

## **Route 7 Transportation and Land Use Study**

### **Focus Area Workshop Presentation of Draft Concepts Thursday, June 17, 2010 4:30 – 8:00 PM**

Veterans Park Elementary School - Cafeteria  
8 Governor Street  
Ridgefield, CT

#### **Attendance**

**Advisory Committee Members and Public who signed in: 20 in attendance**

#### **South Western Regional Planning Agency**

Craig Lader                      Study Manager

#### **Housatonic Valley Council of Elected Officials**

David Hannon                  Deputy Director

#### **Connecticut Department of Transportation Staff:**

David Head                      Transportation Planning

#### **Consultant Team:**

Susan VanBenschoten      Fitzgerald & Halliday, Inc.  
Carol Gould                      Fitzgerald & Halliday, Inc.  
Sam Eisenbeiser              Fitzgerald & Halliday, Inc.  
Francisco Gomes                Fitzgerald & Halliday, Inc.

#### **Open House Format:**

As participants entered the open house, there were three 'station' or locations with displays. There was a map of the draft proposed concepts at each station; one for Route 7 at 35, one for Branchville, and one for the Wilton Train Station area. Each station had added information on the feedback from the previous round of visioning workshops and the opportunities and challenges for each focus area.

Participants were encouraged to provide comments on the concepts both on the maps of each focus area as well as on a general comments form. A summary of the individual ideas, concerns, questions and comments received was as follows:

#### **General**

- Show the Norwalk River Valley Trail on the maps – the alignment is along the Super 7 ROW
- Higher density housing is a concern in Ridgefield – it adds cost to the budget during a time of cut-backs, plus there is enough existing housing supply currently available
- Eureka Ridgefield Development is 370 units in the Norwalk River Watershed
- Will the proposed zoning require retail on the first floor, and is that legal?
- An overarching objective should be improving safety and health
- So much impervious surface so close to the river is disturbing – a riparian buffer should be added to absorb runoff
- When the maps are posted on the website, there should be links provided to definitions of unfamiliar elements on the map such as mobility hub

- Bike racks are needed
- Designate some of the high density housing as workforce/affordable
- Thanks for the thorough explanations
- No big box stores
- We should consider ways to accommodate the infrastructure needed for electric cars
- Protect the river, put in trees
- The plans have evolved nicely

#### Branchville Focus Area

- Commercial development in Branchville is welcome, more so than in the Route 35/7 area
- What impact does the Branchville area plan have on vehicle capacity?
- We need more transit in Branchville – more modes and more frequency of service
- The plan in Branchville should facilitate switching modes
- Bike parking should be added at Branchville and Wilton
- Add a shuttle to Georgetown from Branchville
- Sewer is necessary to accommodate the proposed density and mix of uses
- Branchville – the greenway is a good idea
- Landscape the parking garage
- This area does experience periodic flooding
- Lincoln Way is historic
- Maximize connectivity to the train station
- Do not add medians in front of Precision Brake property – this would limit access in and out for customers and greatly affect business – also, customer parking access would be hindered
- Owners of Precision Brake property do not support the elements of the plan that affects their business
- The Branchville plan is good, just a concern that current businesses may be priced out of the area if it becomes gentrified
- The 3-level parking facility is a good idea, along with adding as much retail as can fit on the top of the facility
- Add mitigation measures to the plan to limit impacts to Norwalk River and water quality standards – it cannot tolerate further pollutant loads
- Branchville – relocate the bus stops to the area near the existing light at Route 102 – this is more central to the community and still allows access to the train station via a footbridge on Depot Road, even if Depot Road is closed to vehicular traffic

#### Route 7/35 Focus Area

- The condos west of Rt. 7 are restricted by use – the southerly of these buildings should not be built
- The roadway cross-sections in the Route 35/7 area should be extended south to Havilland Road and north to Danbury
- Route 7/35 – relocate bus stops north to the new traffic signal – it is more central to the residential community
- Consider a median between the two lights to slow traffic
- Like the sidewalks – but give as large a buffer from the road as possible due to traffic speeds

#### Wilton Train Station Focus Area

- There is concern with parking demand for the rail – increased need for parking is not forecast for the next 7 years
- Upgrade the station and charge for parking
- Local businesses should contribute to upgrades in Wilton Center
- Consider cutting off development on the south side of Route 33 (shown on the concept plans as extending further) at CTDOT property
- Landscaping along the retaining wall is desirable
- Retail at the train station is desirable

- Landscape the parking garage
- Maximize connectivity to the train station
- Bike parking should be added at Branchville and Wilton