

Potential Modifications to the

Hamden

Plan of Conservation and Development



July 9, 2009

Chapter I – Introduction and Background

Page 5, Paragraphs 2 and 3

The key components of the Plan of Conservation and Development are the guiding Vision Statement, Goals and Objectives, [Community Function and Form](#), the Generalized Land Use Plan and the Action Agenda which details implementation steps.

Page 6, Paragraph 2

The town now stands at the beginning of the 21st Century at a critical juncture in its long history. Hamden's land area is nearing "build out"; the town is fast approaching having no land on which to expand. Many parcels are already being redeveloped. Hamden has a rich and varied resource base that contributes to its high quality of life, but it also has shortcomings, especially in the area of employment opportunities, non-residential tax base and a lack of focus along its major corridors. Concentrating appropriate mixed-use development in the Town Center area can help reinforce its role as the focal point for the Town [and providing for mixed-use development in other appropriate areas will also enhance the community](#).

The guiding principles for community growth in the next decade are:

- Robust neighborhoods served by nearby commercial districts
- Preservation and access to the natural environment
- Economic vitality
- A vibrant livable Town Center
- Transportation that serves the community
- [Establishment of mixed-use nodes, where appropriate](#)
- [Reinforcing community structure and sense of place](#)

Chapter VI – Community Facilities & Infrastructure

Page 63, Add new paragraph at end

GOAL#8 Locate community facilities and infrastructure that will support desired overall community structure and enhance sense of place.

OBJECTIVES:

- Support overall community structure.
- Enhance sense of place.

Chapter VIII – Housing

Page 81

GOAL#2 Ensure that all residential areas and developments are attractive and well-maintained places to live for Hamden residents.

OBJECTIVES: (modify bullet #3 to read)

- Review the Town's zoning regulations to determine the overall effectiveness of the regulations in mitigating land use conflicts between residential and commercial/industrial uses, paying particular attention to design compatibility, scale, setbacks and buffer areas.

Page 82, Add new paragraph at end

GOAL#5 Encourage housing types and densities in ways that will support desired overall community structure and enhance sense of place.

OBJECTIVES:

- Support overall community structure.
- Enhance sense of place.

Chapter IX – Economic Development

Page 95

GOAL#2 Coordinate design and access management for infill development along commercial corridors. Ensure that quality development occurs in these areas.

OBJECTIVES:

- Insist upon high-quality site plans for new development within existing commercial corridors, including buildings that relate well to the street, substantial landscaping, and physical design that complements the scale and character of surrounding neighborhoods and development forms.
- For compatibility of new development, adopt zoning regulations that protect residential neighborhoods and preserve community character by requiring compatibility of design, structures, plantings, signs, hardware and other objects in public view with the existing scale and overall character of pre-existing neighborhood development.
- Create and implement an effective access management scheme that limits the number and size of site driveways to a number and size that enables vehicles to safely enter and exit a site without unduly impacting the traffic patterns or pedestrian accessibility of the corridor areas.
- Reevaluate and update urban design regulations within the zoning ordinance, such as sign regulations, parking regulations and dimensional requirements, and create language that fosters and advances the high-quality physical design of commercial Section IX. F.

Page 98, Add new paragraph at end

GOAL#8 Guide economic development in ways that will support desired overall community structure and enhance sense of place.

OBJECTIVES:

- Support overall community structure.
- Enhance sense of place.

Chapter X – Hamden Town Center

Page 110, Paragraphs 4 and 5

Regulatory Changes – The primary regulatory [changes](#) needed to implement the [strategies](#) for Hamden Town Center [are](#) a change in the zoning regulations for the area. The area is currently zoned primarily CDD4A and CDD4B with some R-4 and R-5 zoning covering the residential portions of the area.

While the current zoning regulations appear to be generally supportive of the strategy for Hamden Town Center, creation of a design district regulation, [village district designation \(as authorized by CGS 8-2j\)](#), and/or [regulations that address building form and public spaces](#) would be beneficial.

Chapter XI – Dixwell-Whitney Avenue Corridor

Pages 125 and 126

- The area south of the Parkway on Whitney Avenue is a valuable ingredient of the community fabric of Hamden. The Skiff Street area has emerged as an important regional educational cluster with the expansion of ACES and the Hamden Hall playing fields. These playing fields have also expanded the green space along the Mill River green belt. Both the Spring Glen and Whitneyville village centers provide strength to the surrounding residential neighborhoods. The integrity of these areas must be preserved. In addition, the natural resource of the Mill River, its tributaries and the Lake Whitney system must be protected. The conversion of residential properties on Whitney Avenue to non-residential use or multiple units should be limited to specific sections with consideration given to a change in regulation which eliminates this activity. The issue facing this area is to modify existing zoning regulations to support continued traditional development within the context of [protecting and enhancing existing scale and character of development](#).

GOAL #2 **Strengthen the Magic Mile area of Dixwell Avenue through high-quality infill development, effective traffic management and the coordinated development of vacant or underutilized properties.**

OBJECTIVES:

- The Magic Mile area has the potential for significant development and redevelopment in ways that will promote overall community objectives. As Hamden promotes mixed uses and a more pedestrian-oriented environment, this location may have the most potential to accomplish a variety of community goals and objectives.
- Focus in the area should be on integration of new infill development with existing development in terms of both access management and coordinated site planning. Connection between properties should be encouraged. The parking requirements should be reviewed in order to reduce paved parking areas and increase landscaping. ~~The recently constructed Burger King is an example of what appears to be excess parking and paved areas.~~ Visual and pedestrian connections with the Farmington Canal Line should be encouraged. Similarly connections between the residential properties to the west of the corridor should be encouraged with recognition of the grade differences.
- The area at the intersection of Skiff Street and Dixwell Avenue offers an opportunity for quality development. This site currently occupied by vacant industrial/warehouse properties is a CDD-1 zone. This area should be considered for a new zone which provides for a mix of uses appropriate for the location and site conditions. The area is bisected by the Farmington Canal Trail which provides the opportunity for unique pedestrian linkages as well as traditional vehicular access. This area also is a transition point between the Magic Mile and the open space at Meadowbrook as well as the Town Center uses.

GOAL #7 Maintain the Whitneyville neighborhood center along Whitney Avenue as a relatively dense area which supports a variety of uses and housing types, with particular consideration and concern for infill development and residential conversions.

OBJECTIVE:

- Whitneyville Center is a CDD-3 zoning districts within which the uses and densities permitted are consistent with the protection of this area as neighborhood, village-based retail/service centers.
- No physical expansion should be permitted with the possible exception of a section of Putnam Avenue. This extension should be considered only if it can consolidate parcels and eliminate curb cuts for better traffic movement at the intersection.
- The second issue relates to infill development and residential conversions in the R-4 zone along the balance of Whitney Avenue. While these are special permit uses, such special permits should be limited to parcels where the lot size is adequate for required parking, access and buffering from adjacent residential properties.
- The integrity of the Whitneyville neighborhood should be preserved and protected by assuring compatibility of future development and improvements with existing scale, detailing, vistas and architectural features via regulatory provisions such as the designation of a Village District as provided in CGS Sec. 8-2j and/or regulations that address building form and public spaces.

GOAL #8 Control development along Whitney Avenue from Walden Street to Glendower Road in a manner that is compatible with and respects the distinctive characteristics of the Spring Glen area.

OBJECTIVE:

- Spring Glen is a primarily residential neighborhood with a small nodal neighborhood scale business district on Whitney Avenue.
- The area has attractive and desirable architectural features, scale, character and walkability that reflect a village center form of development.
- The integrity of the Spring Glen corridor on Whitney Avenue should be preserved and protected by assuring compatibility of future development and improvements with existing scale, detailing, vistas and architectural features via regulatory provisions such as the designation of a Village District as provided in CGS Sec. 8-2j and/or regulations that address building form and public spaces.

GOAL#9 Overall, guide development in the Dixwell and Whitney Avenue Corridors in ways that will support desired overall community structure and enhance sense of place.

OBJECTIVES:

- Support overall community structure.
- Enhance sense of place.

Chapter XII – Transportation and Circulation

GOAL#15 Manage transportation and circulation and in ways that will support desired overall community structure and enhance sense of place.

OBJECTIVES:

- Support overall community structure.
- Enhance sense of place.
- Consider breaking up large “super-blocks” into more manageable sizes that will enhance walkability and promote a pedestrian orientation.

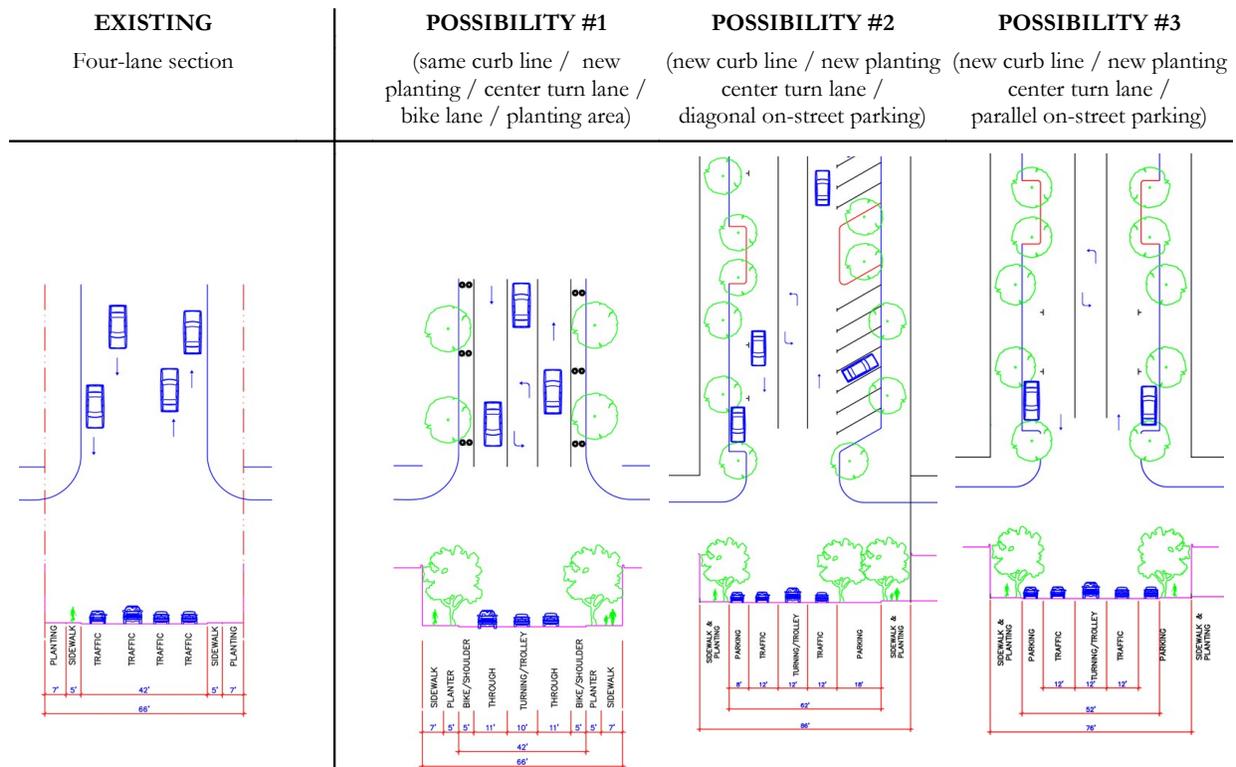
GOAL#16 Support changes in roadway configuration where desirable to meet community needs and desires for form, function, and other purposes.

OBJECTIVES:

- Network streets to allow for a variety of travel routes
- Design streets and pathways to provide more emphasis to the needs of pedestrian and bicyclists
- Encourage street trees
- Encourage on-street parking where appropriate and use these parking areas to buffer sidewalks, making pedestrians feel safer
- Engineer streets to make pedestrians feel safe
- Use street design for “calming” traffic and making neighborhoods safer
- Use street design to provide for more “complete streets” with provisions for pedestrians, bicycles, and vehicles

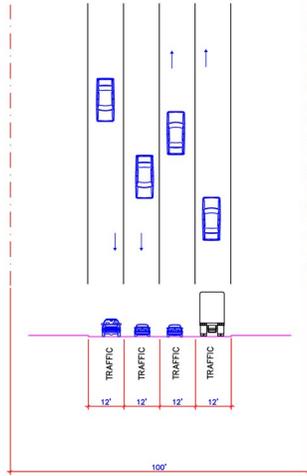
Possible Thoroughfare Refinements

Whitney Avenue (south of SR40)

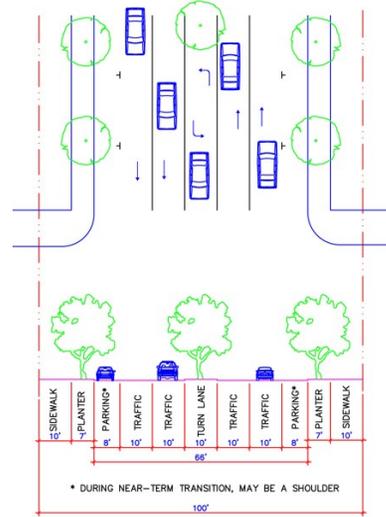


Dixwell Avenue

EXISTING
(no turn lanes)

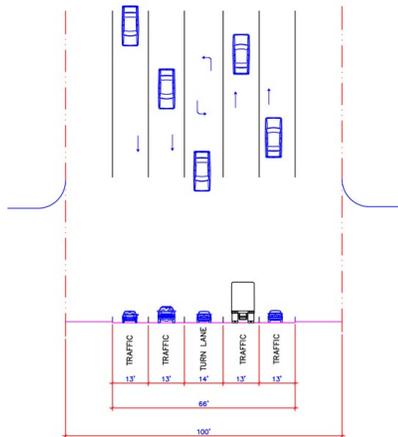


POSSIBLE
(new curb line / new planting
center turn lane / planted median)

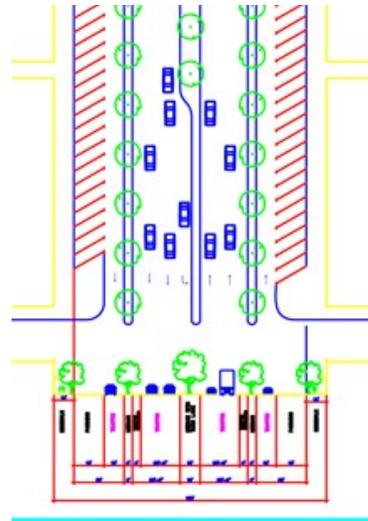


Dixwell Avenue

EXISTING
(center turn lane)



POSSIBLE
(new curb line / new planting
planted median / planted separator /
diagonal on-street parking)



Chapter XIII – Generalized Land Use

Page 148, Paragraph 2

The overarching goals of this Plan of Conservation and Development are the preservation of the Town's sound housing stock and stable neighborhoods; the regulation of in-fill development in keeping with the character and scale of surrounding neighborhoods and development; the preservation and enhancement of the Town's open space and recreation areas; the creation of linkages between open space, community facilities and residential neighborhoods; the rejuvenation of the Town Center and commercial corridors; [the strengthening of overall community structure, the consideration of "form-based" zoning tools](#), the promotion of economic development to attract and retain businesses; the promotion of future development efforts which provide new housing, recreation, business and employment opportunities; and the support of quality of life improvements.

Page 150, Paragraph 2

Each area design district is to be structured to reflect the unique character of its built and natural environment. Regulations need to be crafted for each area that protect adjoining residential areas while enhancing the character and vitality of each district. [Several of these areas are appropriate for designation as special "village district" zones as authorized by CGS Section 8-2j and/or regulations that address building form and public spaces.](#)

Design districts are recommended for the following districts:

Area Designation

- Conservation District Upper Whitney
- [\(Westwoods\) District](#) Sleeping Giant
- Commercial District Mount Carmel
- Avenue Commercial District Whitney
- District Town Center
- District Regional
- Dixwell District
- Highwood
- Village District
- Skiff/Whitney
- District
- Spring Glen
- Village District

-
- Village District Whitneyville
 - Village District State Street
 - [District](#) [Newhall Village](#)
 - [Village District](#) [Leeder Hill](#)

C. LAND USE POLICIES

The 1990 Plan contained the following general land use policies which remain appropriate:

- Land Uses should be consistent with the unique characteristics of the land, i.e., topography, soils, wetlands, aquifers, etc.
- Land Uses should be compatible with the primary goal of protection of the integrity of residential neighborhoods.
- Land Uses should minimize traffic congestion. Whenever possible the traffic flow level of service (LOS) should maintain LOS C standard.
- Land Uses should not create situations whereby environmental quality standards for air and water quality and noise pollution, or storm water runoff are degraded.
- Land Uses along the Whitney Avenue/Mill River corridor which are high traffic generators should not be allowed. These include supermarkets, fast food restaurants, convenience markets and service stations.
- Land Uses should promote the attainment of Hamden's Vision Statement.
- Land Uses should be compatible with the sewer avoidance policy of the Connecticut Department of Environmental Protection.
- Land Uses should be compatible with the protection of natural resources including coastal resources and historical resources.
- Land Uses should be compatible with the goal of beautifying Hamden and maintaining its natural beauty.
- Development proposals exceeding 100,000 square feet of commercial, industrial or retail use should be subject to intensive analysis in terms of their economic, social, physical and environmental impact on the health, welfare and safety of the community.

In addition, Hamden establishes the following general land use policies:

- Land uses should support overall community structure.
- Land uses should enhance sense of place.
- Land uses should help establish mixed use nodes, where appropriate.

D. FUNCTION AND FORM

1. Introduction

The Plan also recommends improving upon the approach to managing development in Hamden.

While zoning was initially conceived of as a way to prevent harm from the possible negative effects of disparate land uses that were adjacent to each other, it has sometimes had negative impacts when applied on a community scale or on a regional scale. Over the years, communities around the country have found that some of the places they “treasure” most in their community were built before zoning was adopted and may not even comply with the current zoning regulations in effect.

One possible conclusion is that use-based zoning may not be well equipped to produce the kinds of new development which will enhance community character and result in the treasured places of the future. Hamden should seek opportunities to produce built environments which enhance community character and promote a sense of place.

Community character and sense of place can be enhanced by considering the overall function of different parts of a community. Rather than continue with severely segregated zoning districts and land uses, it is time for Hamden to promote mixed uses in appropriate areas in order to promote community character and quality of life. This concept is also discussed elsewhere in the Plan.

Hamden should guide and support the overall structure of the community. Studies have found that community character is strongly correlated with community structure (its overall physical organization). People identify strongly with communities that have a discernable structure and often recognize them as having character and a sense of place. Consequently, enhancing community structure may enhance community character.

The form of development on lots and along streets is also important. How buildings are designed and relate to each other has a significant impact on the quality of the environment and the overall sense of place. This should not be left to chance. Hamden should spend as much time, if not more time, on managing the form of new land uses as compared to the actual uses themselves. This will help produce treasured places.

2. Elements Of Community Structure

The following elements contribute to the mental image of, and community character in, Hamden:

| Category | Elements | Description |
|---|--|---|
| Enhancing Elements | Focal Points / Nodes | Focal points, intersections, and gathering places create activity centers that draw people into them and stimulate adjacent development. |
| | Landmarks | Visually prominent buildings, important cultural centers, or special natural features serve to give a community a distinct image and are important. |
| | Edges | Boundaries signal one's arrival at a new land use, area, or feature. If edges are clearly marked, a community's identity is strengthened. |
| | Greenspaces | Open spaces, greenways, trails, streambelts and other elements that provide overall community context |
| | Gateways | Places providing a special sense of entry or arrival to a community or area |
| Enhancing or Detracting Elements | Roads / Paths / Linkages | The character of roads to, through, and around the community can enhance or detract from character |
| | Districts / Clusters / Campuses | Neighborhoods or areas identifiable by use, location, character, or style. Special areas of the community have their own visual and functional identity and help differentiate visual monotony. |
| Detracting Elements | Strip Development | Linear areas with automobile-oriented development patterns, especially commercial. |
| | Sprawl | Large areas with little variation in style or character. |

(Adapted from Kevin Lynch's book *Image of The City*, MIT Press, 1960)

3. Maintain Character Through Structure

Over the course of the planning period and beyond, it is intended that Hamden will strive to preserve and enhance the overall structure of the community in order to enhance community character. Hamden has the foundation for a strong community structure and the necessary linkages in convenient and logical areas. Hamden can strengthen that structure and make it more cohesive by integrating the roadway system, pedestrian connections, open space greenways, and trails.

Community character and overall ambience is a large part of what makes Hamden special. Local policies and regulations will be directed toward preserving and enhancing the character of Hamden.

4. Maintain Character Through Form

For the last 75 years or so, most communities around the country have guided development decisions within their borders through use-based zoning. Initially predicated on the separation of uses (separating residences from smelters, for example), such zoning has also grown to include a plethora of other standards and limitations.

However, experience has found that use-based zoning has had some drawbacks. For example:

- It has paid little attention to the form of the built environment.
- It provides little guidance about how buildings relate to the streetscape.
- It has resulted in mono-type development (sprawl).
- It has forced an auto-oriented culture on many places.
- It is not very adaptable to changing market conditions.
- It has been used to create social and economic exclusion.
- It can ignore scale (size of use) in favor of function (type of use).

Over time, communities have learned that people are as concerned (or maybe even more concerned) about the form of what is proposed as they are about the use that is proposed. If Hamden is to guide future development in ways that will enhance the overall character and quality of life in Hamden, then the design of what is proposed must be carefully managed.

In recent years, a number of communities around the country have found that “form-based” regulations are an effective way to provide appropriate character and scale for development.

In Hamden, use-based zoning is most appropriate in existing residential neighborhoods where the most important goal is to preserve these existing neighborhoods. On the other hand, in non-residential areas and areas considered desirable for development of mixed-use nodes, form-based coding may be the most appropriate tool. Form-based regulations have the potential to guide development in ways that will reinforce existing community fabric.

| | Existing Condition or Possible Outcome with Use-Based Coding | Future Condition or Desired Outcome with Form-Based Coding |
|--------------------|---|--|
| Building |  <p>McDonalds Restaurant (Typical Prototype)</p> |  <p>McDonalds Restaurant (Freeport, Maine)</p> |
| Streetscape |  <p>Arterial Road with Automobile-Oriented Development</p> |  <p>Arterial Road with Pedestrian-Oriented Development</p> |

The Plan recommends that form become a more significant feature of a regulatory system that would promote the following objectives:

- **Closely manage the form of the resulting built environment;**
- **Allow for a variety of uses on one site to create vitality (such as mixed residential density and housing types);**
- **Develop contextual standards appropriate to each area; and**
- **Create the types of compact, walkable areas that people like and which contain enhanced streetscapes and civic life.**

5. Use Of Village Districts

A key strategy of this Plan of Conservation and Development is to guide future development, particularly in non-residential and mixed-use areas, in ways that will enhance the overall structure of Hamden, enhance overall character and sense of place, and enhance the quality of life for residents.

In Connecticut, one tool for accomplishing this is a village district. A village district is a special type of zoning district which allows for more robust review of design considerations. Essentially, a village district allows for design review and approval to ensure that new development is compatible with the character of the area.

The Plan of Conservation and Development specifically identifies and recognizes the areas identified on page 150 as having potential for the establishment of a village district.

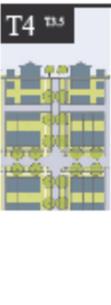
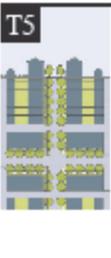
Each of these areas serves as a neighborhood, community, or regional center. Each location serves an important role in the evolution and development of the town. Future development has the potential, if not designed sensitively, to negatively change the character of these locations and the surrounding areas. However, sensitively designed development can complement the character of these areas.

Due to the desire to ensure that an appropriate balance is maintained between the intensity of uses and the character of uses, the POCD specifically recommends that each of these areas be eligible for designation as a village district.

Village District designation under CGS 8-2j can provide an additional tool for the Commission to use to manage activities. Regulating new construction and rehabilitation of properties in view from public roadways should preserve and enhance the distinctive character and desired form and function discussed in this Plan. The village district is an excellent way to implement the design district concept as discussed in this Plan. It is also an excellent way to strengthen the form-based coding.

6. Possible Form Districts

TRANSECT DESCRIPTIONS

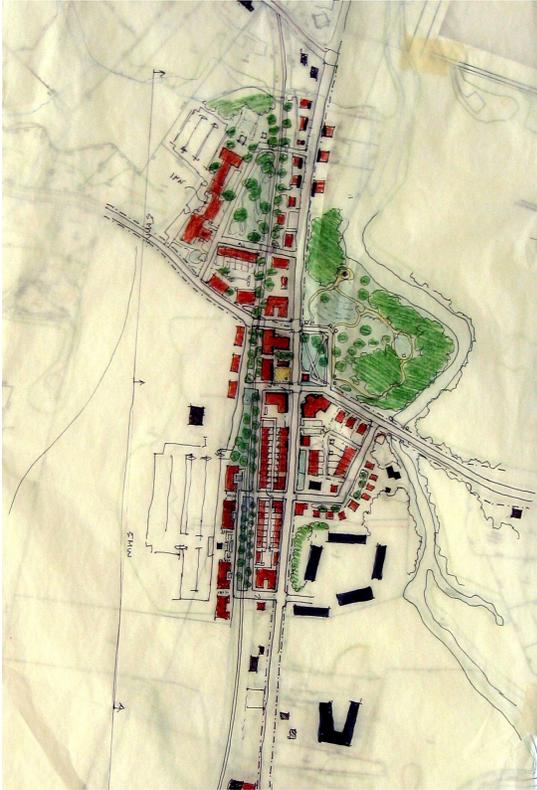
| | | |
|---|---|---|
|  | <p>T1 NATURAL T-1 Natural Zone consists of lands approximating or reverting to a wilderness condition, including lands unsuitable for settlement due to topography, hydrology or vegetation.</p> | <p>General Character: Natural landscape with some agricultural use Building Placement: Not applicable Frontage Types: Not applicable Typical Building Height: Not applicable Type of Civic Space: Parks, Greenways</p> |
|  | <p>T-2 RURAL T-2 Rural Zone consists of sparsely settled lands in open or cultivated states. These include woodland, agricultural land, grassland, and irrigable desert. Typical buildings are farmhouses, agricultural buildings, cabins, and villas.</p> | <p>General Character: Primarily agricultural with woodland & wetland and scattered buildings Building Placement: Variable setbacks Frontage Types: Not applicable Typical Building Height: 1- to 2-Story Type of Civic Space: Parks, Greenways</p> |
|  | <p>T-3 SUB-URBAN T-3 Sub-Urban Zone consists of low density residential areas, adjacent to higher zones that some mixed use. Home occupations and outbuildings are allowed. Planting is naturalistic and setbacks are relatively deep. Blocks may be large and the roads irregular to accommodate natural conditions.</p> | <p>General Character: Lawns, and landscaped yards surrounding detached single-family houses; pedestrians occasionally Building Placement: Large and variable front and side yard setbacks Frontage Types: Porches, fences, naturalistic tree planting Typical Building Height: 1- to 2-1/2 story with some 3-story Type of Civic Space: Parks, Greenways</p> |
|  | <p>T3.5 & T-4 GENERAL URBAN/SUB URBAN T3.5 & T-4 General Urban Zone consists of a mixed use but primarily residential urban fabric. It may have a wide range of building types: single, sideyard, & rowhouses. Setbacks & landscaping are variable. Streets with curbs and sidewalks define medium-sized blocks.</p> | <p>General Character: Mix of houses, townhouses & small apartment buildings, with scattered commercial activity; balance between landscape and buildings; presence of pedestrians Building Placement: Shallow to medium front and side yard setbacks Frontage Types: Porches, fences, dooryards Typical Building Height: 2- to 3-story Type of Civic Space: Squares, Greens</p> |
|  | <p>T-5 URBAN CENTER T-5 Urban Center Zone consists of higher density mixed use building that accommodate retail, offices, rowhouses and apartments. It has a tight network of streets, with wide sidewalks, steady street tree planting and buildings set close to the sidewalks.</p> | <p>General Character: Shops mixed with townhouses, larger apartment houses, offices, workplace, and civic buildings; predominantly attached buildings; trees within the public right-of-way; substantial pedestrian activity Building Placement: Shallow setbacks or none; buildings oriented to street defining a street wall Frontage Types: Stoops, shopfronts, galleries Typical Building Height: 3- to 5-story with some variation Type of Civic Space: Parks, plazas and squares, median landscaping</p> |

7. Possible Conceptual Plans

Sleeping Giant / Westwoods Area

The vision for this area might include the creation of a walkable and desirable neighborhood center with a new street network surrounding it. If the intersection of Whitney Avenue / Mt Carmel Avenue / West Woods Road can be designed in a context-sensitive and pedestrian-friendly way, an opportunity exists to create a neighborhood center that would serve the needs of residents and businesses in the areas and the students, staff, and visitors at Quinnipiac University.

Possible Concept Plan
without Road Realignment



Possible Concept Plan
with Road Realignment



Conceptual Sketch Looking Northeast



Mount Carmel Area

The neighborhood of Mt. Carmel is a mixture of quaint shops, residential streets, and the Farmington Canal trail.

The vision for this area is to make it more pedestrian-friendly by shortening the on-ramp (to help calm traffic), extending the streetfront for mixed-use buildings, reducing the paved parking lots fronting on Whitney Avenue, and overall traffic calming in the area. New street connections provide access to existing and new development. Added density could enhance the neighborhood feel of Mt. Carmel, and create enticing vistas.

Existing Conditions



Possible Concept Plan



Conceptual Sketch Looking West



Town Center Area

The intersection of Whitney Avenue and Dixwell Avenue is the symbolic center of Hamden, with Memorial Town Hall anchoring the northwest corner.

The vision for this area includes balancing vehicular and pedestrian traffic needs – possibly through an underpass (which would separate vehicles from pedestrians) or other creative techniques. The establishment of a formal green would help strengthen the civic realm as the historic focal point in the community and act as a traffic calming device without demolishing any existing buildings.

Possible Concept Plan



Conceptual Sketch



Regional District (Magic Mile)

This area functions as the marketplace for Hamden and surrounding communities. Its central location, availability of thoroughfares, and adjacent neighborhoods, reinforce this role.

The vision for this area is to take advantage of these attributes and create more of a central business district with a pedestrian orientation. Blocks could be established with multi-story mixed-use buildings (instead of parking) fronting on the streets.

Possible Concept Plan



Conceptual Sketch



Southern Dixwell Avenue / Middle Dixwell Avenue

The vision for Dixwell Avenue involves promoting the establishment of neighborhood focal points at four important intersections (Benham, Mather, Treadwell, and Putnam). Each focal point should have a different character and a different mix of commercial and residential development with an attractive park or square.

Streets in the area should be woven into a grid with service alleys to support uses along Dixwell Avenue and reduce the number of curb cuts. Greenspace is an important part of the vision. Dixwell Avenue should be transformed into a lush, tree-lined boulevard. Pocket parks, open space and greenway connections should be established where feasible.

Possible Concept Plan – Southern Dixwell Avenue



Conceptual Sketch – Southern Dixwell Avenue

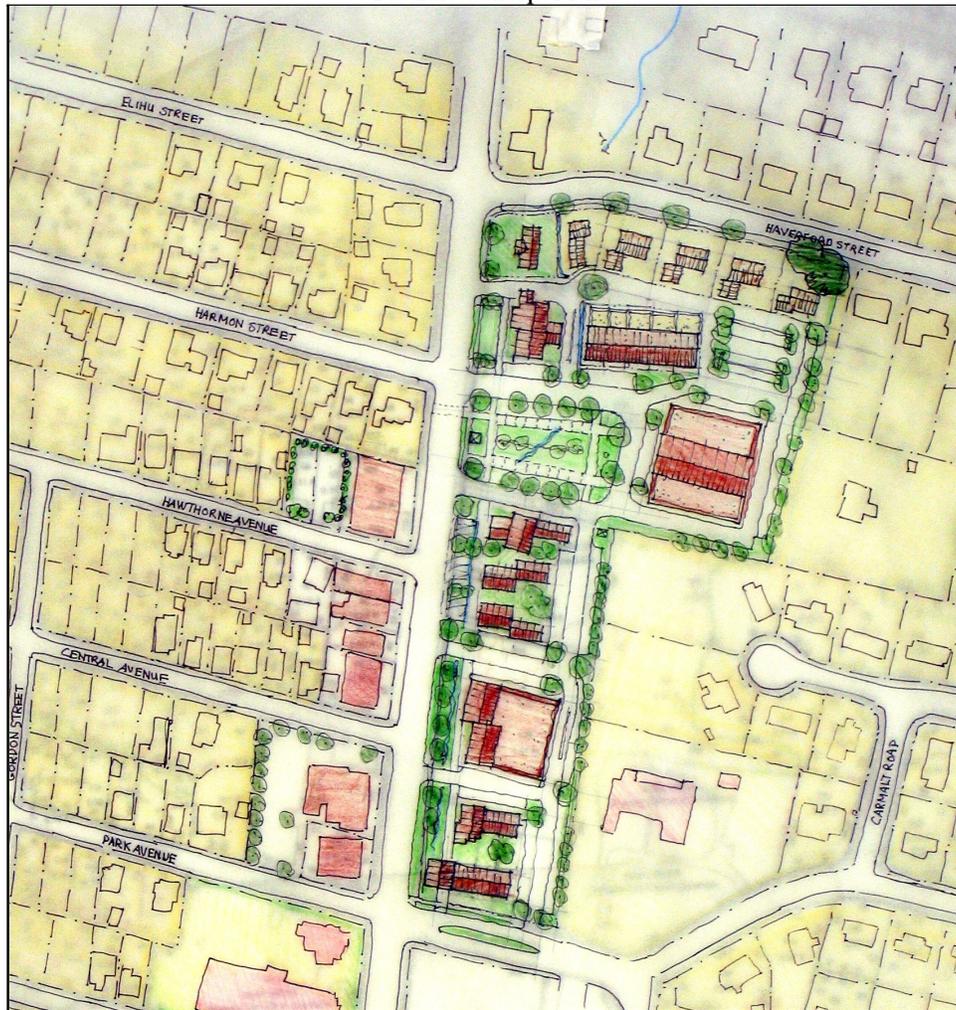


Spring Glen Area

As an early trolley suburb of New Haven, Spring Glen has the important characteristics of density, neighborhood center and walkability.

The vision for this area is to promote mixed-use buildings along the street edges of Whitney Avenue in the areas zoned CDD3 (to emulate what exists now on the west side) and retain the residential character and integrity of the neighborhood. Landscaping and green spaces will help preserve and enhance the character of this area.

Possible Concept Plan



Conceptual Sketch Looking North



Whitneyville Area

The vision for Whitneyville is to enhance this area as a cohesive node. This could be accomplished by helping to better orient this area to the adjacent Lake Whitney, promoting sidewalk dining and gathering along the commercial blocks (based on a common setback distance) and aligning buildings to better define the streetscape.

The vision also includes the planting of trees along Whitney Avenue and other streets to help unify the street edge and calm traffic through this area. Parallel parking on both sides of Whitney Avenue and Putnam Avenue will help calm traffic and support local uses.

Possible Concept Plan



Conceptual Sketch Looking West

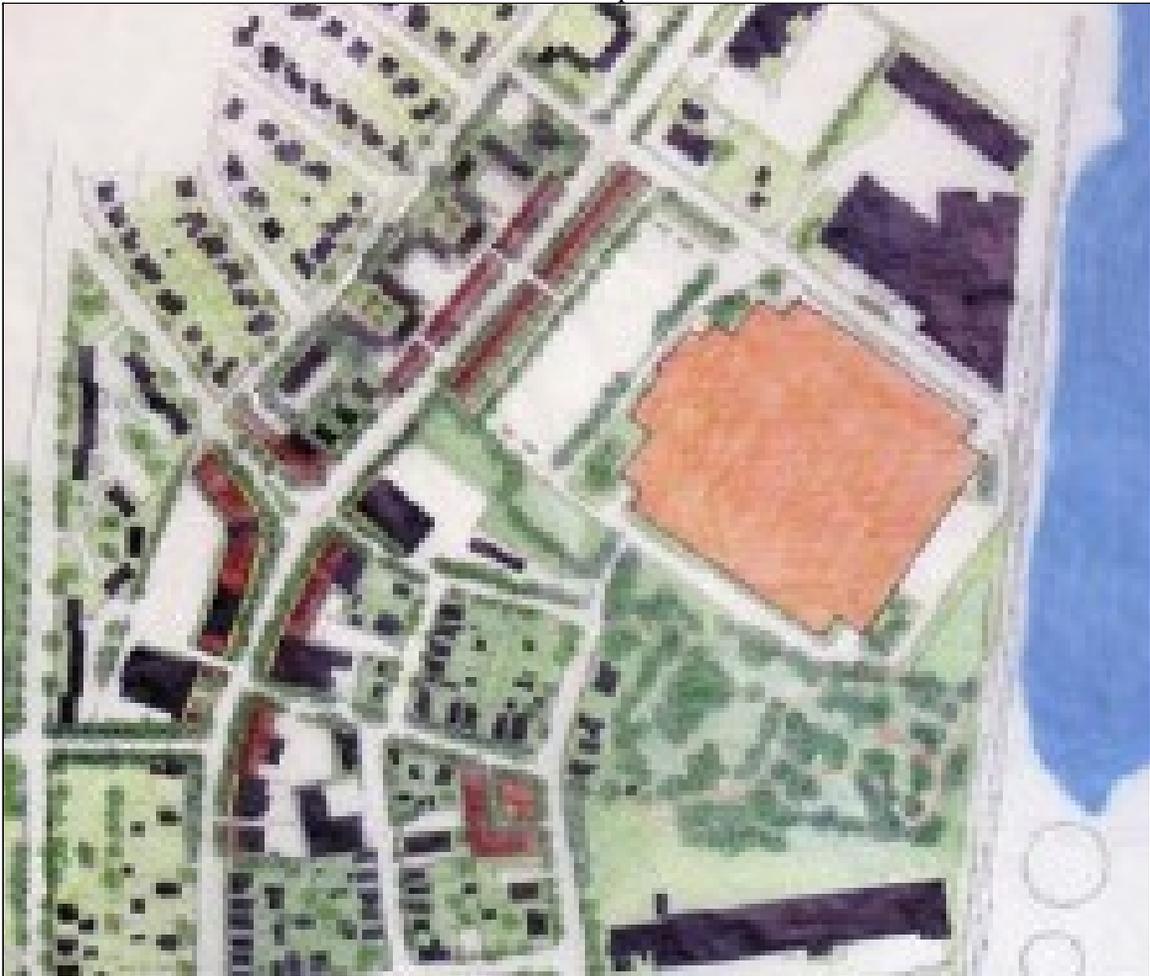


State Street Area

The State Street area contains a small commercial center serving a neighborhood of single-family homes and apartments within easy walking distance of manufacturing employment. While a rail line serves this area, it is not clear whether a transit-oriented village might be possible here given some of the historical uses, potential environmental remediation issues, and the planned construction of a large bus maintenance facility.

Still, the vision for this area is to strengthen street edges in the neighborhood through infill development of mixed-use buildings on vacant and underutilized parcels on the main roadways and residential buildings on secondary streets. Opportunities should also be pursued to create small parks, to open views to and access to the marsh directly across from the intersection of Merritt and Welton.

Possible Concept Plan



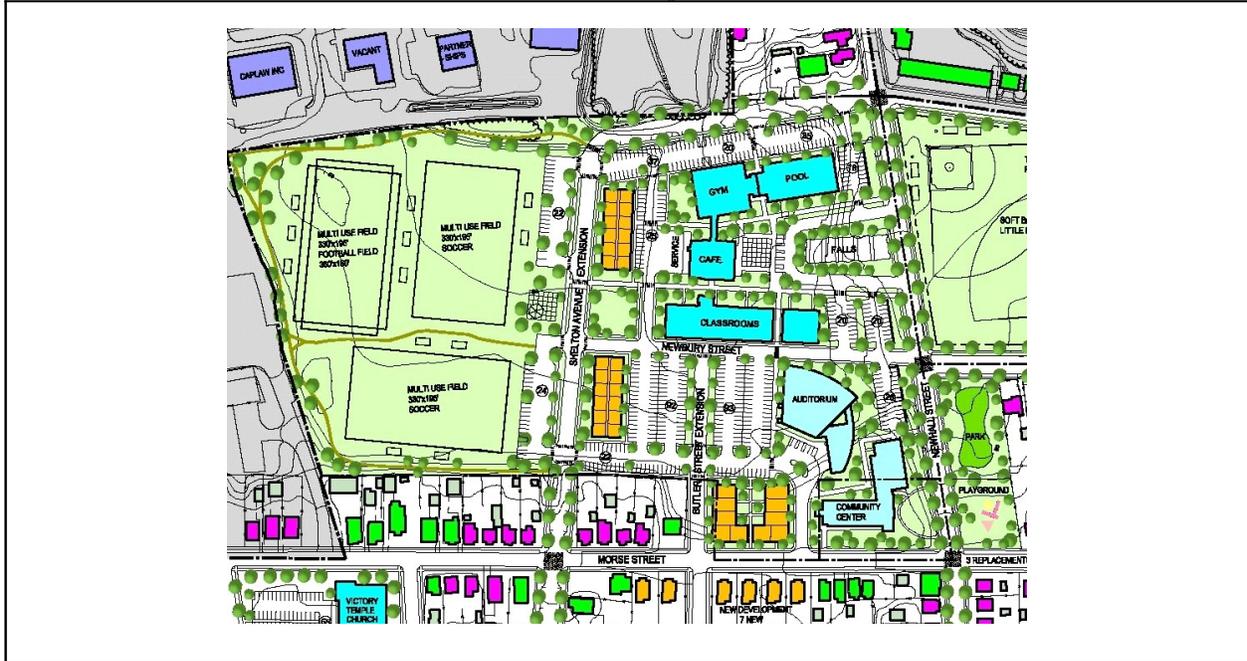
Conceptual Sketch



Newhall Area

The Newhall area was developed during the late 1800s on former farmland and swampland. While environmental remediation issues in this area make the timing of an overall program difficult to determine, the vision for this area might involve the redevelopment of this area into a mixed use node due to its strategic location within the region.

Possible Concept Plan



Conceptual Sketch



Leeder Hill Area

Leeder Hill is a neighborhood with a mix of uses around a series of small lakes located on privately owned property.

The vision for this area might include establishing a new hamlet or village center as a way to provide a focal point and an organizing feature within the neighborhood. Eventually, it is hoped that trails might be able to interconnect through the ponds and islands to Whitney Avenue and adjacent neighborhoods.

Possible Concept Plan



E. **FUNCTION AND FORM GOALS AND OBJECTIVES**

GOAL #1 Guide future growth in ways that will support desired overall community structure and enhance sense of place.

OBJECTIVE:

- Seek to establish appropriate nodes and focal points at appropriate places in Hamden.
- Promote the establishment of districts, clusters, and campuses.
- Consider establishing landmarks as opportunities present themselves.
- Be cognizant of maintaining edges and gateways in Hamden.
- Use natural features and greenspaces to support and enhance community structure.
- Establish and maintain roads, paths, and linkages in ways that will enhance community structure and community character.
- Avoid “strip” and “sprawl” development patterns.

GOAL #2 Guide future growth in ways that will provide for the orderly and compatible use of land and maintain and enhance the character of Hamden.

OBJECTIVE:

- Ensure that future development in Hamden will reflect desirable form as well as uses appropriate for that area.
- Consider establishing village districts as authorized by CGS 8-2j to retain and promote appropriate future development patterns.
- Develop zoning regulations to promote form-based zoning where the form of what is proposed (the design) is at least as important as the function of what is proposed (the use).
- Develop appropriate design principles to guide activities proposed in form-based districts.
- Encourage aesthetic and functional compatibility between adjacent uses and structures throughout the town, within zones, in mixed-use areas, and particularly in areas of transition.
- Ensure the scale and form of new development is compatible with the surrounding areas and/or the desired form and function of an area.