 91,069
H6	24		24,000		\$ 213,400	\$ 1,920,000	\$ 2,133,400	\$ 493,500	\$ 1,639,900	\$ 58,804	\$ 13,556	\$ 45,048
I	12		12,000	5,000	\$ 106,600	\$ 1,150,000	\$ 1,256,600	\$ 398,000	\$ 858,600	\$ 34,519	\$ 10,933	\$ 23,586
J	24		24,000	12,000	\$ 217,000	\$ 2,376,000	\$ 2,593,000	\$ 774,000	\$ 1,819,000	\$ 71,230	\$ 21,262	\$ 49,968
K	14		21,000		\$ 446,100	\$ 2,331,000	\$ 2,777,100	\$ 1,354,100	\$ 1,423,000	\$ 76,287	\$ 37,197	\$ 39,090
Total	660	453,000	358,000	42,000	\$ 3,529,200	\$ 80,519,000	\$ 85,703,300	\$ 12,900,100	\$ 68,443,200	\$ 2,354,270	\$ 287,009	\$ 2,067,260

Redevelopment Scenario: Potential assessment values are based upon an average of comparable assessment values in the Town of Wallingford

Transportation Enhancement Strategies

The recommended transportation and infrastructure enhancement strategy is focused on improving bicycle and pedestrian access to the new station area while maintaining traffic flow and enhancing safety. The specific strategies include:

Strategy 1: Improve the pedestrian environment on roadways leading to the station including North Cherry Street, North Colony Street, and Parker Street. New sidewalks, wider sidewalks, increased offset of sidewalk from roadway, street trees and pedestrian scaled lighting are among the recommended design elements.

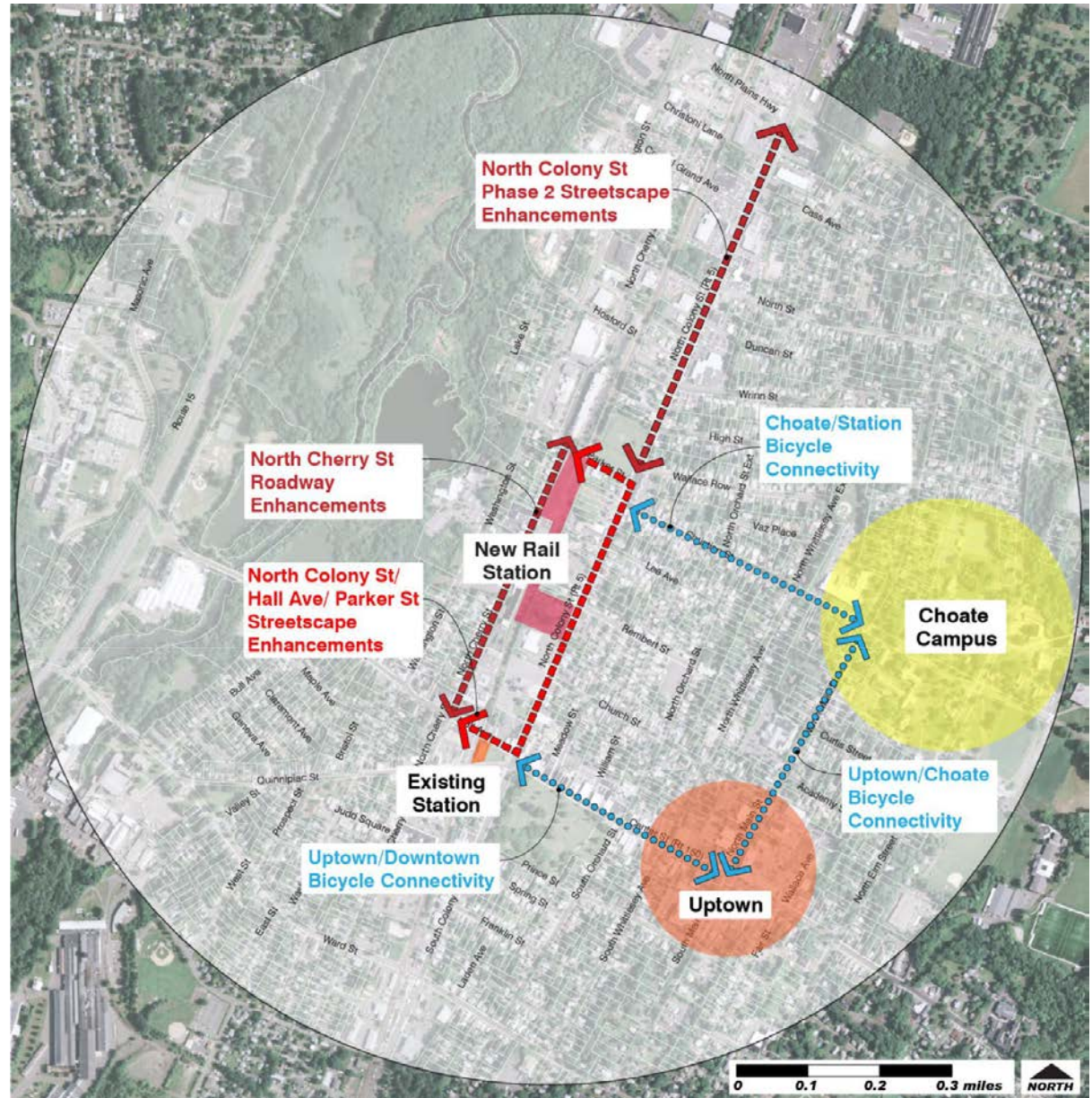
Strategy 2: Calm traffic and expand on-street parking. North Colony, North Cherry, and Hall Avenue have wide traffic lanes. The designation of on-street parking areas via pavement markings and signage would allow for overflow parking for local residents, businesses and institutions. On-street parking and narrower travel lanes also have a traffic calming effect.

Strategy 3: Extend the Center Street streetscape along Hall Avenue to North Cherry Street. This will improve the quality of the retail/restaurant environment in the existing station area and strengthen the connection between “Uptown”, “Downtown” and the new rail station.

Strategy 4: Provide bicycle connectivity between the new station, existing station, Uptown, and Choate campus. Bicycle facilities such as bicycle lanes will expand connectivity to the new station.

Recommended enhancement projects utilizing these strategies include:

- Hall Avenue Enhancements
- North Colony Street Enhancements
- North Cherry and Parker Street Enhancements
- Bicycle Connectivity Enhancements



Transportation Enhancement Strategies

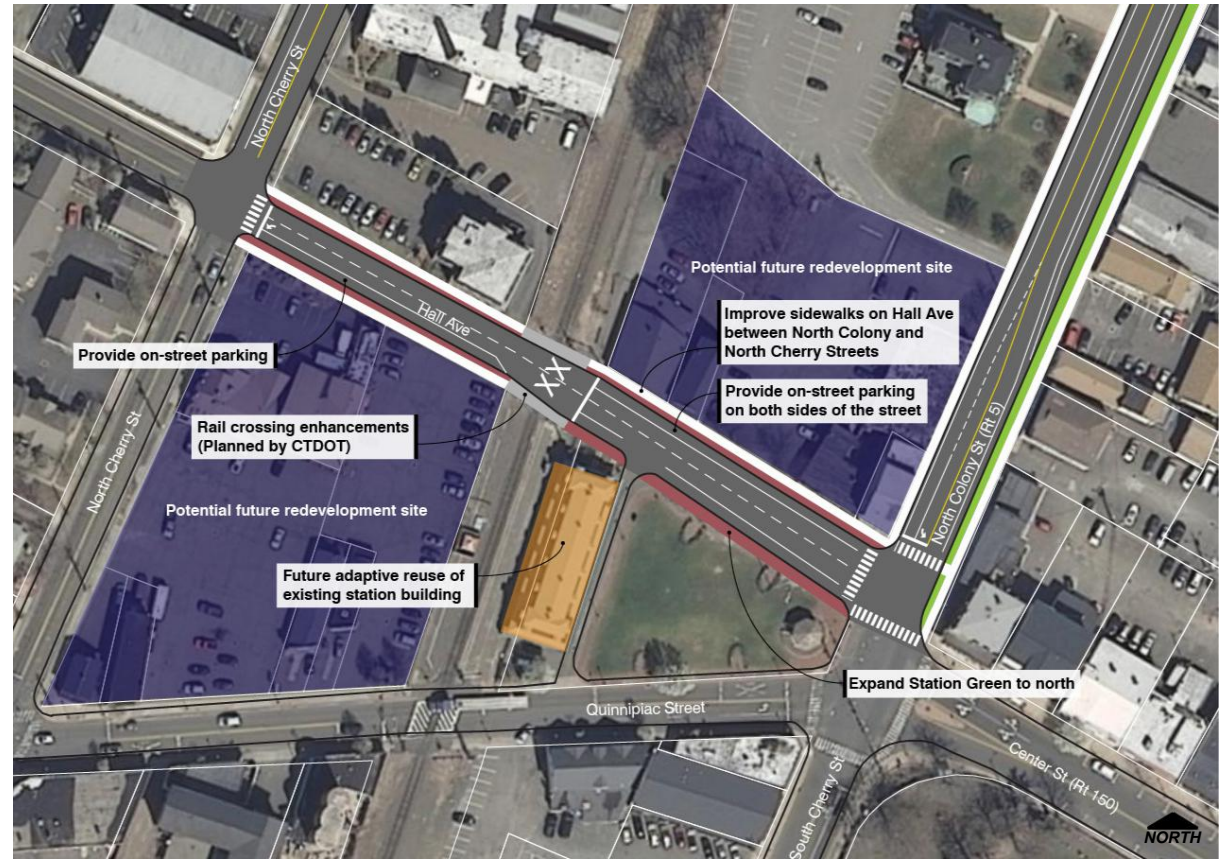
Hall Avenue Enhancements

The proposed Hall Avenue enhancements extend the Center Street streetscape along Hall Avenue to North Cherry Street. Center Street is lined with street trees, decorative lighting, brick pavement, and on-street parking. These streetscape elements do not continue west to Hall Avenue and therefore disrupt the pedestrian experience and retail/restaurant environment.

Recommended improvements include expanding the width of sidewalks on both sides of the street and providing street trees and decorative lighting. On-street improvements include narrowing traffic lanes and providing designated on-street parking on both sides of the street.



Hall Avenue Enhancements, view west



Hall Avenue Enhancement Strategies

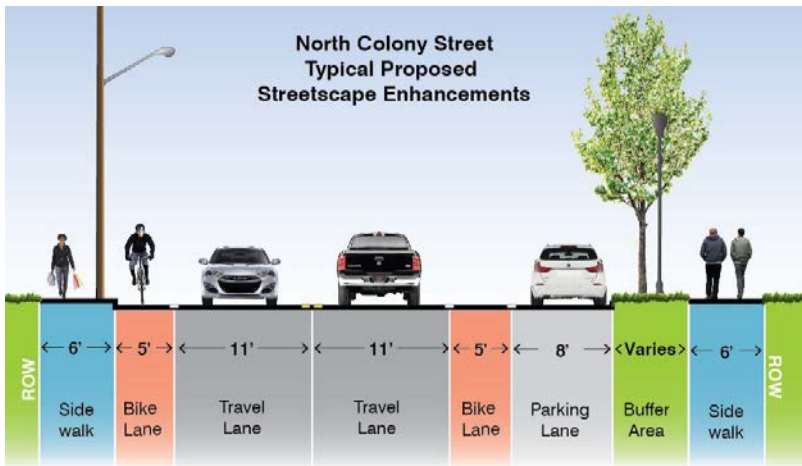
North Colony Street Enhancements

North Colony Street is the primary connection between the new station site and the Downtown and Uptown areas. The street is marginal in quality with narrow sidewalks that are in poor condition on the west side of the road. Sidewalks on the east side are narrow and sidewalk condition varies by property. The road lacks adequate pedestrian amenities such as street trees and pedestrian lighting. Recommended improvements directly address these issues and include the provision of amenities such as wider sidewalks, pedestrian scaled lighting, street trees, bicycle lanes and on-street parking. The existing right-of-way is sufficiently wide to accommodate these features.

Improvement of this corridor between Center Street and Parker Street would strengthen the pedestrian connection to the station and encourage pedestrian trips to the station. Subsequent phases of work could extend this streetscape north to North Plains Highway.



North Colony Street Enhancements, view north



North Colony Street Enhancement Strategies within new station area

North Cherry and Parker Street Enhancements

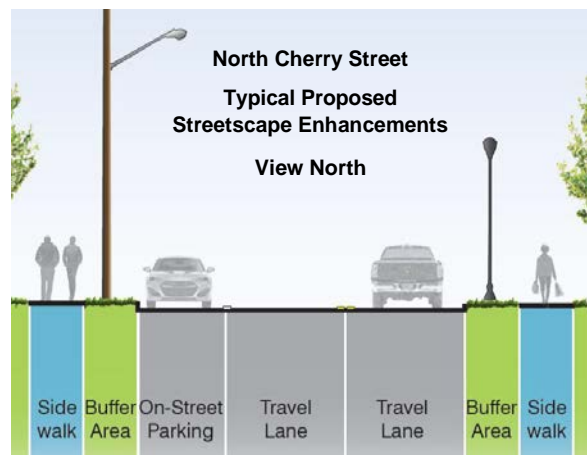
North Cherry Street and Parker Street provide connections to the west side of the new train station. Both streets are relatively narrow and have marginal sidewalk infrastructure and pavement quality. As part of the station development project, sidewalks will be provided along the perimeter of the station site, but the network is discontinuous beyond the station.

Recommended improvements to Parker Street include the improvement of sidewalks on the south side of Parker Street and improvements to the Parker Street/North Colony Street intersection. These improvements would strengthen the connection between North Colony Street, Christian Street and the station platform, which is the most direct route between Choate and the new station.

North Cherry Street has narrow sidewalks on the west side of the street and a modest on-street parking demand from residences on the west side of the street. The provision of an eight foot wide striped parking lane on the west side of the road would provide overflow parking spaces for residents, and have a traffic calming effect by narrowing traffic lanes and distancing traffic from sidewalks on the west side of the street.



North Cherry and Parker Street Enhancement Strategies



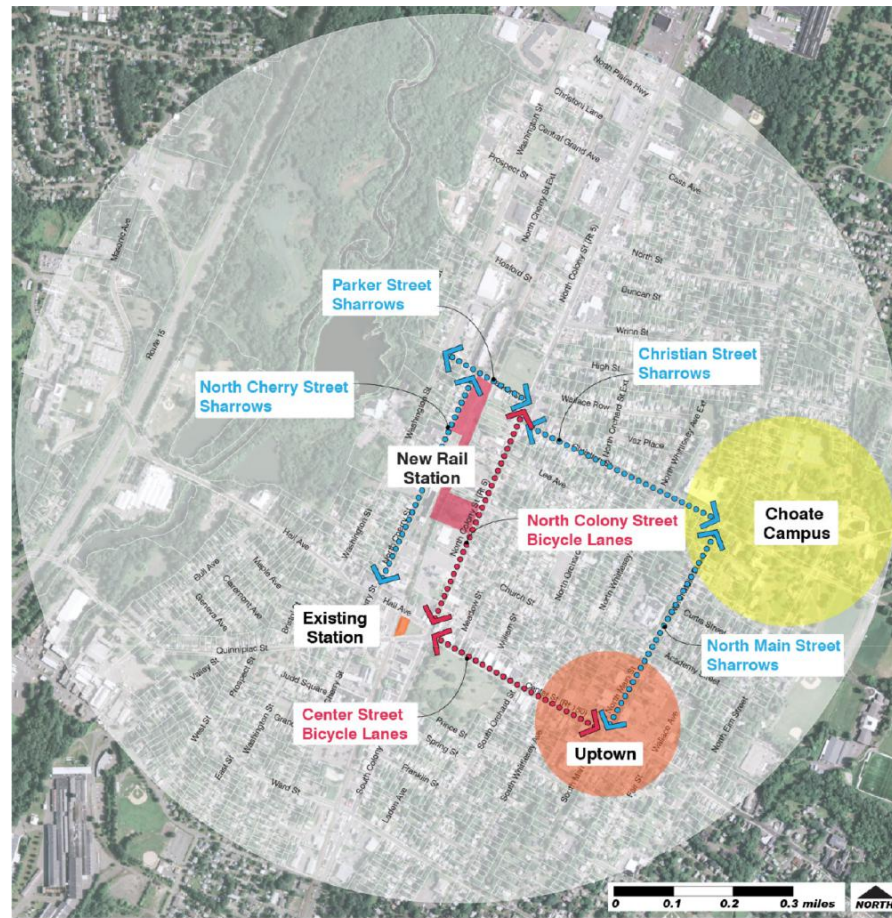
Bicycle Connectivity Enhancements

Bicycle connectivity is an important component of transit oriented development, one of the goals of which is to increase transit ridership and reduce dependency on automobiles. The provision of bicycle facilities can expand the commuting distance of rail commuters from the typical half mile walkshed and consequently increase rail ridership without increasing demand for parking at the station.

A limited, but core network of bicycle facilities is recommended in support of the Wallingford TOD. These recommended improvements include bicycle lanes on Center and North Colony Streets and sharrows on Christian, North Main, Parker and North Cherry Streets.

Bicycle lanes are the preferred facility for many bicyclists. These lanes are often found at the edge of the roadway and would otherwise appear to be a roadway shoulder. They are marked by a white pavement stripe separating the bicycle lane from the traffic lane and by bicycle pavement markings within the lane. Signage is typically used at the beginning of the corridor and intermittently to inform drivers and bicyclists of the presence of the bicycle lane. The preferred width of a bicycle lane is between 5 and 6 feet.

A Sharrow is a shared roadway that is marked and signed for bikes. Sharrows operate on the principle that bicycles are already allowed on most streets. A sharrow symbol and/or sign simply act as a reminder to the driver. The marking also acts as a guide to the anticipated lateral location of the bicyclist. A sharrow is most often used on a roadway where bicycle traffic is desirable but lane width is insufficient for a full bike lane.



Bicycle Connectivity Enhancements



Typical Bicycle Lane



Typical Sharrow Marking



Redevelopment Mechanisms

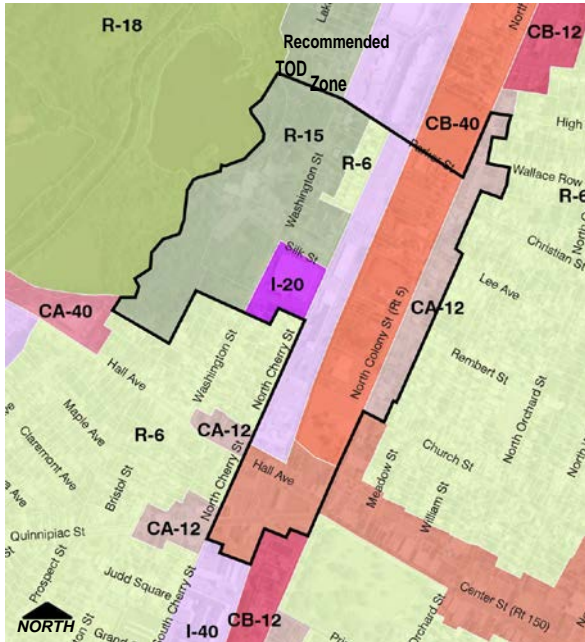
- **Rezoning and Parking Regulation Revision**
- **Tax Increment Financing**
- **Development Authorities**
- **Incentive Housing Zone**
- **Grant and Loan Funds**
- **Implementation Strategy**

Rezoning and Parking Regulation Revision

Rezoning of the station area would allow for, and assist in shaping, development that is supportive of transit use and contributes to active street fronts. Key features that rezoning should include are:

1. Creation of a new TOD zone in the station area to replace the existing mix of commercial, industrial, and low density residential zones.

The existing zoning is a disparate mix of zones that reflect the underlying land uses, but does not provide the regulatory structure for redevelopment within the station area. Overlay zones such as the IHZ and Downtown Apartment Overlay zone provide some flexibility but are limited in application.



The recommended TOD zone would encompass multiple existing zones including the R-15, R-6, I-20, CB-40, CA-12, and CA-6 zones.

2. Allowance of townhouse, apartment, and mixed use buildings; prohibition of new single family, auto-oriented, and industrial land uses.

Higher density residential land uses are supportive of transit use. Single family land uses do not provide a sufficient density of development to maximize transit use and industrial land uses are incompatible with residential environments. Other uses that should be restricted or prohibited within a TOD zone include auto-oriented commercial uses such as drive-thru businesses and gas and service stations.

3. Three-story maximum building heights in residential areas and 3.5 story maximum building heights in mixed use areas.

Current zoning allows 30' building heights with the Downtown Apartment Overlay zone allowing additional height as a function of setback. The 30' building height can limit buildings to two stories depending on the roof design and is too restrictive to allow the flexibility necessary for a diversity of building and housing types.

4. Front setback maximum of 25' for primary building structures and revised setback minimums.

Buildings that front the street contribute to a sense of place and provide a more active and secure street front. Existing setback regulations provide minimum requirements of up to 50' in some zones. Setback requirements should be established per street and block face rather than being uniformly applied throughout a zone.

5. An increase or elimination of building coverage maximums.

Development is primarily constrained by parking and setback requirements. The low building coverage maximums in place under the existing zoning are highly restrictive to development.

6. Design guidelines that require and/or encourage architectural and landscaping features and standards for new development.

Beyond regulating setback and bulk requirements, zoning should guide and/or require building and site design that improves the quality of the street environment and is complimentary to existing development.

7. Prohibition of parking in front of buildings.

Surface parking in front of buildings is destructive to the pedestrian environment and quality of the street front. Parking should be located to the sides and rear of structures and located behind the building line.

With the exception of residential driveways, parking in front of buildings should be prohibited by zoning. This would be regulated by setback requirements and site design guidelines and standards.

8. Parking requirements that are consistent with actual parking demand in the station area.

Wallingford's parking requirements exceed requirements recommended by the Institute for Transportation Engineers. Excessive surface parking restricts development potential, negatively impacts the quality of the pedestrian environment, unnecessarily increases impervious surface, and increases development costs.

Recommended parking requirements within the station area are as follows:

- Multifamily Buildings: 1.5 spaces per unit
- Townhouses: 2 spaces per unit
- Office: 3 spaces per 1000 sf
- Retail: 4 spaces per 1000 sf
- Restaurant/Pub: 6 spaces per 1000 sf

Tax Increment Financing (TIF)

Wallingford should consider establishing a Tax Increment Finance District within the station area so as to incentivize development and generate funding for property improvement and streetscape enhancements in the station area.

Tax Increment Financing uses anticipated future increases in property taxes to pay for current improvements or to repay debt issued for such current improvements. Investment in a specified area (TIF District) is repaid over time using the increased tax revenue generated by the investment.

The municipality can issue revenue bonds, assessment bonds, general obligation bonds, or any combination, to finance TIF District projects. Prior to establishing a TIF District, the municipal legislative body or board of selectman must consider whether the proposed tax increment district and district master plan will contribute to the economic growth or wellbeing of the municipality or to the betterment of the health, welfare or safety of the inhabitants of the municipality.

A portion of the real property within the TIF district shall meet at least one of the following criteria: (1) Be a substandard, insanitary, deteriorated, deteriorating or blighted area; (2) be in need of rehabilitation, redevelopment or conservation work; or (3) be suitable for industrial, commercial, residential, mixed use or retail uses, downtown development or transit oriented development.

TIF's can be used to finance:

- public infrastructure improvements
- façade improvements
- project development and redevelopment costs (including transit oriented and downtown district development)
- capital costs, remediation costs
- financing costs
- land assembly costs
- technical and marketing assistance
- revolving loans

- professional services
- repayment of private debt incurred by developer
- administrative expenses, including personnel, studies and reports
- business development and expansion assistance for TIF district property owners
- TIF district establishment costs

Benefits

- Local decision making as municipalities develop their own TIF Districts and Plans
- Incentivizes development
- Encourages development in underdeveloped and underutilized areas where it might not otherwise occur
- Outside improvements are allowed in areas outside the TIF District as long they directly related to or are made necessary by TIF District
- Municipality is granted ability to use all or part of the TIF revenues for projects within TIF district
- TIF revenues can be leveraged and used to repay debt service on municipal TIF or developer debt related to the TIF District or collected and segregated by municipality and used to fund future projects within TIF District on a pay-as-you-go basis.

Requirements

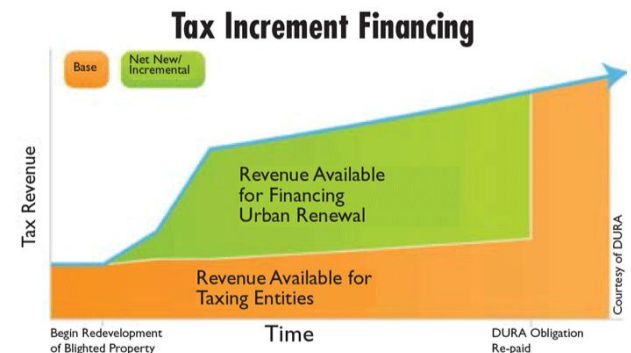
Requires public hearing, input from local planning agency, and legislative body approval of a “District Master Plan”. District master plan must be adopted at the same time the TIF district is created.

Limitations

- Under act number 15-57, TIF Districts cannot exceed 10% of the total value of taxable property within municipality.
- TIF Districts cannot exceed 50 years, beginning with the year the district is created.

Alternative to the TIF program: Section 12-65

As an alternative or supplement to a TIF district, the Town could consider tax incentives under CT General Statute Chapter 203, Sec. 12-65 which allows agreements fixing assessments on multifamily housing of three or more housing units. The real estate to be used for the housing project must be in a redevelopment area, community development area or neighborhood strategy area, and be included in a redevelopment plan approved by a redevelopment agency, in an urban renewal project area, or in a community development plan approved by the municipality. The term of such agreement shall not exceed fifteen years from the date of the completion of the housing project or completion of rehabilitation of the housing project or sixteen years from the date of the agreement, whichever is the shorter period. The assessment agreed on for the real estate plus future improvements can not be less than the assessment as of the last regular assessment date of the real estate without such future improvements.



Tax revenue distribution over time.

Source: Denver Urban Renewal Authority

Development Authorities

Wallingford should consider establishing a development authority to manage the TIF district if established.

A development authority is an agency designated by a town's legislative body to act on the town's behalf when undertaking a municipal development or infrastructure project. The authority's principal duty is project planning. A town can designate an economic development commission, a redevelopment agency, or a nonprofit development corporation as its development authority. A town can entitle one entity for multiple projects or a separate agency for each development project.

A development authority is responsible for preparing plans describing the project and justifying public action for it. They can acquire, improve, and transfer property in the project area. A development authority's plan must describe the project's geographic area; its present and proposed zoning or subdivision classification and that of the adjacent areas; existing and proposed locations and uses of land, buildings, and infrastructure such as streets and sidewalks, sewers, and utilities. It must include a financing plan; appraisal reports and title searches; a marketability study (if the DECD commissioner requires one); a statement of the number of jobs the project is expected to create and housing options in the town and surrounding towns for new employees; and findings that (1) the land in the project area will be used primarily for business and industry, (2) the plan conforms to local and regional plans of development and is not inimical to statewide planning objectives, (3) the project will contribute to the town's and the state's economic wellbeing, and (4) public action is needed to implement the project. There are two types of development authorities in Connecticut; "municipal development agencies" and "implementing agencies." Both agencies have essentially the same powers and follow the same procedures. The primary difference is that projects

developed under chapter implementing agencies are eligible for funding under the Department of Economic and Community Development's (DECD) Manufacturing Assistance Act and projects developed under chapter municipal development agencies are not.

How they can be used

Development authorities can be used to help towns acquire and develop properties. Once a plan is approved, the development or implementing agency is responsible for acquiring property in the project area and transferring it to developers and businesses, as called for in the plan. The agency can acquire property in the project area and rights-of-way or easements to it by purchase, lease, exchange, rent, or gift. It can also condemn property using the procedure for redevelopment agencies under CGS §§ 8128 to –133. Development Authorities have the power to implement a project including the authority to:

1. Clear, demolish, repair, rehabilitate, operate, and insure real property while it is in their possession;
2. Make site improvements;
3. Install, construct, or renovate streets, utilities, and other infrastructure; and
4. Provide financial assistance to eligible businesses. Development Authorities are also responsible for acquiring project financing, and can be the channel for financing the project through bond sales.

Benefits

- Can be appointed for one specific project or multiple municipal projects.
- Can be used to acquire additional municipal property or developing parcels in a manner that promotes the economic vitality of a town.
- Can aid in acquiring grants or funding for development project.

Requirements

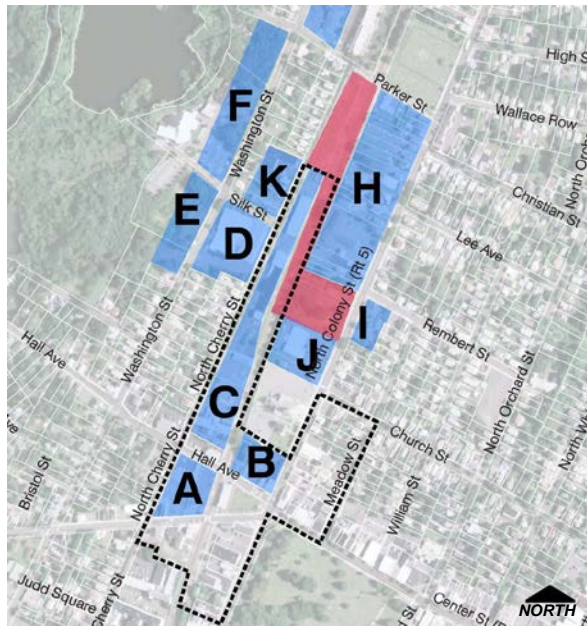
Plans created by a Development Authority must be presented to local and regional planning commissions for a finding that they conform to their respective development plans. A public hearing is also required.

Incentive Housing Zone

In lieu of rezoning the station area, Wallingford should expand the existing IHZ to encompass the proposed development areas.

Wallingford has an Incentive Housing Zone (IHZ) in place within the Downtown, but the IHZ is limited in area. Expansion of the IHZ may be a mechanism for Wallingford to encourage development.

An IHZ is an area which has a zoning overlay that allows developers to increase housing density in exchange for creating mixed-income housing. Eligible locations for IHZ overlays include; an area near a transit station, including rapid transit, commuter rail, bus terminal, or ferry terminal, an area of concentrated development such as a commercial center, existing residential or commercial district, or village district, an area that, because of existing, planned or proposed infrastructure, transportation access or underutilized facilities or location, is suitable for development as an incentive housing zone.



The existing IHZ zone only includes three of the recommended development areas.

Up to \$50,000 may be awarded for mixed income housing project specific activities such as costs for land purchase, planning/design costs, certain preliminary engineering costs, appraisals, legal expenses, and costs for permits and approvals. This funding is provided to the municipality for their project use, or if there is an interested developer, the Town may pass these funds to the developer for their use in the project development.

A zoning commission may modify, waive or delete dimensional standards contained in the zone or zones that underlie an incentive housing zone in order to support the minimum or desired densities, mix of uses or physical compatibility in the incentive housing zone. Standards subject to modification, waiver or deletion include, but shall not be limited to, building height, setbacks, lot coverage, parking ratios and road design standards.

The regulations of an incentive housing zone may allow for a mix of business, commercial or other nonresidential uses within a single zone or for the separation of such uses into one or more subzones.

Requirements

- Must be adopted by the zoning commission.
- The minimum allowable density for incentive housing development, per acre of developable land, shall be:
 - (A) Six units per acre for single family detached housing;
 - (B) ten units per acre for duplex or townhouse housing; and
 - (C) twenty units per acre for multifamily housing
- Municipality is required to file annual application to the Commissioner for an IHZ certificate of compliance.

Limitations

The land area of an incentive housing zone shall not exceed ten per cent of the total land area in the municipality. The aggregate land area of all incentive housing zones and subzones in a municipality shall not exceed twenty-five percent of the total land area in the municipality.



Case Study: Ferry Crossing, Old Saybrook

In 2009, recognizing the consistency between the additional layer of development rights with IHZ and the underlying uses already existing in several areas of town, the Old Saybrook Zoning Commission adopted the first IHZ in a portion of the Ferry Point neighborhood. This mixed use subzone led to the creation of the Ferry Crossing town house development. Completed in 2012, Ferry Crossing was the first development to be built in a state-approved incentive housing zone. This development consists of 16 single-family town houses that are built on land donated by the town.

Aimed at a broad income spectrum, Ferry Crossing has a three-tiered rent structure adjusted for households earning 25, 50 and 80 percent of the area median income (currently \$98,600 for a family of four). Over 200 families requested applications and Hope Partnership, the nonprofit organization that partnered with the town, said that there were almost 60 qualified applicants. All 16 town houses are rented.

Grant and Loan Funds

The Town of Wallingford should continue to pursue multiple sources of funding assistance for enhancements to the station area. Relevant programs administered by the State include, but are not limited to, the following:

Connecticut Office of Policy and Management TOD Grants

Provides up to \$2 million in financial support for construction projects that expand on previous state investment in transit-oriented development or planning or construction projects that demonstrate responsible growth through their consistency with the State Conservation & Development Plan.

Note: Wallingford submitted a grant application for station area improvements in February 2016.

Connecticut Department of Transportation Local Transportation Capital Improvement Program (LOTICIP)

The LOTICIP is intended primarily to address regional transportation priorities through capital improvement projects prioritized and endorsed by the RPO.

Pavement preservation, pavement rehabilitation, and exclusive sidewalk projects are eligible. Projects must have a minimum construction cost of \$300,000 to qualify. Planning studies may be eligible for LOTICIP as a funding source, subject to the Department's current Planning Study Process.

Small Town Economic Assistance Program (STEAP) Grants

STEAP funds are issued by the State Bond Commission and can only be used for capital projects. A project is considered to be a capital project if it is new construction, expansion, renovation or replacement for an existing facility or facilities. Project costs can include the cost of land, engineering, architectural planning, and contract services needed to complete the project. The program

is managed by the Office of Policy and Management, and grants are administered by various state agencies. STEAP funds are issued by the State Bond Commission and can only be used for capital projects. A project is considered to be a capital project if it is new construction, expansion, renovation or replacement for an existing facility or facilities. Project costs can include the cost of land, engineering, architectural planning, and contract services needed to complete the project. Projects eligible for STEAP funds include:

- Economic development projects such as constructing or rehabilitating commercial, industrial, or mixed-use structures and constructing, reconstructing, or repairing roads, access ways, and other site improvements
- Recreation and solid waste disposal projects
- Social service-related projects, including day care centers, elderly centers, domestic violence and emergency homeless shelters, multi-purpose human resource centers, and food distribution facilities
- Housing projects
- Pilot historic preservation and redevelopment programs that leverage private funds
- Other kinds of development projects involving economic and community development, transportation, environmental protection, public safety, children and families and social service programs

Connecticut TOD Fund

The Connecticut TOD Fund is a \$15 million loan fund for site acquisition and predevelopment to support TOD along the CTfastrak and Hartford Line rail corridors. To be eligible, the project must include a residential component, a minimum percentage of which is affordable housing.

Projects are evaluated based on the project's ability to achieve the following TOD goals:

- Create residential and mixed use development near transit
- Increase affordable housing options

- Expand neighborhood retail, commercial or community services
- Revitalize vacant, blighted or underutilized property
- Leverage significant private investment
- Create construction and permanent jobs

TOD loans for site acquisition and predevelopment are available at a 5% interest rate for up to 36 months. The maximum loan size is \$3 million.

Small Cities Community Development Block Grant Funds (CDBG)

Connecticut's CDBG Program, also known as the Small Cities Program, provides funding and technical support for projects that achieve local community and economic development objectives. The Small Cities Program principally benefits low- and moderate-income persons. This program is only available to Connecticut towns and cities with populations of less than 50,000; Wallingford is listed as an eligible community.

Community Development Block Grants help cities and towns implement housing, community, and economic development projects that assist low and moderate-income residents, or that revitalize areas of slum or blight. Eligible CDBG projects include but are not limited to:

- Acquisition of Real Property
- Public Facilities and Improvements
- Code Enforcement
- Clearance, Rehabilitation, Reconstruction, and Construction of Buildings (including housing)
- Disposition of Real Property
- Public Services
- Relocation
- Planning and Capacity Building
- Program Administrative Costs
- Local Development Corps, and Non-Profits
- Economic Development Assistance to For-Profit Businesses
- Technical Assistance
- Housing Services
- Homeownership Assistance

Implementation Strategy

Enhancements to and redevelopment of the station area will require the Town of Wallingford and the Planning and Zoning Commission to act upon the recommendations of this plan.

The recommended course of action is as follows:

1. Continue to pursue a diversity of funding sources to assist in planning and infrastructure enhancements. Grant and funding programs include:

- Connecticut Office of Policy and Management TOD Grants
- Connecticut Department of Transportation Local Transportation Capital Improvement Program (LOTICIP)
- Small Town Economic Assistance Program (STEAP) Grants
- Connecticut TOD Fund
- Small Cities Community Development Block Grant Funds (CDBG)

Lead Agencies: Program Planning & Planning Department

2. Rezone the station area and replace existing zoning with a new TOD zone that has the following features:

- Creation of a new TOD zone in the station area to replace the existing mix of commercial, industrial, and low density residential zones.
- Allowance of townhouse, apartment, and mixed use buildings; prohibition of new single family, auto-oriented, and industrial land uses.
- Three-story maximum building heights in residential areas and 3.5 story maximum building heights in mixed use areas.
- Front setback maximum of 25' for primary building structures and revised setback minimums.
- An increase or elimination of building coverage maximums.

- Design guidelines that require and/or encourage architectural and landscaping features and standards for new development.
- Prohibition of off-street parking in front of buildings.
- Parking requirements that are consistent with actual parking demand in the station area.

Lead Agencies: Planning & Zoning Commission and Planning Department

3. Consider establishing a Tax Increment Finance (TIF) district that corresponds with the new TOD zone if created.

The creation of a TIF district would be a powerful instrument for incentivizing new development and generating funding for property acquisition and enhancements in the station area.

The build out analysis of the potential development scenarios indicates that an additional \$2 million of annual tax revenue could be generated in the station area. If the TIF were structured to set aside 50% of new tax revenue, as much as \$1 million of annual revenue could be reinvested in the station area with the Town of Wallingford still receiving \$1 million in tax revenue.

Lead Agencies: Economic Development Commission and Town Council

4. Consider establishing a Development Authority to manage the TIF district.

The development authority would be an agency designated by a Wallingford's town council to act on the Town's behalf when undertaking a municipal development or infrastructure project within the TOD or TIF district. The authority's principal duty is project planning. Wallingford can designate its economic development commission as its development authority.

The authority could act to:

- Manage the TIF district and program if established.

- Acquire, hold, and assemble property for redevelopment.
- Manage transportation and infrastructure enhancements.
- Solicit redevelopment proposals and provide development oversight.
- Provide and manage project financing.

Lead Agencies: Economic Development Commission and Town Council

5. Implement transportation enhancements in station area.

The Town should work to solicit state funding and identify town funds for the design and construction of streetscape enhancements.

Recommended transportation improvements include:

- Streetscape enhancements on Hall Avenue, North Colony, North Cherry, and Parker Streets
- Bicycle lanes and "sharrows" on North Colony Street, Center Street, North Main Street, and Christian Street

Lead Agencies: Planning and Engineering Departments

6. In lieu of establishing a new TOD zone, the Town should consider expanding the existing Incentive Housing Zone to encompass the potential redevelopment areas.

Expanding the IHZ would allow for densities of residential development demonstrated in the build-out analysis and would allow for deviation from the zoning standards of underlying zones. Expansion of the IHZ should not be considered if the area is rezoned to allow for higher densities of residential uses as the IHZ must constitute an increase of at least 25% above the density allowed by the underlying zone.

Lead Agencies: Planning & Zoning Commission and Planning Department