

Wallingford

Plan of Conservation and Development 2016-2026



Adopted Plan
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Introduction: Wallingford's 2016 Plan of Conservation and Development

The purpose of this Plan is to describe the Town of Wallingford as it exists in 2016, to capture the best thinking of the Town's officials, residents and other stakeholders on its potential further conservation and development, to document the community's vision and goals for the coming decade, and to provide tangible direction and priorities for both public and private efforts to implement that vision.

The 2016 Plan of Conservation and Development (referred to throughout as the "POCD" or simply "the Plan") is an update of Wallingford's previous POCD, prepared in 2005. Section 8-23 of the *Connecticut General Statutes* requires municipal planning commissions to prepare and adopt a Plan of Conservation and Development once every ten years, and for the Plan to address key aspects of the Town's conditions, policies, and goals.

Above and beyond meeting the State's regulatory requirements, the Plan provides a valuable opportunity for the community to form a long-term vision of what Wallingford should strive to accomplish in the next decade and beyond, and to coordinate the efforts of its many officials, agencies, departments, community organizations, businesses, and property owners in pursuit of the most important and valuable ways of improving the Town's quality of life. In the course of developing the Plan, participants in the process were able to reflect on the Town's values and priorities, consider challenges and obstacles the Town faces as it moves forward, and identify achievable opportunities to attain lasting benefits.

Planning Process

The planning process began in the spring of 2015 with the creation of a Steering Committee to oversee development of the Plan and to provide direction to the planning team on the Town's priorities and areas in need of investigation and study. The Steering Committee included representation from the Planning and Zoning Commission, Town Council, Conservation Commission, Economic Development Commission, Board of Education and a variety of interested Town departments, non-profit organizations, and citizens with relevant local expertise.

A series of focus groups held in late spring and early summer of 2015 provided members of the Steering Committee an opportunity to explore the community's assets, needs, and priorities with knowledgeable individuals on major topic areas, such as housing, demographics, economic development, transportation, and natural resources. Focus group information helped guide the planning team towards key areas in need of attention. A second round of sub-committee meetings provided an opportunity for feedback on the team's research and data-gathering and for more



"Postcards from the Future": visions of Wallingford in 2025

in-depth discussion of goals and objectives for the Plan.

To engage and draw in the knowledge and priorities of residents, the planning team also conducted two community-wide surveys on important issues for the Town. Together, these surveys received over 2,100 responses from a wide cross-section of Wallingford residents: from teenagers to retirees, new arrivals and lifelong residents, and local business owners to New York commuters. While the survey recorded a variety of concerns, needs, and ideas, it also showed some 94% of respondents as happy with their neighborhoods.

In addition to the topics covered in Wallingford's previous POCD, this Plan incorporates a detailed study of Wallingford's Town Center area, which includes the major commercial areas locally referred to as "uptown" and "downtown" as well as their surrounding neighborhoods. This study is intended to help Wallingford prepare for a probable increase in development activity with the introduction of expanded New Haven-Hartford-Springfield Line commuter rail service; to identify paths forward for the use of key parcels and assets to best serve needs for parking, public facilities, and centrally located developable land; and to integrate planning for Transit-Oriented Development (TOD) with the existing conditions and needs of Wallingford's traditional Town Center.



Action Agendas

The action agendas featured in each chapter of this Plan lay out recommended steps for achieving Wallingford's goals and objectives over the coming decade. The lasting value of this Plan resides in these recommendations and the commitment of a variety of boards and commissions, agencies and stakeholders to implement the strategies identified in coordination with one another. The Plan acknowledges that shifting conditions and priorities may make successfully attaining each objective impossible or undesirable. The Plan does not mandate or require any specific action from Town staff, commissions, or elected officials, nor does it compel any expenditures or budget allocations, which are the responsibility of the Town Council. However, the full action agenda presented in Chapter 7 assigns responsibility for implementation of specific actions to entities under whose purview the action item falls in order to guide all decision-makers and agencies in their work.

Creating a Plan Implementation Committee is the first and perhaps most important of the strategies. The POCD Steering Committee had several discussions that emphasized the need for a persistent steward of the goals and visions embodied in this document over the coming decade. The entities assigned responsibility for pursuing the goals in this Plan are accountable to the ongoing decisions and priorities expressed by the Plan Implementation Committee, its member Commissions, and the Town as a whole. In addition to shepherding specific objectives forward, the Plan Implementation Committee is also responsible for periodically taking stock of the progress achieved so far, recognizing changes in conditions that may render some objectives infeasible or inappropriate, and refocusing the efforts of all major responsible entities to ensure continued progress towards the Plan's goals.

Plan Implementation Goals and Strategies

Where We're Going: Goals	How We'll Get There: Recommended Strategies
Implement POCD	<p>Within 90 days of adoption of this POCD, the Town Council should establish a Plan Implementation Committee.</p> <ul style="list-style-type: none"> ♦ The Committee should be comprised of the following: two members of Town Council, two members of the Planning and Zoning Commission, and one representative from each of the following: Conservation Commission, Economic Development Commission, Recreation Commission, Board of Education, Public Utilities Commission, and Energy Conservation Commission, the Spanish Community of Wallingford, WCI, and Wallingford Land Trust. Member committees & organizations will select their own representatives to the Committee. ♦ The Committee should meet at least quarterly to provide updates on progress made by various agencies, coordinate actions for which the Committee is the responsible agency, and report in an advisory capacity to the Planning and Zoning Commission ♦ The Committee will discuss challenges to and any new developments affecting specific tasks, and recommend to the Planning and Zoning Commission any recommended changes to the action agenda for formal amendment to the POCD
Ensure POCD remains relevant over time	<p>The Plan Implementation Committee should hold public forums on progress towards achieving the goals of the POCD every two years.</p> <ul style="list-style-type: none"> ♦ Take stock of changes in conditions, successes, and failures in moving towards the Plan's goals. ♦ Reaffirm goals that remain relevant and important, and adjust or change goals that are no longer appropriate. ♦ Report results and make appropriate recommendations to the Planning and Zoning Commission

Sustainability

Wallingford's 2016 Plan of Conservation and Development includes a variety of goals addressing the social, environmental, and economic sustainability of the community, or its ability to meet present needs without compromising the ability of future generations to meet their own needs. Topics that fall under this imperative include encouraging energy-efficient development patterns, the deployment of renewable energy sources and energy conservation measures, and preservation of agriculture. This cross-cutting area of concern is addressed most directly in Chapter 3's examination of conservation, agricultural, and open space priorities in Wallingford, and through many of the Plan's goals and strategies, as marked in Appendix B.

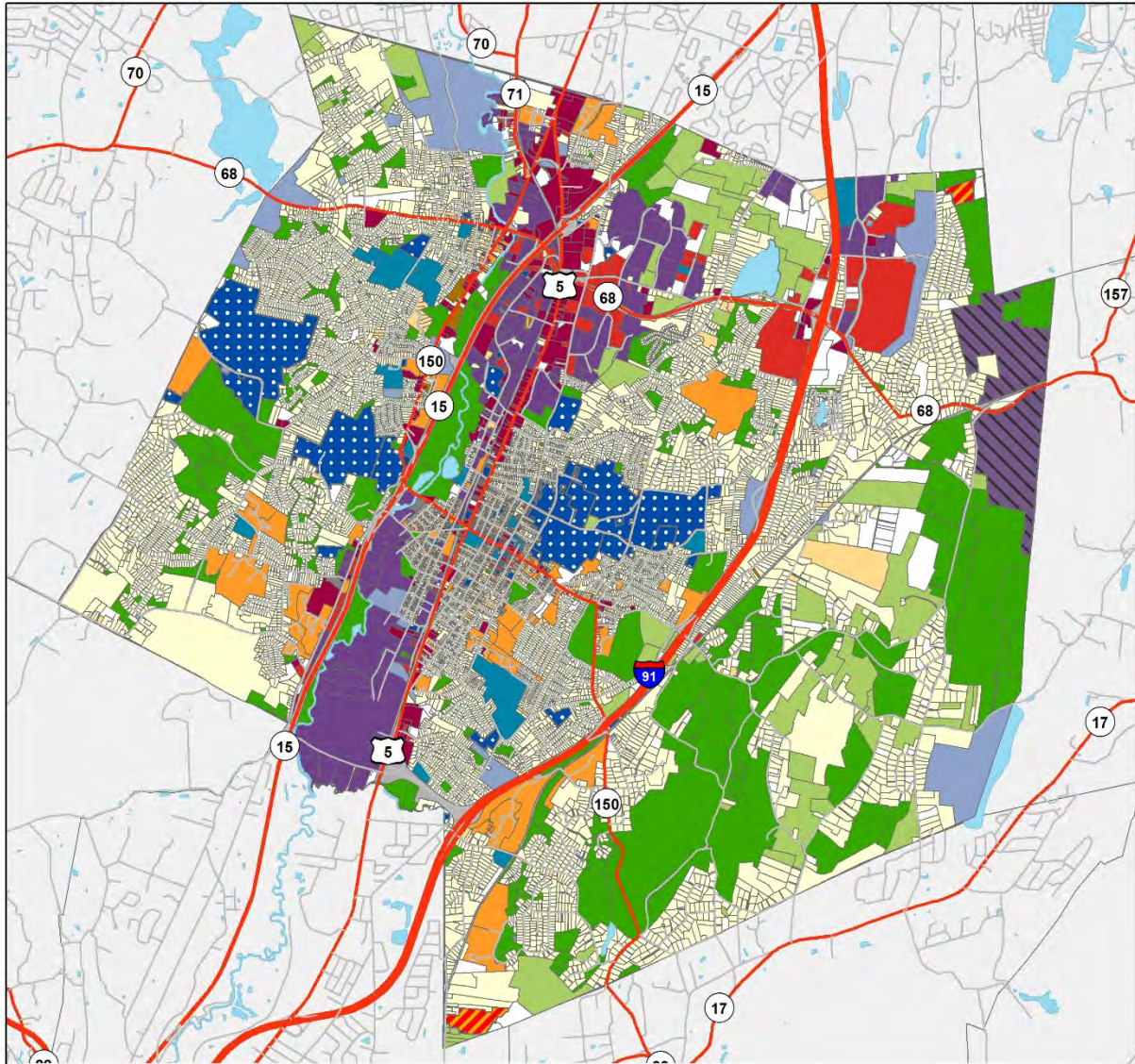
The community survey conducted as part of the Plan's outreach efforts also addressed the community's priorities for sustainability-focused actions. Focus areas that received strong support from respondents included: supporting homeowner investment in sustainable features, trash reduction and recycling, efforts to clean up local lakes, pedestrian and bicycle improvements, community-based alternative energy projects, and green space acquisition and protection.

Community Land Use Profile

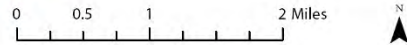
The starting point for many of the studies and analyses in this Plan of Conservation and Development is a clear understanding of the location and distribution of land uses within the Town, as well as the land use regulations that govern it. This understanding points towards the areas worthy of additional attention within the Plan, lays out the basis for analyzing potential economic development opportunities and housing growth, and provides an inventory of open space and potential targets for conservation efforts.

Wallingford's land is predominately residential (41% of land area), with open space and parkland constituting the second-largest category by a wide margin (24%). Vacant land that is not used or reserved for open space purposes is limited, making up less than 3% of the Town's area. Industrial and commercial land is in relatively limited supply in Wallingford, with just 4% in commercial use and 13% in industrial use. Transportation and public facilities round out the list with a combined 15% of Wallingford's land.

The maps below depict existing land uses and generalized categories of zoning regulations across the town, as well as a more detailed look at zoning in Wallingford Town Center, which is a central focus of Chapter 6's examination of conditions and opportunities in the Town Center area.



WALLINGFORD PLAN OF CONSERVATION AND DEVELOPMENT



Existing Land Use

Residential: Single Family	Commercial: Office	Public Institutional	Open Space
Residential: Two-Four Family	Commercial: General	Private Institutional	Water
Residential: Multi-Family	Industrial	Parking Lot	Vacant Land
Mobile Home Park	Mining	ROW	
Mixed Use	Utility/Infrastructure	Agricultural	

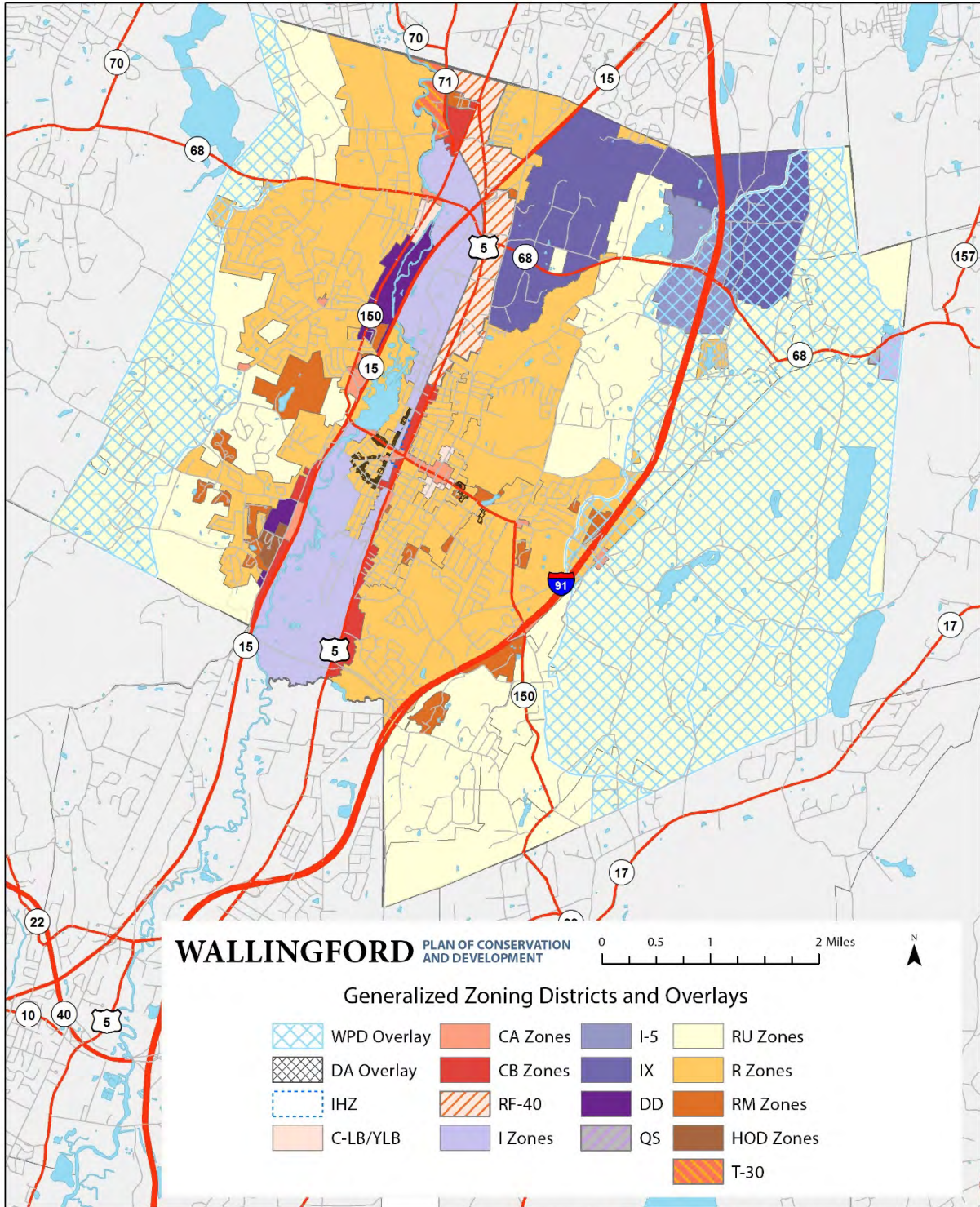
MILONE & MACBROOM for Wallingford, CT | May 2015

This map is intended for planning purposes only. Delineations may not be exact.

About this map: Boundaries, Hydrography, State Parks: DEEP (2011)

Open Space Classifications: SCRCOG (2008)

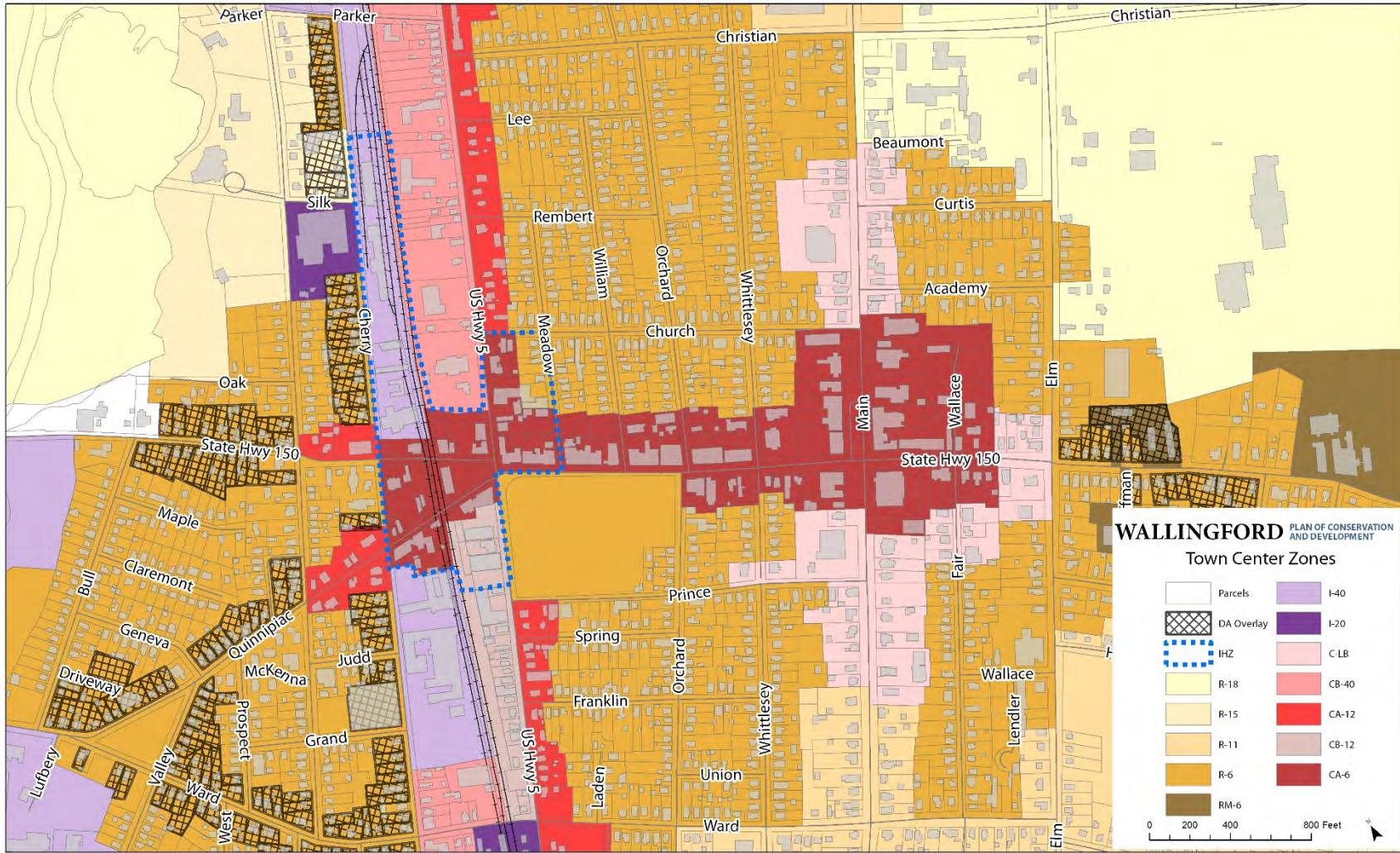
Streets: ESRI (2011) Parcels: Town of Wallingford (2015)



MILONE & MACBROOM for Wallingford, CT | May 2015

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About this map: Boundaries, Hydrography DEEP (2011) Streets: ESRI (2011) Parcels, Zoning Districts: Town of Wallingford (2015)



MILONE & MACBROOM for Wallingford, CT | May 2015
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About this map: Boundaries, Hydrography, State Parks: DEEP (2011)
 Streets: ESRI (2011) Parcels, Zoning: Town of Wallingford (2015)

Chapter 1: Prepare for Demographic and Housing Market Trends

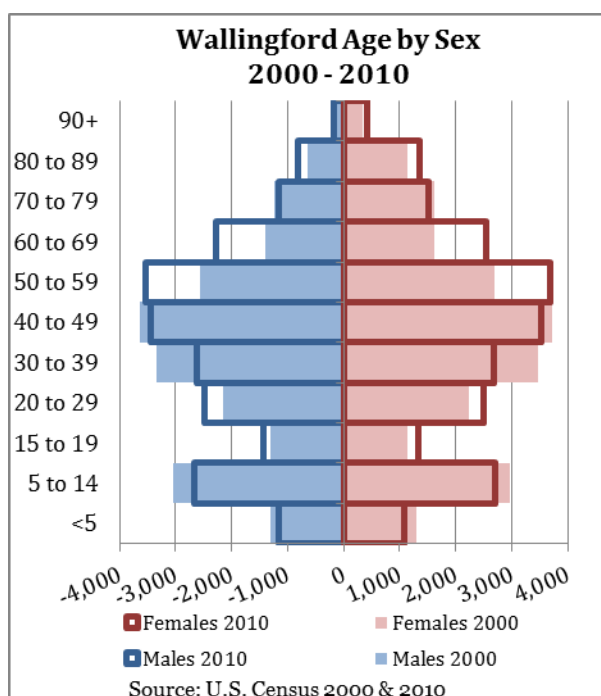
Where We Are

Wallingford's population increased about 5% and grew older and more diverse over the last decade.

- The median age has risen: older working adults (age 50 to 69) and the elderly (age 80 and above) grew faster than any other age groups
- The Hispanic population has grown
- Residents living alone (including age 65+) are the fastest-growing type of household
- Fewer families with children are leading to an overall decrease in school-age children

As Wallingford continues to age, diversify, and live in smaller households, new demands will be placed on its housing market.

- As in many Connecticut towns, a key segment of unmet demand is condos/apartments in accessible and amenity-rich neighborhoods
- Public outreach showed that young workers (singles and couples) and seniors (close to/in retirement) have the greatest unmet housing needs
- Both segments of the population have grown in recent years and tend to seek smaller housing options: the young to build savings, retirees to access equity and reduce home maintenance



HOUSEHOLDS BY TYPE	2000	2010	Change
Total households	16,697	18,032	8.0%
Family households	11,581	11,923	3.0%
With own children under 18 years	5,393	4,975	-7.8%
Married-couple family	9,569	9,449	-1.3%
With own children under 18 years	4,397	3,805	-13.5%
Female householder, no husband present	1,502	1,775	18.2%
With own children under 18 years	776	865	11.5%
Nonfamily households	5,116	6,109	19.4%
Householder living alone	4,279	5,011	17.1%
Householder 65 years and over	1,717	2,046	19.2%
Average household size	2.52	2.46	-2.4%
Average family size	3.07	3.04	-1.0%

Housing & Demographics Goals and Strategies

Where We're Going: Goals	How We'll Get There: Recommended Strategies
Adjust zoning to allow two and three-family units where currently grandfathered	Adjust use regulations of R6 and R11 residential zones to allow new two and three family residences by site permit.
Assist families and individuals in moving from homelessness to stable housing	Support Wallingford Emergency Shelter in providing adequate emergency housing for families and individuals in need in Wallingford. <ul style="list-style-type: none"> ▪ Identify appropriate locations for additional emergency family housing units and support efforts to develop such housing ▪ Work with Emergency Shelter to identify appropriate locations for expansion and/or relocation of core shelter facility as opportunities become available
Promote residential energy conservation	Continue to support the Home Energy Savings program through Wallingford Electric Division to assist homeowners in improving residential energy efficiency.
Support a variety of housing options suited to older residents	Revise Downtown Apartment District and/or R-6 zone to provide incentives for accessible single-level homes attractive to older downsizing homeowners.
Support a variety of housing options suited to older residents	Review use of accessory apartment allowances in zoning and consider incorporating flexibility for larger accessory units to meet needs of older adults downsizing within the community.

For additional information on Wallingford's demographics and housing market, see Appendix A.

Chapter 2: Grow Wallingford's Economic Base and Attract Diverse Businesses

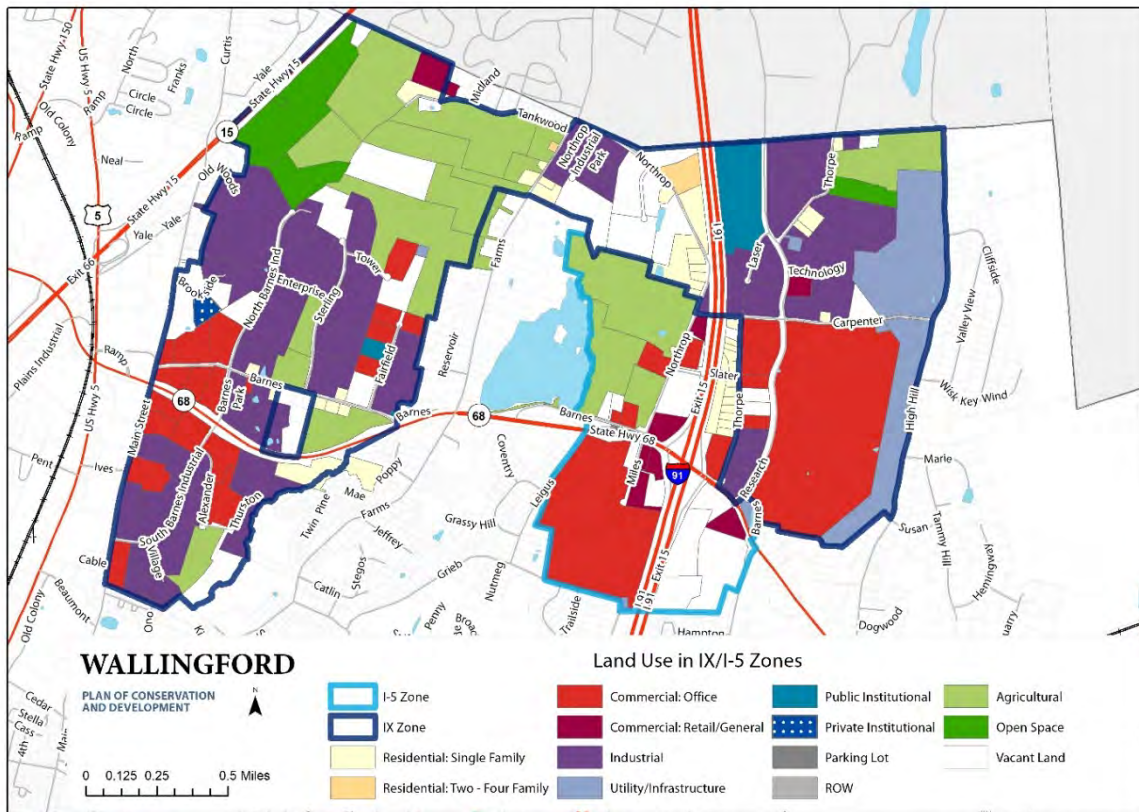
Where We Are

Wallingford's job base is relatively strong within the Greater New Haven region.

- 6% of New Haven County workforce lives in Wallingford vs. 8% of the County's jobs
- Manufacturing jobs are particularly prevalent due to location and low utility rates
- Wallingford's unemployment rates have remained below the statewide average
- The Town maintains a high (AAA) bond rating and relatively low debt per capita

At the same time, concerns have been raised that Wallingford may need to adjust its economic development strategy and industrial land use regulations to keep pace with changing needs in the business community. Addressing these concerns can strengthen the local tax base and provide job opportunities to residents.

- Challenges include the impending departure of major employers in town, such as the USPS distribution facility and Bristol-Myers Squibb research facility
- Obstacles to development include highly restrictive land coverage and building size regulations
- Broadening the range of potential businesses that can take advantage of Wallingford's accessible industrial lands can help attract businesses, building the tax base and local jobs



MILONE & MACBROOM for Wallingford, CT | 2015
This map is intended for planning purposes only. Delineations may not be exact.

About this map: Boundaries, Hydrography: DEEP (2011)
Streets: ESRI (2011) Parcels, Land Use, and Zoning: Town of Wallingford (2015)

Through public input, research and discussion, the Steering Committee identified a need to balance the community’s priorities for building and maintaining attractive landscapes and semi-rural character in its larger tracts of industrial land with the needs of corporations to build or modify facilities to match their operational requirements and financial constraints.

- Strong support for allowing modest increases in industrial density in the I-5 and IX zones
- Support for exploring greater increases in density in interior areas of the I-5 and IX zones set back from major roads
- Clear need to promote these areas through branding and enhanced transportation access

Traditional central village neighborhoods such as Wallingford Town Center and Yalesville hold further economic development potential.

- Desire for enhanced and augmented zoning to allow traditional mixed-use development
- Planning, zoning, and economic development efforts should help these areas attract new businesses, diversify the economic base, provide accessible jobs, and help to attract and maintain a skilled workforce by providing dynamic live-work-play focal areas in the community

Economic Development Goals and Strategies

Where We're Going: Goals	How We'll Get There: Recommended Strategies
Attract new businesses to key industrial areas	Revise I-5 and IX zoning regulations. <ul style="list-style-type: none"> ▪ Allow higher site coverage and/or simplify the existing mix of open space, setback, and site coverage provisions. ▪ Implement landscaping standards to ensure high quality appearance from streets. ▪ Consider consolidation of zones with restrictions for certain uses in the interchange area. ▪ Rename zone(s) to better convey intended uses. ▪ Allow additional uses to reflect current market demands and/or cultivate a niche industry cluster based on existing businesses.
	Plan for desirable re-use of Eyelet Factory site. <ul style="list-style-type: none"> ▪ Work with property owner as appropriate to determine and resolve environmental issues ▪ Study potential development yield for variety of uses - industrial, commercial, and mixed-use - based on known environmental data, site features, available infrastructure, and market demands ▪ Consider re-zoning to encourage desired redevelopment as determined above.
	Work to locate new tenant(s) for Bristol-Myers Squibb facility. <ul style="list-style-type: none"> ▪ Continue to monitor situation and interested parties. ▪ Explore incentives for further redevelopment, such as an Enterprise Zone.

Where We're Going: Goals	How We'll Get There: Recommended Strategies
Attract new businesses to key industrial areas/ Support commuter rail service	<p>Work with existing and potential businesses to establish shuttle service to commuter rail platforms from major employment areas.</p> <ul style="list-style-type: none"> ◆ Encourage and assist current companies in surveying employees to determine demand. ◆ Examine viability of reducing parking requirements for businesses providing shuttle services to commuter rail.
Enhance the vitality of Town Center	<p>Revise CA-6 zoning regulations and explore revisions for other commercial districts to allow for combined brewpub and restaurant uses.</p>
Promote the development of Yalesville as a 'village center'	<p>Conduct a Yalesville visioning/ public planning process.</p> <ul style="list-style-type: none"> ◆ Work with property owners to establish a vision for future development of Yalesville. ◆ Explore the geographic extent of the "village" area and whether it should include parcels along route 68 and/or further west of the current Yalesville Limited Business district. ◆ Determine appropriate locations, scale, and density for new and infill pedestrian-friendly mixed-use development. ◆ Capitalize on and foster connections to the linear trail. ◆ Determine architectural and site design concerns and recommend techniques to address them.
Promote the development of Yalesville as a 'village center'	<p>Based on the Yalesville visioning process, revise Yalesville Limited Business (YLB) zoning district regulations to reflect community goals and incorporate community concerns.</p>
	<p>Based on the Yalesville visioning process, plan for any identified public infrastructural improvements necessary to enhance village style development.</p> <ul style="list-style-type: none"> ◆ Work with regional and state officials to advance any state right-of-way improvements.

Chapter 3: Expand the Accessibility and Benefits of Natural Landscapes and Agriculture

Where We Are

Wallingford benefits from a wide variety of natural resources and open spaces, from the traprock cliffs of the Metacomet Ridge, to the Quinnipiac River, to fields and pastures that sustain the town’s agricultural heritage.

- Stewardship organizations include the Conservation Commission, Parks and Recreation Department, Wallingford Land Trust, Quinnipiac River Watershed Association, and individual landowners
- Many of these lands have been secured against future development and enhanced for recreation and environmental quality

Wallingford’s agricultural heritage is a strong point of pride and identity for the community.

Agricultural activities and programs that should be encouraged and expanded in Wallingford include:

- Farm stands
- The Gardener’s Market
- Community garden
- Farmland lease program
- Farming operations, from small family farms to high-tech intensive greenhouse agriculture
- Outreach in the community indicates broad public support for agriculture across the spectrum of agri-business models.

As Wallingford grows and develops, the importance of conserving open spaces and natural resources only increases as competing demands for scarce land intensify.

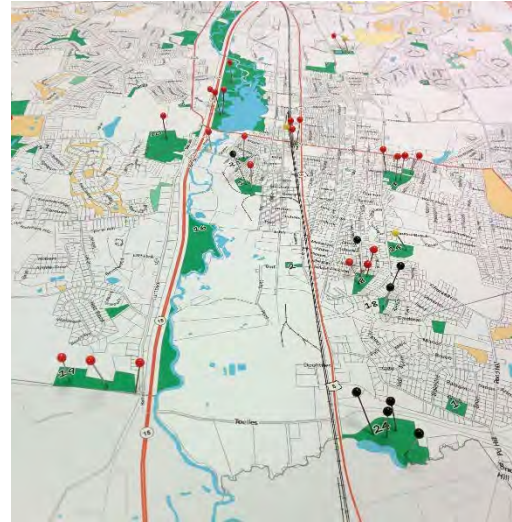
- Continuing to obtain high-quality open spaces for preservation, recreation, and agricultural use is a top priority
- Adopting a fee-in-lieu of open space program would allow the Town to obtain financial contributions to a dedicated fund for open space acquisition instead of small open space dedications from subdivisions that may be too small/poor quality for passive recreational use by residents, and/or of low ecological value



Top: Geremia Farm Stand
 Middle: Kranyak’s Valley View Farm
 Bottom: Tyler Mill Entrance from Vietnam Veterans Park

Keeping pace with a growing population’s impacts on existing lands, facilities, and resources in terms of upkeep and maintenance requires planning ahead for future demand while balancing the need for conservation of open space. An Open Space Plan can:

- Coordinate investment, maintenance, and expansion of Wallingford’s open space
- Support building partnerships, increasing the visibility of ongoing conservation work in the Town, and drawing on local/regional/state resources
- Guide the Conservation Commission and Town in prioritizing new/improved amenities
- Assign clear point of responsibility for maintenance of recreational spaces and trails
- Prioritize potential new land acquisitions
- Identify and inventory existing protected and unprotected natural resources
- Preserve, protect, and manage existing open space holdings for various uses



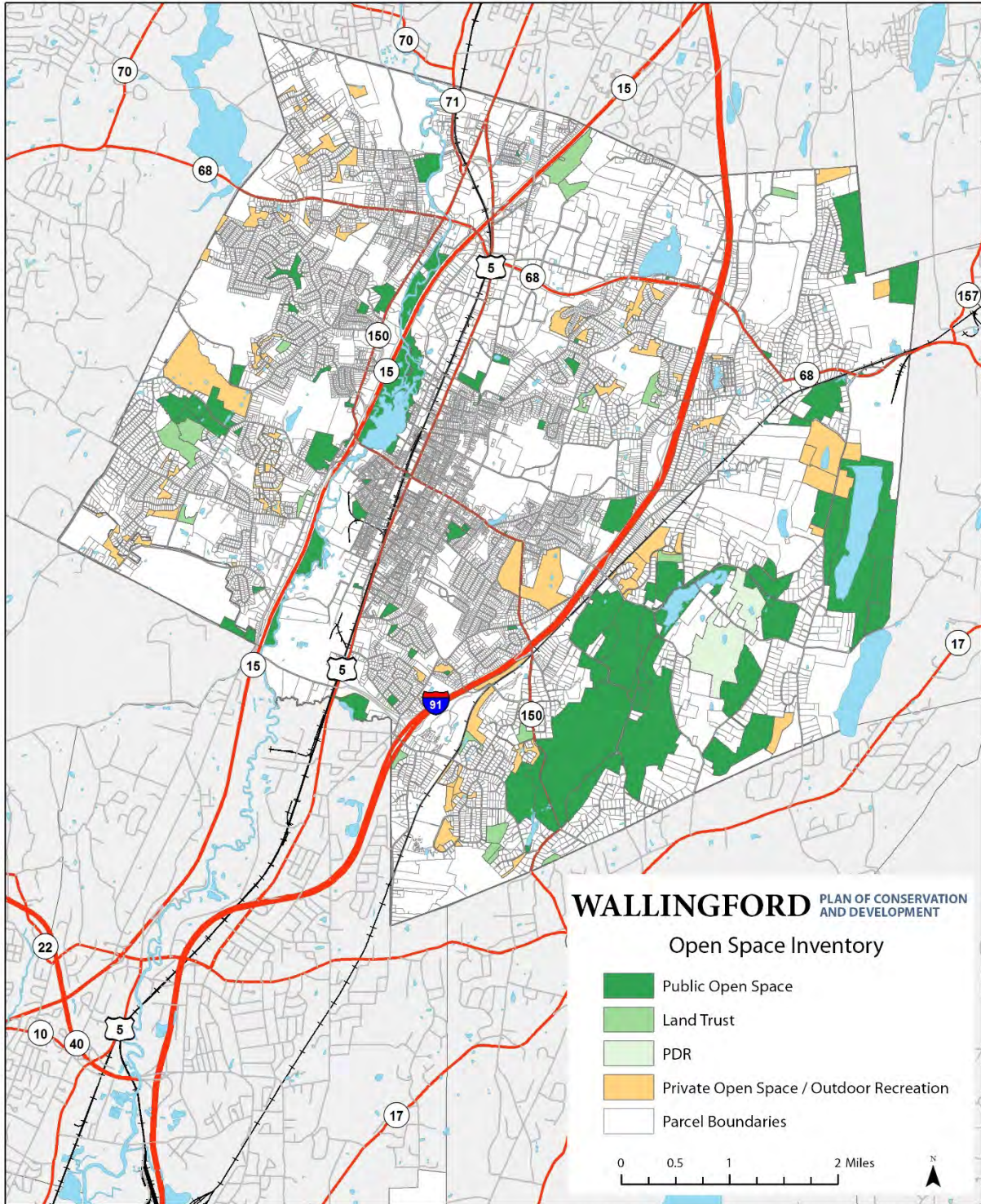
Workshop participants recorded how—and how often—they use Wallingford’s many parks.

The map on the following page depicts Wallingford’s major open space assets in three categories.

- “Public Open Space” includes land owned by the Town of Wallingford or the State of Connecticut for permanent conservation purposes (*example*: Ulbrich Reservoir) and/or recreational purposes (*examples*: Tyler Mill Preserve, Community Lake, and Trimountain and Wharton Brook State Parks)
- “Land Trust” properties includes land owned or permanently protected by the Wallingford Land Trust, which are privately held but open to the public (*examples*: parts of Fresh Meadow, Orchard and Spruce Glen, and West Dayton Hill)
- “PDR” indicates properties where purchases of development rights (PDR) by the State of Connecticut provide a permanent protection to agricultural land while remaining privately owned
- “Private Open Space/Outdoor Recreation” properties include lands currently in a natural state and used for passive or active outdoor recreation (including hiking, golf, shooting, and fishing); *however*, these lands are not currently protected by conservation easements/restrictions

In addition to these categories of open space assets, the New England National Scenic Trail traverses the Mattebessett Trail on the ridgeline of the Beseck Mountain open space property.

Finally, the Town of Wallingford maintains a more detailed open space inventory, breaking down public land by ownership and use. Categories of open space include State-owned land, schools, parks, open space areas, land trust parcels, PDR parcels, institutional open space, HOA open space, undedicated open space, and cemeteries. A detailed listing of this inventory (current to June of 2016) can be found in Appendix A.



MILONE & MACBROOM for Wallingford, CT | July 2015

This map is intended for planning purposes only. Delineations may not be exact.

About this map: Boundaries, Hydrography, State Parks: DEEP (2011)
 Open Space Classifications: DEEP (2011), SCRCOG (2008)
 Streets: ESRI (2011) Parcels: Town of Wallingford (2015)

Conservation, Open Space, and Agriculture Goals and Strategies

Where We're Going: Goals	How We'll Get There: Recommended Strategies
Acquire and conserve open space that complements existing holdings	Consider adopting a 'fee in lieu' of open space provision in land use regulations to enable financial contributions to a Land Conservation Fund for open space acquisitions in place of open space dedications in developments.
Acquire and conserve open space that complements existing holdings	Pursue acquisitions of open and agricultural lands as designated in Conservation Commission's Open Space Plan.
Coordinate conservation and sustainability efforts	Coordinate between Conservation Commission and Energy Conservation Commission through annual joint meetings and ongoing communication.
Enhance recreational amenities in open space areas	Develop soft trails around Fresh Meadows. <ul style="list-style-type: none"> ◆ Seek funding and donations for new trail system. ◆ Design and build as funding becomes available.
Hold open space and recreational areas to a high state of maintenance	Coordinate between conservation land holders/ managers and Town Departments to set maintenance priorities and responsibilities.
Minimize impacts of invasive species	Enforce state statutes restricting planting of invasive species and bamboo. <ul style="list-style-type: none"> ◆ Direct town staff to enforce state statute (via ordinance if deemed necessary). ◆ Conduct public education campaign surrounding invasive species and home gardening.
Plan for future open space needs	Update Open Space Plan. <ul style="list-style-type: none"> ◆ Designate target areas for future acquisitions and incorporate in the Future Land Use Plan as appropriate. ◆ Identify maintenance priorities and responsible agencies. ◆ Identify potential amenities in existing open space areas. ◆ Conserve and protect Wallingford's biodiversity, State-designated Critical Habitats, and watershed area
Preserve existing agricultural operations in Wallingford	Continue to operate the farmland lease program on currently leased parcels and other appropriate Town-owned lands.
Preserve existing agricultural operations in Wallingford	Promote agricultural businesses and supportive industries that are vital to the local and regional economy, while simultaneously preserving prime farmland through the acquisition of development rights and, to the extent practical, the avoidance, minimization and/or mitigation of the loss or conversion of agricultural lands associated with development actions.
Promote access to locally grown foods	Maintain and expand Wallingford's community garden program. <ul style="list-style-type: none"> ◆ Continue to develop and manage East Side Community Garden.

Where We're Going: Goals	How We'll Get There: Recommended Strategies
	<ul style="list-style-type: none"> ♦ Identify an appropriate site on the west side of Town for a second community garden to meet current and future demands.
Promote access to locally grown foods	<p>Work with schools to promote ongoing and expanded farm-to-school food service programming and student gardens.</p> <ul style="list-style-type: none"> ♦ Encourage participation and assistance from Agricultural Science students in providing programming to younger grades.
Promote sustainable development	Educate public and policymakers on fiscal and environmental advantages of keeping land in natural state rather than low-density residential development
Protect sensitive and valuable habitats and scenic areas	<ul style="list-style-type: none"> ♦ Complete riparian buffer work along Wharton Brook. ♦ Implement Riparian Buffer Management Plan for Muddy River.
Protect sensitive and valuable habitats and scenic areas	Develop Ridgeline Protection overlay zone aligned with goals of the Metacomet Ridge Compact to restrict uses that may have detrimental impacts to the traprock ridge.
Provide educational opportunities leveraging Wallingford agriculture	Coordinate educational sessions on land management techniques and practices with UConn Extension, CT Farm Bureau, local agri-businesses, and other regional experts.
Reduce stormwater runoff impacts of development	<p>Revise zoning regulations to incorporate best management practices.</p> <ul style="list-style-type: none"> ♦ Consider incorporating low-impact development standards in zoning regulations throughout commercial and industrial districts. ♦ Adopt strengthened Watershed Protection District regulations already prepared. ♦ Educate landowners, developers, and zoning administrators on application and implementation of best practices.
Support and promote outdoor recreational assets	Develop and locally publicize online guide to Town/Land Trust open space holdings for recreational use.
Support and promote outdoor recreational assets	Engage in dialogue with DEEP on the potential to dredge and maintain North Farms Reservoir for recreational purposes.

For additional information on Wallingford’s natural resources, see Appendix A.

Chapter 4: Align Town Facilities and Services with Future Needs

Where We Are

Wallingford's parks, recreational facilities, schools, and other facilities are valued amenities and the public face of Town government. Recent improvements to Wallingford's community facilities include:

- The new dog park on Quinnipiac Street
- Improvements to Lyman Hall athletic facilities
- Approval of the new North Farms Firehouse facility
- Two new family units at the Wallingford Emergency Shelter
- Various improvements to existing parks, playgrounds, and ballfields in recent years



Youth soccer practice at Vietnam Veterans Memorial Park

Concurrently with these investments, community programming has expanded to meet new needs:

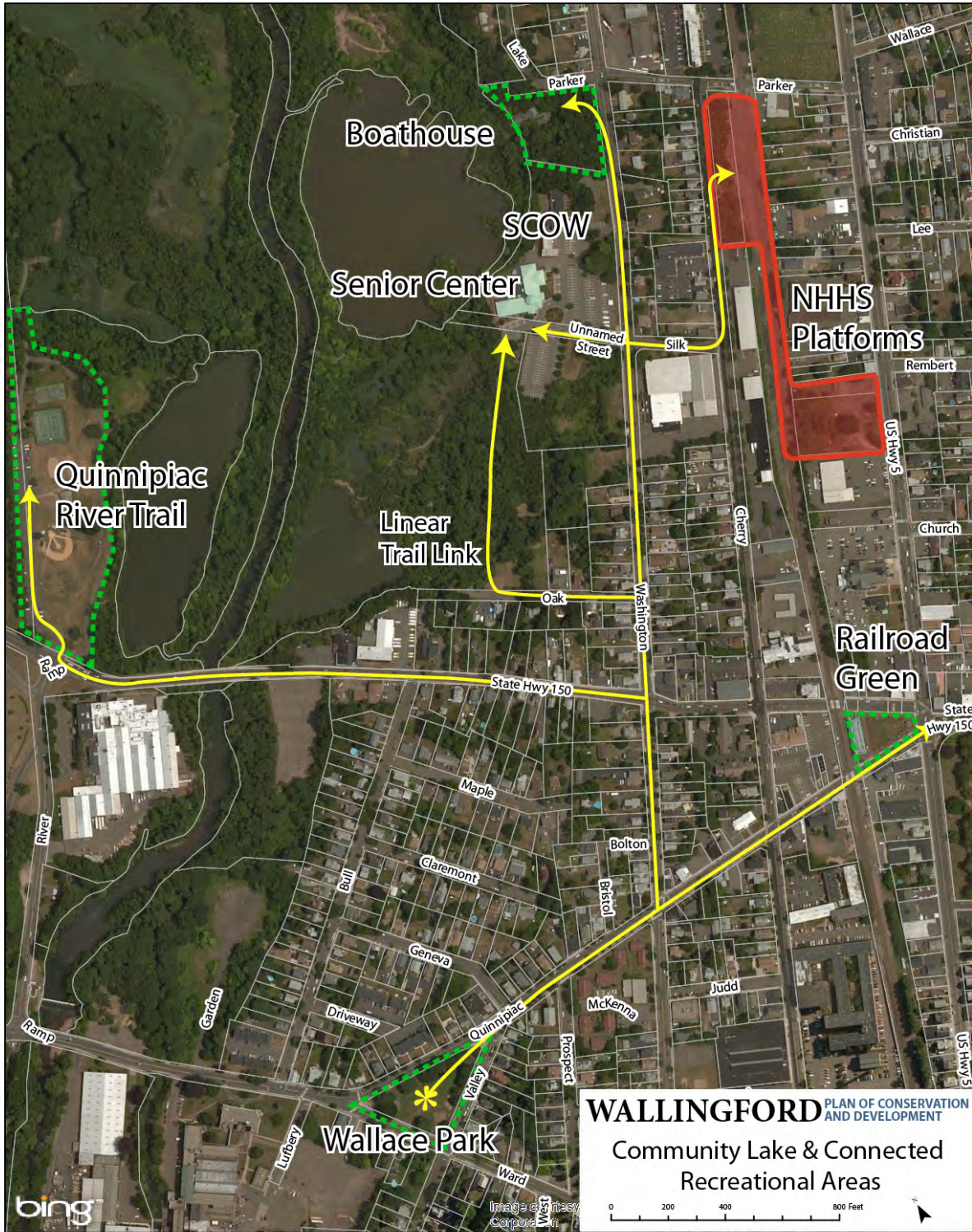
- WE CARE early childhood playgroups
- SCOW's STEM, language, leadership, and music programs
- Expanded pre-kindergarten options in public elementary schools
- Extensive programming conducted by Youth Services

Wallingford has met growing demand for space through retrofitted and repurposed spaces, which have restricted options for the Town's programs.

- Spaces not intended for their current use have limited the growth of successful programs
- Survey responses suggest that Town athletic fields and pool facilities aren't meeting demand
- The Community Lake area is a major opportunity for expanding recreational and program space in an area accessible to the Senior Center, SCOW, NHHS station, and town center area
- Public input suggested many ideas and concepts for making Community Lake a community hub with outdoor recreation, program space, and science/nature education
- Choate Boathouse property is a key opportunity for a new facility for the STEM Academy, other science programs, and/or a nature center

New facilities at Community Lake and the Choate Boathouse property could tie into other parks, public space, and community centers in the area:

- Tie to expanded trails around Community Lake and improved access to the Quinnipiac River
- Improve sidewalk and trail connections to the Quinnipiac River Linear Trail, Wallace Park, Railroad Green, Dog Park, and Town Center (*see map on following page*)
- Connections to the NHHS rail station would improve the Town Center's image and make new and existing assets more visible



MHI/OPS & M.C. DESIGN for Wallingford, CT | May 2015
 This map is intended for planning purposes only. Distortions may not be exact.

Connections between existing and potential recreational assets in and around Community Lake and the Town Center; this network of public space could be enhanced by public realm improvements along connecting streets.

Community Facilities Goals and Strategies

Where We're Going: Goals	How We'll Get There: Recommended Strategies
Capitalize on historic assets in and around Town Center	Convene Committee to recommend best use of historic rail station that encourages community use and visibility through year-round, frequent activity. This may include continuing and supplementing current Board of Ed uses.
Improve Gateway into Town Center from Route 15	Identify streetscape improvements along Quinnipiac and Washington Streets to enhance entrance to Town Center. <ul style="list-style-type: none"> ◆ Potential improvements could include sidewalk improvements, street furnishings, lighting and signage. ◆ Include prioritized improvements in Capital Improvements Plan.
Improve Gateway into Town Center from Route 15	Identify priority improvements to enhance the gateway role of Wallace Park, including signage, fencing, irrigation, and enhanced turf and landscaping, and incorporate in the Capital Improvements Plan.
Make Community Lake a major natural resource, recreational community asset and attraction	Disband Community Lake Restoration Committee and reform as a Community Lake Recreational Area Committee to explore potential uses that would capitalize on and showcase the Community Lake area, including the former Choate Boathouse property, make recommendations and identify funding sources. <ul style="list-style-type: none"> ◆ Committee should have representation from Parks and Recreation, Youth Services, Wallingford Public Schools, Conservation Commission, Engineering, Planning, Town Council, Quinnipiac River Watershed Association, and River Advocates, among others. ◆ Potential future uses to explore: STEM Academy, nature center, or community center.
Prepare for anticipated changes in enrollment patterns and educational programming, and align school facilities with projected need	Conduct a School Facilities Master Plan. <ul style="list-style-type: none"> ◆ Develop enrollment projections, capacity and utilization analyses, and develop scenarios for future use of existing schools and Board of Education facilities. ◆ Consider whether the master plan should be done in conjunction with a Townwide Facilities Master Plan to assist in identifying opportunities for co-location of programming/ facilities.
Promote energy conservation through Town operations, infrastructure, and services	Conduct Energy Action Plan. <ul style="list-style-type: none"> ◆ Identify opportunities for energy savings in Town operations and facilities. ◆ Work to implement recommendations as funding becomes available.
Promote energy conservation through Town operations, infrastructure, and services	Support efforts to provide electric vehicle charging stations at key facilities including retail hubs, large offices, Town parking facilities, and NHHS train station.

Where We're Going: Goals	How We'll Get There: Recommended Strategies
Provide suitable space for departmental and community program needs	Conduct an Athletic Facilities Master Plan. <ul style="list-style-type: none"> ♦ Inventory fields, courts and play areas; assess conditions and community needs; and recommend appropriate operational and capital improvements, and maintenance practices. ♦ Work to implement recommendations.
Provide suitable space for departmental and community program needs	Conduct a Townwide Facilities Plan. <ul style="list-style-type: none"> ♦ Inventory current Town facilities and uses, identify operational and storage needs across all departments, assess opportunities for enhanced operational efficiency and/or estimate total unmet space needs. ♦ Consider whether an overall Town facilities study should be conducted in conjunction with a School Facilities Master Plan in order to identify co-location opportunities. Work to implement the recommendations.
Support and promote outdoor recreational assets	Support Phases IV/V of Quinnipiac River Linear Trail.
Support and promote outdoor recreational assets	Prioritize improvements for Grand & Washington Park in Capital Improvement Planning and implementation.

Chapter 5: Improve the Quality and Variety of Transportation Options in Wallingford

Where We Are

Wallingford's location between New Haven and Hartford provides excellent access to north-south highways (I-91, Wilbur Cross Parkway) and arterials, but limited highway crossings restrict east-west access across the Town to Routes 150 and 68.

- With few alternatives, Routes 150 and 68 routinely create traffic bottlenecks at key crossings and chokepoints (e.g. Routes 5 and 15).
- Recent improvements around the intersection of Routes 68 and 150 have improved conditions
- Support from the State is needed for important improvements in these two major corridors that support Wallingford's major business and industrial hubs
- Preserving and enhancing street-level character in pedestrian-oriented neighborhoods should coexist with arterial improvements to maintain quality of life

Equally important is the Town's major north-south commercial corridor, U.S. Route 5.

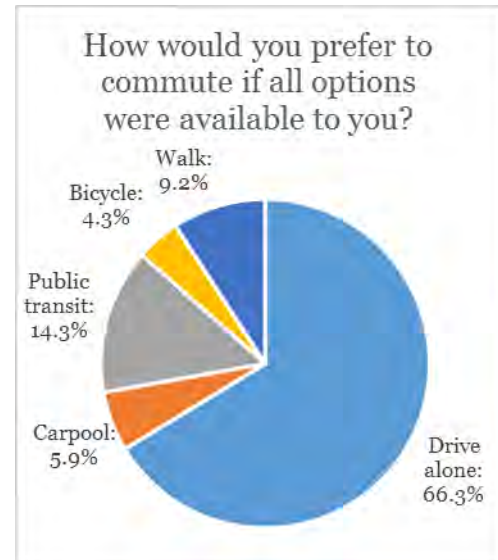
- Due to significant business expansion over the last decade, it is critical that the Town work with regional and State transportation planning officials to improve the corridor
- Studies have identified areas of traffic and accident concern, particularly around the Route 15 interchange
- A 2006 study recommended widening sections of the roadway from North Street to the Meriden/Wallingford town line, as well as other improvements



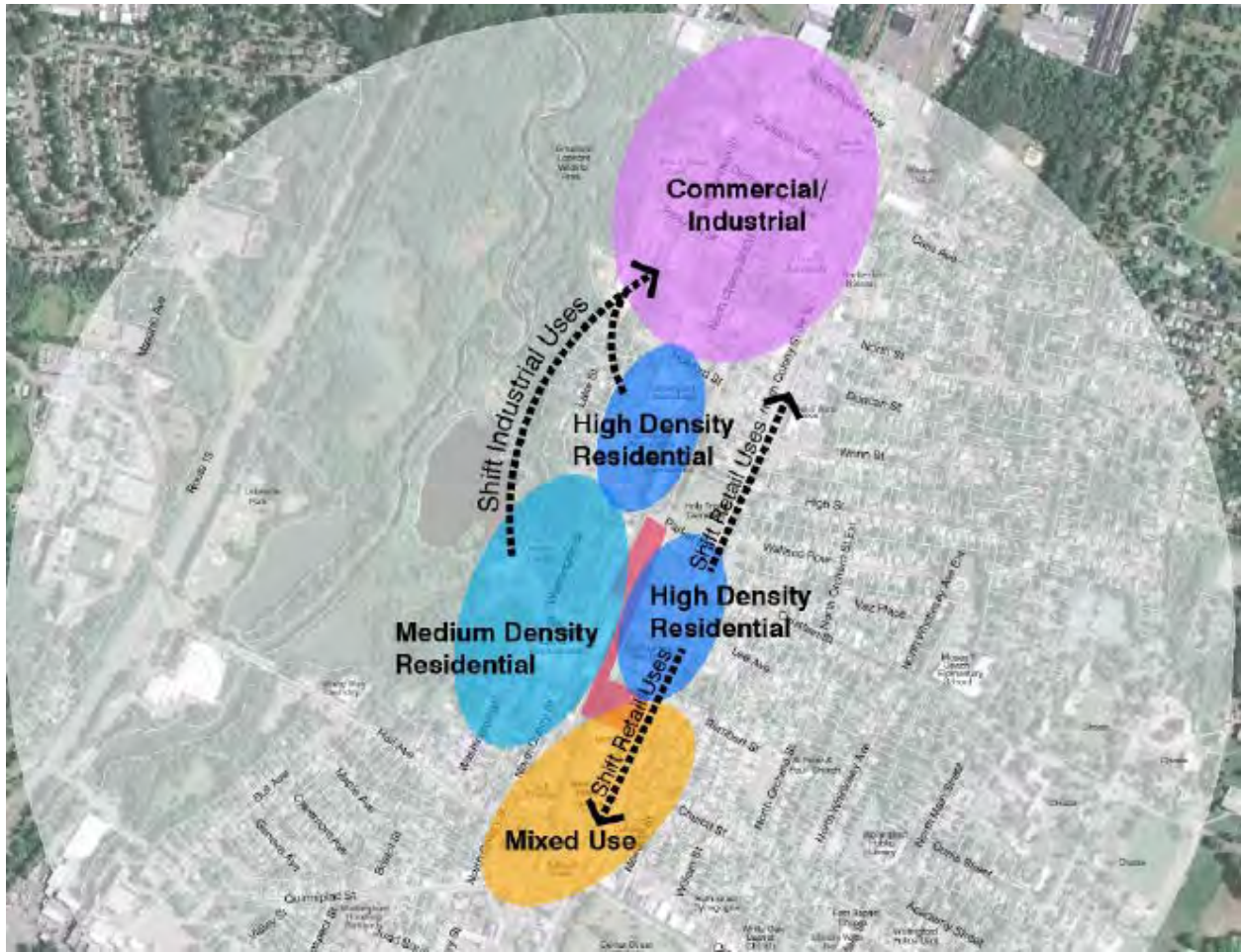
North Colony Road (US Rt. 5) serves as a primary north-south corridor past the Town Center

The New Haven-Hartford-Springfield (NHHS) rail line will be providing more frequent commuter rail service to Wallingford starting in January 2018. Taking advantage of this new service is a major priority for this Plan.

- Only 1% of survey respondents use public transit as their primary way to get to work, but over 14% reported a preference for using transit if the option was available—indicating unserved demand
- Attention to parking and complimentary transit is key to maximizing the benefits and minimizing disruptions from new rail service
- Current CT Transit service (regional and local circulator) should connect to the rail station to expand access
- Encouraging and coordinating shuttle service to and from major employers can enhance ridership and provide an attractive amenity to new businesses
- The Wallingford Transit Oriented Development Plan presented detailed strategies for maximizing the value of NHHS service, which dovetail with the recommendations of this Plan and should be pursued in a coordinated manner.



Conceptual rendering of new Wallingford Rail Station



Land Use Strategy presented in the Transit Oriented Development Plan, which is incorporated in this Plan.

Transportation Goals and Strategies

Where We're Going: Goals	How We'll Get There: Recommended Strategies
Establish third major connection from east to west across Route 15	Monitor ownership/transfers in and around historic east-west bridge alignment.
Establish third major connection from east to west across Route 15	Work with SCRCOG to establish need for third major east-west crossing into long range transportation planning efforts.
Improve traffic circulation on key arterials and in Town Center	Work with SCRCOG and state congressional representation to pursue DOT traffic improvements on Route 5, following 2006 SCRCOG study and additional identified needs on segments south of prior study area.

Where We're Going: Goals	How We'll Get There: Recommended Strategies
Improve traffic circulation on key arterials and in Town Center	Revise zoning to require landscaping/ streetscape improvements and access management standards for new commercial development in CB-12 and CB-40 zones.
Improve traffic circulation on key arterials and in Town Center	Seek DOT/SCRCOG funding for study of Town Center circulation and potential improvements, including opportunities to close, reverse, or convert existing one-way streets to two-way streets.
Provide for transportation alternatives to Wallingford destinations	Partner with local employers to develop and promote incentives for commuters to use alternative modes, such as carpooling, commuter rail, and bicycling.
Provide for transportation alternatives to Wallingford destinations	<p>Explore opportunities to improve bicycle circulation and amenities:</p> <ul style="list-style-type: none"> ♦ Solicit interest from community in establishing a Bicycling Committee, involving local retailers and riders. If sufficient interest, consider establishing a committee. ♦ Identify desirable bicycling routes, particularly connecting Choate to Town Center and retail areas, and connecting new rail platforms to Town Center. ♦ Pursue improvements along desired bike routes as well as online publication of routes. ♦ Work with State DOT and SCRCOG to identify opportunities for bike lanes on state routes. ♦ Provide incentives and/or requirements for provision of bicycle racks at Town Center businesses.
Support and maximize benefits of NHHS commuter rail	Work with CT DOT to ensure parking for commuter rail platforms does not adversely impact adjacent residential neighborhoods.
Support and maximize benefits of NHHS commuter rail	Work with SCRCOG and CT Transit to extend service hours for Wallingford Local bus route to align with commuter rail schedule and provide useful access to jobs.
Support and maximize benefits of NHHS commuter rail	Seek DOT/SCRCOG funding for pedestrian and bike improvements linking the new commuter rail platforms to the existing Town Center via North Colony Road and North Cherry Street.

For additional information on Wallingford’s transportation infrastructure, see Appendix A.

For additional information on parking issues, see Chapter 6.

Chapter 6: Make Wallingford Town Center a Vibrant Destination

Where We Are

Wallingford Town Center, referred to as both the local “uptown” and “downtown,” is an important hub for local business and institutions, as well as an area with historic and civic assets that give it a unique character within the Town.

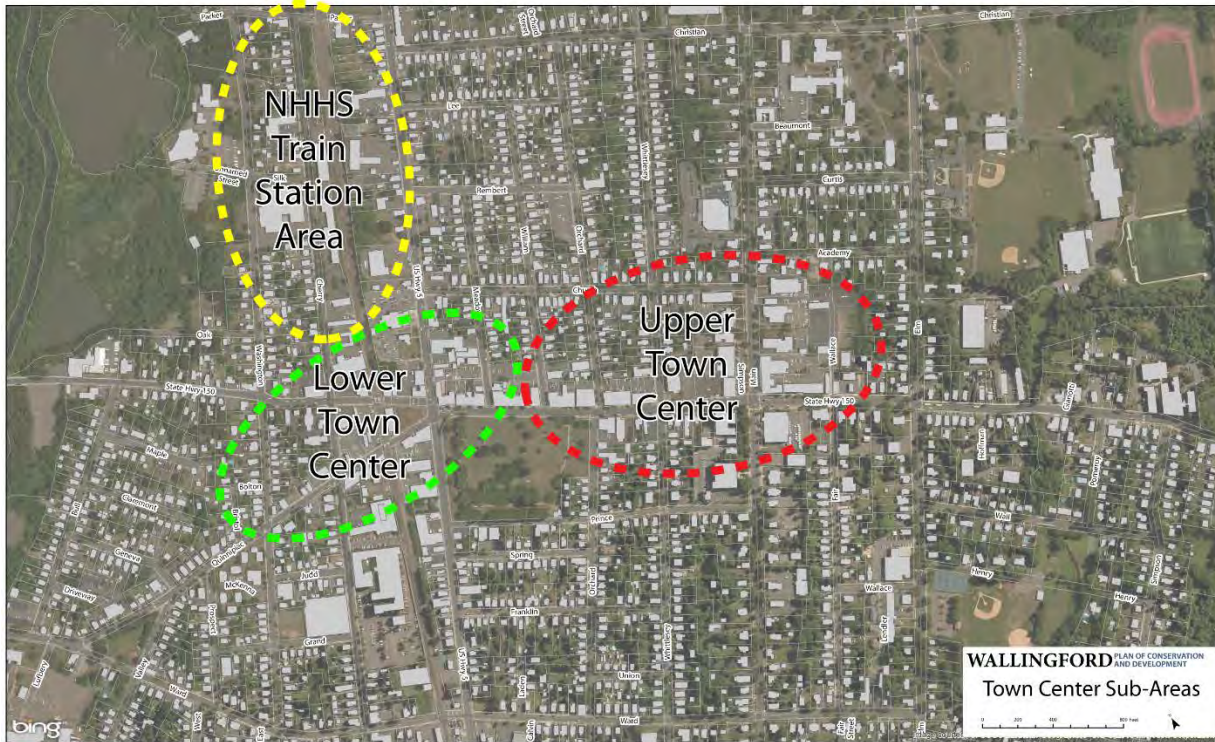


Upper Town Center businesses on North Main St.

- Demand is increasing for in-town living near a variety of interesting destinations and transit options
- This demand focuses attention on the potential for redevelopment in this area
- The arrival of enhanced commuter rail service and the growth of the Town Center as a dining destination strengthen its position, creating opportunities to pursue transit-oriented development (TOD) and connect recreational assets, neighborhoods, and workplaces on enhanced pedestrian corridors such as Hall Avenue

Outreach around potential options for Wallingford Town Center was a key component of this planning effort.

- A survey focusing on the Town Center area was distributed with special emphasis on surveying neighborhood residents and business owners on issues like parking, business recruitment and filling empty storefronts, and attracting more retail and restaurant tenants
- A majority of respondents viewed larger-scale redevelopment as appropriate for the Lower Town Center and NHHS Train Station areas of the neighborhood, but favored more limited infill development in the Upper Town Center area
- Respondents contributed opinions on how to reuse the historic train station, and appropriate scale and design criteria for new development
- A workshop held in November 2015 focused on defining the bounds of the Town Center and exploring development concepts with residents and members of the business community

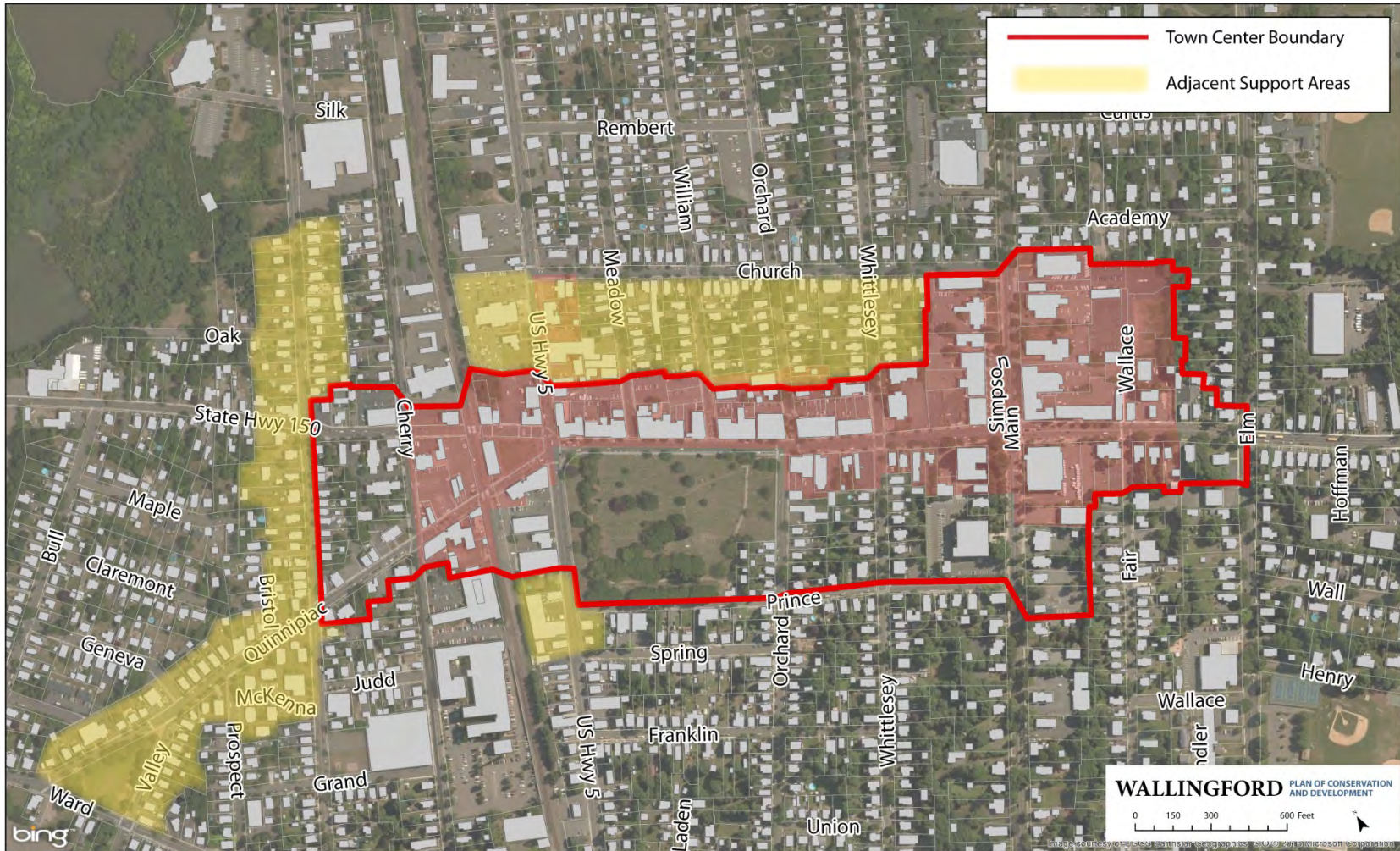


Sub-areas of the Town Center, as presented in the Town Center Survey and Workshop to determine specific redevelopment priorities between different areas of the broader neighborhood.

While the Town Center features strong commercial blocks in the “uptown” area centered on Main and Center Streets, underutilized and vacant commercial properties, as well as properties in disrepair, create gaps in the street façade and reduce the cohesiveness of the “downtown” area. A primary strategy for connecting the “uptown” and “downtown” areas into an integrated whole is to implement a new Town Center zoning district.

- The district would include the area in the Town Center Boundary shown below, which is based on the existing CA-6 zone with additions of the blocks south of Center Street, west of Cherry Street, and east to Elm Street
- This regulation would encourage more mixed-use development that combines housing and commercial space in the Town Center
- It would also give owners and developers more flexibility in coverage standards (to promote redevelopment of smaller parcels while maintaining a cohesive street wall)
- The regulation would ‘right-size’ parking standards to reduce non-conformities and variances and ensure enough new parking is provided relative to the parking impacts of new development
- Smaller-scale zoning adjustments and public realm improvements in the designated Adjacent Support Areas may also be needed to support development in the core Town Center area

The Town should also consider a broad range of strategies for catalyzing redevelopment, including both fiscally responsible incentives for private-sector redevelopment that may not otherwise occur, and pursuing reuse and redevelopment of key town-owned sites.



MILONE & MACBROOM for Wallingford, CT | November 2015
 This map is intended for planning purposes only. Delineations may not be exact.

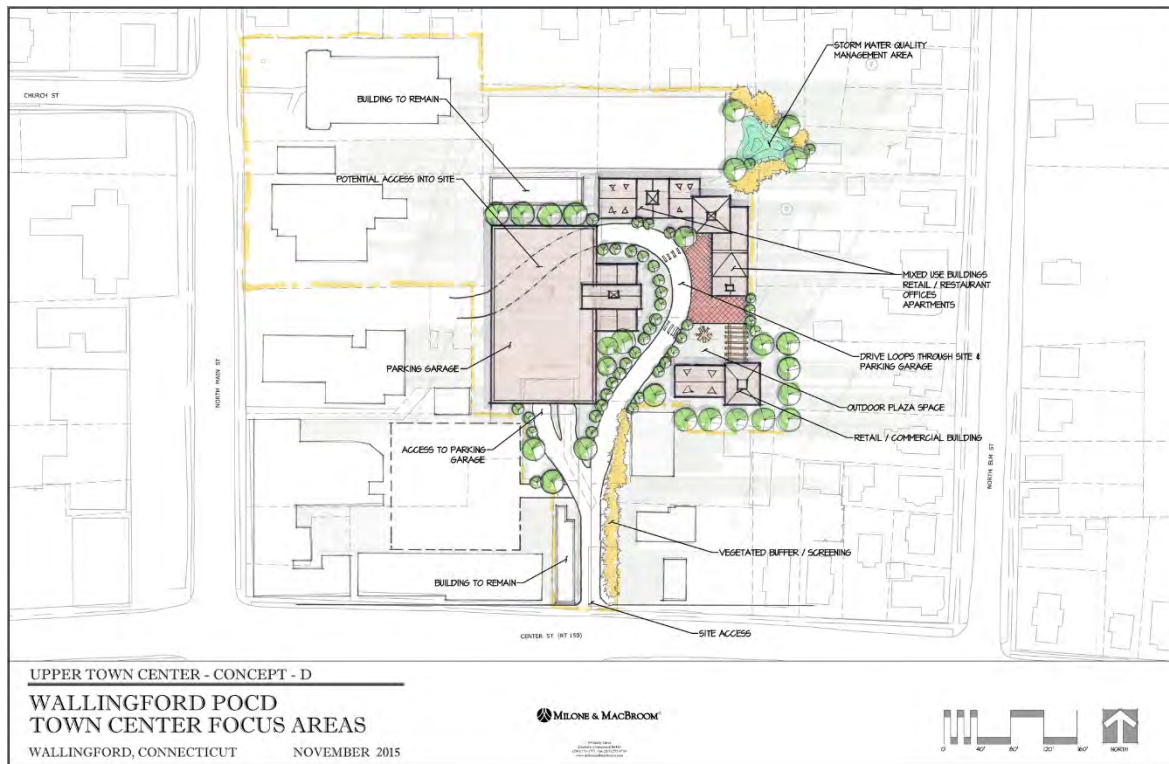
About this map: Parcels, Streets: Town of Wallingford (2015)
 Aerial Imagery: Microsoft (2015)

Wooding-Caplan Site

Feedback on concepts for the redevelopment of the town-owned Wooding-Caplan property emphasized the need for a phased approach to reuse of this important opportunity parcel that balances the parcel's development potential against preserving its benefits in providing overflow parking for Upper Town Center businesses.

- The property is located behind North Main Street businesses and public facilities, including the Wallingford Police Department headquarters
- Current uses include overflow parking and police vehicle storage
- The first priority for the site is rationalizing and improving all parking on the Wooding-Caplan block by integrating Town-owned parking areas on the western side of the parcel with existing private parking owned by Center Street/Main Street businesses
- Integrating the block's parking would provide a more efficient parking configuration (more spaces on the same land area), easier access, and a more intuitive experience for visitors
- Improved lighting and consolidated trash/recycling storage areas can also improve the lot
- Ongoing consultation and coordination with property owners is key to successfully integrating these spaces and improving actual/perceived availability of parking in the Upper Town Center

The remaining portions of the property may present various development opportunities, ranging from community facilities to residential, commercial, or mixed-use development. Following the adoption of a parking plan, remaining land in the property should be assessed with an eye towards market conditions, available and potential new (e.g. structured) parking, and complementarity with existing businesses.



Wooding-Caplan development concept with parking and mixed-use development, as presented at the Town Center workshop.

Public Parking Lots (Simpson Court/Center Street)

Poorly designed and coordinated public and private parking poses a challenge: although parking inventories have shown an adequate *quantity* of parking in the Town Center to meet current needs, much of this parking is in poor condition, and many residents have trouble identifying what lots are available for public use or where to park near their destination.

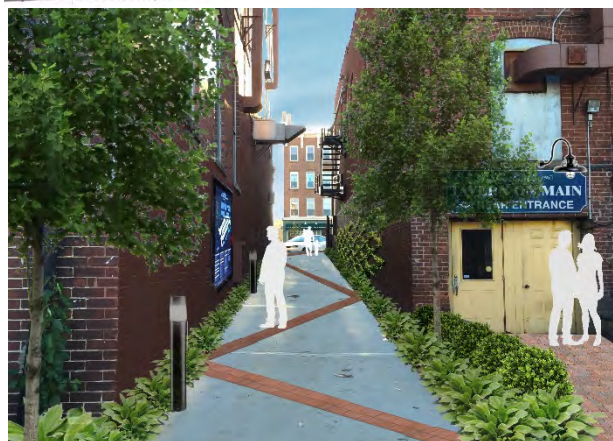
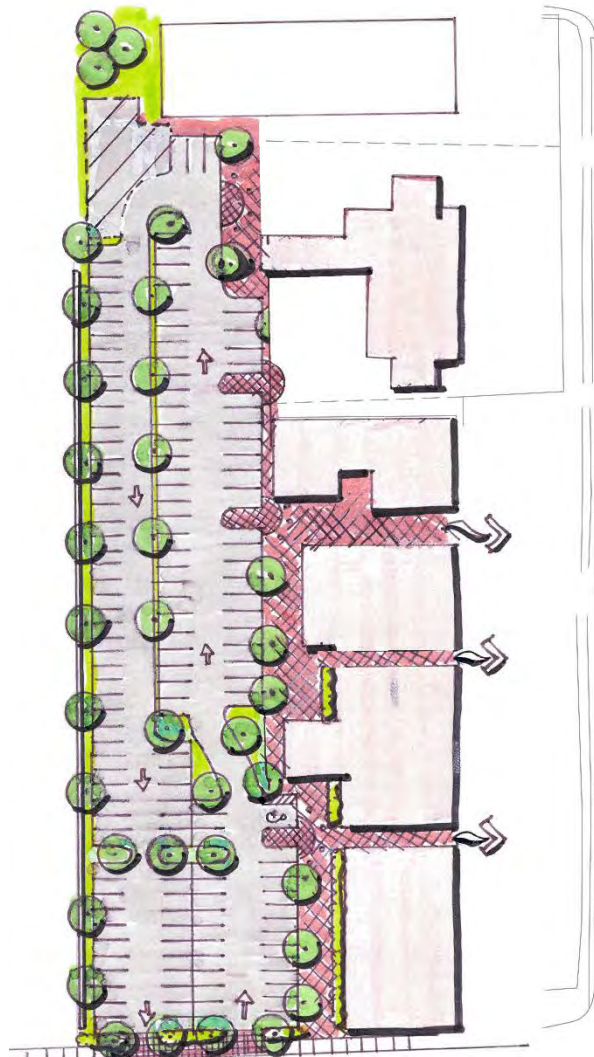
- Difficulties finding public parking have created a widespread perception that the Town Center needs more parking
- Business owners who responded to the Town Center survey mentioned parking most frequently as a challenge to doing business in the Town Center
- Measures to make existing parking more attractive, visible, and accessible to patrons and visitors is a high priority

The existing parking lots to the rear of Simpson Court (accessible via Center, North Main, and Church Streets) are a high priority for reconfiguration.

- Existing public parking is constrained by physical barriers, grade changes, and uncoordinated circulation
- Landscaping, maintenance, and layout is not consistent across properties, detracting from the appearance of the parking area and creating uncertainty on which areas are available for public use.

The conceptual design shown at right for enhancing and rationalizing this area would:

- Provide for one-way circulation through the parking area
- Eliminate unnecessary barriers
- Create approx. 16 added parking spaces
- Enhance the access corridors between buildings to Simpson Court and North Main Street with lighting, landscaping, art, and signage.



Above: conceptual layout of parking lot behind Simpson Court
Below: conceptual access improvements from parking to Simpson Court/North Main Street

Additional opportunities for improving Town Center parking are present in the parking areas behind Center Street businesses.

- These lots currently are poorly connected and contain both public and private lots, creating confusion as to which areas are available for public parking
- The existing one-way streets north of Center Street make these lots difficult to access
- Opportunity to reconfigure spaces and circulation, resurfacing lots, and improve landscaping
- The use of striping, decorative surface treatments, and/or speed tables to link parking areas would provide greater coherence, visibility, and safety in this combined parking area
- Collaboration with property owners in reorienting businesses towards an improved parking area could enhance the attractiveness of this parking area and remove the need for patrons to circle around the block on foot to access businesses



Parking and pedestrian improvements concept, as presented at Town Center workshop.

Town Center Goals and Strategies

Where We're Going: Goals	How We'll Get There: Recommended Strategies
Catalyze high-quality redevelopment, investment, and high occupancy in Town Center	<p>Explore roles the Town may play in catalyzing redevelopment.</p> <ul style="list-style-type: none"> ◆ Educate boards and commissions, and general public on Tax Increment Financing (TIF) districts - what they are and how they can be used. ◆ Implement TIFs for key opportunity areas in Town Center where feasible, necessary, and fiscally prudent. ◆ Purchase key Town Center parcels as they become available for inducing private or public-private partnership models of development and revitalization. ◆ Consider potential for short-term tax abatement programs to encourage development in key opportunity areas in Town Center. ◆ Pursue public infrastructure improvements that may entice development (sidewalks, utilities, parking areas, etc.). ◆ Establish criteria for Town financial or other involvement in specific redevelopment projects (location, anticipated tax revenue, anticipated number of housing units, anticipated square feet of commercial space, etc.).
Catalyze high-quality redevelopment, investment, and high occupancy in Town Center	<p>Working with local property owners and the Engineering Department, develop a Town Center Parking Plan.</p> <ul style="list-style-type: none"> ◆ The Plan should address public and privately owned, and on-street parking identified in the Town Center Parking map as priority concerns. ◆ The Plan's goals should address awareness and visibility of existing parking through online maps and information, improved lighting, pedestrian connections, wayfinding signage, circulation patterns, maintenance, and appearance. ◆ The Plan should analyze and recommend preferred mechanisms for making improvements through shared parking agreements, public-private partnerships, fee-in-lieu of parking regulations, and paid parking, among other ideas. ◆ The Plan should analyze and recommend additional improvements to enhance access and cleanliness of parking areas, such as orienting retail units to welcome foot traffic from rear parking, and co-locating shared dumpsters (including recycling bins). ◆ The Plan should prioritize improvements based on perceived need, relative investment required, willingness of property-owners to collaborate, and any planned developments that open opportunities. ◆ The adopted Town Center Parking Plan should be recommended to Planning & Zoning Commission for formal inclusion in the POCD and to the Town Council for inclusion in the Capital Improvement Plan as appropriate.

Where We're Going: Goals	How We'll Get There: Recommended Strategies
Catalyze high-quality redevelopment, investment, and high occupancy in Town Center	<p>Pursue phased redevelopment of Wooding-Caplan site.</p> <ul style="list-style-type: none"> ♦ As part of the Town Center Parking Plan process, property owners should be consulted on long-term interests and parking needs. ♦ Define development opportunity areas following adoption of Town Center Parking Plan. ♦ Upon implementation of parking improvements, reassess appropriate development types and densities for development opportunity areas and mechanisms to develop.
Catalyze high-quality redevelopment, investment, and high occupancy in Town Center	<p>Consider creating a new Town Center zoning district that can incorporate greater flexibility in uses, coverage and parking (per Parking Plan) to facilitate marketable redevelopment.</p> <ul style="list-style-type: none"> ♦ Encourage mixed-use development, allowing residential uses based on site plan approval ♦ Enhance flexibility in coverage standards (subject to adequate parking) relative to the size of the project, with buildings contemplated for smaller lots allowed additional site coverage to ensure a continuous street wall in core Town Center areas ♦ Require traffic/parking impact analyses from traffic engineers with proposed developments to ensure additional traffic will not overburden existing shared parking ♦ Develop pedestrian circulation standards
Catalyze high-quality redevelopment, investment, and high occupancy in Town Center	<p>Institute a dedicated annual funding stream for the maintenance and improvement of Town Center sidewalks, separate from rotating town-wide allocations.</p>
Catalyze high-quality redevelopment, investment, and high occupancy in Town Center	<p>Pursue redevelopment that would complement the existing character and scale of North Main Street as key parcels along South Main and Center, such as the USPS facility and smaller parcels between South Main and South Whittlesey, become available.</p>
Catalyze high-quality redevelopment, investment, and high occupancy in Town Center	<p>Engage with area non-profit housing developers and Wallingford Housing Authority to determine the need and desire for mixed-income housing developments in Town Center.</p> <ul style="list-style-type: none"> ♦ Pursue additional funding opportunities that may be available to such developments.

Where We're Going: Goals	How We'll Get There: Recommended Strategies
Improve existing parking in the Town Center to provide visible and attractive public parking options	<p>Implement Town Center Parking Plan including any regulatory changes recommended.</p> <ul style="list-style-type: none"> ♦ Educate land use decision makers on the intent of regulatory changes and desire to minimize variances following adoption.
Improve Gateways into Town Center from Route 15	<p>Provide identifying/directional signage at gateway entrances to Town Center that reflect the best of its design and character.</p>
Improve Gateways into Town Center from Route 15	<p>Review zoning regulations adjacent to Quinnipiac Street for opportunities to allow types and intensities of uses that more clearly transition towards the character of Town Center.</p>
Improve Gateways into Town Center from Route 15	<p>Conduct a streetscape plan to identify design goals for transitional areas, such as Quinnipiac Street and Colony Road, and potentially develop design guidelines for development in Town Center gateways.</p>
Improve Gateways into Town Center from Route 15	<p>Communicate to property owners and interested developers the importance and potential benefits of creating 'gateway' features and developments leading into the Town Center area via Colony Road, Quinnipiac Street, and Hall Avenue.</p>
Support and maximize benefits of NHHS commuter rail	<p>Implement recommendations of Transit Oriented Development Plan to provide for transit-oriented housing options around NHHS train station and implement as appropriate.</p>

Chapter 7: Future Land Use Plan, Recommendations, and Consistency

Future Land Use Plan

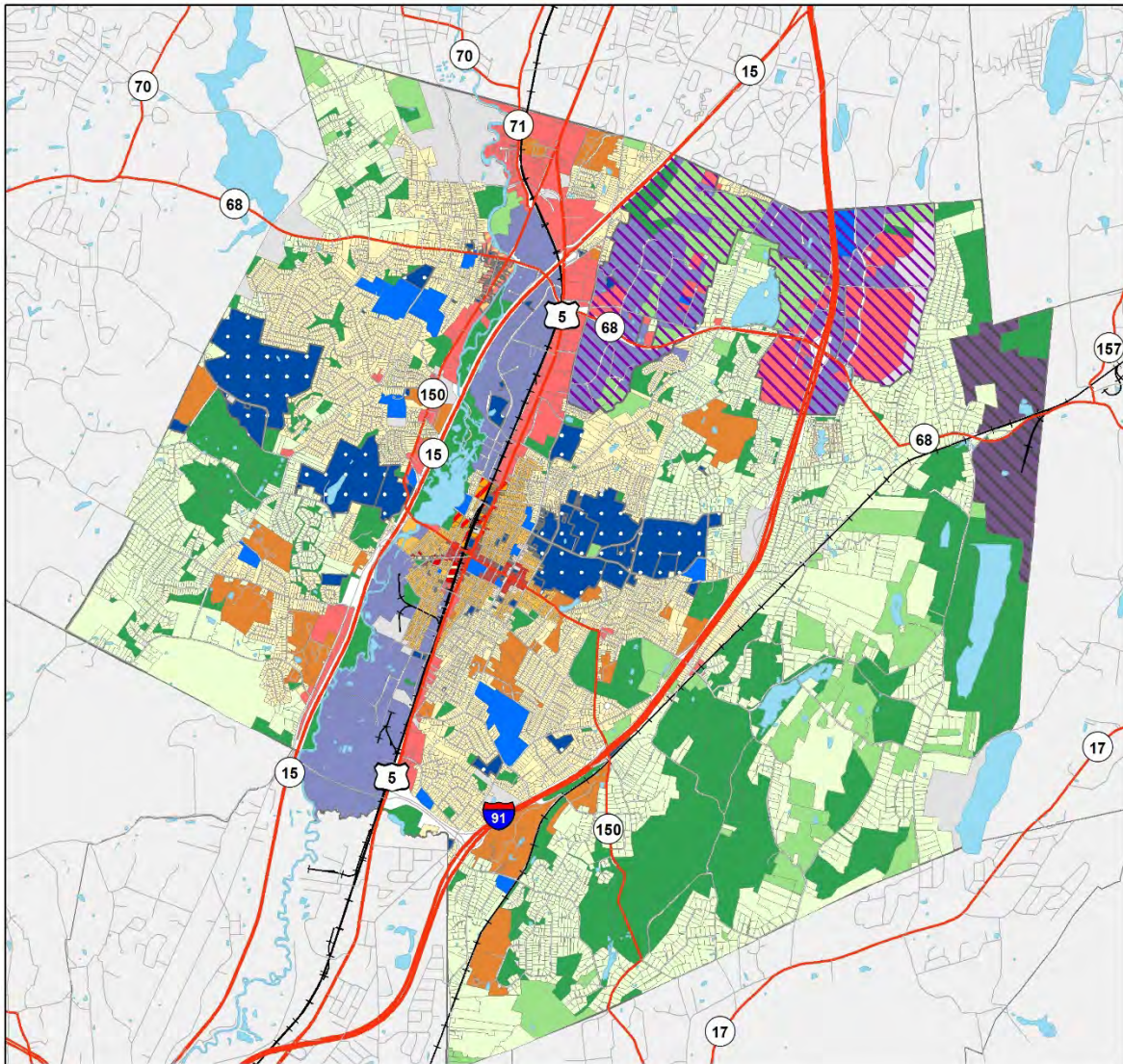
The Future Land Use Map is a reflection of the Plan’s vision and goals for desirable future development across Wallingford over the next decade. The map depicts appropriate locations for and relationships between general categories of use and intensity, ranging from land to be conserved in open space or low-intensity use, to priority areas such as the Town Center, Center Gateway, Yalesville, and Transit-Oriented Development neighborhoods targeted for redevelopment and revitalization. The Future Land Use Plan is informed by existing uses and zoning designations; the boundaries of the aquifer protection area, watershed protection district, and utility service area; the visions and goals expressed in POCD outreach efforts; and the goals and strategies enshrined in this Plan.

The Future Land Use Plan graphically represents the desired outcomes of many of the Plan’s recommendations and illustrates how those strategies may interact with the Town’s existing land uses. Due to its generalized nature, there may be inconsistencies between the uses shown on this map and the actual use of individual properties.

The Future Plan Use Plan describes these desired land use outcomes in the following categories:

- **Infrastructure** includes land currently or intended for use for transportation or utility uses, such as rail stations, airports, power generation, utility transmission lines, and pump stations.
- **Private Institutional** includes land currently or intended to be occupied by non-governmental institutions, such as private schools, churches and other places of worship, and non-profit community organizations.
- **Public Institutional** includes land used for public purposes by the Town or other governmental organizations. It includes Town Hall, public schools and libraries, and public safety facilities.
- **Agricultural** includes land where farming, pastures, vineyards, greenhouses, or forestry are the primary use. Some land that are used for both residential and agricultural purposes may be instead designated as Rural Residential (see below).
- **Open Space** includes land that is intended to remain in a primarily natural condition, including parks, forests, wetlands, public water supply lands, and outdoor recreation facilities, whether publicly or privately owned.
- **Rural Residential** includes large-lot residential uses in Wallingford’s more rural areas (typically outside of the Town’s utility service area boundaries). These are primarily single-family residences which may include accessory buildings and/or accessory agricultural uses.
- **Single-Family Residential** includes areas suitable for primarily single-family residential uses. Two- and three-family residences may also exist and/or be suitable in more central neighborhoods where smaller lot sizes currently predominate.
- **Center Residential** includes predominately-residential areas in and around the Town Center, where a mix of two-, three-, and four-family residences as well as single family and small-scale multifamily residences are present. These uses should continue and may be supplemented by small home-based businesses.
- **Multifamily Residential** includes multi-family residences with more than four dwelling units, including condominiums, apartments, and age-restricted communities.

- **Limited Business** includes areas adjacent to the Town Center in which conversion of residences to small business establishments, including neighborhood retail and professional offices, is appropriate.
- **Commercial** includes land appropriate for use as commercial enterprises, including retail, restaurants, personal services, automotive uses, and professional and medical offices.
- **Town Center** includes land within the proposed Town Center zoning district, including the existing CA-6 zoning district and adjacent blocks. Higher-intensity commercial and mixed uses are appropriate in this area, as well as existing institutional uses.
- **Yalesville** includes land in and adjacent to the existing Yalesville Limited Business zoning district. Uses compatible with the existing mix of single-family, multi-family, and neighborhood business uses are appropriate in this area, as well as any additional uses identified as appropriate by a recommended visioning and planning process for this area.
- **TOD** (or Transit Oriented Development) includes land adjacent to the New Haven – Hartford – Springfield Line rail station currently under construction, and largely overlapping with the existing Incentive Housing Zone. This area is suitable for higher-density residential development within walking distance of the train station, as well as existing and complimentary commercial uses.
- **Center Gateway** includes the areas along South Colony Road and Quinnipiac Street that are adjacent to and serve as primary corridors for vehicular and pedestrian traffic to the Town Center area. A mix of moderate-density residential, institutional, and commercial uses supported by public realm improvements should provide an attractive transition towards the intersection of Colony Road and Center Street.
- **Industrial** includes land appropriate for industrial development and activities, including warehousing, distribution, manufacturing, research & development, and intensive agriculture, as well as some commercial and office uses.
- **I-5/IX** includes land in the existing I-5 and IX zones where expansion and intensification of industrial and some commercial uses is desirable. This area includes existing agricultural uses, which are appropriate to continue in this area.



WALLINGFORD PLAN OF CONSERVATION AND DEVELOPMENT



Future Land Use Plan

- | | | | | |
|-----------------------|---------------------------|------------------------|-------------|--------|
| Infrastructure | Open Space | Multi-Family Residence | Yalesville | Mining |
| Private Institutional | Rural Residential | Limited Business | TOD | I-5/IX |
| Public Institutional | Single-Family Residential | Commercial | Town Center | |
| Agricultural | Center Residence | Center Gateway | Industrial | |

MILONE & MACBROOM for Wallingford, CT | June 2016

This map is intended for planning purposes only. Delineations may not be exact.

About this map: Boundaries, Hydrography, State Parks: DEEP (2011)
Streets: ESRI (2011) Parcels: Town of Wallingford (2015)

Action Agenda

This chapter also contains a consolidated list of all goals and strategies recommended throughout the preceding chapters of the Plan. This document includes additional information on these goals, including the lead agency responsible for implementation and other agencies that should assist in implementing each goal, and the time frame envisioned for implementing each goal. Goals that are relevant to enhancing the sustainability of operations and activities in the town are marked with a leaf icon (shown below) to indicate their relevance to this cross-cutting area of concern.

Time frames range from *immediate* (within 6 months of Plan adoption) to *short-term* (0 to 3 years), *mid-term* (4 to 6 years), and *long term* (7 to 10 years). The *Ongoing* timeframe indicates efforts that are expected to require consistent effort throughout (and perhaps beyond) the life of the Plan, including strategies that are already underway and that will require continuing work going forward. Additionally, all goals and strategies are assigned a priority level, from “Highest” to “Low.” These indicate the degree of importance the Plan Steering Committee assigned to each strategy and should guide lead agencies in determining which actions to prioritize in allocating time and resources.






The complete listing of goals and strategies presented below are organized by Topic Area (color coded, per the legend below) and then by time frame. The following section, “Priorities for Boards and Commissions,” provides the same set of goals and strategies organized by the entity responsible for pursuing them.

All
Agriculture
Community Facilities
Economic Development
Natural Resources
Housing
Town Center
Transportation
 Sustainability Priority

Wallingford POCD Strategies

Topic Area	Where We're Going: Goals	How We'll Get There: Recommended Strategies	Who Leads: Responsible Agency	Support Agencies	How Important?	How Soon?	Sustainability
All	Implement POCD	<p>Within 90 days of adoption of this POCD, the Town Council should establish a Plan Implementation Committee.</p> <ul style="list-style-type: none"> ♦ The Committee should be comprised of the following: two members of Town Council, two members of the Planning and Zoning Commission, and one representative from each of the following: Conservation Commission, Economic Development Commission, Recreation Commission, Board of Education, Public Utilities Commission, and Energy Conservation Commission, the Spanish Community of Wallingford, WCI, and Wallingford Land Trust. Member committees & organizations will select their own representatives to the Committee. ♦ The Committee should meet at least quarterly to provide updates on progress made by various agencies, coordinate actions for which the Committee is the responsible agency, and report in an advisory capacity to the Planning and Zoning Commission ♦ The Committee will discuss challenges to and any new developments affecting specific tasks, and recommend to the Planning and Zoning Commission any recommended changes to the action agenda for formal amendment to the POCD 	Planning & Zoning Commission	All relevant boards & commissions	Highest	Immediate	
All	Ensure POCD remains relevant over time	<p>The Plan Implementation Committee should hold public forums on progress towards achieving the goals of the POCD every two years.</p> <ul style="list-style-type: none"> ♦ Take stock of changes in conditions, successes, and failures in moving towards the Plan's goals. ♦ Reaffirm goals that remain relevant and important, and adjust or change goals that are no longer appropriate. ♦ Report results and make appropriate recommendations to the Planning and Zoning Commission 	Implementation Committee		Highest	Ongoing	
Agriculture	Preserve existing agricultural operations in Wallingford	Continue to operate the farmland lease program on currently leased parcels and other appropriate Town-owned lands.	Conservation Commission		High	Ongoing	


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Agriculture	Preserve existing agricultural operations in Wallingford	Promote agricultural businesses and supportive industries that are vital to the local and regional economy, while simultaneously preserving prime farmland through the acquisition of development rights and, to the extent practical, the avoidance, minimization and/or mitigation of the loss or conversion of agricultural lands associated with development actions.	Conservation Commission	Town Council	Medium	Ongoing	
Agriculture	Provide educational opportunities leveraging Wallingford agriculture	Coordinate educational sessions on land management techniques and practices with UConn Extension, CT Farm Bureau, local agri-businesses, and other regional experts.	Conservation Commission		Medium	Ongoing	
Agriculture	Promote access to locally grown foods	Work with schools to promote ongoing and expanded farm-to-school food service programming and student gardens. <ul style="list-style-type: none"> Encourage participation and assistance from Agricultural Science students in providing programming to younger grades. 	Conservation Commission	Board of Ed, Public Works	Medium	Short-Mid	
Agriculture	Promote access to locally grown foods	Maintain and expand Wallingford's community garden program. <ul style="list-style-type: none"> Identify an appropriate site on the west side of Town for a second community garden to meet current and future demands. Continue to develop and manage East Side Community Garden 	Conservation Commission	Parks and Rec, Public Works, Town Council	Medium	Mid	
Community Facilities	Promote energy conservation through Town operations, infrastructure, and services	Support efforts to provide electric vehicle charging stations at key facilities including retail hubs, large offices, Town parking facilities, and NHHS train station.	Energy Conservation Commission	Engineering, Town Admin.	Low	Ongoing	
Community Facilities	Support and promote outdoor recreational assets	Support Phases IV/V of Quinnipiac River Linear Trail.	Town Council	Engineering, Planning Department, Parks and Rec, Town Admin., QRLT	Medium	Ongoing	

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Timeline: Immediate (0-6 months), Short (0-3 years), Mid (4-6 years), Long (7-10 years)


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Community Facilities	Capitalize on historic assets in and around Town Center	Convene Committee to recommend best use of historic rail station that encourages community use and visibility through year-round, frequent activity. This may include continuing and supplementing current Board of Ed uses.	Town Council	Board of Ed, WCI, Economic Development Commission	High	Short	
Community Facilities	Make Community Lake a major natural resource, recreational community asset and attraction	Disband Community Lake Restoration Committee and reform as a Community Lake Recreational Area Committee to explore potential uses that would capitalize on and showcase the Community Lake area, including the former Choate Boathouse property, make recommendations and identify funding sources. <ul style="list-style-type: none"> Committee should have representation from Parks and Recreation, Youth Services, Wallingford Public Schools, Conservation Commission, Engineering, Planning, Town Council, Quinnipiac River Watershed Association, and River Advocates, among others. Potential future uses to explore: STEM Academy, nature center, or community center. 	Town Council	Parks & Rec, Youth & Social Services, WPS, Engineering, Planning Dept., RA, QRWA	High	Short	
Community Facilities	Prepare for anticipated changes in enrollment patterns and educational programming, and align school facilities with projected need	Conduct a School Facilities Master Plan. <ul style="list-style-type: none"> Develop enrollment projections, capacity and utilization analyses, and develop scenarios for future use of existing schools and Board of Education facilities. Consider whether the master plan should be done in conjunction with a Townwide Facilities Master Plan to assist in identifying opportunities for co-location of programming/ facilities. 	Board of Ed	Town Council, Parks & Rec, Town Admin.	Low	Short	
Community Facilities	Promote energy conservation through Town operations, infrastructure, and services	Conduct Energy Action Plan. <ul style="list-style-type: none"> Identify opportunities for energy savings in Town operations and facilities. Work to implement recommendations as funding becomes available. 	Energy Conservation Commission	Public Utilities, Public Works, Town Council, Town Admin.	Medium	Short-Long	

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Community Facilities	Provide suitable space for departmental and community program needs	Conduct an Athletic Facilities Master Plan. <ul style="list-style-type: none"> Inventory fields, courts and play areas; assess conditions and community needs; and recommend appropriate operational and capital improvements, and maintenance practices. Work to implement recommendations. 	Recreation Commission	Town Council, Parks and Rec., Board of Ed, Town Admin.	High	Short-Long	
Community Facilities	Support and promote outdoor recreational assets	Prioritize improvements for Grand & Washington Park in Capital Improvement Planning and implementation.	Recreation Commission	Town Council, Parks and Rec., Town Admin.	Low	Short-Long	
Community Facilities	Provide suitable space for departmental and community program needs	Conduct a Townwide Facilities Plan. <ul style="list-style-type: none"> Inventory current Town facilities and uses, identify operational and storage needs across all departments, assess opportunities for enhanced operational efficiency and/or estimate total unmet space needs. Consider whether an overall Town facilities study should be conducted in conjunction with a School Facilities Master Plan in order to identify co-location opportunities. Work to implement recommendations. 	Town Council	All Town Departments, Town Admin.	High	Short-Long	
Community Facilities	Improve Gateway into Town Center from Route 15	Identify streetscape improvements along Quinnipiac and Washington Streets to enhance entrance to Town Center. <ul style="list-style-type: none"> Potential improvements could include sidewalk improvements, street furnishings, lighting and signage. Include prioritized improvements in Capital Improvements Plan. 	Engineering	Town Council, Economic Development Commission, WCI, Planning Dept	Medium	Mid	
Community Facilities	Improve Gateway into Town Center from Route 15	Identify priority improvements to enhance the gateway role of Wallace Park, including signage, fencing, irrigation, and enhanced turf and landscaping, and incorporate in the Capital Improvements Plan.	Recreation Commission	Town Council, Parks and Rec.	Medium	Mid	
Economic Development	Attract new businesses to key industrial areas	Work to locate new tenant(s) for Bristol-Myers Squibb facility. <ul style="list-style-type: none"> Continue to monitor situation and interested parties. Explore incentives for further redevelopment, such as an Enterprise Zone. 	Economic Development Commission	Planning Dept, Planning & Zoning Commission	Highest	Short	


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Economic Development	Attract new businesses to key industrial areas	<p>Revise I-5 and IX zoning regulations.</p> <ul style="list-style-type: none"> ◆ Allow higher site coverage and/or simplify the existing mix of open space, setback, and site coverage provisions. ◆ Implement landscaping standards to ensure high quality appearance from streets. ◆ Consider consolidation of zones with restrictions for certain uses in the interchange area. ◆ Rename zone(s) to better convey intended uses. ◆ Allow additional uses to reflect current market demands and/or cultivate a niche industry cluster based on existing businesses. 	Planning & Zoning Commission	Economic Development Commission, Planning Department	Highest	Short	
Economic Development	Attract new businesses to key industrial areas/ Support commuter rail service	<p>Work with existing and potential businesses to establish shuttle service to commuter rail platforms from major employment areas.</p> <ul style="list-style-type: none"> ◆ Encourage and assist current companies in surveying employees to determine demand. ◆ Examine viability of reducing parking requirements for businesses providing shuttle services to commuter rail. 	Economic Development Commission	Planning Dept., Planning & Zoning Commission	High	Short	
Economic Development	Enhance the vitality of Town Center	<p>Revise CA-6 zoning regulations and explore revisions for other commercial districts to allow for combined brewpub and restaurant uses.</p>	Planning & Zoning Commission	Planning Dept.	Medium	Short	
Economic Development	Promote the development of Yalesville as a 'village center'	<p>Conduct a Yalesville visioning/ public planning process.</p> <ul style="list-style-type: none"> ◆ Work with property owners to establish a vision for future development of Yalesville. ◆ Explore the geographic extent of the "village" area and whether it should include parcels along route 68 and/or further west of the current Yalesville Limited Business district. ◆ Determine appropriate locations, scale, and density for new and infill pedestrian-friendly mixed-use development. ◆ Capitalize on and foster connections to the linear trail. ◆ Determine architectural and site design concerns and recommend techniques to address them. 	Planning & Zoning Commission	Economic Development Commission, Engineering, Planning Dept.	Medium	Mid	

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Economic Development	Attract new businesses to key industrial areas	Plan for desirable re-use of Eyelet Factory site. <ul style="list-style-type: none"> ♦ Work with property owner as appropriate to determine and resolve environmental issues ♦ Study potential development yield for variety of uses - industrial, commercial, and mixed-use - based on known environmental data, site features, available infrastructure, and market demands ♦ Consider re-zoning to encourage desired redevelopment as determined above. 	Economic Development Commission	Planning Dept., Planning & Zoning Commission	High	Mid-Long	
Economic Development	Promote the development of Yalesville as a 'village center'	Based on the Yalesville visioning process, revise Yalesville Limited Business (YLB) zoning district regulations to reflect community goals and incorporate community concerns.	Planning & Zoning Commission	Planning Dept.	Medium	Mid-Long	
Economic Development	Promote the development of Yalesville as a 'village center'	Based on the Yalesville visioning process, plan for any identified public infrastructural improvements necessary to enhance village style development. <ul style="list-style-type: none"> ♦ Work with regional and state officials to advance any state right-of-way improvements. 	Engineering	Public Works, Planning Dept.	Medium	Long	
Housing	Assist families and individuals in moving from homelessness to stable housing	Support Wallingford Emergency Shelter in providing adequate emergency housing for families and individuals in need in Wallingford. <ul style="list-style-type: none"> ▪ Identify appropriate locations for additional emergency family housing units and support efforts to develop such housing ▪ Work with Emergency Shelter to identify appropriate locations for expansion and/or relocation of core shelter facility as opportunities become available 	Planning Dept	Town Council, Planning & Zoning Commission, Wallingford Emergency Shelter	Medium	Ongoing	
Housing	Promote residential energy conservation	Continue to support the Home Energy Savings program through Wallingford Electric Division to assist homeowners in improving residential energy efficiency.	Public Utilities	Energy Conservation Commission, Town Council	Medium	Ongoing	
Housing	Adjust zoning to allow two and three-family units where currently grandfathered	Adjust use regulations of R6 and R11 residential zones to allow new two and three family residences by site permit.	Planning & Zoning Commission	Planning Dept.	Low	Short-Mid	

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Housing	Support a variety of housing options suited to older residents	Review use of accessory apartment allowances in zoning and consider incorporating flexibility for larger accessory units to meet needs of older adults downsizing within the community.	Planning & Zoning Commission	Planning Dept.	Medium	Short-Mid	
Housing	Support a variety of housing options suited to older residents	Revise Downtown Apartment District and/or R-6 zone to provide incentives for accessible single-level homes attractive to older downsizing homeowners.	Planning & Zoning Commission	Planning Dept.	Medium	Mid	
Natural Resources	Acquire and conserve open space that complements existing holdings	Pursue acquisitions of open and agricultural lands as designated in Conservation Commission's Open Space Plan.	Conservation Commission	Town Council, Town Admin.	Medium	Ongoing	Ⓡ
Natural Resources	Coordinate conservation and sustainability efforts	Coordinate between Conservation Commission and Energy Conservation Commission through annual joint meetings and ongoing communication.	Conservation Commission/ Energy Conservation Commission		Medium	Ongoing	Ⓡ
Natural Resources	Promote sustainable development	Educate public and policymakers on fiscal and environmental advantages of keeping land in natural state rather than low-density residential development	Conservation Commission	QRWA	Medium	Ongoing	Ⓡ
Natural Resources	Support and promote outdoor recreational assets	Engage in dialogue with DEEP on the potential to dredge and maintain North Farms Reservoir for recreational purposes.	Town Council	Conservation Commission, Parks and Rec	Low	Ongoing	
Natural Resources	Hold open space and recreational areas to a high state of maintenance	Coordinate between conservation land holders/ managers and Town Departments to set maintenance priorities and responsibilities.	Conservation Commission	Parks and Rec., Wallingford Land Trust, Town Admin.	High	Short	Ⓡ
Natural Resources	Protect sensitive and valuable habitats and scenic areas	<ul style="list-style-type: none"> ♦ Complete riparian buffer work along Wharton Brook. ♦ Implement Riparian Buffer Management Plan for Muddy River. 	Conservation Commission		Medium	Short	Ⓡ

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Natural Resources	Reduce stormwater runoff impacts of development	Revise zoning regulations to incorporate best management practices. <ul style="list-style-type: none"> ♦ Incorporate low-impact development standards in zoning regulations throughout commercial and industrial districts. ♦ Adopt strengthened Watershed Protection District regulations already prepared. ♦ Educate landowners, developers, and zoning administrators on application and implementation of best practices. 	Planning & Zoning Commission	Economic Development Commission, Conservation Commission, Planning Dept, Wetlands Officer	High	Short	
Natural Resources	Acquire and conserve open space that complements existing holdings	Consider adopting a 'fee in lieu' of open space provision in land use regulations to enable financial contributions to a Land Conservation Fund for open space acquisitions in place of open space dedications in developments.	Planning & Zoning Commission	Conservation Commission, Planning Dept.	High	Short-Mid	
Natural Resources	Plan for future open space needs	Update Open Space Plan. <ul style="list-style-type: none"> ♦ Designate target areas for future acquisitions and incorporate in the Future Land Use Plan as appropriate. ♦ Identify maintenance priorities and responsible agencies. ♦ Identify potential amenities in existing open space areas. ♦ Conserve and protect Wallingford's biodiversity, State-designated Critical Habitats, and watershed area. 	Conservation Commission	Town Council, private conservation groups	Medium	Short-Mid	
Natural Resources	Support and promote outdoor recreational assets	Develop and locally publicize online guide to Town/Land Trust open space holdings for recreational use.	Conservation Commission	Wallingford Land Trust, Town Council	Medium	Short-Mid	
Natural Resources	Minimize impacts of invasive species	Enforce state statutes restricting planting of invasive species, such as bamboo. <ul style="list-style-type: none"> ♦ Direct town staff to enforce state statute (via ordinance if deemed necessary). ♦ Conduct public education campaign surrounding invasive species and home gardening. 	Conservation Commission	Town Council, Town Admin.	Low	Mid	
Natural Resources	Protect sensitive and valuable habitats and scenic areas	Develop Ridgeline Protection overlay zone aligned with goals of the Metacomet Ridge Compact to restrict uses that may have detrimental impacts to the traprock ridge.	Planning & Zoning Commission	Conservation Commission, Planning Dept.	Low	Mid	
Natural Resources	Enhance recreational amenities in open space areas	Develop soft trails around Fresh Meadows. <ul style="list-style-type: none"> ♦ Seek funding and donations for new trail system. ♦ Design and build as funding becomes available. 	Conservation Commission	Town Council, Public Works, Parks and Rec	Low	Mid-Long	

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Town Center	Catalyze high-quality redevelopment, investment, and high occupancy in Town Center	Engage with area non-profit housing developers and Wallingford Housing Authority to determine the need and desire for mixed-income housing developments in Town Center. <ul style="list-style-type: none"> ♦ Pursue additional funding opportunities that may be available to such developments. 	Economic Development Commission	Planning & Zoning Commission, Town Council, Planning Dept, Housing Authority, Town Admin.	Low	Ongoing	
Town Center	Improve Gateways into Town Center from Route 15	Communicate to property owners and interested developers the importance and potential benefits of creating 'gateway' features and developments leading into the Town Center area via Colony Road, Quinnipiac Street, and Hall Avenue.	Planning & Zoning Commission	Economic Development Commission, Planning Dept	Medium	Ongoing	


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Town Center	Catalyze high-quality redevelopment, investment, and high occupancy in Town Center	<p>Working with local property owners and the Engineering Department, develop a Town Center Parking Plan.</p> <ul style="list-style-type: none"> ♦ The Plan should address public and privately owned, and on-street parking identified in the Town Center Parking map as priority concerns. ♦ The Plan's goals should address awareness and visibility of existing parking through online maps and information, improved lighting, pedestrian connections, wayfinding signage, circulation patterns, maintenance, and appearance. ♦ The Plan should analyze and recommend preferred mechanisms for making improvements through shared parking agreements, public-private partnerships, fee-in-lieu of parking regulations, and paid parking, among other ideas. ♦ The Plan should analyze and recommend additional improvements to enhance access and cleanliness of parking areas, such as orienting retail units to welcome foot traffic from rear parking, and co-locating shared dumpsters (including recycling bins). ♦ The Plan should prioritize improvements based on perceived need, relative investment required, willingness of property-owners to collaborate, and any planned developments that open opportunities. ♦ The adopted Town Center Parking Plan should be recommended to Planning & Zoning Commission for formal inclusion in the POCD and to the Town Council for inclusion in the Capital Improvement Plan as appropriate. 	Implementation Committee	Town Council, Planning & Zoning Commission, WCI, Planning and Engineering Depts, Town Admin.	Highest	Short	
Town Center	Improve Gateways into Town Center from Route 15	<p>Provide identifying/directional signage at gateway entrances to Town Center that reflect the best of its design and character.</p>	Economic Development Commission	Planning Dept., Planning & Zoning Commission	Highest	Short	

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Town Center	Catalyze high-quality redevelopment, investment, and high occupancy in Town Center	<p>Create a new Town Center zoning district that can incorporate greater flexibility in uses, coverage and parking (per Parking Plan) to facilitate marketable redevelopment.</p> <ul style="list-style-type: none"> ◆ Encourage mixed-use development, allowing residential uses based on site plan approval ◆ Enhance flexibility in coverage standards (subject to adequate parking) relative to the size of the project, with buildings contemplated for smaller lots allowed additional site coverage to ensure a continuous street wall in core Town Center areas ◆ Require traffic/parking impact analyses from traffic engineers with proposed developments to ensure additional traffic will not overburden existing shared parking ◆ Develop pedestrian circulation standards 	Planning & Zoning Commission	Planning Dept.	Highest	Short-Mid	
Town Center	Support and maximize benefits of NHHS commuter rail	<p>Implement recommendations of Transit Oriented Development Plan to provide and support transit-oriented housing options around NHHS train station.</p> <ul style="list-style-type: none"> ◆ Shift industrial and auto-oriented businesses north ◆ Encourage relocation and development of pedestrian-oriented retail on North Colony Road towards Center Street ◆ Encourage high density housing on North Colony Road and Parker Place, and moderate density housing on Washington Street and North Cherry Street ◆ Improve pedestrian environment in station area ◆ Implement traffic calming and on-street parking on North Cherry Street, North Colony Road, and Hall Avenue ◆ Extend streetscape improvements along Hall Avenue ◆ Enhance bike connections between station and destinations 	Planning & Zoning Commission	Planning Dept.	Highest	Short-Mid	

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Town Center	Catalyze high-quality redevelopment, investment, and high occupancy in Town Center	<p>Explore roles the Town may play in catalyzing redevelopment.</p> <ul style="list-style-type: none"> ♦ Educate boards and commissions, and general public on Tax Increment Financing (TIF) districts - what they are and how they can be used. ♦ Implement TIFs for key opportunity areas in Town Center where feasible, necessary, and fiscally prudent. ♦ Purchase key Town Center parcels as they become available for inducing private or public-private partnership models of development and revitalization. ♦ Consider potential for short-term tax abatement programs to encourage development in key opportunity areas in Town Center. ♦ Pursue public infrastructure improvements that may entice development (sidewalks, utilities, parking areas, etc.). ♦ Establish criteria for Town financial or other involvement in specific redevelopment projects (location, anticipated tax revenue, anticipated number of housing units, anticipated square feet of commercial space, etc.). 	Economic Development Commission	Planning & Zoning Commission, Town Council, Planning Dept, Town Admin.	Highest	Short-Mid	
Town Center	Catalyze high-quality redevelopment, investment, and high occupancy in Town Center	Institute a dedicated annual funding stream for the maintenance and improvement of Town Center sidewalks, separate from rotating townwide allocations.	Town Council	Implementation Committee, Planning Dept., Town Admin.	Highest	Short-Mid	
Town Center	Improve Gateways into Town Center from Route 15	Review zoning regulations adjacent to Quinnipiac Street for opportunities to allow types and intensities of uses that more clearly transition towards the character of Town Center.	Planning & Zoning Commission	Planning Dept.	High	Short-Mid	
Town Center	Improve Gateways into Town Center from Route 15	Conduct a streetscape plan to identify design goals for transitional areas, such as Quinnipiac Street and Colony Road, and potentially develop design guidelines for development in Town Center gateways.	Planning & Zoning Commission	Planning Dept.	High	Short-Mid	

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Town Center	Improve existing parking in the Town Center to provide visible and attractive public parking options	Implement Town Center Parking Plan including any regulatory changes recommended. <ul style="list-style-type: none"> Educate land use decision makers on the intent of regulatory changes and desire to minimize variances following adoption. 	Implementation Committee	Planning & Zoning Commission, WCI, Engineering, Planning Dept., Town Admin.	Highest	Short-Long	
Town Center	Catalyze high-quality redevelopment, investment, and high occupancy in Town Center	Pursue phased redevelopment of Wooding-Caplan site. <ul style="list-style-type: none"> As part of the Town Center Parking Plan process, property owners should be consulted on long-term interests and parking needs. Define development opportunity areas following adoption of Town Center Parking Plan. Upon implementation of parking improvements, reassess appropriate development types and densities for development opportunity areas and mechanisms to develop. 	Implementation Committee	Town Council, Planning & Zoning Commission, Planning Dept, Town Admin.	Highest	Mid-Long	
Town Center	Catalyze high-quality redevelopment, investment, and high occupancy in Town Center	Pursue redevelopment that would complement the existing character and scale of North Main Street as key parcels along South Main and Center, such as the USPS facility and smaller parcels between South Main and South Whittlesey, become available.	Implementation Committee	Town Council, Planning & Zoning Commission, Planning Dept	Medium	Long	
Transportation	Establish third major connection from east to west across Route 15	Monitor ownership/transfers in and around historic east-west bridge alignment.	Planning Dept		Low	Ongoing	
Transportation	Support and maximize benefits of NHHS commuter rail	Work with CT DOT to ensure parking for commuter rail platforms does not adversely impact adjacent residential neighborhoods.	Planning Dept	Town Council, Engineering, Town Admin.	Highest	Ongoing	
Transportation	Improve traffic circulation on key arterials and in Town Center	Revise zoning to require landscaping/ streetscape improvements and access management standards for new commercial development in CB-12 and CB-40 zones.	Planning & Zoning Commission	Planning Dept.	High	Short-Mid	

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Transportation	Support and maximize benefits of NHHS commuter rail	Work with SCRCOG and CT Transit to extend service hours for Wallingford Local bus route to align with commuter rail schedule and provide useful access to jobs.	Town Council	Planning & Zoning Commission, Planning Dept., Engineering, State Reps., Town Admin.	Medium	Short-Mid	
Transportation	Support and maximize benefits of NHHS commuter rail	Seek DOT/SCRCOG funding for pedestrian and bike improvements linking the new commuter rail platforms to the existing Town Center via North Colony Road and North Cherry Street.	Town Council	Planning & Zoning Commission, Planning Dept., Engineering, State Reps., Town Admin.	Medium	Short-Mid	
Transportation	Provide for transportation alternatives to Wallingford destinations	<p>Pursue opportunities to improve bicycle circulation and amenities:</p> <ul style="list-style-type: none"> ♦ Solicit interest from community in establishing a Bicycling Committee, involving local retailers and riders. If sufficient interest, consider establishing a committee. ♦ Identify desirable bicycling routes, particularly connecting Choate to Town Center and retail areas, and connecting new rail platforms to Town Center. ♦ Consider improvements along desired bike routes as well as online publication of routes. ♦ Work with State DOT and SCRCOG to identify opportunities for bike lanes on state routes. ♦ Provide incentives and/or requirements for provision of bicycle racks at Town Center businesses. 	Implementation Committee	Planning & Zoning Commission, Economic Development Commission, Town Council, WCI, Planning and Engineering Depts	Low	Short-Long	

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Transportation	Improve traffic circulation on key arterials and in Town Center	Work with SCRCOG and state congressional representation to pursue DOT traffic improvements on Route 5, following 2006 SCRCOG study and additional identified needs on segments south of prior study area.	Town Council	Planning & Zoning Commission, Planning Dept., Engineering, State Reps., Town Admin.	Highest	Mid-Long	
Transportation	Improve traffic circulation on key arterials and in Town Center	Seek DOT/SCRCOG funding for study of Town Center circulation and potential improvements, including opportunities to close, reverse, or convert existing one-way streets to two-way streets.	Town Council	Planning & Zoning Commission, Planning Dept., Engineering, State Reps., Town Admin.	Low	Mid-Long	
Transportation	Provide for transportation alternatives to Wallingford destinations	Partner with local employers to develop and promote incentives for commuters to use alternative modes, such as carpooling, commuter rail, and bicycling.	Economic Development Commission	WCI, Town Council	Low	Mid-Long	
Transportation	Establish third major connection from east to west across Route 15	Work with SCRCOG to establish need for third major east-west crossing into long range transportation planning efforts.	Town Council	Planning & Zoning Commission, Planning Dept., Town Admin.	Low	Long	

Priorities for Boards and Commissions

The action agenda presented above provides a broad guide to how Wallingford should move forward towards accomplishing key goals over the next decade. The Implementation Committee is responsible for overseeing the entire plan as well as facilitating communication between Boards, Commissions, the Town Council, and the Town's staff and agencies. However, each Board and Commission has its own actions that they are tasked with and responsible for moving towards completion. The goals and strategies are presented above in a consolidated format by topic area and time frame; they are presented again below as a reference for the responsible entities to see their strategies in a consolidated format.

Each of following tables lists the goals and strategies that one of the Boards and Commissions is tasked with pursuing. Goals and strategies are listed in order of highest to lowest priority.

Recommended Strategies for Board of Education

Topic Area	Where We're Going: Goals	How We'll Get There: Recommended Strategies	How Important?	How Soon?
Community Facilities	Prepare for anticipated changes in enrollment patterns and educational programming, and align school facilities with projected need	<p>Conduct a School Facilities Master Plan.</p> <ul style="list-style-type: none"> ♦ Develop enrollment projections, capacity and utilization analyses, and develop scenarios for future use of existing schools and Board of Education facilities. ♦ Consider whether the master plan should be done in conjunction with a Townwide Facilities Master Plan to assist in identifying opportunities for co-location of programming/facilities. 	Low	Short

Recommended Strategies for Conservation Commission

Topic Area	Where We're Going: Goals	How We'll Get There: Recommended Strategies	How Important?	How Soon?
Agriculture	Preserve existing agricultural operations in Wallingford	Continue to operate the farmland lease program on currently leased parcels and other appropriate Town-owned lands.	High	Ongoing
Agriculture	Preserve existing agricultural operations in Wallingford	Promote agricultural businesses and supportive industries that are vital to the local and regional economy, while simultaneously preserving prime farmland through the acquisition of development rights and, to the extent practical, the avoidance, minimization and/or mitigation of the loss or conversion of agricultural lands associated with development actions.	Medium	Ongoing

Topic Area	Where We're Going: Goals	How We'll Get There: Recommended Strategies	How Important?	How Soon?
Natural Resources	Hold open space and recreational areas to a high state of maintenance	Coordinate between conservation land holders/ managers and Town Departments to set maintenance priorities and responsibilities.	High	Short
Agriculture	Promote access to locally grown foods	Identify an appropriate site on the west side of Town for a second community garden to meet current and future demands.	Medium	Mid
Agriculture	Promote access to locally grown foods	Work with schools to promote ongoing and expanded farm-to-school food service programming and student gardens. <ul style="list-style-type: none"> ♦ Encourage participation and assistance from Agricultural Science students in providing programming to younger grades. 	Medium	Short-Mid
Agriculture	Provide educational opportunities leveraging Wallingford agriculture	Coordinate educational sessions on land management techniques and practices with UConn Extension, CT Farm Bureau, local agri-businesses, and other regional experts.	Medium	Ongoing
Natural Resources	Acquire and conserve open space that complements existing holdings	Pursue acquisitions of open and agricultural lands as designated in Conservation Commission's Open Space Plan.	Medium	Ongoing
Natural Resources	Coordinate conservation and sustainability efforts	Coordinate between Conservation Commission and Energy Conservation Commission through annual joint meetings and ongoing communication.	Medium	Ongoing

Topic Area	Where We're Going: Goals	How We'll Get There: Recommended Strategies	How Important?	How Soon?
Natural Resources	Plan for future open space needs	Complete Open Space Plan. <ul style="list-style-type: none"> ◆ Designate target areas for future acquisitions and incorporate in the Future Land Use Plan as appropriate. ◆ Identify maintenance priorities and responsible agencies. ◆ Identify potential amenities in existing open space areas. 	Medium	Short-Mid
Natural Resources	Promote sustainable development	Educate public and policymakers on fiscal and environmental advantages of keeping land in natural state rather than low-density residential development	Medium	Ongoing
Natural Resources	Protect sensitive and valuable habitats and scenic areas	Complete riparian buffer work along Wharton Brook.	Medium	Short
Natural Resources	Support and promote outdoor recreational assets	Develop and locally publicize online guide to Town/Land Trust open space holdings for recreational use.	Medium	Short-Mid
Natural Resources	Enhance recreational amenities in open space areas	Develop soft trails around Fresh Meadows. <ul style="list-style-type: none"> ◆ Seek funding and donations for new trail system. ◆ Design and build as funding becomes available. 	Low	Mid - Long
Natural Resources	Minimize impacts of invasive species	Enforce state statutes restricting planting of invasive species, such as bamboo. <ul style="list-style-type: none"> ◆ Direct town staff to enforce state statute. ◆ Conduct public education campaign surrounding invasive species and home gardening. 	Low	Mid

Recommended Strategies for Economic Development Commission

Topic Area	Where We're Going: Goals	How We'll Get There: Recommended Strategies	How Important?	How Soon?
Economic Development	Attract new businesses to key industrial areas	<p>Work to locate new tenant(s) for Bristol-Myers Squibb facility.</p> <ul style="list-style-type: none"> ▪ Continue to monitor situation and interested parties. ▪ Explore incentives for further redevelopment, such as an Enterprise Zone. 	Highest	Short
Town Center	Catalyze high-quality redevelopment, investment, and high occupancy in Town Center	<p>Explore roles the Town may play in catalyzing redevelopment.</p> <ul style="list-style-type: none"> ♦ Educate boards and commissions, and general public on Tax Increment Financing (TIF) districts - what they are and how they can be used. ♦ Determine whether TIF for key opportunity areas in Town Center is feasible, necessary, and fiscally prudent. ♦ Consider purchase of key Town Center parcels as they become available for inducing private or public-private partnership models of development and revitalization. ♦ Consider potential for short-term tax abatement programs to encourage development in key opportunity areas in Town Center. ♦ Consider public infrastructure improvements that may entice development (sidewalks, utilities, parking areas, etc.). ♦ Establish criteria for Town financial or other involvement in specific redevelopment projects (location, anticipated tax revenue, anticipated number of housing units, anticipated square feet of commercial space, etc.). 	Highest	Near-Mid
Town Center	Improve Gateways into Town Center from Route 15	<p>Provide identifying/directional signage at gateway entrances to Town Center that reflect the best of its design and character.</p>	Highest	Near

Topic Area	Where We're Going: Goals	How We'll Get There: Recommended Strategies	How Important?	How Soon?
Economic Development	Attract new businesses to key industrial areas	<p>Consider and plan for desirable re-use of Eyelet Factory site.</p> <ul style="list-style-type: none"> ♦ Work with property owner as appropriate to determine and resolve environmental issues ♦ Study potential development yield for variety of uses - industrial, commercial, and mixed-use - based on known environmental data, site features, available infrastructure, and market demands ♦ Consider re-zoning to encourage desired redevelopment as determined above. 	High	Mid-Long
Economic Development	Attract new businesses to key industrial areas/ Support commuter rail service	<p>Work with existing and potential businesses to establish shuttle service to commuter rail platforms from major employment areas.</p> <ul style="list-style-type: none"> ♦ Encourage and assist current companies in surveying employees to determine demand. ♦ Examine viability of reducing parking requirements for businesses providing shuttle services to commuter rail. 	High	Short
Town Center	Catalyze high-quality redevelopment, investment, and high occupancy in Town Center	<p>Engage with area non-profit housing developers and Wallingford Housing Authority to determine the need and desire for mixed-income housing developments in Town Center.</p> <ul style="list-style-type: none"> ♦ Consider additional funding opportunities that may be available to such developments. 	Low	Ongoing
Transportation	Provide for transportation alternatives to Wallingford destinations	Partner with local employers to develop and promote incentives for commuters to use alternative modes, such as carpooling, commuter rail, and bicycling.	Low	Mid-Long

Recommended Strategies for Energy Conservation Commission

Topic Area	Where We're Going: Goals	How We'll Get There: Recommended Strategies	How Important?	How Soon?
Natural Resources	Coordinate conservation and sustainability efforts	Coordinate between Conservation Commission and Energy Conservation Commission through annual joint meetings and ongoing communication.	Medium	Ongoing
Community Facilities	Promote energy conservation through Town operations, infrastructure, and services	Conduct Energy Action Plan. <ul style="list-style-type: none"> ◆ Identify opportunities for energy savings in Town operations and facilities. ◆ Work to implement recommendations as funding becomes available. 	Medium	Short-Long
Community Facilities	Promote energy conservation through Town operations, infrastructure, and services	Support efforts to provide electric vehicle charging stations at key facilities including retail hubs, large offices, Town parking facilities, and NHHS train station.	Low	Ongoing

Recommended Strategies for Engineering Department

Topic Area	Where We're Going: Goals	How We'll Get There: Recommended Strategies	How Important?	How Soon?
Community Facilities	Improve Gateway into Town Center from Route 15	Identify streetscape improvements along Quinnipiac and Washington Streets to enhance entrance to Town Center. <ul style="list-style-type: none"> ◆ Potential improvements could include sidewalk improvements, street furnishings, lighting and signage. ◆ Include prioritized improvements in Capital Improvements Plan. 	Medium	Mid
Economic Development	Promote the development of Yalesville as a 'village center'	Based on the Yalesville visioning process, plan for any identified public infrastructural improvements necessary to enhance village style development. <ul style="list-style-type: none"> ◆ Work with regional and state officials to advance any state right-of-way improvements. 	Medium	Long

Recommended Strategies for Plan Implementation Committee

Topic Area	Where We're Going: Goals	How We'll Get There: Recommended Strategies	How Important?	How Soon?
All	Ensure POCD remains relevant over time	The Plan Implementation Committee should hold public forums on progress towards achieving the goals of the POCD every two years. <ul style="list-style-type: none"> ◆ Take stock of changes in conditions, successes, and failures in moving towards the Plan's goals. ◆ Reaffirm goals that remain relevant and important, and adjust or change goals that are no longer appropriate. ◆ Report results and make appropriate recommendations to the Planning and Zoning Commission 	Highest	Ongoing

Topic Area	Where We're Going: Goals	How We'll Get There: Recommended Strategies	How Important?	How Soon?
Town Center	Catalyze high-quality redevelopment, investment, and high occupancy in Town Center	<p>Working with local property owners and the Engineering Department, develop a Town Center Parking Plan.</p> <ul style="list-style-type: none"> ♦ The Plan should address public and privately owned, and on-street parking identified in the Town Center Parking map as priority concerns. ♦ The Plan's goals should address awareness and visibility of existing parking through online maps and information, improved lighting, pedestrian connections, wayfinding signage, circulation patterns, maintenance, and appearance. ♦ The Plan should analyze and recommend preferred mechanisms for making improvements through shared parking agreements, public-private partnerships, fee-in-lieu of parking regulations, and paid parking, among other ideas. ♦ The Plan should analyze and recommend additional improvements to enhance access and cleanliness of parking areas, such as orienting retail units to welcome foot traffic from rear parking, and co-locating shared dumpsters (including recycling bins). ♦ The Plan should prioritize improvements based on perceived need, relative investment required, willingness of property-owners to collaborate, and any planned developments that open opportunities. ♦ The adopted Town Center Parking Plan should be recommended to Planning & Zoning Commission for formal inclusion in the POCD and to the Town Council for inclusion in the Capital Improvement Plan as appropriate. 	Highest	Short

Topic Area	Where We're Going: Goals	How We'll Get There: Recommended Strategies	How Important?	How Soon?
Town Center	Catalyze high-quality redevelopment, investment, and high occupancy in Town Center	<p>Pursue phased redevelopment of Wooding-Caplan site.</p> <ul style="list-style-type: none"> ♦ As part of the Town Center Parking Plan process, property owners should be consulted on long-term interests and parking needs. ♦ Define development opportunity areas following adoption of Town Center Parking Plan. ♦ Upon implementation of parking improvements, reassess appropriate development types and densities for development opportunity areas and mechanisms to develop. 	Highest	Mid-Long
Town Center	Improve existing parking in the Town Center to provide visible and attractive public parking options	<p>Implement Town Center Parking Plan including any regulatory changes recommended.</p> <ul style="list-style-type: none"> ♦ Educate land use decision makers on the intent of regulatory changes and desire to minimize variances following adoption. 	Highest	Short-Long
Town Center	Catalyze high-quality redevelopment, investment, and high occupancy in Town Center	Pursue redevelopment that would complement the existing character and scale of North Main Street as key parcels along South Main and Center, such as the USPS facility and smaller parcels between South Main and South Whittlesey, become available.	Medium	Long

Topic Area	Where We're Going: Goals	How We'll Get There: Recommended Strategies	How Important?	How Soon?
Transportation	Provide for transportation alternatives to Wallingford destinations	Pursue opportunities to improve bicycle circulation and amenities: <ul style="list-style-type: none"> ♦ Solicit interest from community in establishing a Bicycling Committee, involving local retailers and riders. If sufficient interest, consider establishing a committee. ♦ Identify desirable bicycling routes, particularly connecting Choate to Town Center and retail areas, and connecting new rail platforms to Town Center. ♦ Pursue improvements along desired bike routes as well as online publication of routes. ♦ Work with State DOT and SCRCOG to identify opportunities for bike lanes on state routes. ♦ Provide incentives and/or requirements for provision of bicycle racks at Town Center businesses. 	Low	Short-Long

Recommended Strategies for Planning & Zoning Commission

Topic Area	Where We're Going: Goals	How We'll Get There: Recommended Strategies	How Important?	How Soon?
Economic Development	Attract new businesses to key industrial areas	<p>Revise I-5 and IX zoning regulations.</p> <ul style="list-style-type: none"> ◆ Allow higher site coverage and/or simplify the existing mix of open space, setback, and site coverage provisions. ◆ Implement landscaping standards to ensure high quality appearance from streets. ◆ Consider consolidation of zones with restrictions for certain uses in the interchange area. ◆ Rename zone(s) to better convey intended uses. ◆ Allow additional uses to reflect current market demands and/or cultivate a niche industry cluster based on existing businesses. 	Highest	Short
Town Center	Catalyze high-quality redevelopment, investment, and high occupancy in Town Center	<p>Create a new Town Center zoning district that can incorporate greater flexibility in uses, coverage and parking (per Parking Plan) to facilitate marketable redevelopment.</p> <ul style="list-style-type: none"> ◆ Encourage mixed-use development, allowing residential uses based on site plan approval ◆ Enhance flexibility in coverage standards (subject to adequate parking) relative to the size of the project, with buildings contemplated for smaller lots allowed additional site coverage to ensure a continuous street wall in core Town Center areas ◆ Require traffic/parking impact analyses from traffic engineers with proposed developments to ensure additional traffic will not overburden existing shared parking ◆ Develop pedestrian circulation standards 	Highest	Short-Mid

Topic Area	Where We're Going: Goals	How We'll Get There: Recommended Strategies	How Important?	How Soon?
Town Center	Support and maximize benefits of NHHS commuter rail	<p>Implement recommendations of Transit Oriented Development Plan to provide and support transit-oriented housing options around NHHS train station.</p> <ul style="list-style-type: none"> ◆ Shift industrial and auto-oriented businesses north ◆ Encourage relocation and development of pedestrian-oriented retail on North Colony Road towards Center Street ◆ Encourage high density housing on North Colony Road and Parker Place, and moderate density housing on Washington Street and North Cherry Street ◆ Improve pedestrian environment in station area ◆ Implement traffic calming and on-street parking on North Cherry Street, North Colony Road, and Hall Avenue ◆ Extend streetscape improvements along Hall Avenue ◆ Enhance bike connections between station and destinations 	Highest	Short-Mid
Natural Resources	Acquire and conserve open space that complements existing holdings	Consider adopting a 'fee in lieu' of open space provision in land use regulations to enable financial contributions to a Land Conservation Fund for open space acquisitions in place of open space dedications in developments.	High	Short-Mid
Town Center	Improve Gateways into Town Center from Route 15	Review zoning regulations adjacent to Quinnipiac Street for opportunities to allow types and intensities of uses that more clearly transition towards the character of Town Center.	High	Near-Mid
Town Center	Improve Gateways into Town Center from Route 15	Conduct a streetscape plan to identify design goals for transitional areas, such as Quinnipiac Street and Colony Road, and potentially develop design guidelines for development in Town Center gateways.	High	Near-Mid
Transportation	Improve traffic circulation on key arterials and in Town Center	Revise zoning to require landscaping/ streetscape improvements and access management standards for new commercial development in CB-12 and CB-40 zones.	High	Short-Mid

Topic Area	Where We're Going: Goals	How We'll Get There: Recommended Strategies	How Important?	How Soon?
Natural Resources	Reduce stormwater runoff impacts of development	<p>Revise zoning regulations to incorporate best management practices.</p> <ul style="list-style-type: none"> ♦ Incorporate low-impact development standards in zoning regulations throughout commercial and industrial districts. ♦ Adopt strengthened Watershed Protection District regulations already prepared. ♦ Educate landowners, developers, and zoning administrators on application and implementation of best practices. 	High	Short
Economic Development	Enhance the vitality of Town Center	Revise CA-6 zoning regulations and explore revisions for other commercial districts to allow for combined brewpub and restaurant uses.	Medium	Short
Town Center	Improve Gateways into Town Center from Route 15	Communicate to property owners and interested developers the importance and potential benefits of creating 'gateway' features and developments leading into the Town Center area via Colony Road, Quinnipiac Street, and Hall Avenue.	Medium	Ongoing
Economic Development	Promote the development of Yalesville as a 'village center'	Based on the Yalesville visioning process, revise Yalesville Limited Business (YLB) zoning district regulations to reflect community goals and incorporate community concerns.	Medium	Mid-Long

Topic Area	Where We're Going: Goals	How We'll Get There: Recommended Strategies	How Important?	How Soon?
Economic Development	Promote the development of Yalesville as a 'village center'	<p>Conduct a Yalesville visioning/ public planning process.</p> <ul style="list-style-type: none"> ♦ Work with property owners to establish a vision for future development of Yalesville. ♦ Explore the geographic extent of the "village" area and whether it should include parcels along route 68 and/or further west of the current Yalesville Limited Business district. ♦ Determine appropriate locations, scale, and density for new and infill pedestrian-friendly mixed-use development. ♦ Capitalize on and foster connections to the linear trail. ♦ Determine architectural and site design concerns and recommend techniques to address them. 	Medium	Mid
Housing	Support a variety of housing options suited to older residents	Review use of accessory apartment allowances in zoning and consider incorporating flexibility for larger accessory units to meet needs of older adults downsizing within the community.	Medium	Near - Mid
Housing	Support a variety of housing options suited to older residents	Revise Downtown Apartment District and/or R-6 zone to provide incentives for accessible single-level homes attractive to older downsizing homeowners.	Medium	Mid
Housing	Adjust zoning to allow two and three-family units where currently grandfathered	Adjust use regulations of R6 and R11 residential zones to allow new two and three family residences by site permit.	Low	Short-Mid
Natural Resources	Protect sensitive and valuable habitats and scenic areas	Develop Ridgeline Protection overlay zone aligned with goals of the Metacomet Ridge Compact to restrict uses that may have detrimental impacts to the traprock ridge.	Low	Mid

Recommended Strategies for Planning Department

Topic Area	Where We're Going: Goals	How We'll Get There: Recommended Strategies	How Important?	How Soon?
Transportation	Support and maximize benefits of NHHS commuter rail	Work with CT DOT to ensure parking for commuter rail platforms does not adversely impact adjacent residential neighborhoods.	Highest	Ongoing
Housing	Assist families and individuals in moving from homelessness to stable housing	Support Wallingford Emergency Shelter in providing adequate emergency housing for families and individuals in need in Wallingford. <ul style="list-style-type: none"> ▪ Identify appropriate locations for additional emergency family housing units and support efforts to develop such housing ▪ Work with Emergency Shelter to identify appropriate locations for expansion and/or relocation of core shelter facility as opportunities become available 	Medium	Ongoing
Transportation	Establish third major connection from east to west across Route 15	Monitor ownership/transfers in and around historic east-west bridge alignment.	Low	Ongoing

Recommended Strategies for Public Utilities Commission

Topic Area	Where We're Going: Goals	How We'll Get There: Recommended Strategies	How Important?	How Soon?
Housing	Promote residential energy conservation	Continue to support the Home Energy Savings program through Wallingford Electric Division to assist homeowners in improving residential energy efficiency.	Medium	Ongoing

Recommended Strategies for Recreation Commission

Topic Area	Where We're Going: Goals	How We'll Get There: Recommended Strategies	How Important?	How Soon?
Community Facilities	Provide suitable space for departmental and community program needs	<p>Conduct an Athletic Facilities Master Plan.</p> <ul style="list-style-type: none"> ♦ Inventory fields, courts and play areas; assess conditions and community needs; and recommend appropriate operational and capital improvements, and maintenance practices. ♦ Work to implement recommendations. 	High	Short-Long
Community Facilities	Improve Gateway into Town Center from Route 15	Identify priority improvements to enhance the gateway role of Wallace Park, including signage, fencing, irrigation, and enhanced turf and landscaping, and incorporate in the Capital Improvements Plan.	Medium	Mid
Community Facilities	Support and promote outdoor recreational assets	Prioritize improvements for Grand & Washington Park in Capital Improvement Planning and implementation.	Low	Short-Long

Recommended Strategies for Town Council

Topic Area	Where We're Going: Goals	How We'll Get There: Recommended Strategies	How Important?	How Soon?
All	Implement POCD	<p>Within 90 days of adoption of this POCD, the Town Council should establish a Plan Implementation Committee.</p> <ul style="list-style-type: none"> ♦ The Committee should be comprised of the following: two members of Town Council, two members of the Planning and Zoning Commission, and one representative from each of the following: Conservation Commission, Economic Development Commission, Recreation Commission, Board of Education, Public Utilities Commission, and Energy Conservation Commission, the Spanish Community of Wallingford, WCI, and Wallingford Land Trust. Member committees & organizations will select their own representatives to the Committee. ♦ The Committee should meet at least quarterly to provide updates on progress made by various agencies, coordinate actions for which the Committee is the responsible agency, and report in an advisory capacity to the Planning and Zoning Commission ♦ The Committee will discuss challenges to and any new developments affecting specific tasks, and recommend to the Planning and Zoning Commission any recommended changes to the action agenda for formal amendment to the POCD 	Highest	Immediate
Town Center	Catalyze high-quality redevelopment, investment, and high occupancy in Town Center	Institute a dedicated annual funding stream for the maintenance and improvement of Town Center sidewalks, separate from rotating town-wide allocations.	Highest	Near-Mid

Transportation	Improve traffic circulation on key arterials and in Town Center	Work with SCRCOG and state congressional representation to pursue DOT traffic improvements on Route 5, following 2006 SCRCOG study and additional identified needs on segments south of prior study area.	Highest	Mid-Long
Community Facilities	Capitalize on historic assets in and around Town Center	Convene Committee to recommend best use of historic rail station that encourages community use and visibility through year-round, frequent activity. This may include continuing and supplementing current Board of Ed uses.	High	Short
Community Facilities	Make Community Lake a major natural resource, recreational community asset and attraction	Disband Community Lake Restoration Committee and reform as a Community Lake Recreational Area Committee to explore potential uses that would capitalize on and showcase the Community Lake area, including the former Choate Boathouse property, make recommendations and identify funding sources. <ul style="list-style-type: none"> ♦ Committee should have representation from Parks and Recreation, Youth Services, Wallingford Public Schools, Conservation Commission, Engineering, Planning, Town Council, Quinnipiac River Watershed Association, and River Advocates, among others. ♦ Potential future uses to explore: STEM Academy, nature center, or community center. 	High	Short
Community Facilities	Provide suitable space for departmental and community program needs	Conduct a Townwide Facilities Plan. <ul style="list-style-type: none"> ♦ Inventory current Town facilities and uses, identify operational and storage needs across all departments, assess opportunities for enhanced operational efficiency and/or estimate total unmet space needs. ♦ Consider whether an overall Town facilities study should be conducted in conjunction with a School Facilities Master Plan in order to identify co-location opportunities. Work to implement the recommendations. 	High	Short - Long

Topic Area	Where We're Going: Goals	How We'll Get There: Recommended Strategies	How Important?	How Soon?
Transportation	Support and maximize benefits of NHHS commuter rail	Work with SCRCOG and CT Transit to extend service hours for Wallingford Local bus route to align with commuter rail schedule and provide useful access to jobs.	Medium	Short-Mid
Transportation	Support and maximize benefits of NHHS commuter rail	Seek DOT/SCRCOG funding for pedestrian and bike improvements linking the new commuter rail platforms to the existing Town Center via North Colony Road and North Cherry Street.	Medium	Short-Mid
Community Facilities	Support and promote outdoor recreational assets	Support Phases IV/V of Quinnipiac River Linear Trail.	Medium	Ongoing
Transportation	Establish third major connection from east to west across Route 15	Work with SCRCOG to establish need for third major east-west crossing into long range transportation planning efforts.	Low	Long
Transportation	Improve traffic circulation on key arterials and in Town Center	Seek DOT/SCRCOG funding for study of Town Center circulation and potential improvements, including opportunities to close, reverse, or convert existing one-way streets to two-way streets.	Low	Mid-Long
Natural Resources	Support and promote outdoor recreational assets	Engage in dialogue with DEEP on the potential to dredge and maintain North Farms Reservoir for recreational purposes.	Low	Ongoing

Conservation and Development Policies: The Plan for Connecticut: 2013-2018

Chapter 126, Section 8-23 of the Connecticut General Statutes sets the standards for municipal Plans of Conservation and Development. One provision of the state statute is that municipalities take into account the *State Conservation and Development Policies Plan* and note any inconsistencies. Generally, the state Plan promotes growth management principles that encourage development in areas with existing infrastructure; concentrate development near transportation nodes; expand housing opportunities and choice; conserve natural, cultural, and historic resources; and promote integrated planning across all levels of government.

The state Plan classifies land into categories, including priority funding areas, protected lands, conservation areas, and balanced priority funding areas. These land use categories are shown on the map titled State POCD Locational Guide Map and described in the text below.

Priority Funding Areas are areas with existing infrastructure and transit service that are necessary in order to support higher-density development. Priority Funding Areas are calculated using Census Block geography and are based on five criteria:

1. Located in an urban area or urban cluster in the 2010 Census
2. Located within ½ mile buffer of existing or planned mass transit stations (rail or BRT)
3. Existing or planned sewer service
4. Existing or planned water service
5. Local bus service provided 7 days a week

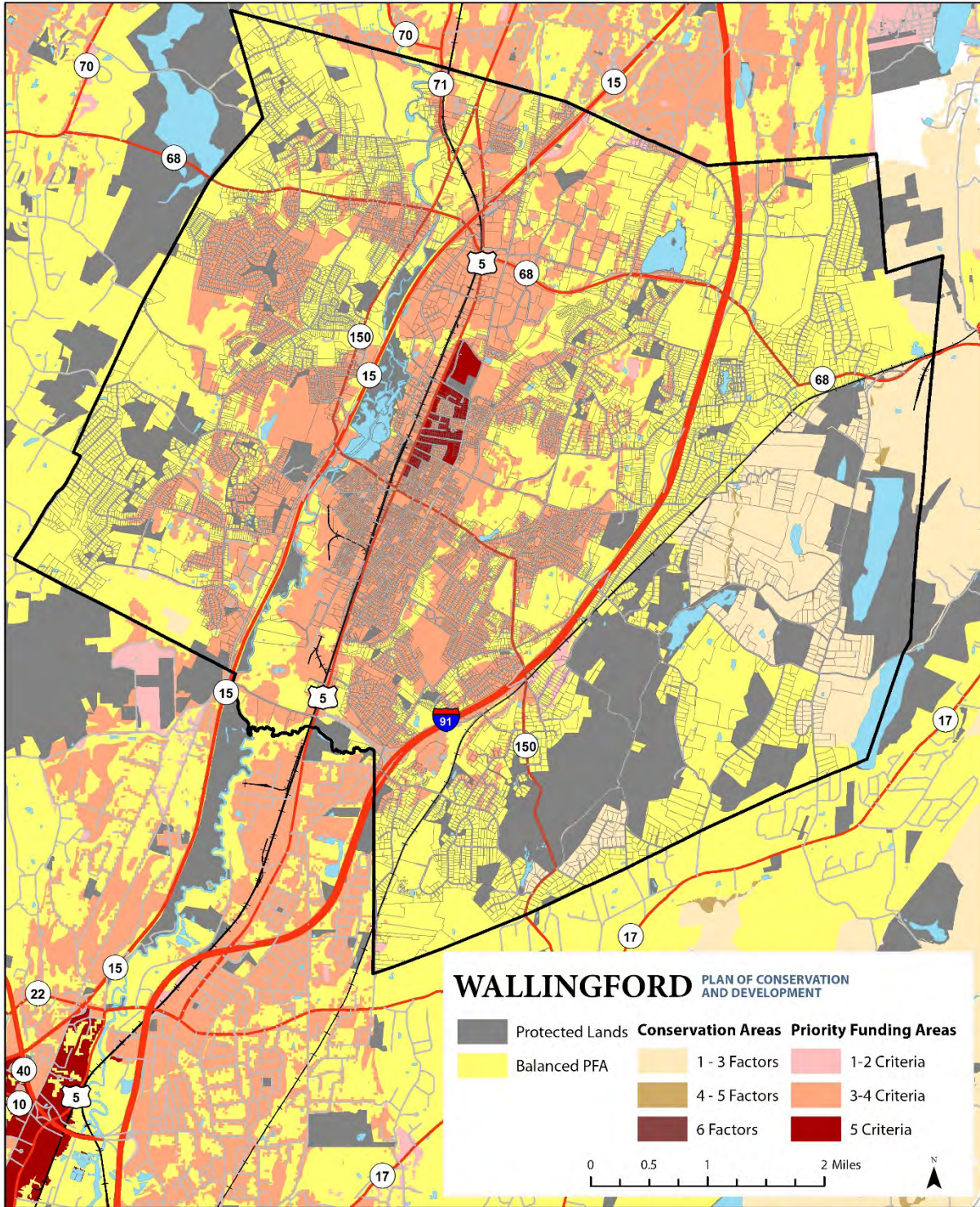
Areas with all five priority funding criteria include much of the land directly east of North Colony Road between Church Street and Beaumont Road. Areas with three to four Priority Funding criteria include the Town Center, Yalesville, much of the Route 5 corridor, Barnes Industrial Road, and other neighborhoods in the central and western areas of Wallingford.

Protected Lands have some sort of restriction on development, such as protected open space, public parks, cemeteries, or Class I or II water company lands.

Conservation Areas are delineated based on the presence of factors that reflect environmental or natural resource values. Conservation areas include one or more of the following criteria:

1. Core Forest Areas Greater than 250 acres Existing or potential drinking water supply watersheds
2. Aquifer Protection Areas
3. Wetland Soils greater than 25 acres
4. Undeveloped Prime, Statewide Important and locally important agricultural soils greater than 25 acres
5. Category 1, 2, or 3 Hurricane Inundation Zones
6. 100 year Flood Zones
7. Critical Habitats
8. Locally Important Conservation Areas

Conservation Areas in Wallingford are concentrated on the eastern side of town in predominately rural residential and agricultural areas lacking sewer service, including parcels adjacent to Tyler Mill and land predominately in farm and forest use near Ulbrich and MacKenzie Reservoirs.



MILONE & MACBROOM for Wallingford, CT | January 2016

This map is intended for planning purposes only. Delineations may not be exact.

About this map: Boundaries, Hydrography, State Parks: DEEP (2011)
 Open Space Classifications: DEEP (2011), SCRCOG (2008)
 Streets: ESRI (2011) Parcels: Town of Wallingford (2015)
 Locational Guide Map: State C&D Plan (adopted 6/5/2013)

Balanced Priority Areas are delineated based on the presence of both conservation and development factors. The state Plan locational guide map shows balanced priority areas throughout much of the Town's lower-density residential and rural neighborhoods, in the vicinity of the Quinnipiac River, and in areas of its industrial zones where both industrial/commercial uses and agriculture coexist. These areas generally align well with the conservation priorities of the Wallingford POCD.

Overall, the state's growth management principles align well with the goals of the Wallingford POCD. There are minor inconsistencies, particularly with the locational guide map, which are described below:

One inconsistency with the state Plan is the relative emphasis in the location of the Priority Funding Areas matching the highest numbers of criteria proximate to North Colony Road, instead of the primary and traditional Town Center and transit-oriented development area. This Plan's emphasis on Wallingford Town Center aligns with the State Plan's goal of locating development proximate to mass transit infrastructure, as it takes into account the NHHS rail station currently under construction in this area.

In addition, the state Plan locational guide map is missing several open space areas from its Protected Lands category, including Orchard and Spruce Glen and Prageman Park. It is recommended that the state Plan be modified to reflect existing public and private open space in Wallingford.

Regional Plan of Conservation and Development

The South Central Regional Plan of Conservation and Development (amended July 2009) is a general guide for land use conservation and development for the 15 town region comprised of Bethany, Branford, East Haven, Guilford, Hamden, Madison, Meriden, Milford, New Haven, North Branford, North Haven, Orange, Wallingford, West Haven, and Woodbridge. The chapters and content of this regional document are determined by State Statute (CGS 8- 35a) and must be consistent with the State's Plan of Conservation and Development.

The Regional Plan of Conservation states that the region's primary land use is to reinforce existing land use policies that focus development in the region's existing developed corridors that have transportation, employment and utility infrastructure while conserving the region's land areas that are integral for maintaining the region's agricultural heritage, drinking water supply, and unique natural resources including lands adjacent to Long Island Sound.

The following policies were proposed to institute these goals:

- Support investment, incentives, and additional zoning strategies that promote infill development and adaptive reuse in the region's strong central corridors that provide existing transportation, employment, and utility infrastructure.
- Continue to limit development and increased densities outside of regional corridors with the exception of existing historic town centers and villages, particularly where public utilities, transportation, and employment infrastructure is not available or of an unsuitable capacity to support such development.
- Respect slope, soil and wetland restraints.
- Review historic town centers, villages, and other commercial corridors to determine whether infill or mixed use opportunities are available.
- Discourage regional sized facilities beyond existing transportation, employment, and public utility corridors.

- Support Historic Preservation, historic town centers, and possibilities for adaptive reuse. Identify potential funding sources & resources for historic preservation.

The Regional Plan of Conservation's Future Land Use is based on the then-current 2008 State Plan of Conservation and Development's Locational Guide Map. The following revision was proposed for Wallingford:

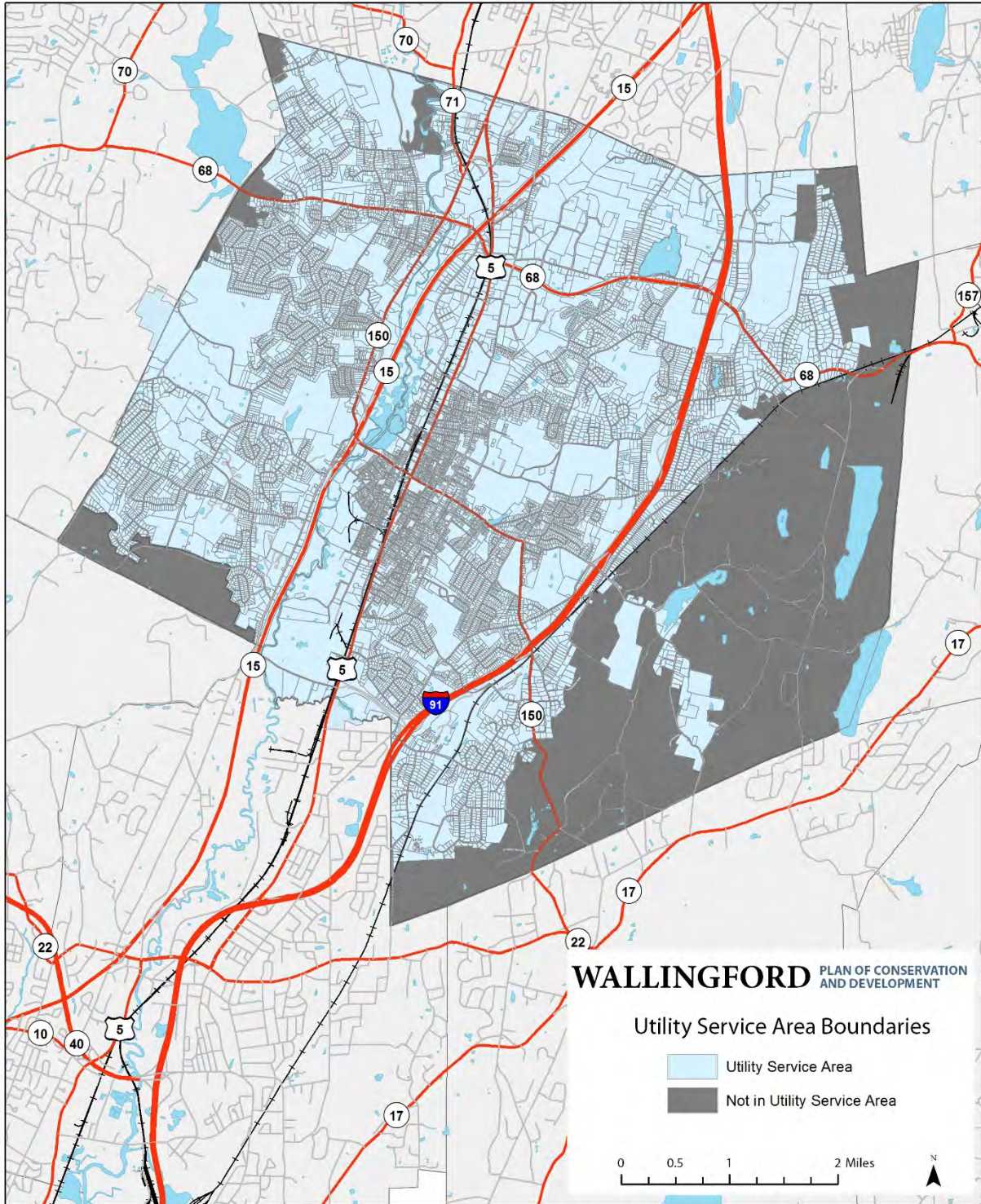
- Wallingford's northeast corner near the intersection of I-91 and Route 68 is designated as Conservation Area although the developed area currently serves as a regional employment center with major employers such as Bristol-Meyers Squibb and a Regional US Postal Service Facility.

The updated 2013 Locational Guide Map now designates this area as a Priority Funding Area.

All of the elements included in this Plan of Conservation and Development update for the City are consistent with the key land use policies outlined in the regional Plan of Conservation and Development.

Utility Service Areas

The requirements for municipal Plans of Conservation and Development in Chapter 126, Section 8-23 of the Connecticut General Statutes have been recently updated to require the inclusion of a plan for areas of the town appropriate to receive sewer service, and areas in which sewer service expansion is to be avoided. In 2010, Wallingford adopted a Utility Service Area Map depicting the Town's utility service areas in agreement with the Connecticut Office of Policy and Management and the State of Connecticut Department of Public Health and Department of Energy and Environmental Protection. The Town and these state entities affirmed that the utility service area boundaries are consistent with the state Conservation and Development Plan. The POCD does not propose any changes to these agreed-upon service area boundaries, which are shown on the following page.



MILONE & MACBROOM for Wallingford, CT | June 2016

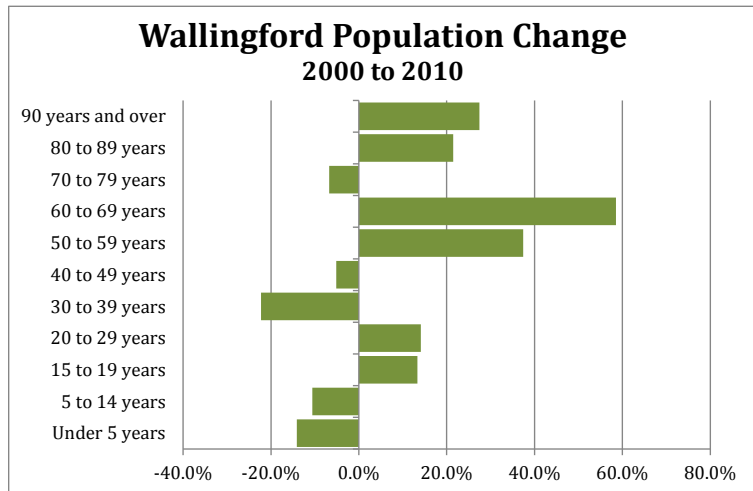
This map is intended for planning purposes only. Delineations may not be exact.

About this map: Boundaries, Hydrography, State Parks: DEEP (2011)
 Utility Service Area Boundaries: Wallingford DPU (2016)
 Streets: ESRI (2011) Parcels: Town of Wallingford (2015)

Appendix A: Wallingford's Statistical and Geographical Context

Population and Households

Wallingford's population grew by 4.9% from 2000 to 2010, increasing from 43,026 to 45,135 residents. Available population projections indicate that future population growth is likely to continue at a steady pace. The greatest growth in the residential population came from older adults between 50 and 69, as well as the "old-old" population over age 80, and adolescents and young adults between age 15 and 29. With a median age of 43.7 years, the Town's population is somewhat older than both Connecticut and New Haven County as a whole.



In terms of racial and ethnic background, Wallingford's population is somewhat less diverse than that of New Haven County, with 86.1% of residents identifying as non-Hispanic White as of the 2010 Census. Hispanic and Latino residents of any race constitute the community's largest minority group at 7.9% of the Town's population. Other racial groups make up relatively small portions of Wallingford's population; 3.4% identify as Asian, 1.4% as Black/African-American, 0.2% as American Indian/Alaska Native, and a combined 3.9% as either some other race or two or more races. By comparison, New Haven County is 67.5% non-Hispanic White, 15% Hispanic/Latino (any race), 12.7% Black/African-American, 0.3% American Indian/Alaska Native, and 8.6% identifying as some other race or two or more races.

The number of households in the community increased by 8.0% from 2000 to 2010, a greater rate of growth than the population. Driving this change was a large increase in the number of non-family households in the community with smaller numbers of occupants in each household. Particularly strong growth was seen in the number of older householders living alone. A comparatively smaller increase in the number of family households was seen, but again, much of the growth in this population was driven by single female-headed households with children, compared to two-parent households.

Growth in population and households was most concentrated in the northern and western areas of Wallingford during the 2000 to 2010 period, while population declines were seen in several neighborhoods, most notably in the area south of Yalesville (surrounding Route 150 between the Wilbur Cross Parkway and Parker Farms Road). Focusing on the subset of owner-occupied households with a head of household age 65 or older—an indicator of future housing turnover and potential demographic change, as older households consider downsizing or relocating—this segment grew most quickly on the east side of Wallingford.

Housing

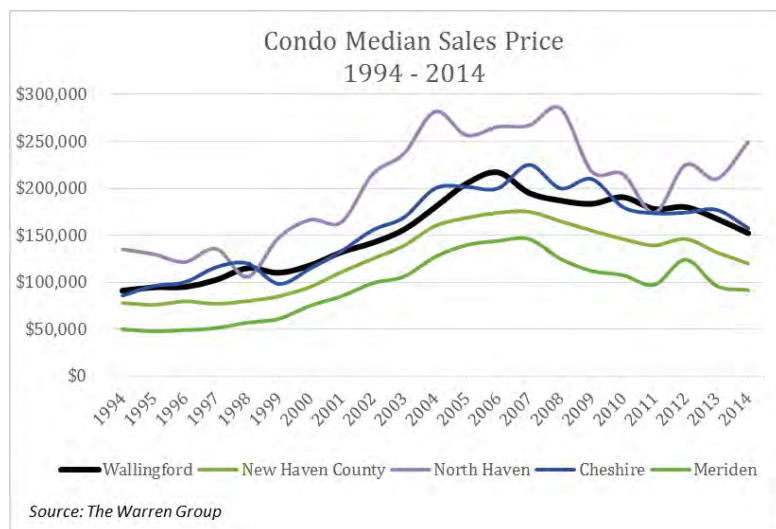
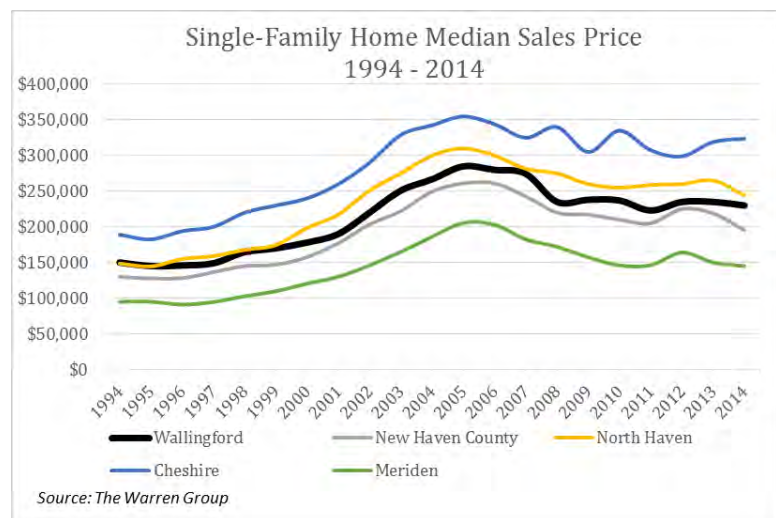
The 2010 Census recorded 18,032 occupied housing units in Wallingford; between then and 2014, some 193 additional housing permits have been issued (as recorded by the Connecticut DECD). Approximately 73% of the Town's occupied housing units are owner-occupied, with the remaining 27% occupied by renters. Single-family attached and detached dwellings account for about two-thirds (68%) of the housing stock, while the remaining multifamily stock fairly evenly split between small-scale multifamily (2-4 units) and larger-scale apartment or condominium dwellings (5+ units).

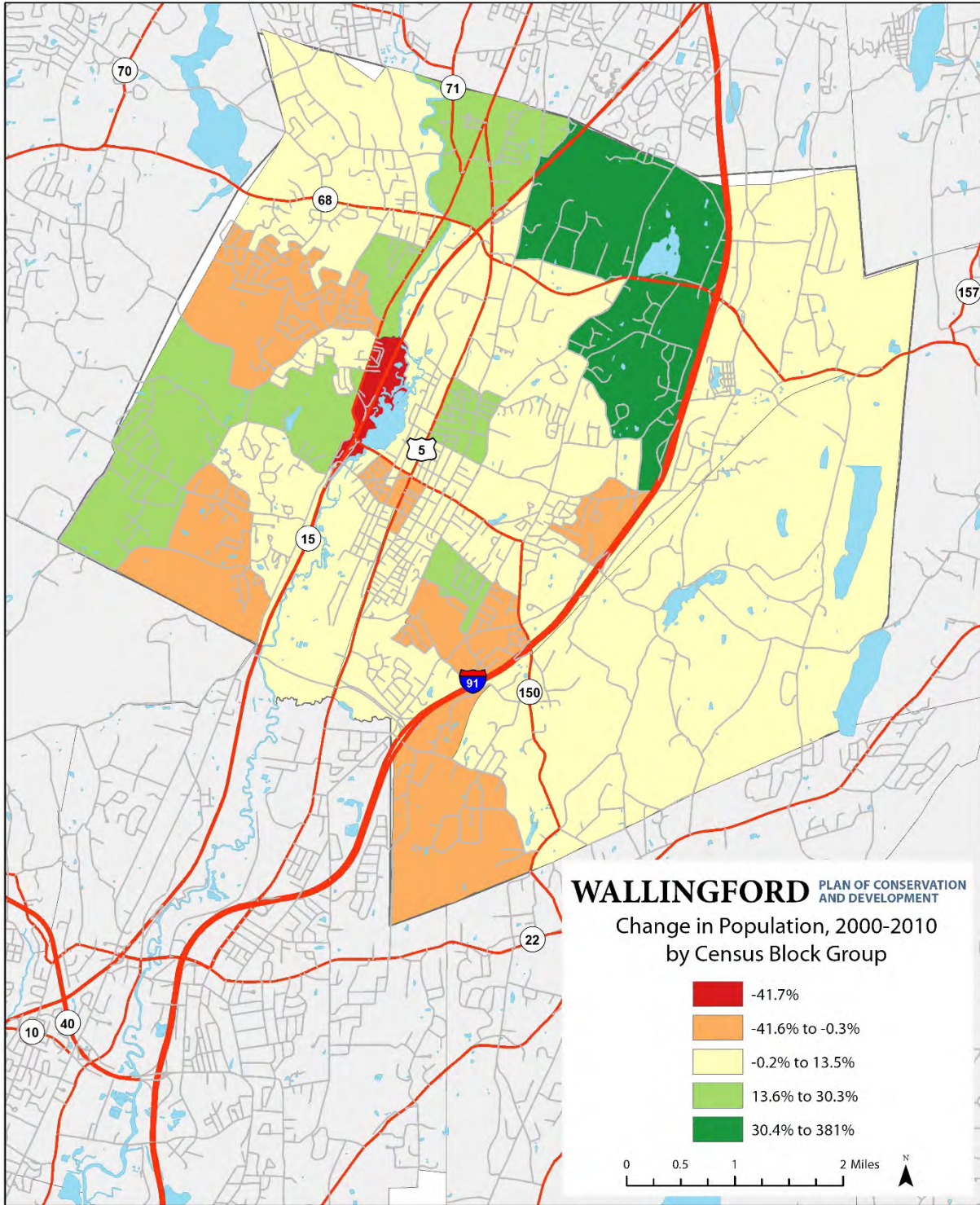
Unsurprisingly, the areas in and immediately around Wallingford Town Center have the highest housing densities of the town, with densities above 4,500 dwelling units per square mile in the central neighborhood and 1,500 to 3,250 in the adjacent neighborhoods along North and South Colony Road. Yalesville is also an area of elevated density, with a number of multifamily and mixed-use dwellings.

Housing prices in Wallingford have remained well below the pre-Recession peak reached around 2005, with the median sales price of a single-family home in the community currently standing at around \$245,000 and the median price of a condo at \$165,000. The median household income in Wallingford (around \$75,500) is substantially above the income required to afford (at no more than 30% of household income spent on housing, a common threshold for housing affordability) the median sales price of a home in the community (about \$55,000).

2010 HOUSING TENURE	Number	Percent
Occupied housing units	18,032	100.0%
Owner-occupied housing units	13,140	72.9%
Population in owner-occupied housing units	34,599	78.2%
Average household size of owner-occupied units	2.63	
Renter-occupied housing units	4,892	27.1%
Population in renter-occupied housing units	9,673	21.8%
Average household size of renter-occupied units	1.98	

Source: U.S. Census 2010

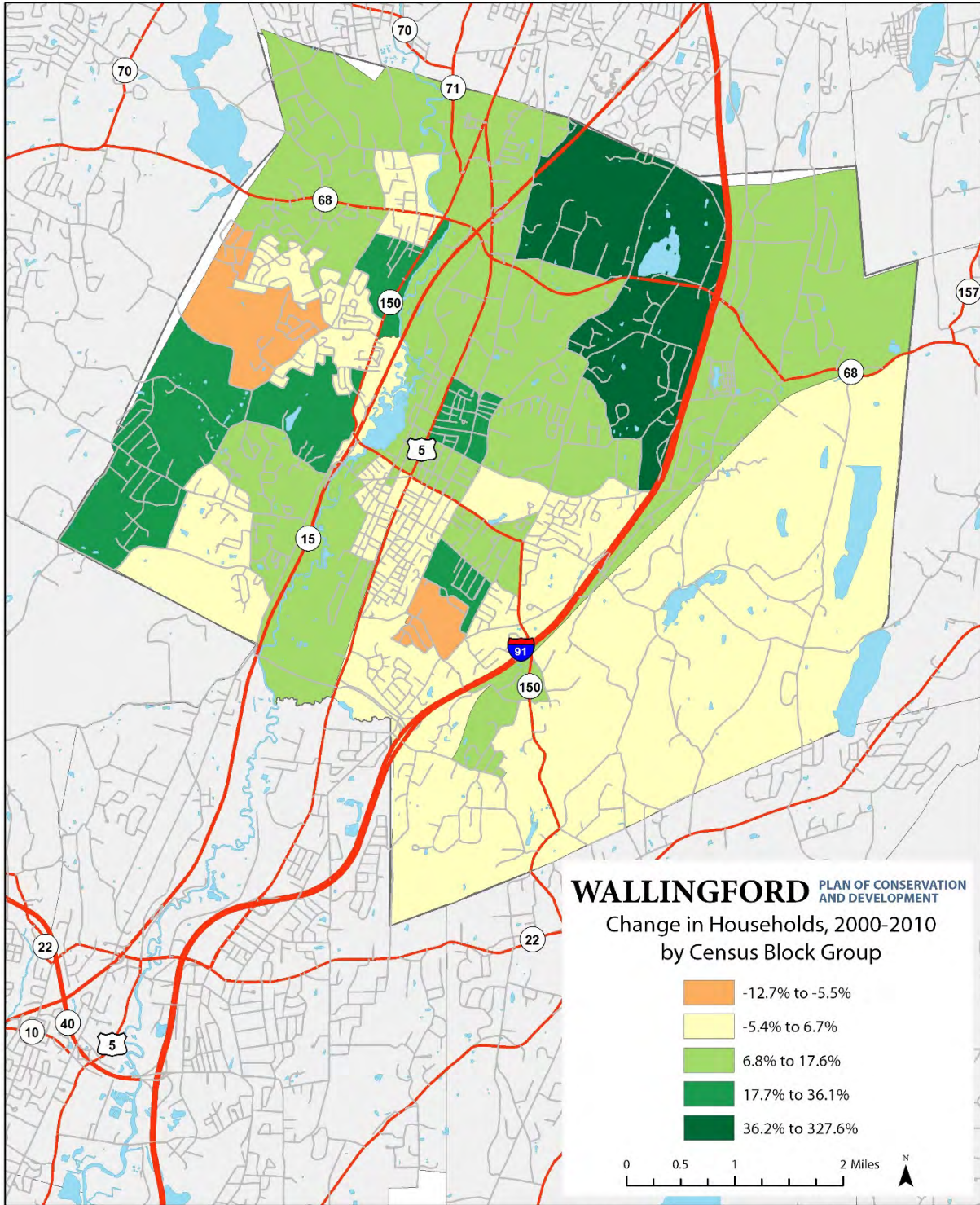




MILONE & MACBROOM for Wallingford, CT | 2015

This map is intended for planning purposes only. Delineations may not be exact.

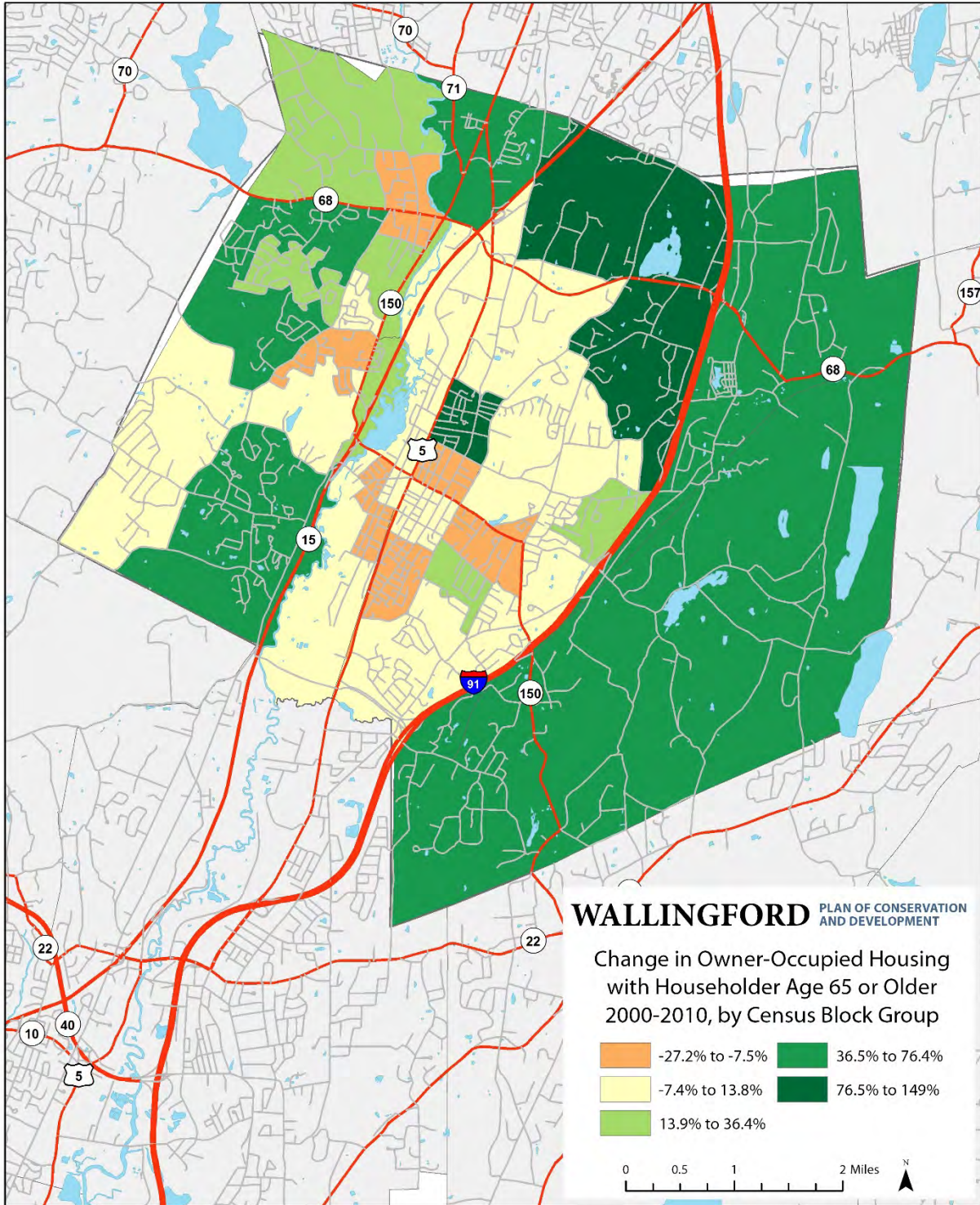
About this map: Boundaries, Hydrography, State Parks: DEEP (2011)
 Streets: ESRI (2011) Parcels: Town of Wallingford (2015)
 Demographic Information: US Census Bureau (2010-2013)



MILONE & MACBROOM for Wallingford, CT | 2015

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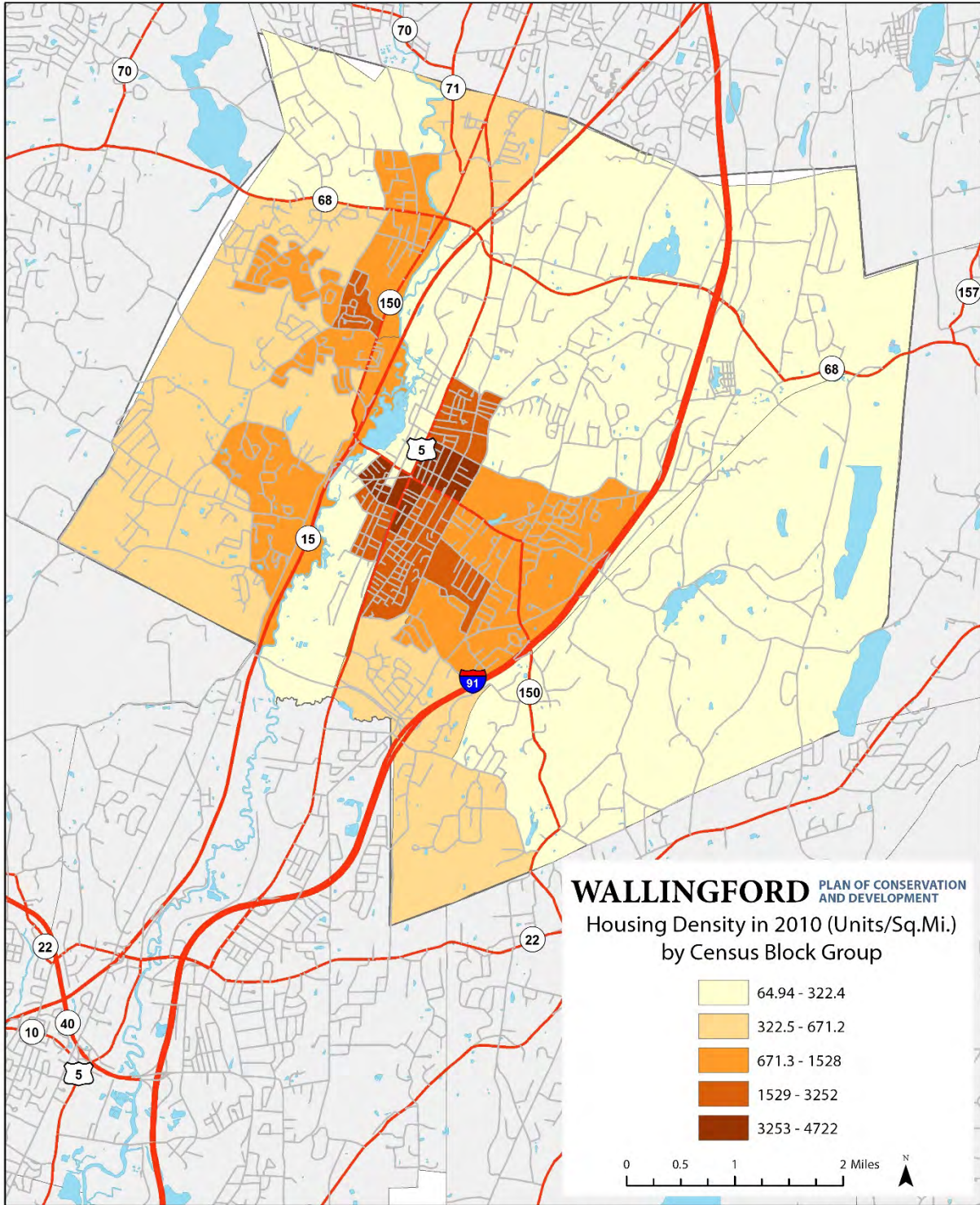
About this map: Boundaries, Hydrography, State Parks: DEEP (2011)
 Streets: ESRI (2011) Parcels: Town of Wallingford (2015)
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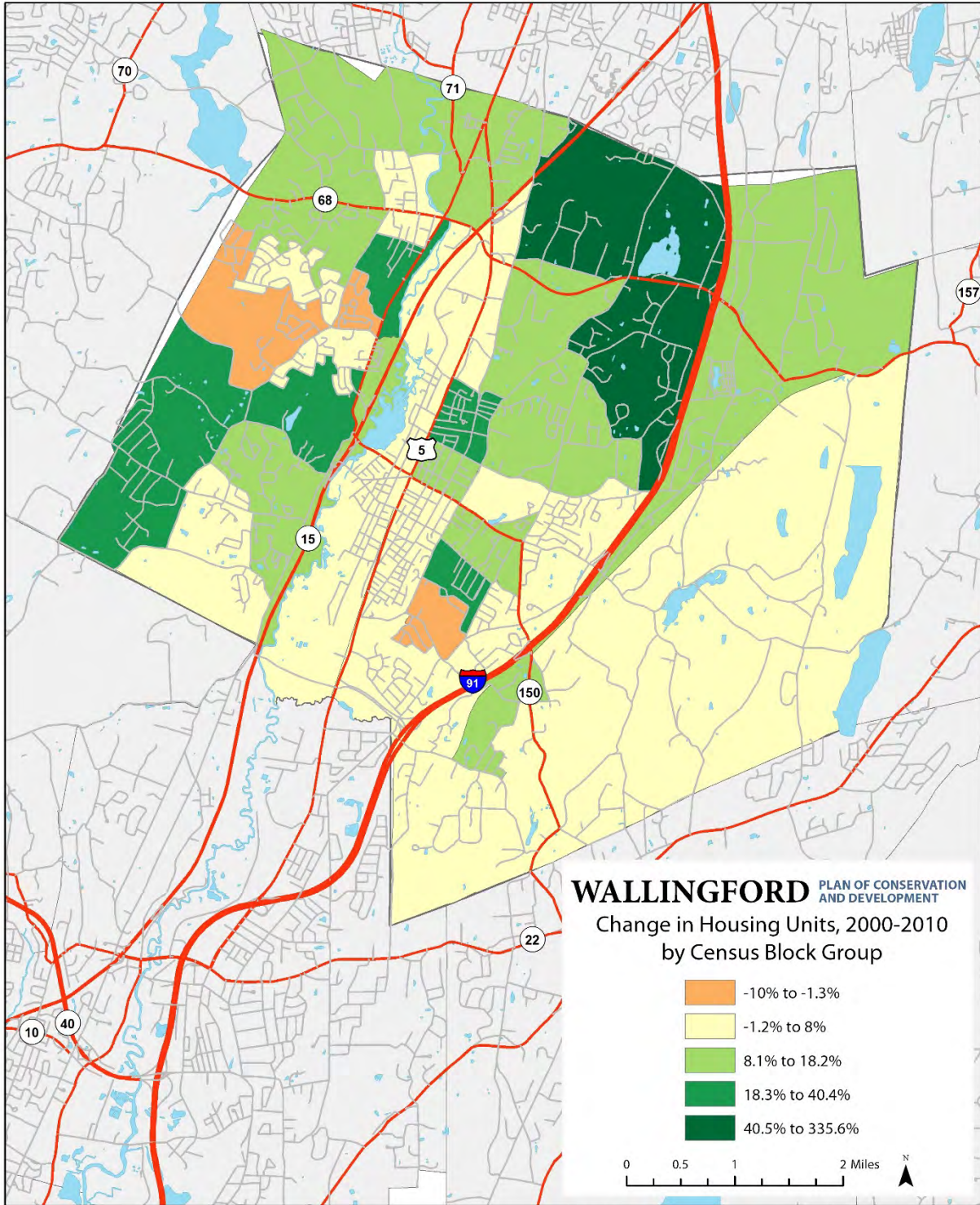
About this map: Boundaries, Hydrography, State Parks: DEEP (2011)
 Streets: ESRI (2011) Parcels: Town of Wallingford (2015)
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About this map: Boundaries, Hydrography, State Parks: DEEP (2011)
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About this map: Boundaries, Hydrography, State Parks: DEEP (2011)
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 Demographic Information: US Census Bureau (2010-2013)

Natural Resources

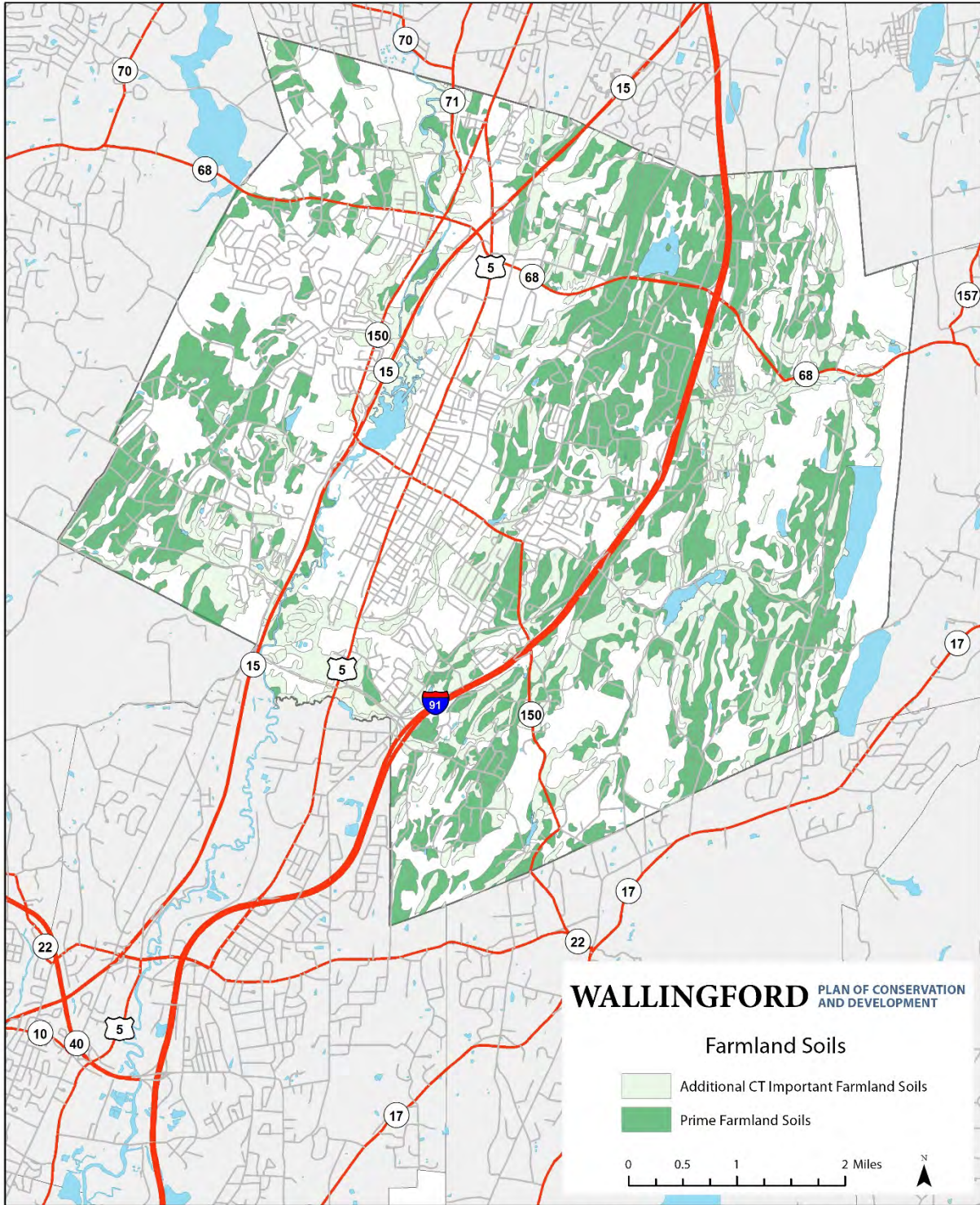
Wallingford's natural resources are diverse and valuable, including its geological features, the quality of its air and water, the fertility of its soils, its habitats and their native plant and animal species, and the benefits these qualities provide for its residents.

Prime farmland soils—those that match State and Federal standards for their combination of good physical and chemical characteristics for growing crops—are prevalent throughout Wallingford's outlying areas, but are particularly abundant in the eastern half of the community, where agriculture (including vineyards, pastures, and cropland) remains a significant land use. Interspersed in these areas are hydrologically sensitive soils, which have high runoff potential and are especially vulnerable to development.

Nine different watersheds cover Wallingford's land area, the most important of which are the Quinnipiac River, Wharton Brook, and Muddy River watersheds. Of particular importance is the Wallingford watershed, the northern portion of the Muddy River watershed, which constitutes much of the Town's public water supply. Two areas in the northwest corner are designated Aquifer Protection Areas, a designation intended to protect public water supply wells from contamination by incompatible land uses and activities.

Wallingford's waterways—most prominently the Quinnipiac River, but also Wharton Brook, the Muddy River, and Spring Brook—are a significant recreational asset for the community. These waterways are largely coterminous with designated floodzones in the community, and provide vibrant habitats for wildlife. Many of Wallingford's designated critical habitats and natural diversity hotspots in the state's Natural Diversity Database are in the vicinity of the Quinnipiac River, as well as Pistapaug Pond, Ulbrich Reservoir, and the Metacomet ridgeline.

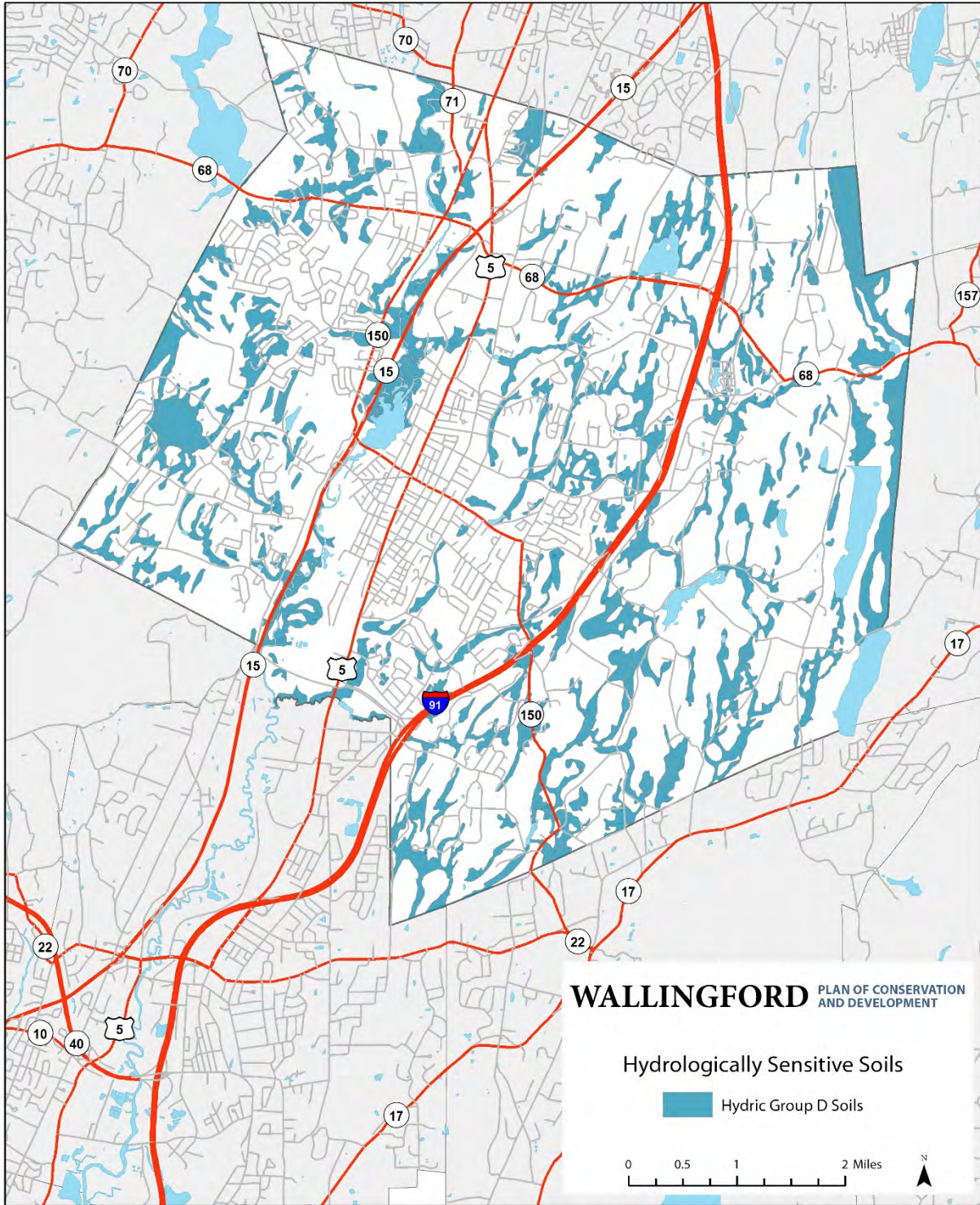
The following maps depict significant natural resources, including relevant soil, water, and habitat conditions across the community. In addition, the Town's inventory of open space parcels by type of use, ownership, and protection is included in this section; this inventory is the most up-to-date listing of Wallingford's open space as of this writing and may differ slightly from other open space data referenced in the Plan. The most current version of this inventory is maintained by the Town Planner and Conservation Commission.



MILONE & MACBROOM for Wallingford, CT | May 2015

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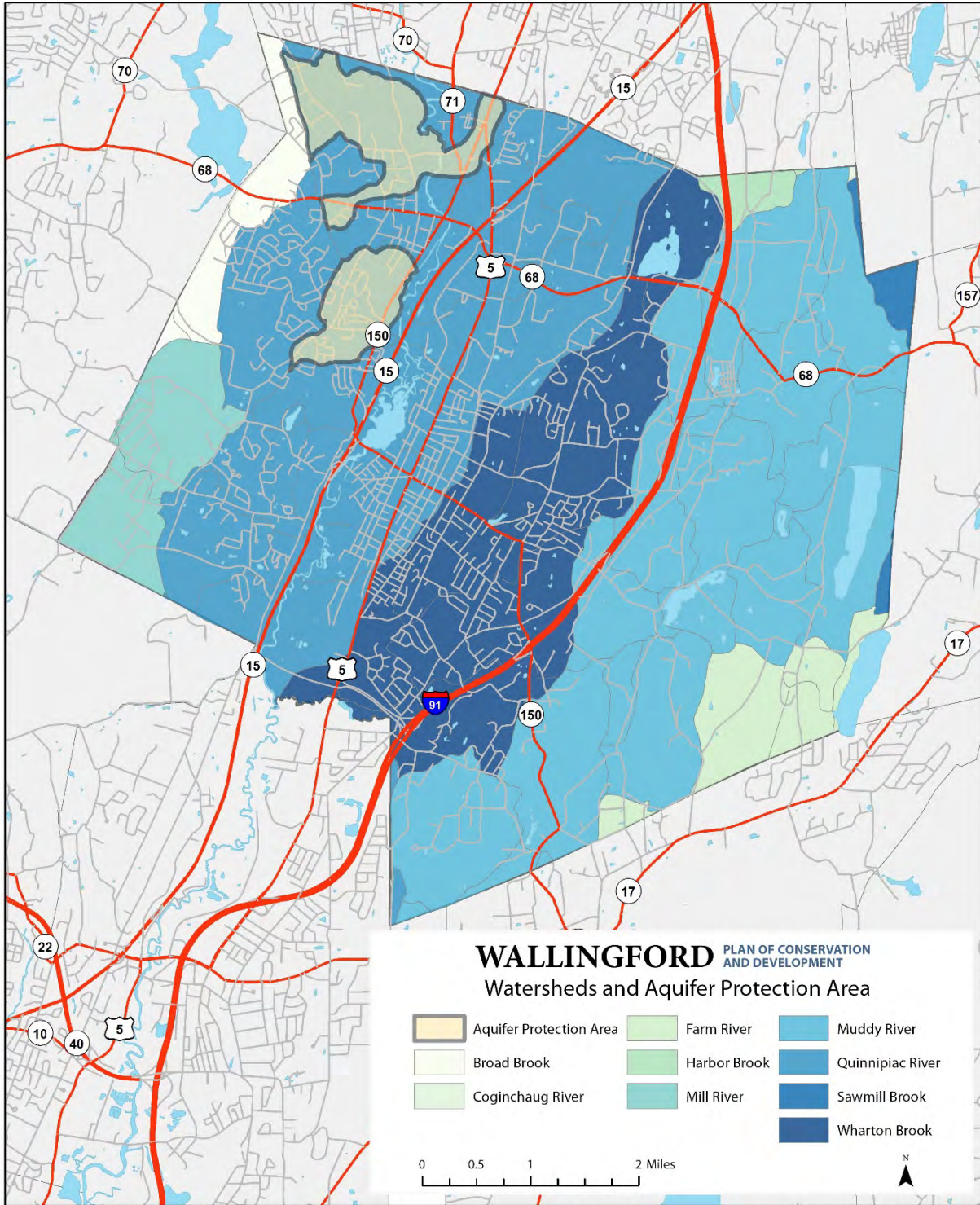
About this map: Boundaries, Hydrography, State Parks, Critical Habitats: DEEP (2011)
 Streets: ESRI (2011) Parcels: Town of Wallingford (2015)



MILONE & MACBROOM for Wallingford, CT | May 2015

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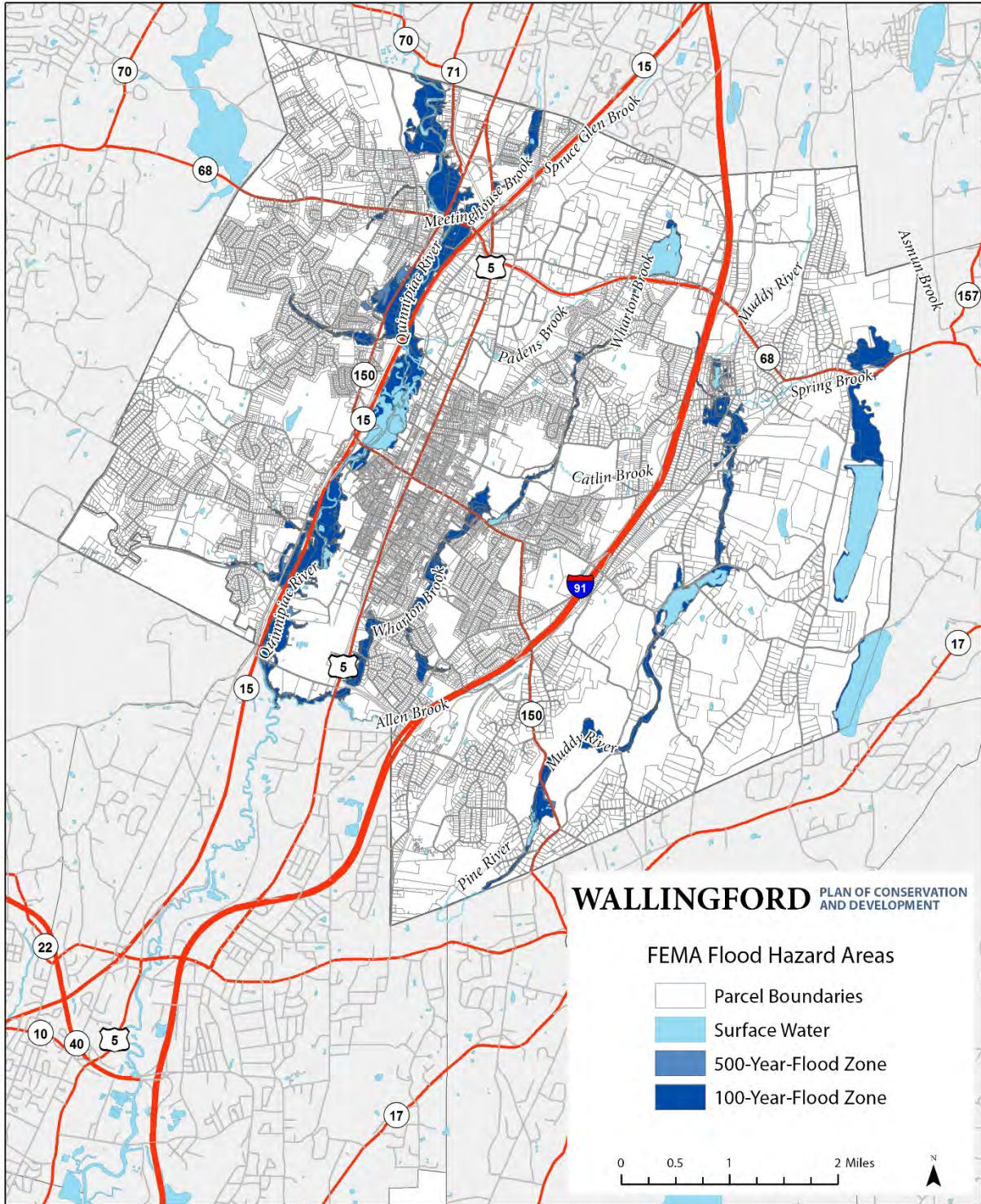
About this map: Boundaries, Hydrography, State Parks, Critical Habitats: DEEP (2011)
 Streets: ESRI (2011) Parcels: Town of Wallingford (2015)



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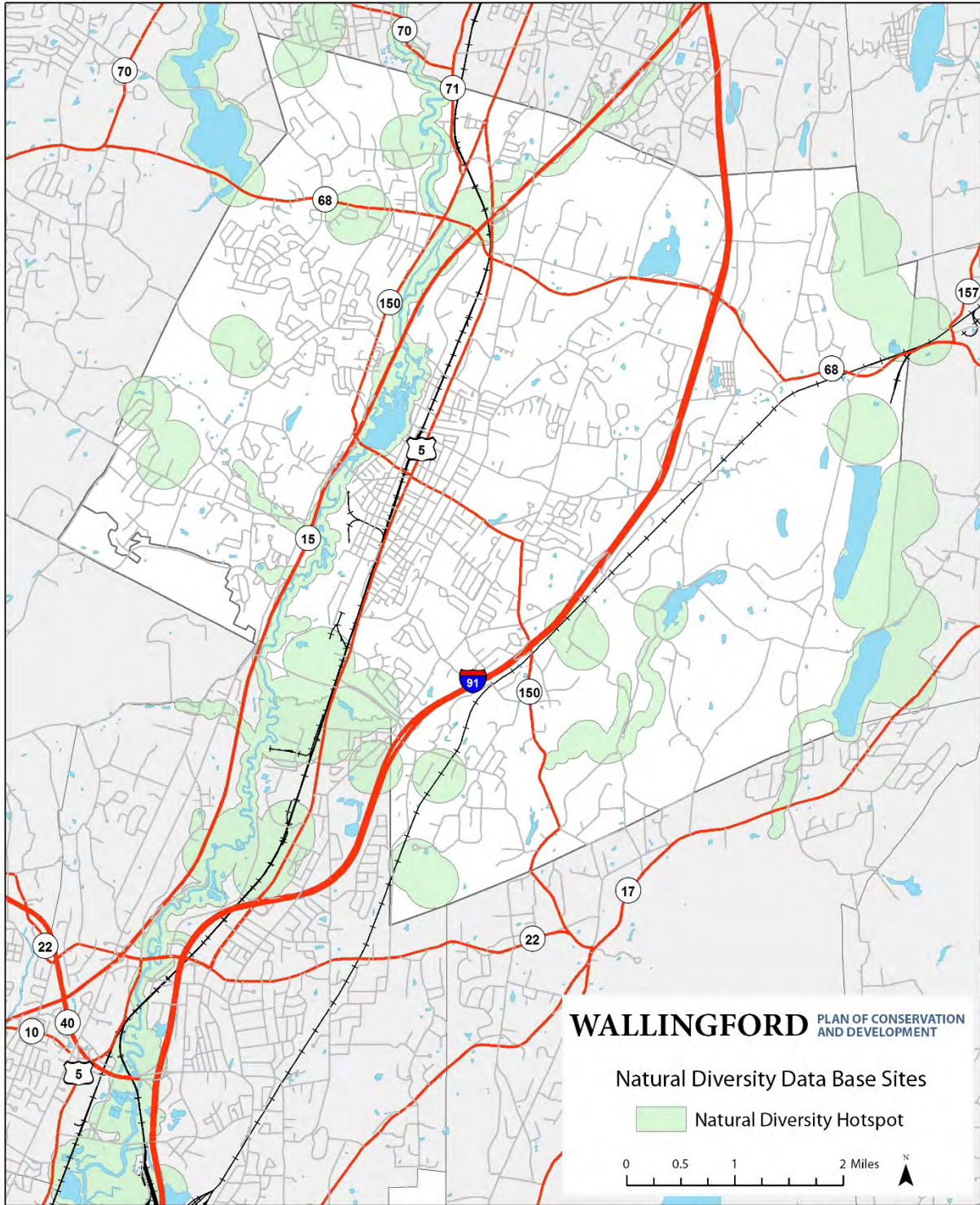
About this map: Boundaries, Hydrography, State Parks, Critical Habitats: DEEP (2011)
 Streets: ESRI (2011) Parcels: Town of Wallingford (2015)



MILONE & MACBROOM for Wallingford, CT | May 2015

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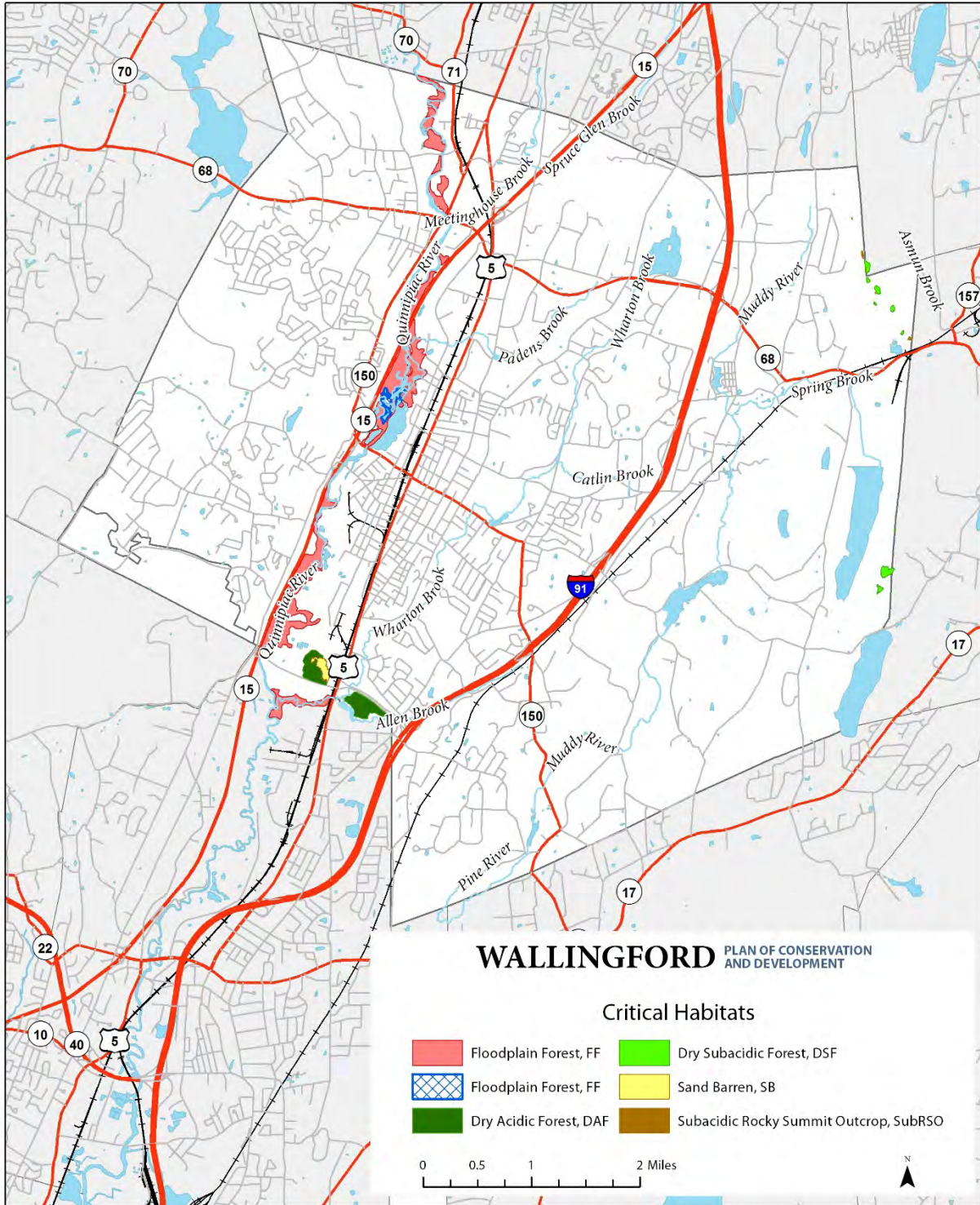
About this map: Boundaries, Hydrography, State Parks: DEEP (2011)
 Open Space Classifications: DEEP (2011), SCRCOG (2008)
 Streets: ESRI (2011) Parcels: Town of Wallingford (2015)



MILONE & MACBROOM for Wallingford, CT | June 2016

This map is intended for planning purposes only. Delineations may not be exact.

About this map: Boundaries, Hydrography, State Parks, Natural Diversity Data Base locations: DEEP (2015) Streets: ESRI (2011) Parcels: Town of Wallingford (2015)



WALLINGFORD PLAN OF CONSERVATION AND DEVELOPMENT

Critical Habitats

- Floodplain Forest, FF
- Dry Subacidic Forest, DSF
- Floodplain Forest, FF
- Sand Barren, SB
- Dry Acidic Forest, DAF
- Subacidic Rocky Summit Outcrop, SubRSO

0 0.5 1 2 Miles



MILONE & MACBROOM for Wallingford, CT | May 2015

This map is intended for planning purposes only. Delineations may not be exact.

About this map: Boundaries, Hydrography, State Parks, Critical Habitats: DEEP (2011)
 Streets: ESRI (2011) Parcels: Town of Wallingford (2015)

Wallingford Open Space

<u>A. STATE OF CONNECTICUT</u>		<u>ACRES</u>
1.	Wharton Brook State Park Route 5	50
2.	Tri-mountain Park North Branford Road	144
3.	Sleeping Giant State Park South Turnpike Road	28
4.	Quinnipiac Park Wilbur Cross Parkway	34
5.	North Farms Reservoir Barnes Road	3
	North Farms Reservoir	(60)
6.	I-9 Rest Area I-91	30
7.	DEP Canoe Launch Main Street, Yalesville	<u>1.28</u>
Total Land		<u>290.28</u>
		Water (60)

<u>B. TOWN OF WALLINGFORD SCHOOLS</u>		<u>ACRES</u>
1.	Mark T. Sheehan High School Hope Hill Road	44.5
2.	Lyman Hall High School Pond Hill Road	51.6
3.	Dag Hammarskjold Middle School Pond Hill Road	30.7
4.	James H. Moran, Jr. Middle School Hope Hill Road	40.3
5.	Moses Y. Beach Elementary School North Main Street	6.0
6.	Cook Hill Elementary School Hall Road	11.36
7.	Highland Elementary School Highland Avenue	21.0
8.	Parker Farms Elementary School Parker Farms Road	20.3
9.	Pond Hill Elementary School Pond Hill Road	9.4
10.	Rock Hill Elementary School Durham Road	15.0
11.	E.C. Stevens Elementary School Kondracki Lane	See Dag Hammarskjold
12.	Yalesville Elementary School Church Street, Yalesville	<u>7.577</u>
TOTAL		<u>257.74</u>

<u>C. TOWN OF WALLINGFORD PARKS</u>		<u>ACRES</u>
1.	Pragemann Oak Street, Yalesville	29.31
2.	Budleski Main & Chapel Streets, Yalesville	.15
3.	Wallace Quinnipiac & Ward Streets	1.5
4.	Falconieri South Street	5.95
5.	Kendrick Grandview Avenue	9.2
6.	Doolittle South Elm Street	15.36
7.	Marcus Cook Old Rock Hill Road	34.6
8.	Harrison Cedar Lane	15.44
9.	Dutton North Main Street	.2
10.	Community Lake Hall Avenue	9.28
11.	Community Pool North Main Street Ext.	7.0
12.	Bennett Field Northfield Road & Birch Drive	3.55

13. Harriet Wallace	Maplewood Avenue & North Elm Street	.6
14. Grand Street	Washington Street	.64
15. Johanna Fishbein	Route 5	.67
16. Viet Nam Memorial Field	East Center Street	20.7
17. Coyle & Carini Fields	Woodhouse Avenue	14.0
18. William D. Bertini	West Dayton Hill Road	76.5
19. Lakeside Park	Oak Street	10.0
20. Lyman Hall Monument	South Elm Street	.03
21. Pat Wall Field	South Elm Street	8.4
22. Richard Sheahan	Algonquin Drive	.8
TOTAL		<u>263.88</u>

D. TOWN OF WALLINGFORD OPEN SPACE AREAS

	ACRES
1. Sunrise Circle	2.91
2. Grieb Road	8.30
3. Kondracki Lane	1.76
4. Reskin & Field Drives	3.35
5. Mariot Circle & Cardinal Drive	3.10
6. Lynn & Mohican Drives	3.76
7. Ridgeknoll & Gaye Lane	2.51
8. Jenna Road	4.75
9. Donat Drive – Ridgewood – Crestview	14.00
10. Main Street	32.05
11. Emerson Leonard Wildlife Area, North Turnpike Road	20.00
12. Community Lake (Land)	79.87
Community Lake (Formerly)	(77.68)
13. West Dayton Hill Road	1.5
West Dayton Hill Pond	(4.5)
14. Whirlwind Hill, North Branford, South Branford Roads	265.17
15. Ulbrich Reservoir	(160.9)
16. Paug Pond	(80.0)
17. East Center, Tyler Mill, Woodhouse, Tamarac Swamp	1141.09
18. McKenzie Reservoir	(53.8)
19. Cheshire Road	68.71
20. Cooke Road	182.1
21. Whirlwind Hill	74.0
22. George Washington, Scard	47.06
23. High Hill Road	76.00
24. Quinnipiac Street	10.82
25. Powder Hill Road	52.95
26. Fireworks Island	46.69
27. Lufberry Park	<u>45.1</u>

TOTAL Land **2187.55**
TOTAL Water (376.88)

E. OTHER PUBLIC OPEN SPACE**ACRES**

- | | | |
|-------------------------------------|--|--------------|
| 1. City of Meriden Water Department | | <u>86.17</u> |
|-------------------------------------|--|--------------|

F. WALLINGFORD LAND TRUST**ACRES**

- | | | |
|-----------------------------|--------------------------------|--------------|
| 1. West Dayton Hill | Fox Run, Country Way | 19 |
| 2. Farnum Field | Williams Road | 10 |
| 3. Fresh Meadows | Jeremy Woods Drive | 70 |
| 4. Conifer Ridge | Conifer Drive (North Branford) | 6 |
| 5. Briar Ridge | Huntington Ridge Road | 6 |
| 6. Shookies Pond | Pond Hill Road | 9 |
| 7. Spruce Glen | by foot path via Orchard Glen | 51 |
| 8. Orchard Glen | Barnes Industrial Road North | 17 |
| 9. Riverside Drive | off of Country Way | 6 |
| 10. Watrous Woods | off Parker Farms Road | 6 |
| 11. Bridle Lane | Bridle Lane, Quigley Road | 18 |
| 12. Fairlawn Drive | Killen Road, Fairlawn Drive | 18.67 |
| 13. Balsam Ridge | Blue Hills Road | 9.2 |
| 14. Taylor Lane | Taylor Lane & Maplewood | 9.1 |
| 15. Zerah N. Beach Easement | 61 Cheshire Road | 6.3 |
| 16. Cook Hill Road | Cook Hill Road | 7.3 |
| 17. Thorpe Avenue | Thorpe Avenue | <u>10.01</u> |

TOTAL 278.58**G. DEVELOPMENT RIGHTS PURCHASED****ACRES**

- | | | |
|------------|---------------------|------------|
| 1. Farnum | Whirlwind Hill Road | 69 |
| 2. Gouveia | Whirlwind Hill Road | <u>140</u> |

TOTAL 209**H. INSTITUTIONAL****ACRES**

- | | | |
|-------------------------------------------------------|------------------------------|-----------|
| 1. Farms Country Club | Cheshire Road | 158 |
| 2. Wallingford Country Club | Long Hill Road | 110 |
| 3. The Traditions Golf Course | Harrison Road | 150 |
| 4. Blue Trail Range | North Branford Road | 92 |
| 5. Wallingford Rod & Gun Club | North Branford Road | 97 |
| 6. PNA Park | North Plains Industrial Road | 17 |
| 7. Meriden Rod & Gun Club | New Cheshire Road | 11 |
| 8. Mountain Ridge Outing Club (formerly Mountainside) | High Hill Road | <u>22</u> |

TOTAL 657

I. HOMEOWNERS' ASSOCIATIONS

		<u>ACRES</u>
1. Strathmore Farms	Highland Avenue & Chimney Hill Road	39.38
2. Broadview	Broadview	19.26
3. Stegos Drive	Stegos	5.17
4. Rolling Meadows	Rolling Meadows	10.6
5. West Farms Estates	Parker Farms Road	14.78
6. Country Side East	Twin Oak Farm Road	21.89
7. Turnberry	Turnberry Road	24.53
8. Shoe Box East	Sharon Drive	6.0
9. Woodwynd	Ben Court	5.175
10. Nathan's Woods	Cook Hill Road	6.1
11. Hallmark Hill	Cook Hill Road	60.0
12. Woodhouse Hunt	Woodhouse Avenue	17.33
13. Summerhill	Hall Road	24.5
14. Oakdale Woods	Cook Hill Road	33.0
15. Woodlands	Mansion Road	14.66
16. Fairview	Riverside Drive	6.05
17. Fairview	Wildlife Drive	2.2
18. Pond Hollow	Wildlife Drive	50.00
19. Park Pond	Pond Court	3.17
20. Brockett's Wood	Chimney Hill Road	9.28
21. Laurel Ridge	Laurel Ridge Court	9.28
22. Cedar Glen	Grieb Court	3.19
23. Saddlebrook	Saddle Brook Drive	2.89
24. Fairlawn Farms (1-8)	Grieb Road	38.985
25. Pond Hill Chase	Pond Hill Road	7.98
26. Meadow Brook	Williams Road	70.88
27. Wild Life Village	Wildlife Drive	45.0
28. Brock's Meadow	Meagan Lane	4.4
29. Terrell Reserve	Church Street, Yalesville (Route 68)	18.72
30. Autumn Farm	Williams Road	11.45
31. Mountainbrook	North Lane	41.6
32. Olde Oak Village	South Turnpike Road	21
33. Olde Village Commons	Ward Street Ext.	8.45
34. Fieldstone Farm	Grieb Road	78.5
35. The Preserve	Hall Road	10.8
36. Spice Hill	Jones Road	6.8
37. The Towers	Woodhouse Avenue	10.62
38. Juniper Ridge	South Turnpike Road	3.9
39. The Willows	North Farms Road	22.9
40. Estates at Wallingford	North Farms Road	<u>15.337</u>

TOTAL 805.757

J. UNDEDICATED OPEN SPACE

1. Deer Run	Deer Run Road	<u>1</u>
		TOTAL <u>1</u>

K. CEMETERIES

1. Center Street	Center Street	9.69
2. Holy Trinity	North Colony Street	3.09
3. In Memoriam	North Main Street	17.0
4. Masonic	Masonic Avenue	1.95
5. Saint Casimier's	Toelles Road	4.28
6. Saint John's	Christian Street	23.0
7. Saints Peter & Paul	Grieb Road	7.0
8. Beth Israel	Dudley Avenue	<u>1.82</u>
		TOTAL <u>67.83</u>

GRAND TOTAL ACRES 5104.787
WATER (436.88)

Transportation

Wallingford's transportation system includes its state and local roads, transit routes (including rail and bus service), sidewalks, and other pedestrian and bicycle routes. Like all Connecticut towns, Wallingford's roads are classified by function, which takes into account factors including design, type of circulation served, and level of traffic. The Connecticut Department of Transportation also measures accident occurrences throughout the road network. In areas where unusually high rates of accidents occur, the DOT designates 'hot spots', which in Wallingford include the on and off ramps of the Wilbur Cross Parkway, the intersections of Route 68 with Routes 5 and 150, and Route 5 at Center Street and Old North Colony Road.

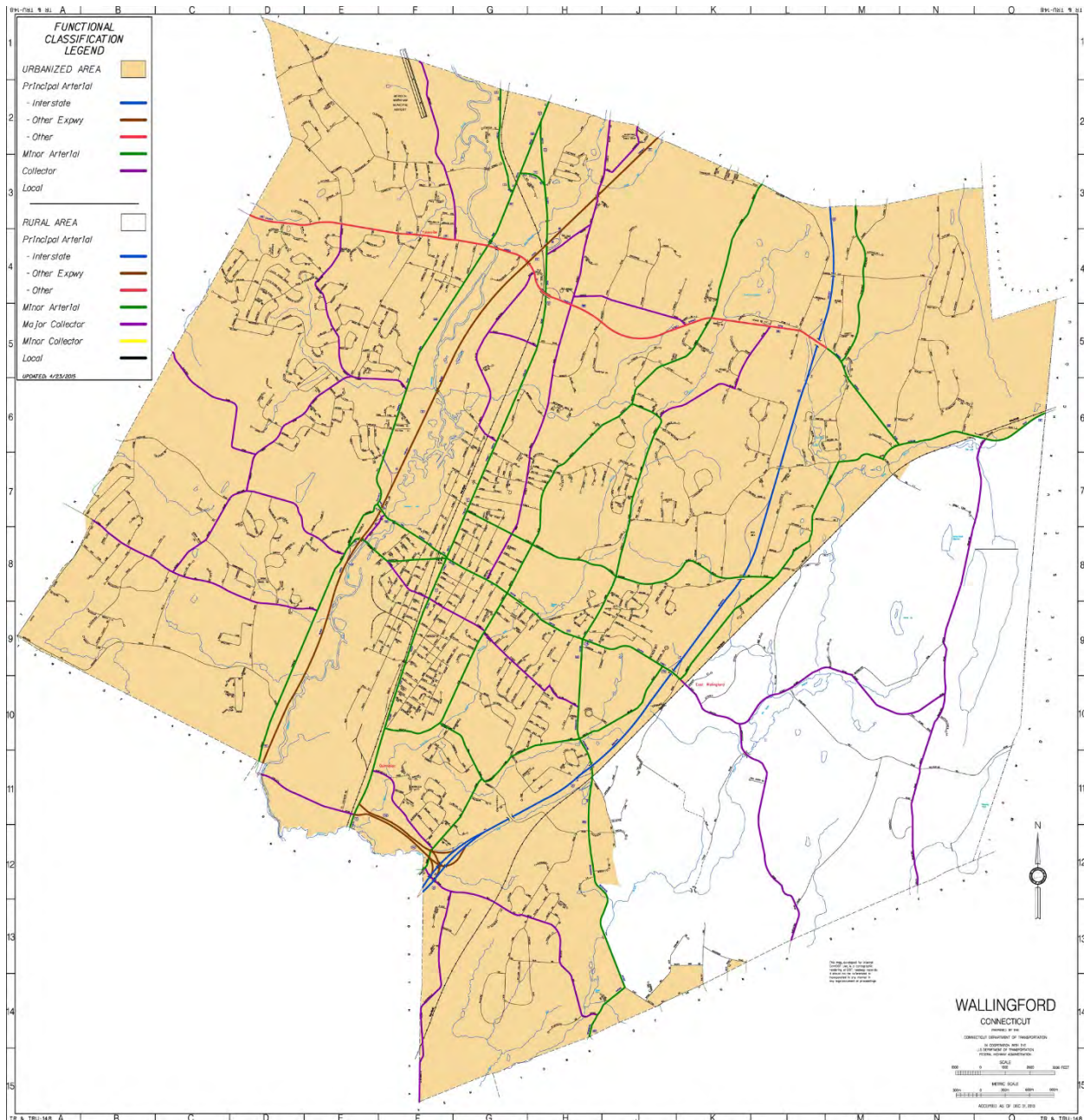
Average Daily Traffic (ADT) measurements are available as recently as 2011-2013. A comparison of these measurements against the 2005-2007 counts previously taken indicates a modest decline in traffic over this period of time at most major intersections in Wallingford.

Road improvement projects in the planning or construction stages during the preparation of this plan included the widening of Route 68 (adding a westbound turning lane) at the intersection with Route 150 (construction complete), and the relocation of the northbound Exit 65 on-ramp to Route 15, planned to occur in 2016.

Transit service is currently provided in Wallingford by CT Transit, which operates the Wallingford Local (WL) circulator within town, and the Corbin Avenue C Route from New Britain to New Haven. In addition, the current Amtrak Vermonter rail service will be enhanced with the arrival of the New Haven – Hartford – Springfield (NHHS) rail service, scheduled to begin service by early 2018.



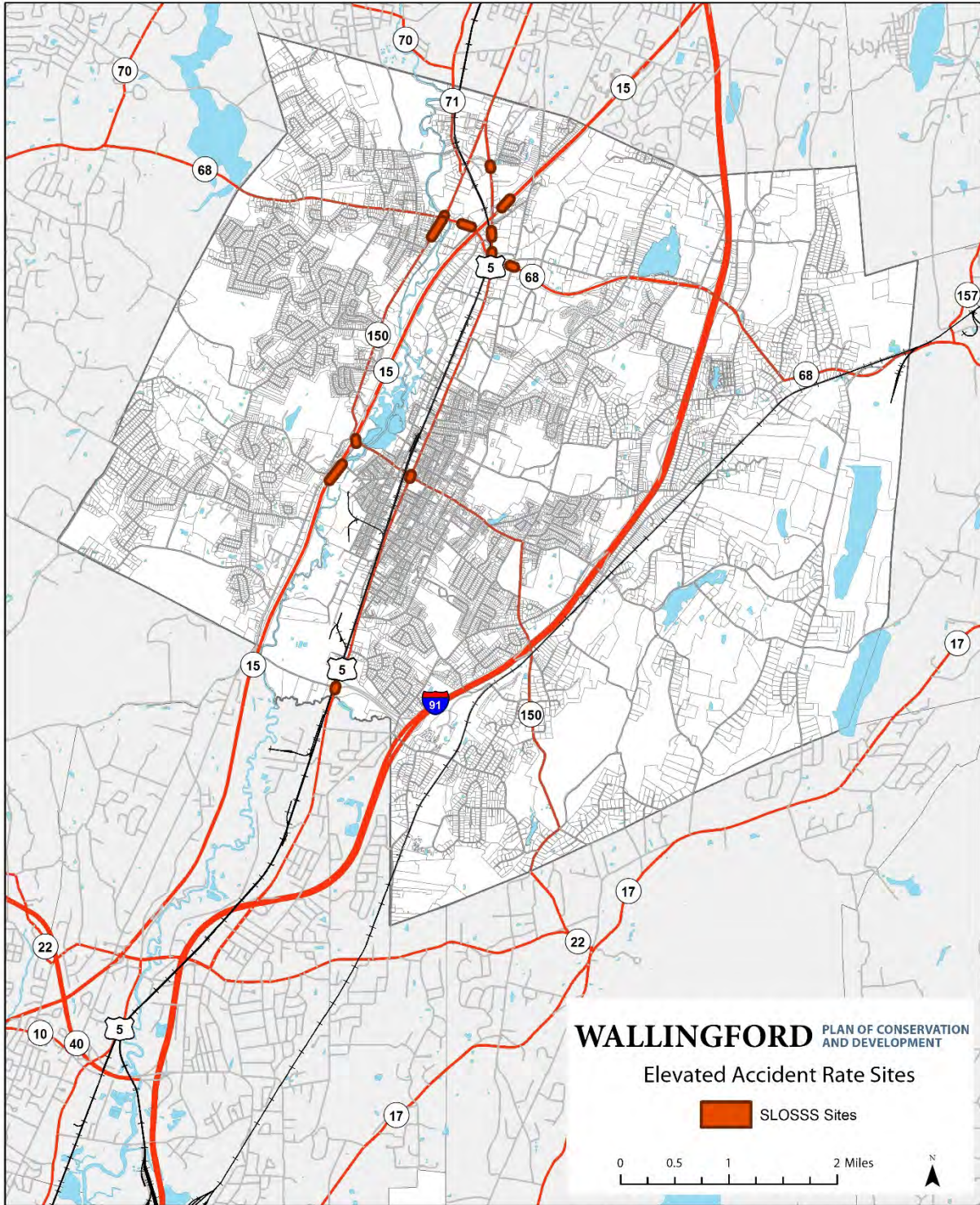
Intersection of Routes 68 and 150, where turning lane improvements should reduce congestion and accidents



Functional classifications of Wallingford's road network (source: CT DOT, 2015)



Bus transit routes in and through Wallingford (source: CT Transit, 2015)



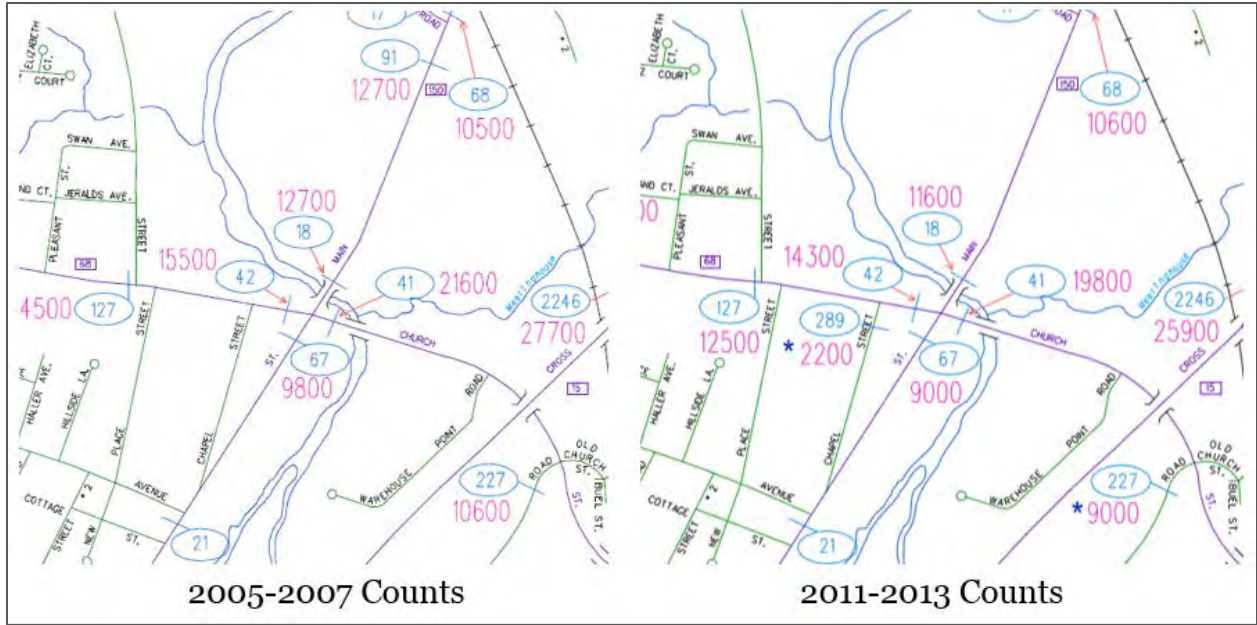
MILONE & MACBROOM for Wallingford, CT | May 2015

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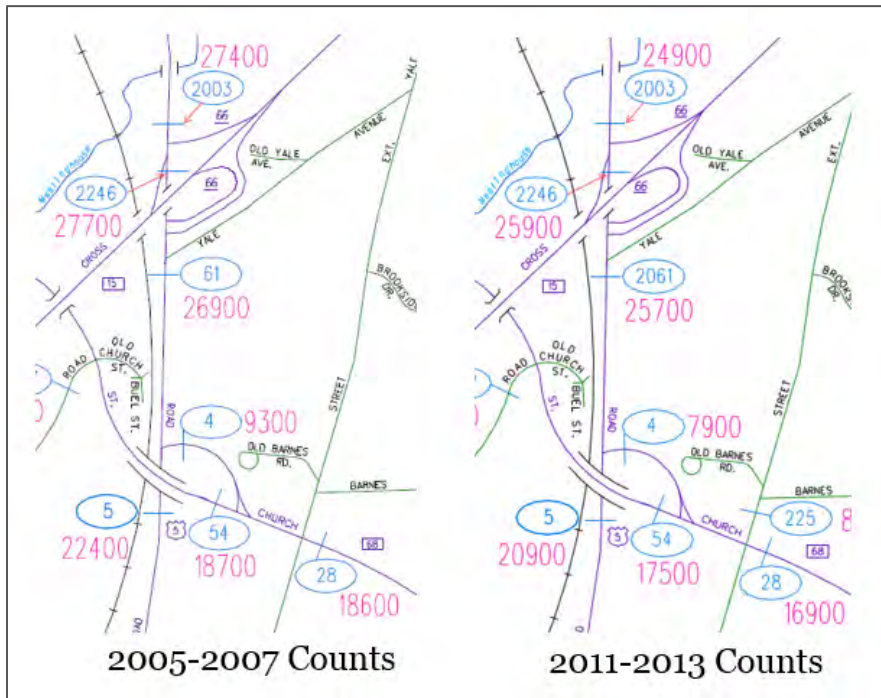
About this map: Boundaries, Hydrography, State Parks: DEEP (2011)

SLOSSS Sites: CT DOT (2012)

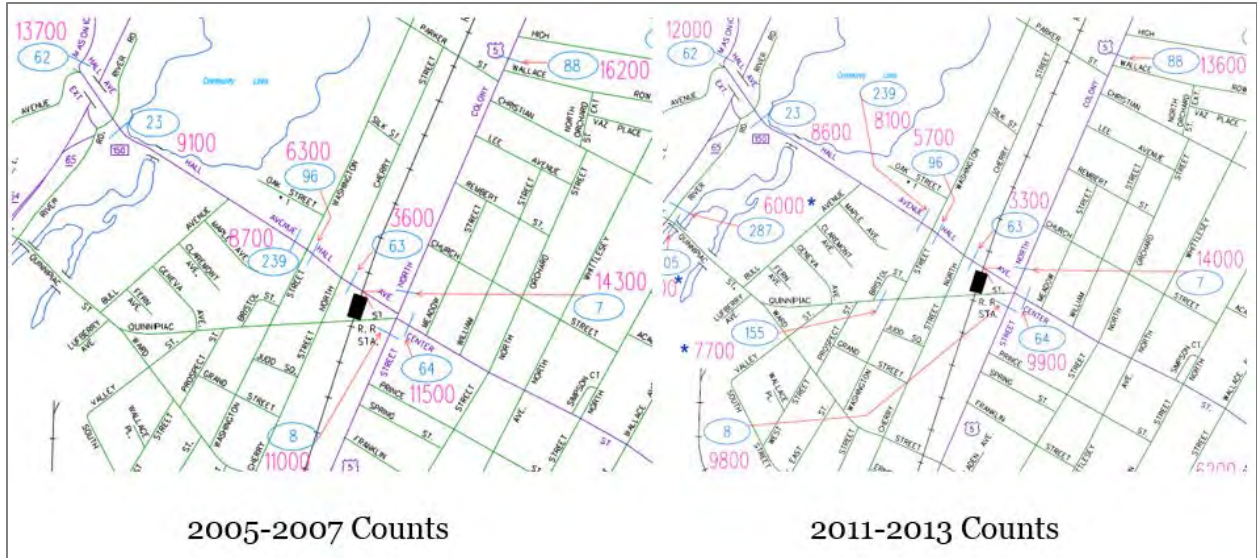
Streets: ESRI (2011) Parcels: Town of Wallingford (2015)



Comparison of average daily traffic at the intersection of Routes 150 and 68 in Yalesville.



Comparison of average daily traffic at the intersection of Routes 5 and 68 near the Wilbur Cross Parkway.



Comparison of average daily traffic at the intersection of Routes 5 and 150 in Lower Town Center.

Appendix B: Community Survey Results

Executive Summary: Townwide Survey

The first community survey for Wallingford’s POCD update was extremely successful in attracting responses from a large and diverse segment of the Town, with 1,811 respondents to English and Spanish language versions of the survey.

Who took the survey?

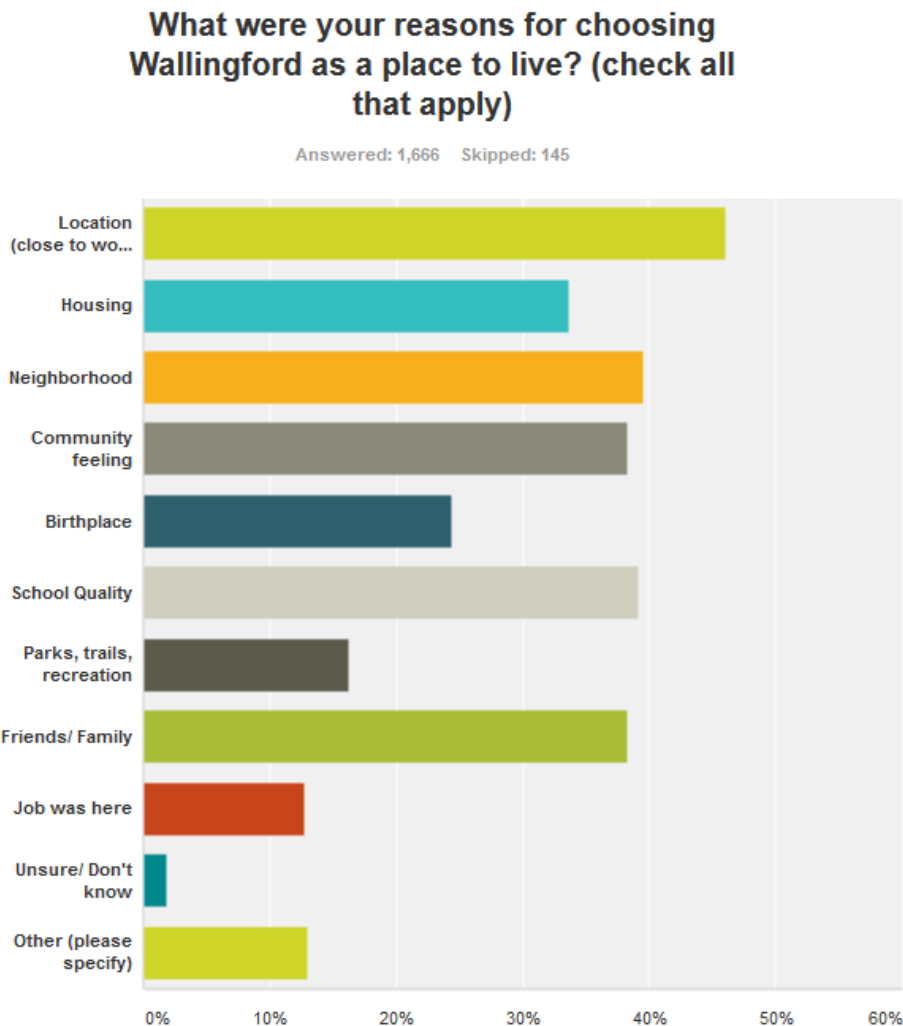
The median respondent was between 45 and 54 years of age, slightly older than the Census-estimated median age of 43 years. While the majority of respondents were between 35 and 64, the large number of respondents ensured that over 250 respondents under 35 and over 150 respondents 65 or older were included in the results. Over three quarters of respondents have lived in Wallingford for at least a decade, and a quarter are lifelong residents.

Most (81%) respondents live in single-family homes, which are the most common housing type in Wallingford. Younger residents (those between 18 and 34) were more likely than other age groups to live in apartments or townhomes. Close to half of respondents live in the East Side of Wallingford, followed by

approximately a sixth of respondents each from the Town Center, Yalesville, and the West Side. 83% of respondents are employed and/or in school, and the most common types of employment were in the management, business, office administration, and professional services sectors.

Why Wallingford?

Proximity to employment was the leading reason why respondents chose to live in Wallingford, in addition to its neighborhoods, schools, community feeling, and



to be near friends and family; among newer residents (5 years or less in Wallingford), similar reasons for living here applied, with many also mentioning affordable tax and utility rates.

Community Involvement

Wallingford residents are involved in a wide variety of organizations and events. According to the survey, athletic organizations and religious groups attract the greatest level of participation and giving in the community. Many respondents also volunteer in the schools or work to support local youth groups.

Most respondents follow local news, with the Record-Journal as the most common news source. In addition, large numbers of respondents reported relying on online sources for local news, including Facebook groups and the Wallingford Patch. When asked about how connected they feel to their community, the bulk of respondents said they felt “somewhat or occasionally” connected and engaged, while about a quarter each felt either very connected or very disconnected. Interestingly, while many younger adult residents of Wallingford have lived here their whole lives, younger respondents as a whole tended to report lower levels of connection to the community. Over 400 suggestions (see below) were made for improving community engagement in Wallingford; many suggested making more information about town events, meetings, and decisions easily available, such as through the Town website and social media. Many also suggested holding more events and gatherings in the community, including in Yalesville and other neighborhoods.



Housing and Demographics

The majority of respondents found that the demographic summary the survey provided (based on Census data) accurately reflected their perception of the community, although some reported seeing more younger families moving into the Town than recent statistical trends indicate; this might indicate either a recent shift in trends or simply reflect which groups are more visible in the community. The survey also asked whether the town should focus on gearing policy towards young families, older adults, or no particular age group. The largest group of respondents (40%) favored policies that would attract more young people and families, with especially strong support for this approach among newer residents, while an additional 36% advocated a balanced approach that did not emphasize any particular demographic. However, when asked about affordable housing policy, many approaches that might provide more affordable options to younger households were supported at low levels (especially among younger residents), while enabling ‘in-law’ suites in single-family units received the highest level of support.

Economic Development

Respondents suggested that clothing stores, smaller specialty stores, a farmer’s market, and sit-down restaurants were priorities for new businesses in Town; popular specific desires include higher-end/healthy grocers (e.g. Whole Foods, Trader Joe’s, co-ops), discount retailers (e.g. Christmas Tree Shops), and coffee shops.

The survey also asked what strategies could help continue to attract a skilled workforce to Wallingford. Maintaining high-quality services and marketing the community regionally were strategies advocated by the majority (67% or more) of respondents; however, many expressed concerns that the Town’s services and the school system needed improvement to continue to attract new residents.

Recreation, Town Facilities, and Natural Resources

A majority of Wallingford’s residents consider its natural resources an asset that they appreciate, although few consider them a central reason for why they chose to live here. While many respondents mentioned enjoying local trails and parks, some areas of concern included a need for better trails and open space maintenance, as well as the loss of Community Lake. Use of Town open space was strongly associated with age, as older respondents are steadily more likely to use local open space.

Doolittle Park is the most frequently used park among respondents, followed by Lakeside Park, Pragemann Park, and Vietnam Veterans Memorial Park. Conversely, fewer than 10% of respondents reported having ever visited Bennett Field, Grand & Washington Street Park, or Richard Sheahan Park. Three-quarters of respondents rated the Town’s recreational facilities as “above average” or “average,” with many noting maintenance problems with the Town’s ballfields. Common suggestions (see below) for new recreational facilities included a splash pad for children, a skate park for teens, expanding trails at Community Lake or the Linear Trail, and completing the dog park.



Frequently mentioned words in suggestions for new recreational facilities

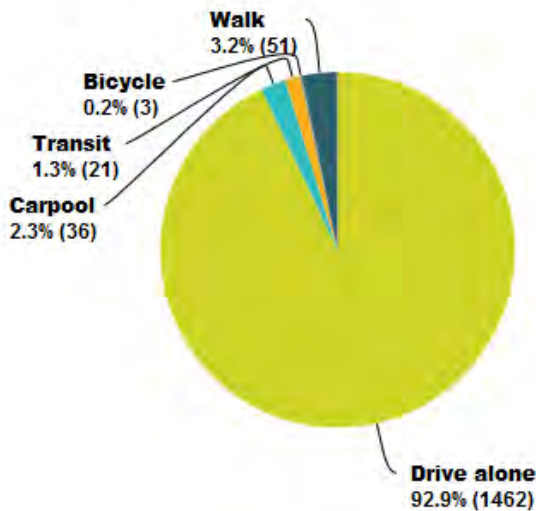
Most schools in Wallingford were rated as “Excellent” or “Good” by a majority of respondents familiar with them. The middle schools and high schools received somewhat less positive reviews than elementary schools. Specific issues included concerns over poor quality of fields and grounds at the high schools, poor maintenance of bathrooms and locker rooms, and the lack of air conditioning and poor heating and energy efficiency in many buildings.

Transportation

A large majority of respondents (92%) commute to work by driving alone, with small shares carpooling, using public transportation, or walking to work. Bicycling to work was almost non-existent among

How do you most often commute to work?

Answered: 1,573 Skipped: 238



respondents. However, a significant latent demand for transportation alternatives exist, with a full third of respondents preferring to use a different means of transportation if available, especially public transportation (at 14%). Younger residents (under age 35) were more likely to use public transportation for their commute, and when considering their ideal journey to work picked bicycling or carpooling at higher rates than other demographics. Conversely, older respondents were less likely to actually use public transportation, but more likely to list it as an ideal way to commute and to support transit accessibility as a strategy to attract skilled workers to the community.

Close to half of respondents report commutes of less than 15 minutes, and only 19% report a commute over half an hour. In addition to traditional commutes, about a fifth of respondents reported telecommuting at least once a week.

When asked about neighborhood concerns, transportation-related issues were among the most commonly mentioned, with “Quality and maintenance of roads” (28%) and “Traffic or noise” (19%) the first and second most frequently cited issues. Non-existent or poorly maintained sidewalks and speeding were also cited as concerns by many respondents.

Executive Summary: Town Center Survey

The second community survey for Wallingford's POCD update focused on concerns and directions for Wallingford's Town Center area, both from residents and business owners in that neighborhood and members of the community as a whole. The survey attracted some 385 responses from across the community, with good representation of current and former residents, landowners, employees, and business owners located in the Town Center area.

The demographic composition of respondents was similar to the sample who took the townwide survey: the median age was between 45 to 54 years, four out of five are long-term residents who have lived in Wallingford for at least a decade, and over three quarters live in single-family homes.

A majority of those who responded to the survey have good firsthand knowledge of the Town Center neighborhood. About 30% of respondents currently either live, work, own property, operate a business, or some combination of these in the Town Center area. Another third of respondents either have lived or worked in the Town Center in the past or currently live near the Town Center.

Over 30 business owners responded and provided information on the current climate for entrepreneurs in the Town Center. Over half of respondents reported good to excellent recent sales trends, while only 15% of respondents reported negative trends. When asked about new businesses that would complement their own, common responses included upscale/boutique retail, a coffee shop or café, and additional restaurants.

When asked about the best aspects of doing business in the Town Center, business owners cited a good sense of community spirit, high visibility and vehicular/foot traffic, proximity to highways, and central location. Conversely, the most common challenges faced by these business owners included parking issues, sign regulations, and a recent rise in crime. Areas for improvement included improving parking, reconfiguring one-way streets, improving the lower Town Center area (Center Street and Colony Road), and reducing vacancy rates.

Respondents were asked to prioritize areas and strategies for improving the Town Center and encouraging positive growth and business development. When asked to rank a set of potential strategies for improving the Center, business recruitment, rebuilding/improving parking lots, redeveloping underutilized properties, and improving pedestrian access were ranked as the most promising ways forward. In the area proximate to the new NHHS platform where transit-oriented development options are being contemplated, additional retail, restaurants, and public plazas and community spaces were seen as desirable and complimentary to the Town Center by a majority. Further, a majority of respondents supported "extensive" new development in this area and the Lower Town Center area (centered on Center Street and Colony Road). By contrast, a majority felt that limited infill in the Upper Town Center area was appropriate.

Majorities also supported Town partnerships to improve the cohesiveness of parking lots, targeted public investment and development incentives for neglected/underutilized properties, and (by a smaller margin) the use of tax increment financing to fund improvements or development incentives on key sites.