



Wallingford Plan of Conservation and Development 2015 Update

Full Steering Committee Meeting

September 2015



Agenda

- Themes from subcommittee meetings
 - Our understanding of goals and objectives
 - Areas of overlap
 - Precedents and examples
- **Your thoughts on goals and objectives**
- Downtown conditions & materials
 - Committee's perceptions of downtown – discussion
- Preview: goals and activities for Public Workshop, Celebrate Wallingford



Goals, Issues, Opportunities

- Putting the pieces together from across sub-committees and issue areas
- Identifying priorities and areas of overlap
- Forming a balanced plan



Natural Resources, Open Space, Agriculture

Natural Resources,
Open Space & Agriculture

Community Lake

Quinnipiac River

*West
Side
Garden*

Maintain North
Farms Reservoir

Watershed Regs.

Recreational Trails

*Open
Space
acquisition
& mgmt.*

Conservation Officer

Support Agriculture

**Ridgeline
protection**

➤ Community Lake

- Limited dredging to connect existing ponds
- Extension to Boathouse property
- Enhance access to Quinnipiac and improve educational and recreational opportunities

➤ Quinnipiac River

- Increasing clean-up efforts with Town support
- Overlap with 2013 QR Watershed Plan
 - Low-impact development measures
 - Require upgrades to on-site sewage disposal via municipal regulations
 - Enhancing access through Community Lake (e.g. Boathouse property)

➤ North Farms Reservoir

- State dredging/maintenance



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➤ Recreational Trails

- Fresh Meadows a near-term priority
- Long-term goals
 - Soft trails (possibly woodchips) at e.g. Butterfly Meadow, contingent on maintenance capacity
 - Trails around ballfield edges

➤ Conservation Officer

- Part or full-time position with enforcement, education, monitoring responsibilities
- Enhance management/support appropriate uses of Town open space
- Not a common approach; example as a joint position between Conservation and Planning



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➤ Support Agriculture

- Some signs from survey of misperceptions around Garden Market—being addressed:

Wallingford Farmers Market now in its 16th year

Published: August 2, 2015 | Last Modified: August 2, 2015 11:56AM
By Gayla Cawley Special to the Record-Journal

WALLINGFORD — Whether residents were looking for fruits and vegetables, strawberry jam, flowers or a freshly blended smoothie, vendors were there to accommodate their needs Saturday at the Wallingford Farmers Market.

The Farmers Market, located on the Railroad Station Green, runs from 9 a.m. to 12 p.m. on Saturdays for ten weeks from mid-July to mid-September every summer. The market is in its sixteenth year.

Related Document



- Thinking about benefits and needs of different kinds of agriculture
 - Traditional
 - “Agritainment” e.g. pick-your-own, vineyards
 - High intensity/hydroponic greenhouse
- Town assistance to PA 490 landowners on understanding land protection options
 - What’s an appropriate role for Town gov’t?
- Emphasis on value of agriculture in Wallingford



Natural Resources, Open Space, Agriculture

➤ Support Agriculture

➤ Surveyed examples from other CT POCDs, including Ledyard and Windsor

- Agricultural buffer requirement
- Dedicated agricultural zone
- Earth removal regulations to preserve prime farmland soils
- Transfer of Development Rights or Purchase of Development Rights programs (including with transfer bonus from active farm uses)
- Farm building and equipment tax exemptions
- Right-to-farm ordinance
- Connecting farmers to CT Dept. of Ag. FarmLink program



Charter Farm, Ellington (photo courtesy of the Department of Agriculture)

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protection**

➤ Ridgeline Protection

- Signatory to Metacomet Ridge Compact—voluntary pledge to protect ridge
- No specific protections in Wallingford
 - Compact is non-binding
 - National Scenic Trail designation does not provide formal protection
- Some Towns have created protection zones (e.g. Southington, Farmington): restrict uses, require impact assessments

➤ West Side Community Garden

- Existing plots at Vietnam Veteran's Memorial Park at full capacity
- Desire for additional space accessible to West Side residents



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➤ Watershed Regulations

- Ongoing effort (near completion) to strengthen existing Watershed Protection District regulations in zoning
- Targeting stormwater management (treatment, runoff, flood level), restrictions/prohibitions on use of designated hazardous materials)
- Help ensure limited impacts from additional development in I-5/IX zones

➤ Open Space Management

- Raising local awareness of open space resources and efforts of Cons. Commission



Housing & Economic Development

Housing &
Economic Development

*Village district/zone
changes for Yalesville*

Target industry clusters

Housing for seniors: in-laws and
accessible units

**IX/I-5 Zone
Changes (Use, Bulk,
LID)**

➤ Yalesville

- Discussions on potential for promoting a 'village center' character and scale for new development in Yalesville
- Potential Options
 - Expansion of YLB, *and/or*
 - Revisions to YLB to broaden allowable uses (e.g. new-built village-style mixed commercial/residential uses), *and/or*
 - Development of a Village District regulation



Main Street - Farmington, CT



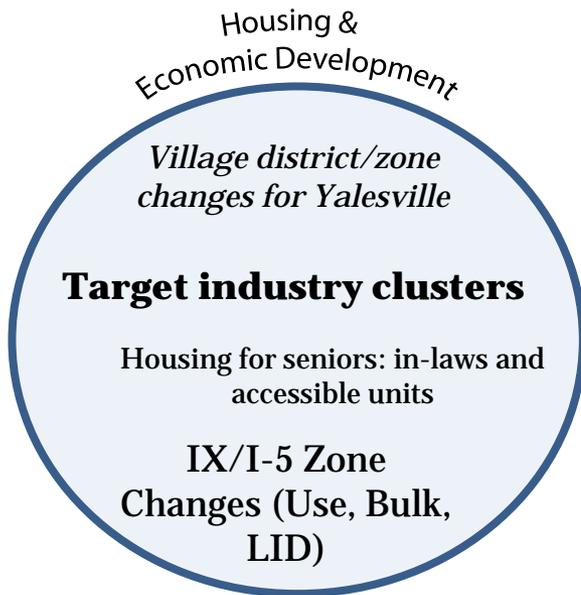
Housing & Economic Development

➤ Target industry clusters

- Perception of increased desire of tech firms/R&D operations to form industry clusters
 - E.g. large pharmaceutical research in Cambridge
- Potential focus areas: clean energy, high-intensity greenhouse agriculture, medical offices?
- Tailoring of regulations to match needs of target industries (including keywords to communicate intent to potential tenants)

➤ IX/I-5 Zone Changes

- Original regulations target large-scale corporate campus-style development
- Potential users seeking higher site coverage
 - Obstacles: minimum building size, low max. coverage, high setbacks, high open space set-aside
- Added uses e.g. indoor sports complexes
- Are there distinct goals for each zone?





Housing & Economic Development

➤ Housing for Seniors

- Broadest level of support for more affordable housing options as in-law suites
- Currently allow accessory units up to 780 square feet (as permitted use)
 - Cannot legally restrict occupancy to relatives
- High demand and limited stock of single-level homes or ground-floor master suite units outside of age-restricted communities
 - Larger units, no age-restriction enhance resale value
- Potential use of density bonus to attract this style of development in appropriate areas?

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Community Facilities

➤ Choate Boathouse

- Opportunity to connect with Senior Center, SCOW, train station, TOD and IHZ areas, and potential Community Lake/trail improvements to create outstanding community programming/educational space
- Concept of running STEM Academy activities out of remodeled facility





Community Facilities

➤ Wallace Park

- Gateway towards Downtown via Quinnipiac
- Short term: beautification, amenities
- Long term potential
 - Wallace Park as one end of green space/sidewalk corridor continuing up Quinnipiac Street
 - Continues up Washington Street to the north, Quinnipiac Street towards Railroad Green and Downtown
 - Terminates at the Senior Center, improved Boathouse, and potential Community Lake trails and water access





Community Facilities

➤ School Facilities Master Plan

- Near- to mid-term need for facilities master plan to guide decision-making
 - Enrollment projections
 - Future programmatic needs
 - Capacity & utilization analysis
 - Condition and unique assets of different facilities (especially at high schools: vo-ag, CNA program, pool)
 - Potential consolidation scenarios

➤ Potential Post-Consolidation Community Uses of School Facility

- Community Center
- Centralization of services e.g. Parks & Recreation, Youth & Social Services, program space for partners (e.g. SCOW)
- Additional storage to alleviate space constraints elsewhere





Community Facilities

➤ Town-Wide Facilities/Storage Inventory

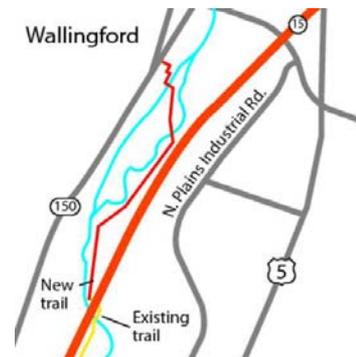
- Comprehensive inventory of space available to all Town departments
- Determine best opportunities to consolidate or relocate space uses with no or positive operational impacts
- Estimate total unmet space needs of all Town departments
- Consider long-term costs and benefits of greater co-location or centralization of Town departments/services relative to current locations





Community Facilities

- **Improve Fields Maintenance**
 - Strong priority emerging from community survey (e.g. baseball and soccer fields)
 - **Consider Athletic Facilities Master Plan**
 - Examine field conditions and community needs
 - Recommend appropriate maintenance best practices
 - Present range of potential improvement options
- **Extend Linear Trail**
 - Work ongoing on Phase III of Linear Trail
 - Support Phases IV and V





Transportation

➤ Downtown Parking

➤ Shortages consistently reported at meetings

➤ Potential Strategies:

- Implement paid parking in key areas to increase quicker parking space turnover
 - Gaining support from public and business owners can be difficult
 - Important to communicate purpose of system (freeing up spaces), and where revenue will be applied.
 - Payment can be delivered in a variety of forms - apps, pay kiosks, traditional meters, etc.
- Implement broader Parking Management System
 - Encourage off-site overflow parking
 - Encourage non-auto uses by improving walking and cycling conditions and facilities
 - Increase parking capacity within existing facilities
 - Provide users updates about current parking availability
 - Others

Transportation

Downtown parking

Better bus service

Shuttle from train to workplaces

East-West Connection Across Town

S. Colony Streetscape/Access

Sidewalk maintenance

Support Rt. 5 bottleneck improvements



Transportation

➤ Downtown Parking

- Facilitate public/private partnerships to open more private parking spots to general use

Case Study: Ridgefield, CT

In 2014, Ridgefield completed a project to jointly pave and renovate three adjoining parking lots in its downtown:

1. a public lot with 88 spaces
2. a private lot with 12 spaces
3. a private lot with 28 spaces

Renovation cost \$517,000

- \$200,000 state grant
- \$15,000 from the owner of the smaller private lot
- \$45,000 from the owner of the larger private lot
- The balance funded from Local Capital Improvement Fund, and “Payment in Lieu of Parking” Fund.

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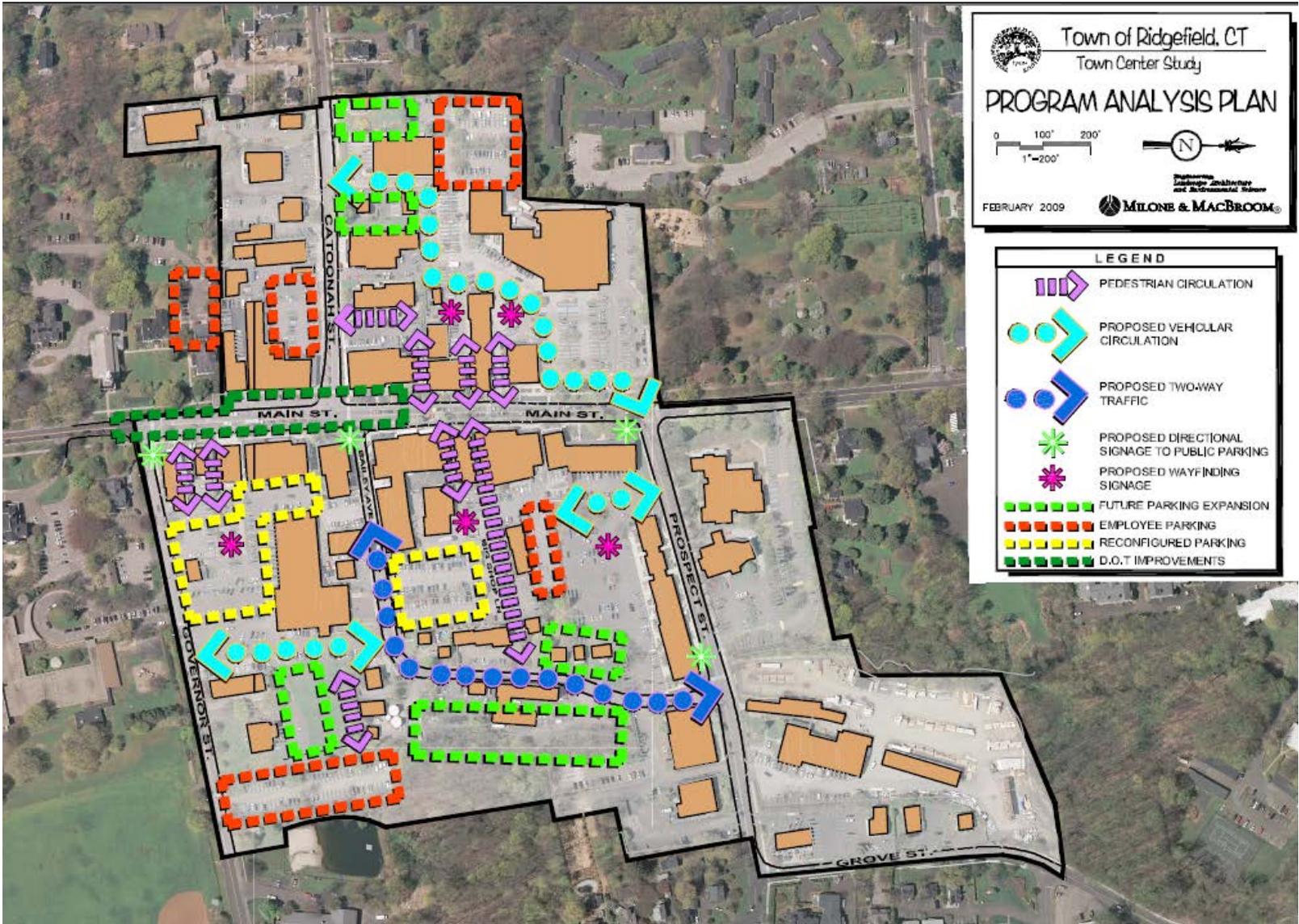
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Transportation





Transportation

➤ Enhanced Bus Service

- Current Wallingford Local route operates at \$75,000 cost to Town and with limited service span (9:00am to 4:30pm)
- Lobby SCRCOG for longer service hours, sufficient to enable use to reach jobs and connect to other modes during normal commuting hours

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Transportation

➤ Shuttle Service

- Running in several Connecticut communities
- Free Downtown circulators
 - Harbor Point Trolley runs through Stamford on a 14-stop, 30-minute, 3.3 mile loop seven days/week
 - Hartford's Dash circulates through Downtown every 15 minutes during business hours M-F
- Train station shuttles
 - New Haven's free Union Station shuttle runs all day on a 20-minute loop M-F. Connects passengers to off-site parking facilities and New Haven Green
 - In Norwalk, the Connecticut Avenue Shuttle runs passengers between the South Norwalk Train Station and employment sites along Connecticut Avenue during regular commuting periods. The fare is \$1.50 per ride. CT Transit operates similar shuttles through Westport and Greenwich
 - HART operates shuttle services between various Metro North train stations and Connecticut communities – Danbury, Ridgefield, and New Fairfield

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➤ East-West Connection Across Town

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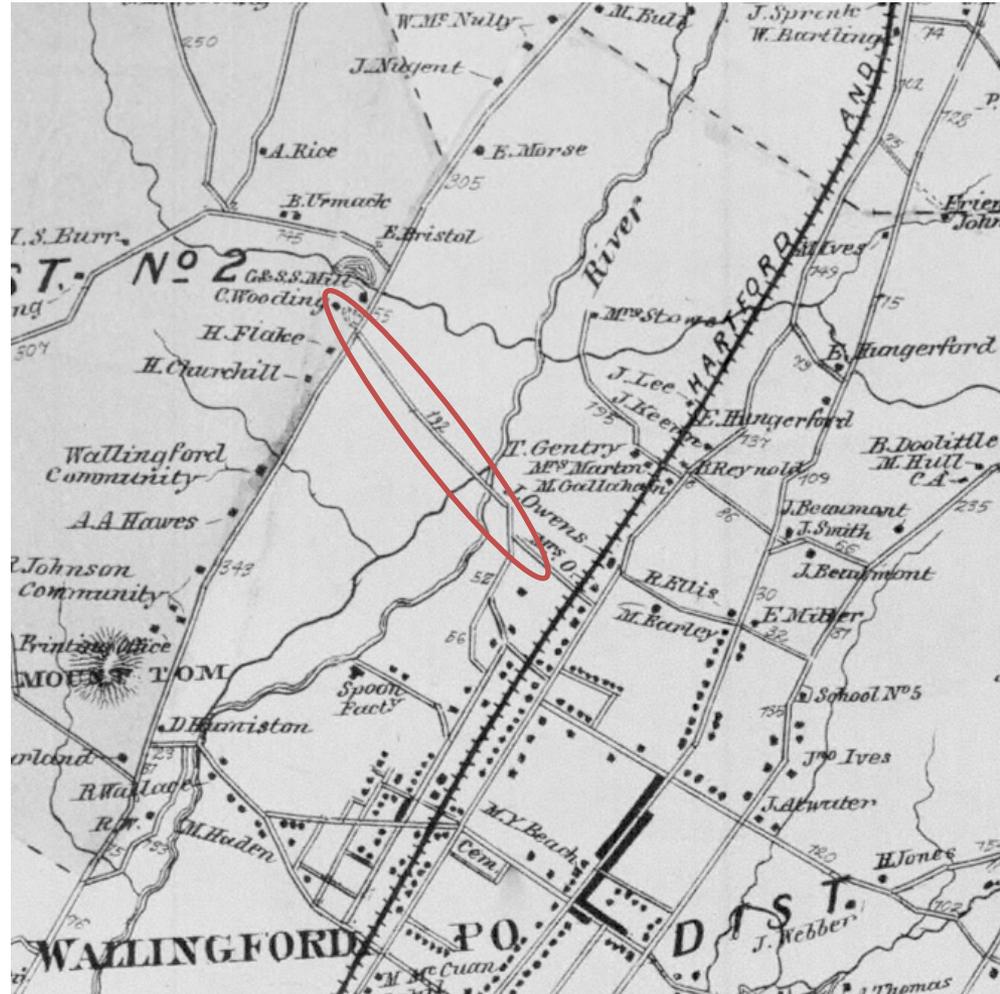
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Transportation

➤ East-West Connection Across Town

- Hosford's Bridge existed in the 1800s and through at least 1904, but was demolished by 1934 at latest (per historical maps and imagery)
- Desire lines following existing network at Hosford or North Plains to Parker Farms

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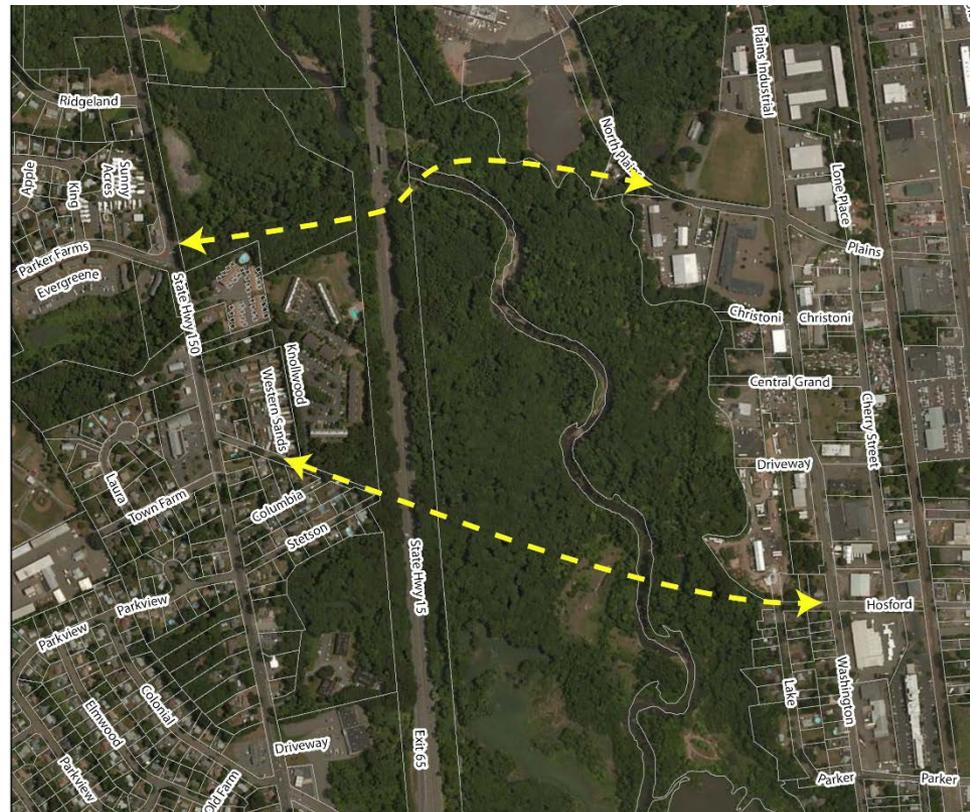
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Transportation

➤ S. Colony Streetscape/Access

- Zoning differences between South Colony and North Colony have created important differences in how the streets look and function
- RF-40 zoning on North Colony
 - Permits a mix of uses and is focused on commerce
 - Significant landscaping requirements
 - Sidewalk requirements ensure ease of pedestrian access
 - Access to North Main Street and Route 5 is limited to promote traffic safety and efficiency
 - Takes proactive steps to simplify driveway access points
- CB-12 and CB-40 zoning on South Colony
 - More generalized purpose
 - No special requirements for landscaping, sidewalks, street access, or internal driveways.

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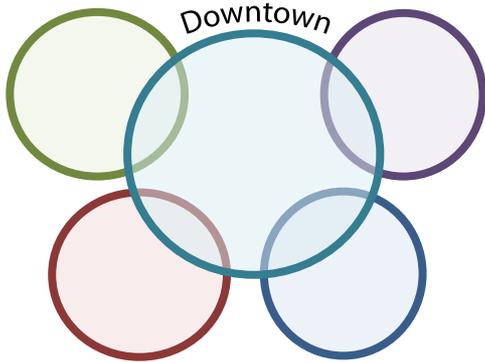
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Downtown



Draft Downtown Plan Info:

- *Land Use, Connectivity Mapping*
- *Downtown Zoning*
- *Defining Downtown Area*



Additional Information

- For additional background data presented at previous Sub-Committee meetings, please see:

http://www.town.wallingford.ct.us/Content/Plan_of_Conservation_and_Development_POCD_Update.asp

- Prior presentations and materials include:
 - Mapping
 - Statistical/demographic information
 - Relevant information from previous plans and studies
 - Survey results