

# WASHINGTON DEPOT VILLAGE AREA STUDY

Washington Depot, Connecticut



Prepared for the:  
**Washington Planning Commission**

by:  
**Wilbur Smith Associates  
Robert Orr & Associates  
December 2005**



This is a publication of the  
Washington Planning Commission

Written by:  
Jim Donovan, ASLA, AICP  
Wilbur Smith Associates

*with assistance from*  
Robert Orr  
Robert Orr & Associates

Color photos by  
Jim Donovan and Robert Orr

Black and white historical photos  
Courtesy of the Town of Washington,  
Connecticut  
Cover Photo - Washington Supply Company  
1915

Layout and design by Wilbur Smith  
Associates based on earlier design work by  
Hanley Design, Charlotte, Vermont

Copyright © September, 2005

Town of Washington, Connecticut  
Wilbur Smith Associates  
Robert Orr & Associates

# Table of Contents

<b>Section I. Introduction .....</b>	<b>1</b>
<b>Section II. Existing Conditions .....</b>	<b>6</b>
<b>Section III. Recommendations .....</b>	<b>14</b>
<b>Section IV. Implementation .....</b>	<b>30</b>

## **Figures**

Figure I.1 Village Limits .....	2
Figure II.1 Wetlands, Flood Zones & Threatened & Endangered Species .....	8
Figure II.2 Existing Land Use .....	9
Figure III.1 Schematic Plan .....	14
Figure III.2 Proposed Layout of Bryan Plaza .....	16
Figure III.3 Proposed Parking and Sidewalks .....	19

## **Tables**

Table III-1 Bee Brook Road On-going Development Options .....	29
Table IV-1 Implementation Options .....	31
Table IV-2 Department of Economic and Community Development Funding Possibilities .....	32
Table IV-3 Possible Phasing .....	36
Table IV-4 Town Project Control Options .....	37

## **Appendices**

Appendix A: Public Work Sessions	
Appendix B: Survey Summaries	
Appendix C: Local Businesses	
Appendix D: Historic Photos	
Appendix E: Preliminary Alternative Layouts	
Appendix F: Alternate Town Garage Property Layout	



# Section I. Introduction

## I. INTRODUCTION

### A. Project Purpose and Need

The Washington 2003 Plan of Conservation and Development states:

Washington Depot is the institutional, social, commercial, and cultural center of the community. Much of Washington's history is grounded in the Depot and, appropriately, much of the community's future will also begin here. This Plan recommends strategies to ensure continuation of the Depot's contribution to the community's vitality, while protecting the qualities that are treasured by residents and visitors.

Evidence of the lack of strategies to address growth pressure can be readily seen in several communities surrounding the Town of Washington. Constant growth pressure, which has greatly eroded community character and integrity in com-



**Washington Depot from the air**

munities all over Connecticut, is already being felt in Washington. For this reason, the Town's Planning Commission successfully sought funding in 2005 to undertake a planning process for Washington Depot to develop the strategies recommended in the Washington Plan. After a lengthy process, the Planning Commission (the Commission)

selected a team of Wilbur Smith Associates and Robert Orr & Associates to help them develop the plan.

The resultant project is meant to provide the strategies to allow Washington Depot to accommodate growth pressure, which can, if handled correctly, be very beneficial to a community. This

project presents a plan to "...ensure continuation of the Depot's contribution to the community's vitality, while protecting the qualities that are treasured by residents and visitors."

The Depot Village Area Study does not focus on correcting problems or changing the nature of the Depot. It has, in fact, been created to help keep Washington Depot "just the way it is" while still accommodating the normal economic growth and change that happens in every community over time.

The following pages outline the basic elements of the Washington Depot Village Area Study (the Study). It includes a Schematic Plan (the Plan) which graphically shows the recommended elements of the Study. Also included as appendices are the various options and alternatives that the Study Team and the Town examined during the development of the Study. Following this introduction, the report contains three additional sections as well as figures and appendices:

# Section I. Introduction

- Section 2: Existing Conditions
- Section 3: Recommendations
- Section 4: Implementation

## B. Village Limits

The current limits of the Washington Depot B-2 Zoning District include the central area of the village and extend north along Bee Brook Road to its crossing of the Shepaug River. **Figure I-1** shows the limits of the current District.

Residents' perceptions as to what constitutes the limits of Washington Depot do not completely coincide with the limits of the Zoning District. Discussions with residents and the Advisory Committee showed general agreement that there was a central core to the village, and it included:

- Cook Street,
- Calhoun Street to Church Hill Road (Route 109),
- The School property south of the Shepaug River,



# Section I. Introduction

- Bee Brook Road from Green Hill Road to the GW Tavern, and
- The land between Green Hill Road and the GW Tavern that is north and west of the Shepaug River.

**Figure I-1** also graphically depicts this generally accepted limit to the inner village. There is also general agreement that the land along Bee Brook Road north of the GW Tavern to the bridge over the Shepaug River north of the Fire Station is an important outer area of the village and needs to be included as a part of the larger limits of Washington Depot. This is the area generally defined by those portions of the existing Zoning District north of the inner village limits.

The linear layout of the North Bee Brook Road area, as well as its distance from the core area, in terms of pedestrian travel, reinforces the idea that this area along Bee Brook Road is not a part of the core pedestrian-oriented village Center.

## C. Project Process and Schedule

In order to make the most out of the Town's funds for this process, the Wilbur Smith Associates/Robert Orr & Associates Team (the WSA Team) suggested a *charrette* format for the study. In short, this process compresses much of the work into a shorter, in-

tense work session that takes place at the project site, lasts several days, and involves a strong team of professionals.

After embracing the *charrette* format, the Commission set up a special Advisory Committee of local business people, residents and officials to provide guidance as the Study progressed. After the

initial project start-up, the Advisory Committee members spent several weeks gathering relevant background information for use by the WSA Team during the *charrette*. Section II describes much of the information. The Commission also circulated an informal survey to help understand the concerns and wishes of the Town's business people and residents.

The *charrette* itself began on a Wednesday evening with the reporting of the information gathered by the Advisory Committee. The following morning, the WSA Team began analyzing the existing conditions in the village, interviewing residents and business people, preparing base maps from aerial photographs and beginning to formulate ideas and concepts about the issues and concerns being discovered.

The WSA Team held the first public work session on Thursday evening. This session provided an opportunity for residents to learn about the Traditional Neighborhood Design concepts the



The first public work session

# Section I. Introduction



At work in the design room

WSA Team was bringing to the project. It also presented an opportunity for the participants to discuss what they liked about Washington Depot and how they hoped it could move into the future.

The WSA Team began to develop con-

cepts for future growth and development in the Depot that reflected what was heard at the first public work session, surveys and interviews. Several Team members met with business owners, Connecticut Department of Transportation (ConnDOT) representatives and others in the community to refine the ideas during the day. That evening, the WSA Team presented two different alternate layouts, included as Layouts A and B in Appendix E, at the second public work session to stimulate discussion and find which ideas resonated with the residents and which did not. The WSA Team discussed the results of the second work session with the Advisory Committee the following morning, and then worked to prepare an updated layout that reflected the input.

The *charrette* ended with an afternoon presentation and discussion of the updated layout and how it could serve as a blueprint for growth in Washington Depot over the next 25 to 50 years. The recommendations also suggested

how to increase parking in the Depot, reduce vehicular speeds on the State roads, and enhance pedestrian circulation. While there were those in the work session that were doubtful about the value of the Study and updated layout, included as Layout C in Appendix E, the majority appeared to support the concepts the Study presented. **Appendix E** contains copies of preliminary Layouts A, B and C.

## D. Growth vs. Change

As Section II: Existing Conditions explains, many comments from the community from a local survey focused on the desire to “not change a thing” in Washington Depot. While this is a desirable goal, it is almost impossible to attain. Communities change over time. Businesses grow or close; properties are sold; buildings are changed or removed to make room for new ones; empty



The third public work session



# Section I. Introduction

properties are eventually developed. The residents of the Town are also the impetus for change as they strive to accommodate affordable housing, increase walking and biking opportunities, provide greater environmental protection, or demand more retail and service opportunities close to home. Evidence of change can be seen around Washington Depot; it is not the community today that it was even ten years ago. Consequently, the chances of Washington Depot “staying just the way it is” into the future are very small.

Accepting the fact that Washington Depot *will* change over time, this Study identifies ways in which growth and change can take place *without* changing the existing character of Washington Depot. It does this by first identifying the memorable features of the existing village and then incorporating them into the changes. Growth can be good, and change can happen over time without altering character.

This Study anticipates changes in Washington Depot. The Plan graphically

shows new development and new roads, but it also shows new pedestrian facilities, new and expanded open space, more parking spaces, and new roadway treatments to slow speeding traffic on the main roads. Thus the Study also includes recommendations to halt those things that are currently eroding the village character. The Study is not a catalyst for change, but rather a blueprint for accommodating change without compromising the beloved community character of Washington Depot village. It is reactive to the growing threats to Washington Depot by being proactive.

The Town does not need to move ahead with the recommendations immediately. It may however, want to take steps to make sure that as growth and change continue to happen in Washington Depot, they happen more in keeping with the Study than with the character-reducing form of development happening in communities around Washington.



**Early view of the Shepaug River from Route 47 bridge**

The Implementation section provides more information on what the Town can do to implement the recommendations and insure, as much as possible, that the Washington Depot the Town loves now, will still be loved by its residents 50 years from now.

# Section II. Existing Conditions

## II. EXISTING CONDITIONS

### A. Survey Results

The majority of the responses to the informal survey and verbal comments made during the *charrette* indicated a strong preference for Washington Depot as it is now. Many responses said to, “Keep it the way it is!” Residents and business owners repeated other, often contradictory, comments including:

- Improve pedestrian access,
- Slow vehicular traffic on Routes 47 and 109,
- Protect the current rural, small town feel to the Depot,
- Make sure it continues to serve local needs,
- Don’t make it a “Destination” shopping area,
- Encourage “Destination” shopping,
- Plant Trees,
- Focus on the River,
- Increase the number of parking spaces,
- Increase the number and diversity



Washington Depot post office

- of housing units by developing the former Town Garage property with housing, and
- Use the former Town Garage property for recreation.

Clearly there are differing opinions as to how Washington Depot should move into the future. The one shared image, however, is that no matter how it grows or changes, it should not lose the character that has been a part of Washington Depot for over 100 years.

**Appendix B** provides a complete summary of the comments received on the survey forms.

### B. Roadway Conditions

Route 47 is 38-feet wide between River Road and the intersection with Route 109. The travel lanes are 12.5 feet wide. No parking is allowed along the edge of the road. Bee Brook Road (Route 47 and 109) heading north from the intersection with Calhoun Street and

Green Hill Road is approximately 30 feet wide with 12-foot wide travel lanes and paved shoulders of variable width. Calhoun Street (Route 109) north of the intersection with Bee Brook Road is approximately 24 feet wide with 12-foot wide travel lanes and almost no paved shoulder. The Green Hill Road bridge over the



Route 47 looking north



**Route 47 looking south**

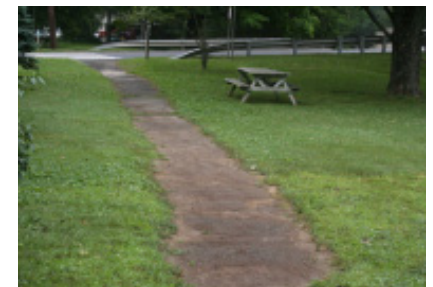
Shepaug River is approximately 36 feet wide with little accommodations for pedestrians.

## C. Open Space, Parks and Natural Resources

The Town has been developing a greenway along Bee Brook and the Shepaug River, the Shepaug Greenway to connect two preserved open spaces north and south of Washington Depot. Two Town parks lie on the north bank of the Shepaug River on both sides of Route 47 as it crosses the River and a large open space surrounds the Town Hall. There is a small private green space in the center of the interior parking area between Titus Road and Route 47.



Much of Washington Depot appears to lie within the 100 year flood plain of the Shepaug River. **Figure II-1** graphically depicts the location of the floodplains along the River, as currently defined by the Federal Emergency Management Agency. The limits of the floodway (the area in which no building is allowed) as well as the accuracy of the floodplain limits needs to be established. Earlier independent engineering work for the Town shows a smaller floodplain area on the former Town garage parcel. New construction in portions of the village will be affected by the need to comply with floodplain regulations.



**Open space along the River**



## Section II. Existing Conditions



Figure II-1

Critical habitat areas lie near the two preserved open space areas, Hidden Valley to the north and Steep Rock to the south of the village. Several wetland areas are located in or near Washington Depot, as well; **Figure II-1** also shows their locations.

### D. Housing and Land Use

The Advisory Committee counted 94 single family residences and 31 apartments within the larger limits of Washington Depot. The Committee classified the land uses in Washington Depot into four categories:

- Residential,
- Business,
- Open Space, and
- Town Owned.

**Figure II-2** graphically presents the classification. The information shows that Washington Depot has a small business/commercial core surrounded by residential uses, but that the core has been di-

## Section II. Existing Conditions



**Multi-family housing**

luted by the newer businesses located along Bee Brook Road.

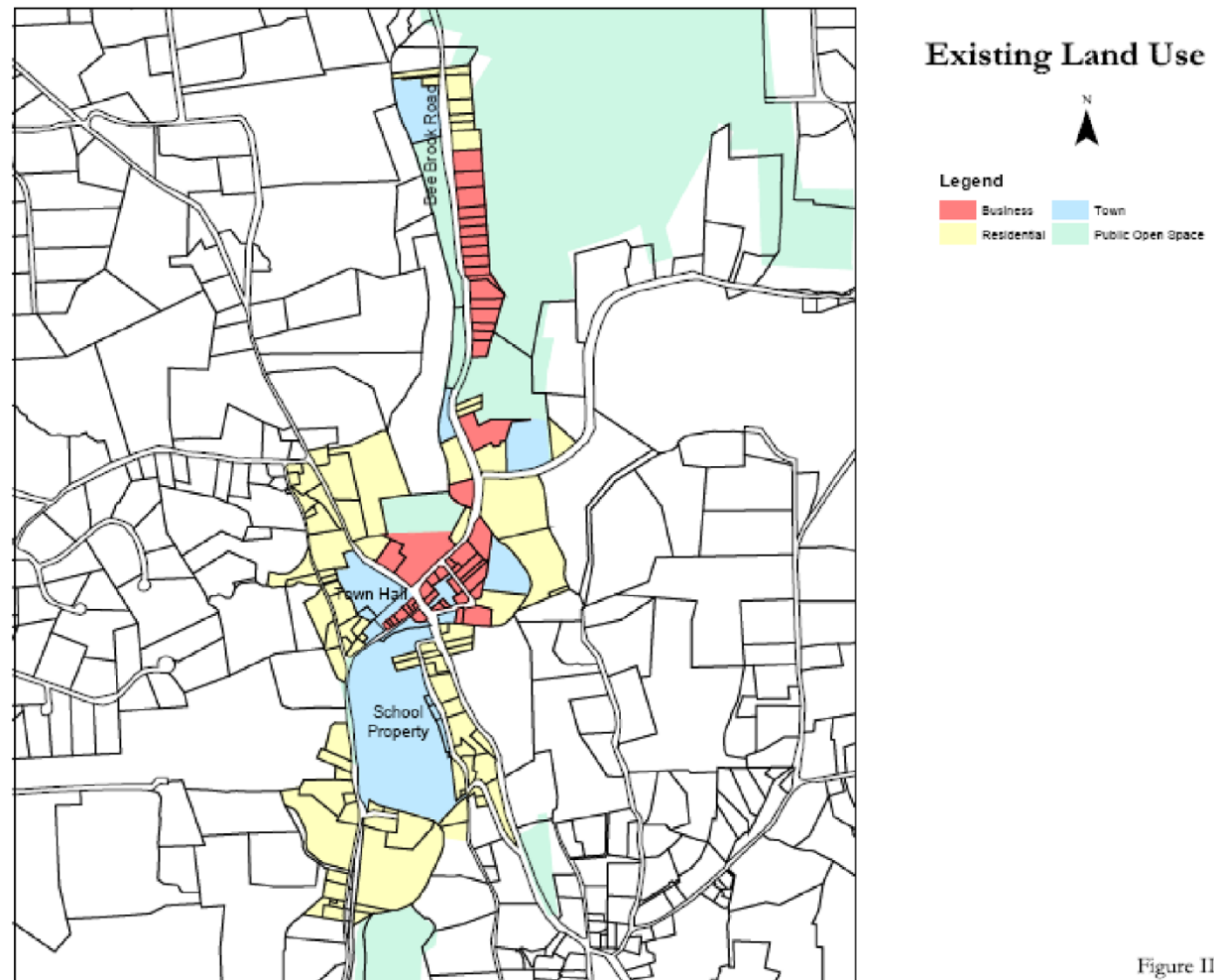


Figure II-2

## Section II. Existing Conditions

### E. Existing Businesses

By the recent count taken by the Advisory Committee, Washington Depot is home to 49 businesses and 11 offices. The businesses range from specialty



A business on Titus Road



Business area

houseware shops to a book store to a grocer. **Appendix C** includes a list of the businesses recorded by the Advisory Committee.

### F. Pedestrian Paths

There are few formal sidewalks or pedestrian paths in the center of Washington Depot. The most significant walks line the south side of Bryan Plaza in front of the businesses, extend from the front of Bryan Hall to the eastern end of Bryan Plaza, and to the west side of Route 47 south of Bryan Plaza. There are also sidewalks associated with the commercial buildings located



The sidewalk on River Road

on the south side of Route 47 between Titus Road and eastbound Routes 47/109.

Three crosswalks are marked on Route 47, some linking to the sidewalks on the east side of the road. The first is just north of the Route 47 bridge over the Shepaug, the second is just south of the

intersection with River Road, and the third is at the Bee Brook Road intersection.

An old, crumbling sidewalk remains along a portion of the east side of Titus Road, just north of the access drive to the former Town garage property. A narrow asphalt sidewalk in better shape lies on the south side of Titus Road



The open space along the River south of Titus Road



## Section II. Existing Conditions

between Green Hill Road and the parking lot for 18 Titus Road. Sidewalks also line the south side of River Road between Green Hill Road and Canoe Brook.

The Shepaug Greenway passes through the village area, which includes a pedestrian path in the village area. The path uses several of the sidewalks and paths described above.

### G. Historic Basis

The Shepaug River flooded Washington Depot in 1955, destroying many of the older residential and commercial buildings close to the River. According to reports from those in the village prior to the flood, there was a greater sense of family life and more communal activities in Washington Depot then.



The flood of 1955

## Section II. Existing Conditions



Aerial earlier view of Washington Depot

There were actually more businesses and more families in Washington Depot prior to 1955 than there are now. Even so, the appeal of this historic, vanished Washington Depot is strong. A comparison of current and historic aerial photos shows there were more buildings in Washington Depot prior to the flood than there are now. Consequently, the layout and character of Washington Depot before 1955 serves as an excellent model of how Washington Depot can grow over time and still maintain its character. **Appendix D** contains additional historical images of the village gathered by the Advisory Committee.



## Section II. Existing Conditions



Paved areas in Washington Depot 1938 and 2002

## Section III. Recommendations

### III. RECOMMENDATIONS

#### A. Plan Overview

The Washington Depot Village Area Study provides an outline of how the village can accommodate the growth pressure already being felt without losing its compact rural feel. **Figure III-1** shows the Plan developed by the Study for the core area. There are several significant features of the schematic, including:

- The enhancement of the River's edge,
- The creation of angled parking on Bryan Plaza,
- The addition of parallel parking on the State roads in the center of the village,
- The development of a pedestrian path surrounding the village core,
- The revision of the interior Town parking area east of Route 47 to expand the green,
- The addition of a pedestrian bridge across the Shepaug River west of the Green Hill Road bridge,
- The addition of new pedestrian facilities in the commercial core,



FIGURE III-1 THE PLAN



## Section III. Recommendations

- Enhancement of the recreation facilities around the Town Hall,
- The inclusion of the properties on River Road west of Bryan Plaza in the commercial core,
- The development of market rate and affordable single family housing, as well as recreational areas, on the former Town garage property,
- Creating a new road to connect the former Town garage property with Bee Brook Road west of the GW Tavern,
- A senior housing area behind the Town Hall,
- Development opportunities along Titus Road,



Town Hall

- A relocated River Road to create more retail opportunities and a more inviting southern gateway to Washington Depot, and
- The preservation and future reuse of the historic buildings on the Washington Supply parcel.

The WSA Team developed the initial layouts and the final Plan using aerial photos of the village area. Consequently, the Plan serves as a guide for future development which will require the preparation of more detailed plans using more accurate base maps. The WSA Team measured critical areas in the field to make sure that the basic concept worked.

**Appendix E** contains copies of the various layouts developed by the Team during the *charrette*.

The following sections provide descriptions of the elements of the Study and Plan.

### B. Enhanced River Edge

The Plan incorporates the River more closely into the life of the village by the creation of a park along its edges from the new pedestrian bridge east almost to the Bee Brook Road Bridge. The width of the park varies. The banks of the River are enhanced to create a natural edge for much of the eastern portions.



The Shepaug River at the Town garage property

Most of the park is bounded by a roadway and sidewalk, providing direct physical and visual access to the park and the River. A pedestrian path links the various different sections. A canoe and kayak access point is provided on the western edge of the former Town garage parcel.

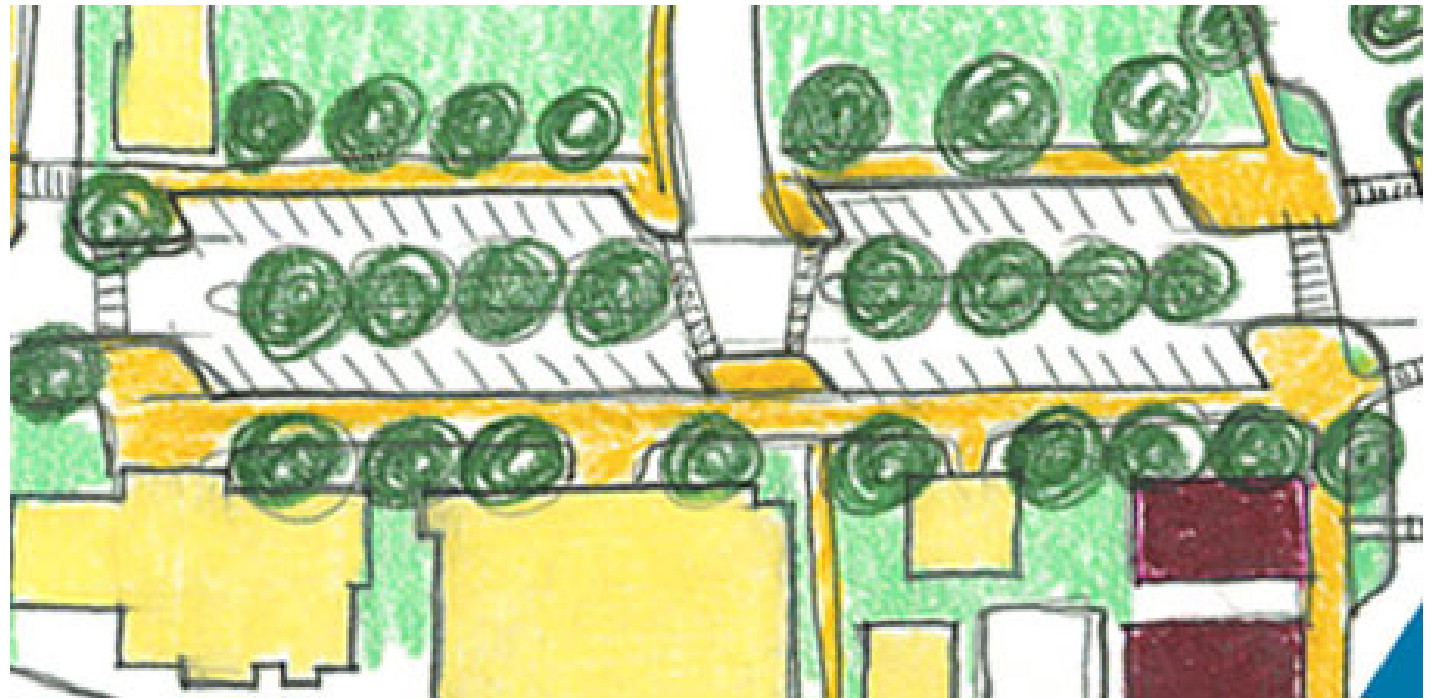
## Section III. Recommendations

### C. Bryan Plaza

Bryan Plaza is enhanced with a center median at least six feet wide, with new street trees; the western end would also have a new concrete “planter” with Alberta Spruce. Angled parking along the outside of the Plaza will increase the overall number of parking spaces in the Plaza, while also creating parking spaces that are easier to exit without visual interference from adjacent parked vehicles. **Figure III-2** highlights the new layout of Bryan Plaza. The sketch on Page 17 provides a glimpse of what the upgraded Plaza would look like when looking toward the Senior Center.



**Bryan Plaza looking towards Washington Supply**



**Figure III.2. Proposed Layout of Bryan Plaza. Yellow building exist. Maroon buildings are suggested.**

The Plaza will need to be widened by approximately the width of the new island. The aging trees on the Town Hall property close to the old Fire Station may need to be removed and replaced with new shade trees.

A new pedestrian space along the north side of the Plaza complements the existing walk on the south side in front of the post office, market and other buildings. Several cross walks link the two sides of the Plaza.



## Section III. Recommendations



A quick sketch of the view looking southwest through Bryan Plaza toward the Senior Center after the proposed enhancement.

## Section III. Recommendations

### D. State Roads

The speed of vehicles passing through Washington Depot on the State roads is considered too fast by most residents and business owners who expressed their ideas

in the surveys or in person. The current posted speed limit of 25 mph is seldom observed by drivers. Much of the reason for this is that the roads are designed to accommodate and actually encourage higher speeds. The Study sug-

gests methods to redesign the roads to reduce driver speeds, including:

- The addition of parallel parking along both sides of the roadway;
- The narrowing of the shoulders where there is no parallel parking to create a tighter feel to the roadway; and
- The planting of more street trees along those portions of the road in the Village area that do not have them.

ConnDOT has indicated general acceptance for the recommendations, with the understanding that additional ConnDOT and Federal Highway Administration screenings and approvals will be required as these recommendations move forward. **Appendix G** contains copies of correspondence with ConnDOT.

Parallel parking along the roadways not only increases the overall number of parking spaces in the commercial



**Green Hill Road**

core, but also creates a narrower feeling roadway. The narrower the roadway feels, the slower drivers go. The travel lanes themselves are reduced to 12 feet. The lane to accommodate both parking and bicycles would be 11 feet.

The overall cross section for the new road is approximately four to five feet wider on each side than the current roadway. The widening provides the space to safely accommodate the parallel parking on either side of the road and still maintain an adequate bicycle lane. In those locations where there is no parallel parking, the pavement is narrowed



**Bee Brook Road**

## Section III. Recommendations

approximately six feet on either side and replaced with greenway. **Figure III-3** shows the locations, marked with red lines, of the parallel parking on the sides of the State local roads in the Depot. ConnDOT is also open to rerouting bicyclists onto Titus Road, or even the new road going through the Town Garage property. This would allow narrower parking lanes, limiting the need to widen the road to only 1 to 3 feet on either side.

Sidewalks line both sides of the State roads in the village center, also as shown on **Figure III-3**.

Either new or existing street trees line Bee Brook Road, Calhoun Street and Green Hill Road in Washington Depot. Street trees provide another “traffic calming” measure by further reducing the wide feel of the roadways.



**Figure III-3 Proposed Parking and Sidewalks**



## Section III. Recommendations

### E. Pedestrian Circulation

Creating a more walkable village is a prime objective of the Plan, but creating a village that encourages walking takes more than just adding sidewalks. Pedestrians need to feel both safe and se-

couraged. The Plan includes more pedestrian sidewalks and crosswalks to increase the possibility of walking safely and securely in the village core. Additionally, the Plan contains measures to make walking in the village core more enjoyable, including:



- Adding more businesses with shop windows close to the sidewalks,
- Placing benches along the edges of the sidewalk,
- Routing sidewalks close to the River's edge, and
- Adding street trees to provide shade (in the future).

An extension of the pedestrian facilities in the village core is a new pedestrian bridge across the Shepaug near the intersection of the western exit from Bryan Plaza and River Road to the south side of the River. The new bridge, to be modeled after a former pedestrian

## Section III. Recommendations

bridge, creates an easier connection between the downtown area and the school grounds and its passive and active recreational and athletic facilities.

A new circular pedestrian trail around the village area would further expand the pedestrian facilities in the village. Using the new footbridge as a starting point, the path would move east along the edge of the River to the north side of Bee Brook Road. At this location, it would make its way up and across the preserved lands on the hill behind Washington Supply Co. Outlooks would provide inspiring rest stops along the way. The path comes back down on the west side of the hill and crosses Calhoun Street somewhere between the access to the pond on the Town Hall property and the front driveway to Town Hall. The path uses the access road to the northwest side of the pond and comes back through the Town Hall property to Bryan Plaza where sidewalks carry it back to the pedestrian bridge.

### F. Town Parking Area

The Plan suggests modifications to the Town's interior parking area east of Green Hill Road and west of Titus Road. The current parking area is over 70 feet wide. It is possible to provide adequate parking in a parking area that is only 60 feet wide. From the various options that were explored, the Plan shows the narrowing of the parking by approximately 10 feet and the addition of the space to the green area east of the Town portion of the parking. The narrowing could also allow the creation of a few extra parking areas along the periphery due to the extra space in the access lanes. At the very least, the arrangement increases the size of the popular "central green" without a loss of parking.

### G. Recreation Enhancements

There are several locations within the Plan which are intended to accommodate passive and active recreation facilities. The linear park along the River is intended as a passive recreation area. The enlarged green area along the River on the former Town Garage Property can be used for more

active recreational activities. The specific facilities that might be installed can be determined by the Town when plans for the property are developed. The front of the Town Hall can be enhanced with seating areas, horseshoe pits, bocce courts, or other small scale

recreational amenities. A warming hut is shown adjacent to the Town Hall pond, to encourage ice skating. Lastly the green area to the northwest of the Town Hall Pond can be enhanced for small scale active recreation.



Near the pond behind Town Hall



## Section III. Recommendations



New housing styles envisioned for the former Town Garage property.



## Section III. Recommendations

### H. Former Town Garage Property

Due to its location east of the main commercial core of Washington Depot, the Study recommends residential and recreational uses for the former Town garage property. Both “village-scale” single fam-

ily houses and small cottages are recommended. The sketch shows a potential view of the single family houses facing the River. The “village-scale” residences are two story frame houses with front porches located relatively close to the sidewalk at the edge of the road-



The former Town garage property

way right-of-way. As envisioned in the Plan, they have a rear garage accessed via an alley. This same alley provides vehicular access to the rear of the cottages, which front on a private, pedestrian green.

During the *charrette* several Town residents indicated that the addition of the Brinton property west of the Town Garage property should be considered as part of the planning for the Town property. While the Schematic Plan does not include the Brinton property as part of the Town Garage redevelopment, it does allow for easy extension of the design into the Brinton property as the alternative plan included in **Appendix F** shows.

The two properties along Titus Road north of the Brinton parcel are also included in the design. The existing buildings on these parcels remain, but the access drive to parking on the 10 Titus Road property is enhanced to be an access from Titus Road to the Town property. The Plan also works without the addition of these properties, but it provides less room for new residential uses.

A passive recreation area at least 100 feet wide lies adjacent to the Shepaug River. A widening of the recreation area on the eastern side of the property provides a location for more active recreational activities, including tennis courts and a playground. Parking for the recreation area is provided by parallel parking spaces on the new ring road that separates the park from the new houses.

### I. Other New Roads

The Plan includes several new roads associated with the development of the former Town garage parcel. The main roadway circles the site and continues north through the GW Tavern parcel to connect with Bee Brook Road. When combined with the realignment of River Road, it creates a new through route for locals that avoids the Green Hill/Calhoun Street/Bee Brook Roads intersection. The new road enhances the existing access from Bee Brook Road to the lower parking areas on the GW Tavern parcel. The new road creates new development opportunities on the GW Tavern parcel, as well as on the rear portions of the parcels.

## Section III. Recommendations



A second new road runs along the alignment of the existing parking access on the Titus Road parcel. It is anticipated that the parking displaced by the new road will be replaced by on-street parallel parking and redesigned parking lots.

### **J. Senior Housing and Town Hall**

The area to the west of Town Hall, north of the Washington Art Association and the old firehouse is an ideal location for

Town sponsored senior housing. The Plan includes consideration to several smaller buildings that could provide independent living situations for seniors who want to stay in Washington, but do not wish to have a large home to maintain. There is enough room to create a small cluster of buildings with their own central green. This development would still leave room for a future expansion of the Town Hall if it should ever be needed. One series of units would be built on Town property east

of Canoe Brook. The Brook in this area has been channelized and this provides an opportunity to restore a more natural edge to and remove invasive plants from the edge of the Brook.

A new roadway creates a continuous loop around the rear of the Town Hall, connecting the existing entry drive on Calhoun Street with the parking lot access drive on Bryan Plaza. New parking is situated on the north side of the Town Hall to replace the parking re-

moved to make way for the senior housing. The rendering provides a view of what could be developed in this area.

The front area of Town Hall is divided into several different activity areas to accommodate “meeting and greeting,” croquet and/or bocce, quiet contemplation, or picnicking.



## Section III. Recommendations



Possible new housing behind Town Hall.



## Section III. Recommendations



A view of the new River Road.

## Section III. Recommendations

### K. River Road

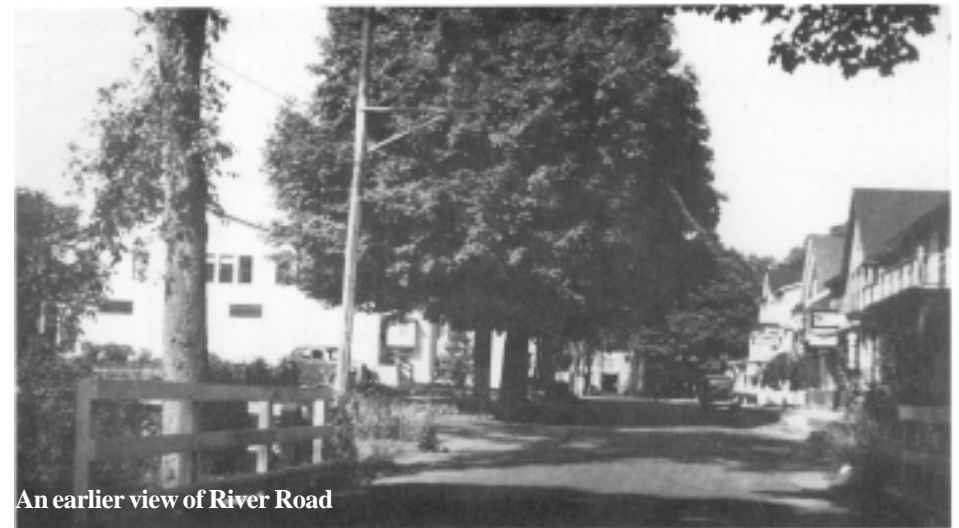
One of the highlights of the Plan is the relocation of River Road closer to the River. The relocation provides numerous benefits to the community:

- It creates opportunities for new buildings with space for additional businesses on the first floors and office or residential units on the second and even third floors;
- The buildings re-establish a strong visual presence at the southern entrance to Washington Depot;
- The new road creates an easy to navigate four-way intersection with Green Hill Road opposite Titus Road;
- The new businesses visually and functionally link the existing commercial areas on River Road west of the Senior Center to the rest of the village commercial core; and
- The design creates a service alley and court behind the existing buildings on Bryan Plaza to minimize conflicts between commercial delivery traffic and regular through traffic.

The realigned River Road, starting opposite the end of Titus Road at Green Hill Road, is routed between the existing Washington Pharmacy building and the River. It reconnects with the existing alignment near the Canoe Brook bridge. Sidewalks line each side of the new road; parallel parking lines at least one side and, if space allows, both sides. The new alignment narrows the existing, underused park next to the river, bringing pedestrian activity closer to the River. A small pocket park is planned around the existing Dawn Redwood tree west of a possible Washington Pharmacy expansion.

The new buildings along the realigned River Road match the existing Washington Pharmacy building in character and size. Each has well defined pedestrian entrances and large windows along the sidewalk. The sketch provides an image of the types of structures envisioned in the Study.

With the development of a stronger street edge on the relocated River Road,



the Study also suggests the inclusion of the buildings between Bryan Plaza and Cook Street in the B-2 Zoning District.

## Section III. Recommendations

### L. Washington Supply

Historic photos show that buildings on the Washington Supply property have contributed to the look of Washington Depot for over 75 years. They are an important visual landmark and will be preserved into the future, being adapted to new uses as needed as the property moves into the future. The non-historic buildings on the site can be replaced as needed or desired by the property owners with buildings more in keeping with the historic nature of the site and the other buildings in the Depot. The Plan also accommodates new buildings on the site to increase the overall density of development on the site. The newer buildings are also in keeping with the scale, size and character of the historic buildings on the site.



**Washington Supply**



## Section III. Recommendations

### M. Bee Brook Road

The Study suggests several options for the extended portion of the village along Bee Brook Road. **Table III-1** highlights the various components of these options, which are interchangeable.



**The School Property**

### N. The School Property

In the event that the existing school buildings on the south side of the Shepaug are no longer used as school buildings in the future, the general suggestion from this Study is to convert the schools to residential use, mixed as possible, with compatible not-for profit or municipal uses. The athletic and recre-

ation facilities should remain available to the entire community.

A detailed analysis of the potential uses and needs of the Town at the time of the closing would still be necessary to determine the most appropriate use of the structure.

**Table III-1  
Bee Brook Road Ongoing Development Options**

Option	Roadway Considerations	Land Use	Pedestrian Considerations
A	Maintain roadway in its current condition.	Maintain existing Washington Village Zoning for this area.	Maintain existing pedestrian facilities.
B	Relocate the road so that it is more in the center of the valley, creating greater open space on the west side of the roadway.	Encourage home businesses in the remaining developable areas.	Add a second pedestrian walkway on the east side of the roadway at the eastern edge of the new right-of-way.
C	Narrow the travel lanes to match those in the village center and minimize paved shoulders.	Focus on mixed use development, but allow larger structure by special permit with strict site plan provisions. Require a minimum of two story structures.	Enhance the Shepaug Greenway to be a continuous off- road facility between Hidden Valley and the center of Washington Depot

# Section IV. Implementation

## IV. IMPLEMENTATION

### A. Overview

This Plan covers both public and private land within Washington Depot. Those public lands shown with improvements in the Plan can be planned, designed and implemented as the Town sees fit in the future. Private land covered by the Plan is obviously under the control of the individual land owner. For these properties, the Plan serves as a guide to what the Town would like to see. Through zoning, the Town already controls what can and can not be done with any individual property. The Town can modify current zoning, if it wishes, to the extent deemed necessary to encourage future development which resembles that shown on the Plan. The Town can also work in partnership with individual land owners to advance specific features of the Plan, such as the new connector road through the GW Tavern property.

The Plan provides benefits for both the Town in general and the individual land owners in the village. The Plan has been crafted to provide at least the same amount of development that could occur under the Town's current

zoning; in most cases, the Plan provides greater opportunities for individual land owners than they now have. Individual land owners are not obligated to do exactly what the Plan shows, nor does the Town want to compel them to do so.

The Plan serves as a blueprint, showing the ideas and features that will help Washington Depot move into the future without losing its current character. It leaves the details to future work.



An earlier view of Washington Depot from Cook Street

# Section IV. Implementation

Implementation of the Plan can take action on numerous fronts by a wide variety of commissions, boards and individuals. **Table IV-1** presents an overview of the different types of actions needed, the potential funding sources for the work and the most appropriate individuals or organizations to undertake the work. The following sections provide more information on the various funding sources that the Town may try to use, as well as some of the more basic actions associated with the Town.

**Table IV-1. Implementation Options**

	Board of Selectmen	Planning Commission	Zoning Commission	Inland Wetland Commission	ConnDOT	Parks & Recreation	Chamber of Commerce	Landowners	Developer
<b>INFRASTRUCTURE IMPROVEMENTS</b>									
Bryan Plaza	B, C, E, H, K, M, P	P, Q	P, Q				P		
River Road	A, C, F, H, L, M, E	P, Q	P, Q	P			P		
State Roads	A, B, E, I, Q	P, Q	P, Q		I, Q	P, Q	P		
Pedestrian Circulation	A, B, C, H, I, J, M, N, Q	P, Q	P, Q		I, Q	P, J, N, Q	P	X, M	M, X
New Pedestrian Bridge	A, B, C, H, I, J, M, N	P, Q	P, Q		I, Q	P, J, N, Q	P	X, M	M, X
Recreation Facilities	C, F, J, K, M, P, Q, X	P, Q	P, Q			Q, X	M, Q	M, Q	M
New Roads	A, B, C, L, M, Q	P, Q	P, Q			Q		X, M	M, K
Interior Parking	A, B, C, F, H, K, M, Q	P, Q	Q			P	P		M
Enhanced River Edge	B, F, J, K, M, N, Q	P, Q	Q	P		P, J, N, Q		X, M	M
Water Availability Study	D, F, G	P, A							M
Sewer Study	D, F, G	P	P						M
Town Map	Q	P, Q	P						
Street Trees	B, K	P, Q	Q		Q	K, M	M	X, M	M
<b>TOWN DEVELOPMENT PROJECTS</b>									
Town Hall Senior Housing	C, D, F, G, M, Q	O, P, Q	O, P, Q	P, I		K	Q		M
Former Town Garage	C, D, F, G, M, Q	O, P, Q	O, P, Q	P, P		K	P, Q		M
<b>PRIVATE PROPERTY DEVELOPMENT/REDEVELOPMENT</b>									
Washington Supply	Q	O, P, Q	O, P, Q					X, M	M
Other Properties	Q	O, P, Q	O, P, Q					X, M	M
Zoning Modifications	Q	P, Q	X						
<b>IMPLEMENTATION STRATEGIES</b>									
A. Surface Transportation Funds B. Transportation Enhancement Program Funds C. Community Development Block Grant D. Section 108 Funds E. Main Street Program F. Department of Economic & Community Development Loans G. Flexible Housing Program H. Office of Policy & Management – STEAP I. ConnDOT Direct Assistance J. Greenway Small Grants Program K. America the Beautiful Grants					L. Tax Increment Financing M. Public-Private Development Agreement N. National Recreation Trails Program O. Expedited Review P. Planning Support & Advice Q. Policy Support X. Direct Involvement in the Work/Cooperation				



# Section IV. Implementation

## B. Funding

### 1. *Department of Economic and Community Development*

The Connecticut Department of Economic and Community Development (DECD) provides numerous different funding sources, both grants and low interest loans, to assist communities. Several should be considered by Washington for the implementation of the recommendations in this Study. **Table IV-2** provides an overview of several funding options and how they could be used.

### 2. *Office of Policy and Management*

The State's Office of Policy and Management administers several funding programs of which at least one is of interest to Washington: Small Town Economic Assistance Program. These funds can only be used for capital projects. They could be used to assist in:

- The construction of the redesigned Bryan Plaza;
- The senior housing and related items behind the Town Hall; and
- The development of the former garage property.

### 3. *Department of Transportation*

The State Department of Transportation can offer direct assistance to com-

munities in the form of actual design and construction of roadway related projects within a State right-of-way. They also provide other grant programs that can assist with specific types of transportation, including the Enhancement Program which might be used to fund sidewalk construction, crosswalk installation, street tree planting, or the new pedestrian bridge over the Shepaug.

**Table IV-2**  
**Department of Economic and Community Development Funding Possibilities**

FUNDING PROGRAM	USES
Section 108 Funds	Affordable Housing
Community Development Block Grants	Affordable Housing; Senior Housing; Community Improvement (Bryan Plaza, GW Tavern Road, Town Hall Parking, River Road Relocation)
Special Contaminated Property Remediation and Insurance Fund (Loan)	Site Remediation Planning and Implementation (Washington Supply)
Tax Abatement	Affordable Housing
HOME Investment Partnership Program	Affordable Housing
Flexible Housing Program	Affordable Housing; Senior Housing
Housing and Community Development Program	Affordable Housing
Main Street Program	Varies

### 4. *Department of Environmental Protection*

The America the Beautiful Grants administered by the Connecticut Department of Environmental Protection (CDEP) can help Washington assess its current street trees, develop an overall street master plan for the village, plant new street trees and maintain the existing trees. CDEP also provides assistance for the planning, design and implementation of greenway projects with the Greenway Small Grants Program. They also administer the National Recreational Trails Program which can be used for the planning and implementation of the trails along the River, the circumferential path around Washington Depot or the pedestrian bridge across the Shepaug River.

### 5. *Tax Increment Financing*

A Tax Increment Financing (TIF) District can be established in Washington Depot for specific time pe-

## Section IV. Implementation

riods of up to ten years to help pay for the significant improvements to public infrastructure, such as sewers or new roads needed to support the implementation of the Plan. The Town can bond for the improvements. When the TIF district is established, the assessed values in the district are recorded. Those taxes generated in the TIF district from increases in assessed values attributed to growth and development in the TIF district are used to finance the bonds over the life of the district.

### 6. *Private Development*

The Town may be able to work with private developers to implement portions of the Sstudy. For example, after developing the ideas and plans for the senior housing behind the Town Hall, the relocation of River Road or the housing on the former Town garage property, the Town could allow a private developer to actually undertake the project. The “sale price” would include a requirement that the

developer install the infrastructure and turn it over to the Town prior to total completion of the project. The developer would be able to realize a profit from the sale of the units or lease of the property. The Town could retain as much control of the design, construction, or management of the project as the contract between the Town and the developer allows.

### C. Zoning

The Plan is not completely compatible with the current Zoning Ordinance. The most significant difference is the concept of different types of development in the village core area and the Bee Brook Road area. This may mean that two separate districts for these two areas might be in order.

The current Zoning Ordinance already includes one of the key elements of the Study – mixed use development on individual properties. This provision of the current Ordinance is the basis of most of the recommendations of the Study.

Of lesser importance, but still significant, is the ability to allow multiple residential units in the village area. The Zoning Commission is currently considering provisions for housing diversity in the Town, and this



work may be applicable to the village area.

The densities, lot coverage, setbacks from property lines and other dimensional requirements in the village area need to be modified to allow the types of development envisioned on the Plan.

Finally, the Town may need to review its parking regulations for the village area.

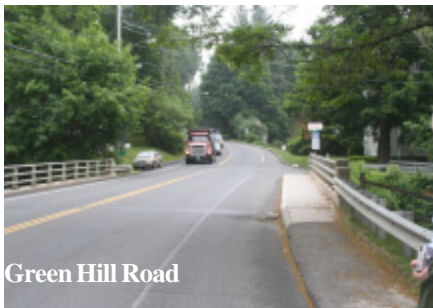
With the increase in the amount of on-street parking and the expansion of Bryan Plaza, it may be possible to reduce individual parking requirements, or add some means for individual lots to take credit for nearby street or municipal parking. Such measures would help to reduce the necessity of creating large parking areas around each new development planned in the village.

The Plan hopes to encourage more village-like development, which implies little to no actual onsite parking for certain parcels.

Beyond simply making it possible for the individual elements of the Study to be implemented, a revised Zoning Ordinance could provide clear guidance on what is expected of development. Form based zoning, performance standards, design guidelines, or other alternate approaches to zoning could augment the current organization and information in the Ordinance.

## Section IV. Implementation

Providing guidance for what portions of the Zoning ordinance would need to be revised, and/or providing specific recommendations for changes to the Zoning Ordinance could be one of the actions considered in Phase II of this Study.



### D. Transportation

In addition to working with ConnDOT, Washington may consider adopting a Town Map. Such a map would provide a basis for the development of future roadways in the village, as well as other locations in the Town in the future.

### E. Other Infrastructure

The Study includes an increase in residential and business uses in Washington Depot. Given the finite amount of land in the village area, the Town should consider whether the development or approval of some form of common sewage disposal system is necessary to accomplish the goal. The Town recently removed the sewer avoidance policy from the Town Plan of Conservation and Development, making it possible to consider some form of common sewage treatment in the Washington Depot area to help meet the vision of the Sstudy AND help conserve open land outside of the Depot.

Estimating the amount of sewage that could be generated by the proposed Plan and understanding the ability of the soils in Washington Depot to absorb additional sewage should be the focus of a study in the near future if the Town wishes to advance the Study.

Providing adequate water could also be an issue associated with implementation

of the Plan. Understanding the projected water needs of the built out village according to the Plan and the ability of the Town to meet the demand should be examined in the future.

### F. Increased Density

The proposed Plan would increase the overall density of potential development in the village. There are two primary reasons why increased density at some point in the future may be desirable:

- Increased density creates a critical mass that helps support the types of businesses and services that the residents hope to have in Washington Depot, and
- Increased density in the village can be tied to reduced density elsewhere in the Town that can help to maintain the existing division between village and rural areas.

The first reason is direct support for the increased density. The second reason is

an added benefit that can be tied directly to the increased density or can be an additional program the Town is pursuing.

### G. Floodplain

Most of Washington Depot is in the floodplain of the Shepaug River and the implementation of the Plan will need to adhere to the requirements for development in the floodplain. A clear delineation of the floodway (the area in which no building is allowed) will be necessary, as well as a definition of the current elevations along the River, so that the specific amount of modification and development can be determined.

Research to determine this information can also be considered as part of the Phase II portion of the work.



## Section IV. Implementation

### H. Inland Wetlands and Watercourses

The relocation of River Road will require the approval of the Town's Inland Wetlands Commission, because it falls in some locations within 100 feet of the Shepaug River. The regulations allow for the granting of the permit after the Commission has considered, among other things, the points listed in section 4.4 of the Zoning Ordinance, which include environmental impacts, impacts on wetlands and watercourses and mitigation measures as appropriate. Given the location of the proposed rerouting next a section of the River that is lined with retaining walls, the feasibility of gaining the permit seems good. The information needed to support the application to the Commission will need to be developed by the Town, but should not be considered one of the initial actions in Phase II of this Study. **Table IV-3** provides an outline of the suggested timing of these activities.

### I. Phase II

This report represents the completion of Phase I of the Washington Depot Village Area Study. Phase II of this study is intended to examine specific areas in more detail as a means of moving toward implementation of the recommendations. Based on the results of Phase I, the most appropriate focuses of Phase II could be to:

- Provide guidance on what portions of the zoning code would need to be revised, and/or specific recommendations for changes to the Zoning Ordinance to allow the eventual development of the Schematic Plan,
- Develop a clear delineation of the 100 year floodplain and floodway along the Shepaug River in Washington Depot, or
- Ascertain the existing septic capabilities of the village area and/or examine the need to create some form of common septic or sewer system.



An aerial view of Washington Depot circa 1938.

## Section IV. Implementation

### J. Phasing

There are a few aspects of the Study that could be pursued in the short term, while other aspects of the project wait for either additional funding or the right set of circumstances to be implemented.

**Table IV-3** provides suggestions on phasing of the various major actions discussed in the Study.

**Table IV-3**  
**Possible Phasing**

	Short-Term 1-2 years	Mid-Term 3-7 years	Long-Term 8+ years	Ongoing	Landowner Dependent
Town Hall Senior Housing		X			
Bryan Plaza	X				
Washington Supply					X
Former Town Garage		X			
River Road			X		
State Roads		X			
Interior Parking	X				
Pedestrian Circulation				X	
Enhanced River Edge				X	
Bee Brook Area			X		
School Property					X
Recreation Facilities				X	
Pedestrian Bridge			X		
Floodplain Study	X		X		
Septic Capability Study	X				
Zoning Analysis	X				
Water Supply Study	X				

## Section IV. Implementation

### K. Town Sponsored Projects

The Plan includes several projects that could be easily sponsored by the Town of Washington: the development of senior housing behind Town Hall and the creation of additional residential units on the former Town garage parcel are two. If the Town decides to

nior housing, and various combinations of these two options in between. **Table IV-4** outlines several options.

The Town should, at a minimum, control the development of a master plan for each of the Town properties. Input on these master plans from a private developer could be useful if the

WashingtonSupply



proceed, it has several options, ranging from undertaking the entire design and construction process itself, to subdividing the Town Hall property and selling the land to a developer with stipulations on its development as se-

Town intends to turn the project over to a developer for construction and sales. In either case, the Town will need to decide early in the process if the units will be rented or sold. The decision affects the types and financing of ameni-

**Table IV-4**  
**Town Project Control Options**

TASK	OPTION 1	OPTION 2	OPTION 3	OPTION 4
Master Planning of Town Properties	Town	Town	Town	Town with input from Private Developer
Design & Approval	Town	Town	Private Developer with Town Oversight	Private Developer with Town Oversight
Construction	Town	Private Developer	Private Developer	Private Developer
Sale or Rental	Town	Private Developer	Private Developer	Private Developer
Management	Town	Town	Private Developer	Private Developer

ties offered around the project. Partnering with agencies or organizations that promote senior housing will

also help the Town determine the most appropriate means of moving forward.





## **APPENDIX A**

### **Public Work Sessions**

# Appendix A



# Appendix A

## LET'S TALK DEPOT

Town of Washington  
PUBLIC WORK SESSION #1

### Summary

#### What do you like about Washington Depot now?

Traffic Calming – giving the village back to the village  
The rural feel of the village  
The diversity of physical character of the community – the unplanned look with no set style or pattern, everything is different  
The village center is not conspicuous – it doesn't "advertise" itself, but if you're from here, you know where things are  
The "layering" of people – a richness and variety of personalities  
Opportunities for interaction – a stop into the village always turns into a meeting of friends  
Some walkable (and bikable) character now  
No cell phone service! – people have to talk to each other and be more social  
Destination for locals – not necessarily for others  
Uniquely Washington Depot—keep Washington businesses

#### Other ideas:

Use of Town Hall and Town Lawn for various events  
River and picnic areas  
The approaches to the village  
Walking at the School  
Shepaug Greenway  
Sights, smells and sounds of the village  
Multistory buildings  
No fast foods or chain stores  
Human scale  
Walking from store to store  
Pre-flood architecture  
The park by the River and the Town Hall Pond

## PUBLIC WORK SESSION # 2 COMMENTS/NOTES

### Washington Depot

#### Public Comments – Work Session 2

- How do you build in these areas?
- What can we do now?
- Soil-based zoning is important in this town- sewage is an issue – what do you do with it?
- Like the idea of senior housing behind Town Hall
- Town garage property should be a community use, not housing
- How is this going to be paid for?
- Impressed by some of the ideas – like Alt. A – use of transfer of development rights is way to preserve open space
- Are we going to look at a plan that does not require realigning Route 47?
- It's important to influence what happens with the sale of the Supply.
- I'm shocked that I didn't hear a discussion of traffic but rather a talk about walkability/village development.
- Bump out like in New Milford can cause many problems in a rural area
- Angled parking is a better idea.
- Like it with the parking from B.
- Roundabout is "corp office park"
- Broken buildings flanking Town Hall detract from scale
- Like use behind Town Hall
- Image of sitting and being served while enjoying the village
- The River is really the main feature – the other side of the River is really a fascinating opportunity.
- Like footbridge, circular greenway, more roads, housing on town property, bring Main St. back
- Don't like rotary, cutesy lamp-posts
- Inland-wetlands and town sanitarian are ultra-strict in this town
- Thank you for your efforts – prefer Alt A – like the footbridge
- Prefer lining up the streets to relieve congestion
- Thinks a group in town that does not prefer café's – that's not what Washington was
- Echo Alt A – like Alt B's Parking in front of Food Market – remove concrete
- Does the roundabout eliminate a traffic light?
- Is part of this a set of architectural guidelines for the town?
- Do you foresee need for traffic light in the future?
- Can you compare pure res. & mixed-use and state adv. and disadv.?

- Like the idea of a distinctly residential area in the town property
  - Might be better to concentrate the active recreation at the school site
  - What size housing units are you talking? Will these improvements be paid for with taxes?
- I don't think the flood plain is a problem. The flood (of 1955) was a fluke.
  - Has there been any discussion on recreational areas?

## PUBLIC WORK SESSION #3 NOTES

- Isn't this just a dream for developers? How do we control the dream?
- If you move that many people into town (w/ housing) it will turn into suburbia.
- I would rather see the town plan for future development rather than react to it.
- We should be taking proactive action today.
- We're lucky that this plan is happening and we're taking a look at our future.
- We should start with reality – start with early implementation items.
- I like the plan because it takes advantage of the river.
- I'm concerned over the funding of utilities necessary to support the plan.

## **APPENDIX B**

### **Survey Summaries**



# Appendix B

# Appendix B

## WASHINGTON DEPOT VILLAGE AREA STUDY

### Results to:

### “Help Plan the Depot’s Future!”

### What I like about the Depot:

open spaces should be preserved

concentration of population will  
require a mandated sewer plan which  
will require several acres and money

as it is now - rural and not  
overpopulated

it’s small town feel

New England small town charm

small/personal scale

walkable distances between shops

its charm, variety of shops, Town Hall  
building, newer brick buildings and  
shops built after the flood

Town Hall lawn

ability to walk around/sidewalks

Small Town character of town center  
- including ability to buy (limited)  
groceries, hardware, books, etc.

local, centrally located primary school

center portion of town is essentially  
pedestrian friendly

protected undeveloped land (Steep  
Rock, etc.)

typical residential construction is high  
quality

STATUS QUO - THAT’S LATIN NOT  
FRENCH

I like it as it is - just needs more  
parking

The people

Everything: 1. Quiet, peaceful, low  
profile, no kitschy shops

2. parking problem is not serious  
enough to worry about. At most  
times, there is plenty of space. I  
really don’t think there is a parking  
problem; don’t change anything.  
Protect what we have.

Limited development, rural “entry  
way” into the Depot

All my services are right here - 1.  
hardware, grocery, P.O., gallery,  
clothing, pantry, nails, dry cleaners,  
bookstore, etc. Great. 2. simple  
beauty 3. quiet  
4. knowing people as I frequent  
places - a “sense of community”  
5. the absence of chain stores and  
fast food places - love local owned  
and run places  
6. WAA- fabulous!  
7. The casual nature of our little  
town - no glitz

small town place, rural character,  
town hall, the river and water, friendly  
people, knowing lots of people by  
name

The convenience of having a number  
of things so close.

Having so many things close by.  
Friendly atmosphere

don’t bring us business like the pool  
place in Marbledale. A sight to  
behold.

The open areas: along the river,  
behind town hall, school cinder track.  
The trees on the street. Home-  
owned businesses,

feeling of safeness and friendliness.  
Activities: art assoc. area sponsored  
fairs, parades, etc.

casual and slow pace, walkways  
between buildings, sidewalks

The walkable scale of the Depot

The way the Shepaug River snakes  
through the village center

The small scale of commercial uses

The absence of chain stores, strip  
malls, etc.

The sitting of structures close to the  
road

# Appendix B

The multistory structures (e.g., the Washington Pharmacy)

Views of unspoiled adjacent hills

The absence of traffic lights, turn lanes, visually obtrusive signage, and other features typical of a suburban roadscape

Clear edges, at which village-density uses give way to rural-rural uses

Opportunities for impromptu social interactions (e.g., in front of the food market)

The relative absence of uses that attract regional traffic

The shops and stores easily accessible by foot; the bookstore; the supply; the IGA; the P.O.

accessibility of Town Hall, food market,

## **What I dislike about the Depot:**

“back out” spaces in front of the Supply main store MUST be removed

food delivery trucks now block River Road daily

One-way traffic must be considered where possible

tailgaters-speeders on quiet roads

traffic flow

Main Street two-way traffic

lack of parking area

Fast through traffic

some businesses leaving

spread out businesses along 47

Too many enter and exit areas

Something has to be done about all the cars and trucks coming and going into the plaza area.

Traffic speed, walking to places through parking lots, backing out of parking spaces into two-way traffic

Ugly sidewalk in front of grocery stores and P.O.

parking on the weekends

route 47; difficulty in pulling out

speed at which traffic drives through the depot

lack of more businesses at Town Center

tendency for new residential growth to be very remote (single houses on Cook St., School Street density is more “town” friendly).

Parking is a big problem in front of Wash. Supply

Trying to walk across 47 even at the crosswalks. The traffic coming down Green Hill & 109 travel too fast

DON'T CHANGE ANYTHING  
NOTHING

Not enough parking and access main roads

We need very restrictive zoning and architectural controls for all of the towns involved No multifamily. 5-10 acre minimum lot sizes for single family homes. No franchises

Traffic - parking (flow) through the supply/market area

Sometimes I feel I pay a lot more to support our businesses here. I can understand their need to make a profit. However, I feel at times that our prices reflect a “New York” mentality.

Parking in the Plaza - should have diagonal parking with back up lane and one-way traffic.

Parking in the Plaza. It's very dangerous backing out. Many times you find yourself parked between 2 SUVs with black glass.

highway traffic; parking

The speed of traffic



# Appendix B

The post-flood architectural styles and site plans

The excessive width of Bryan Plaza

The absence of a true village green

The sprawling configuration of the town hall property and its lack of high-quality public outdoor space

Front-yard parking areas

The suburban, automobile-centric character of Route 47 between Route 109 and the Bee Brook condos

Single-story structures

The relative absence of residential uses in the immediate village center (e.g., apartments above stores)

The visually incoherent, automobile centric character of Titus Road

The way the village center now turns its functional and visual back on the Shepaug

The loading dock character of River Road behind the food market, post office, et al.

The undistinguished, standard-DOT-issue bridges over the Shepaug River

The hideous (if helpful) orange plastic “yield to pedestrian” signs placed in the center of state roads

Having a gas station as the visual terminus of Route 47 as one approaches the Depot from the north

The lack of dedicated pedestrian, bicycle connections to other village centers (particularly to New Preston, Washington Green, and Marble Dale)

The confusing, congestion-causing traffic at the junction of Route 47/ Route 109/Bryan Plaza

The present condition of the old Town Garage property

Large asphalt parking areas behind Town Hall and in center of “block” bounded by Green Hill Road, Titus

Road, and Route 47

Traffic flow. The gas station on 47. The vacant retail space. Landlords driving out merchants.

Traffic coming down from Green.

## **My dream vision of the future Depot would include:**

sidewalks around the square and out to GW’s restaurant would keep people off pavement

parking is critical

old town garage property in FEMA flood plains should be utilized ASAP for day parking and non=structure open space

There must not be sprawl of commercial along 109 & 47

keep as is - no McMansions like we see in Roxbury and New Milford. No overdevelopment

an area for walkers only

Main Street one-way traffic pattern from Route 109 to River Road.

Remove twenty feet of lawn in front of Bryan Memorial Town Hall to allow for private parking rather than the present curb side parking.

# Appendix B

Enforce the 25-mile speed limit on Route 109 and Route 47

residents living within village

slower through traffic

variety of all essential shops/services

NO BIG BOX SHOPS

NO MORE STRIP MALLS

ALL DEVELOPMENTS MUST MEET ARCHITECTURAL DESIGN CRITERIA

No reduction in open space

greater consolidation

*These suggestions have a map attached to them:*

*remove divide to encourage traffic to go left - if going up to the green to avoid intersection at Rt 47 & Calhoun*

*Entrance to expanded parking in front of Town Hall would be one way. Traffic to go in back of Town Hall - parking for*

*handicapped at back entrance*

*Reconfigure parking so staff parks there and cars will not be going in and not as much*

*Parking by P.O.*

*Restricted parking at left turn so better visibility*

*Town green with seating areas and paths keeping large maple and "Christmas" tree if possible. War memorials, pole and town sign would be incorporated in this area*

*Low shrub along road to hide cars*

*Connect Hickory Stick driveway to bank driveway*

*Shrubs block view of parking*

*Encourage staff parking to eliminate River Road parking*

*better usage/appreciation of river at Town Center - I'd like to see additional development at Town Center that takes advantage of*

River (views, river walk, etc.)

A physical/pedestrian connection between Town Center & north end of primary school playground (allow pedestrian access directly from playground to Town/river).

Better organization of Town Center - possibly close off River Road or front of market to cars

LEAVE IT ALONE

Remove old firehouse for more parking. Create more perpendicular parking by taking away parallel parking on Town Hall side of parking lot.

Add a driveway between Town Hall and pond to create another entrance to plaza.

Similar density as today with disbursed pockets of new growth widely spread around Town.

Town Garage Property: prefer parks, recreation, and bocce courts - 4 lighted courts - as this is a game for

young and old.

More pedestrian friendly sidewalks, 50% mixed use (comm/residential), no "large scale" parking areas; development of former town garage site into parking/garden/picnic area.

Easy way to walk and bike throughout our village strong locally owned retail, banks, etc.

housing/mixed use spaces nearby to encourage walking

trees, plantings - lots of them

"small town" feel and look

a strong artistic presence - festivals, shows, studios

picnic areas and community gathering areas

services within a walk/paths to walk/consistent architectural look

bike trails, no fast food places, signing is restricted and guided by overall look

# Appendix B

utilize the river, a gathering spot outdoors/indoors to meet, great, talk, play chess, etc.

casual, comfortable, every day living areas, sense of community

active center, works for older folks, focal point

housing in the depot. If Texaco goes, have small shops with rental units above. Same as the Supply Co. with units on side and back.

Diagonal parking in the plaza with backup lane. One way. No trains, but better bus transportation. Walks not made of Belgian block.

It's hard for handicapped and difficult for merchants to clear snow. At Texaco, small shops with upstairs apts. New urbanism Ugh! Try to keep small town ambience while having more housing in the depot. Perhaps shops with rented apt. above and townhouse at lumber yard.

More affordable housing, connecting

shopping areas that are safe. Set up specifications for future buildings, i.e.. Style, height uses (to include upper floors for apartments), eating areas for winter use. Area that could be used for showing movies.

Install traffic-calming devices on State roads (e.g. speed rolls, cross walks comprised of different paving materials, curb extensions, planters in center of road, a center island monument, such as the one in Kent)

In immediate village center allow-on-street parallel parking on Green Hill road and Bee Brook (expands parking, calms traffic, provides pedestrian buffer)

Figure out how to allow handle sewage for higher density uses (a public sewer? A private sewer?), and how to ensure that any system considered does not encourage development to sprawl outside the village center

Modify land-use regulations to encourage more compact, efficient utilization of village centers (build-to

vs. setback requirements, multistory structures, residences above stores, etc.)

Encourage compact, village-scale redevelopment of Bee Brook Road between Route 109 and Bee Brook condos, with an emphasis on creating more residential opportunities in the village center Establish architectural standards to ensure that new development is compatible with the Town's rural character

Target open space preservation efforts at protecting the open land that defines the edges of village centers

Implement transfer of development rights regulations encourage people to preserve land outside village centers as open space and transfer the development rights associates therewith into village centers

Provide more pedestrian amenities (sidewalks, benches, etc.)

Provide regulatory incentives

(density bonuses? Lot coverage bonuses?) to encourage replacement of paved parking areas with permeable paving materials

Tear down the cobra lights and, in instances where streetlights are truly essential, replace them with more distinguished light fixtures

Prohibit the use of flood lights and other high-intensity light fixtures

Put overhead utilities underground

Plant more street trees

Establish a timeline for redeveloping the Town Garage property, and hold a design competition for how to best to use the property

Ditto for the primary school property

Reduce the width of Bryan Plaza row

land reclaimed from Bryan Plaza, combine with land in front of Town Hall to create an actual village green in the center of the Depot

# Appendix B

Put parking underground and/or encourage new construction over parking areas

Solicit proposals for residential infill development at rear of town hall property

Create dedicated passive recreation trails connecting the Depot to the town's other village centers, as well as to significant open space areas

Development of the Town Garage property

New housing units in the Depot

Riverfront park

More pedestrian friendly

More shops and restaurants

The Town Hall and park-like setting around it should be the focal point.

Increased affordable accommodation to support growing families, with a greater variety of stores.

Feeling able to compete with lower prices at Stop & Shop or Big Y in New Milford as well as the Northville Store.

Circulating traffic  
Preventing the acquisition of green areas by parking lots for vehicles

Opening the Green for small stores in addition to Crossroads Café to support the locating of Gunn Memorial Library or Museum on the Green.

More gathering space - picnic tables  
kiosks  
outdoor eating, ice cream/coffee  
children's' play space

Modest in scale commercial development  
dog park and a kids' park  
don't make the town garage site an alternative comm. Center

My property at 15 River Road being commercial. With the ugly building at 13 River Road backed up against my land, it would never

sell as residential.

Move Citgo - possibly out 47 on other side of bridge  
Foot traffic across bridge by G. W. Tavern  
Art Gallery  
Things open after hours  
Small parks  
more offices for business  
professionals in mixed use buildings in scale

Better traffic circulation, possibly building and narrowing the routes through, parking alone, routes instead of lots  
More density in existing area.  
Perhaps a park in the middle of it all.  
Outdoor cafes or other public gathering spots

Keeping the town and commercial area centralized and small in area  
I know we need to allow for growth, but let's do that without have Route 7 type sprawl going up 47.

People who embraced common sense and know history which tell us that the precious nature of our town

is the open space, farmland, and people not living too close together, unless desired, all of which is the result of the nature of Washington is a place of vacation, recreation and repose based on its history and the demise of industry. Avoidance of changes to zoning which would impact on housing density. Less planning of our lives.

To keep Washington a "small town"  
More pedestrian friendly

I would love to see sidewalks around the Town. I envision sidewalks leading all the areas, from the Green, to the Washington Depot, to the New Preston Hamlet, to Marbledale, etc. I would also like to see a slightly wider variety of shops.

more stores, restaurants - but not too many more  
a visitor info booth

My solution is make the road from the supply co. to the legion all one way east to west. The town hall circle turn right on it. Make Herringbone



# Appendix B

parking on both sides. From Green Hill you enter the drug store exit on River Road Titus park is entered from and exit on 47.

Better parking  
park-like open space  
locally-owned businesses  
cafes  
gathering spaces  
walking around shops

expansion within walkable area

slant parking on Plaza  
one way/other way on Main  
more parking for supply co.  
no one-way into Titus bldgs.  
Housing at old garage

Foot bridge where old Moody Bridge used to be

A place where teens could go to gather, maybe a movie night at the Town Hall because that doesn't get much use.

Not having to go 20-30 minutes to get a movie or to occupy myself.

sidewalk which connects the center (Depot, the Green, New Preston)

Leave as is

solution to the parking area in front of Washington Supply  
parking area where old town garage was  
more housing in the Depot - sad to see a "dead" town after 6 p.m.  
More areas where people can sit and watch the world or river go by  
do not want to destroy or drastically change what we have now

small movie theatre for kids, teens & families  
workable community center to be used by sr. citizens in the day and teens at night and groups  
a variety of retail shops - some open at night or later  
affordable housing within walking distance of all services  
housing should be architecturally "in-step" with Depot  
Possibly use WPS property for community center for seniors and teens  
a band shell/stage outdoors would be nice for cultural events outside park area where old town garage was (not for cars)

A space for "socializing" more than we currently have/do

as it is - old charm

a decent school for our kids before we do unnecessary renovations

leave it the way it is

more bike paths  
no low-income, multi-family housing

no change

more sidewalks  
more housing  
the same established businesses

clean water

keep it the way it is

pedestrian walkways  
centralized parking  
WPS (when consolidated) be converted into health or fitness sporting complex for all ages  
gardens with picnic areas

no changes

a sidewalk café for lunch - coffee or drinks

perhaps the entire corner in front of the bookstore

Maybe a true park between the Pantry & the other shops  
The Depot doesn't need much

don't change anything

The ability to grow and make the appropriate changes without losing those wonderful values that have made it a pleasure and privilege to live here for the last 23 or 24 years - and it seems to have passed in a blink of an eye

a natural evolution into a somewhat more vital and dense mixed use alive village, some river-front café/coffee house action

a walking connection to Town Greenway

Perhaps a colorful but harmless Town drunk ( the character factor)

A nice walking experience  
integrated town garage site  
a place to spend a while instead of darting car in and out

# Appendix B

leave it the way it is; small changes

gathering places (picnic tables outside, café)

Pedestrian walkway linking Depot together (perhaps through Vinnie's Depot) from Supermarket etc. to shop across the street (Hickory Stick, etc.) and river area  
Get effect like in Kent

renovated Washington Primary School

peace & quiet  
lower taxes

no changes

a coffee shop where the old firehouse is now (when the tenants leave) so everyone can hang around, young and old. Turning the old school into housing together with a community center for young and old.

The parking there also could be used as "overflow" parking from Friday eve to Monday am and on holidays and in summer. A pool could go in there somewhere, indoor and/or outdoor or both

a restaurant, dr.'s office, services

one-way traffic in front of food market

no parking in front of Supply

expanded Land Trust area  
value of keeping land as land  
bike trail

not having additional sidewalks throughout the Depot  
The crosswalk areas more secure - frequent line painting enhancement, it wears out easily  
more lighting with posts but consistent size/colors, paying a professional to provide the seasonal maintenance, which could include some tasteful Christmas decorations, we are too low key esp. since we do have holiday in the Depot.

The parking "lot" on Titus - old town garage cleared  
tasteful wood, painted signs  
welcoming people to the village of Washington or Washington Green or Village of Marbledale. In line with New Preston's tasteful sign.  
A tasteful (not fancy) trash

receptacle on the town lawn by bench so litter doesn't get thrown on lawn

which it constantly does. Only the Wash. Market provides this necessary service. The Town needs to alleviate the burden. Road crew could service it easily.

Get rid of the black asphalt square around the trees on the Plaza  
Get some stores where we can buy socks, dungarees and necessities

maintain the current beauty  
strict zoning rules on development  
site line restrictions on development

parking and people friendly  
rest areas, walkways, etc.

better walkability  
outdoor gathering places to sit instead of standing on post office steps or in front of grocery store  
some way of adding non-intrusive trash receptacles as now only one in front of grocery store  
more affordable housing (2nd & 3rd story additions)  
big hotel, boutique, swinging hot

spot, parking lot expansion

no more parking for employees (working in the Depot) on River Rd. diagonal parking in Bryan Plaza with one-way traffic: in one way, out the other.

No more parking in front of Washington Supply Co.

No parking in front of Washington Supply Co, need traffic light there. remove lawn area near Town Hall & make into parking area.  
Diagonal parking on Bryan Plaza.

I want my village to remain the same with the exception of the parking situation.

Using some of the Town Hall lawn closest to the old fire house for parking (diagonal). This could extend up to the road for handicapped to the rear of the Town Hall. This road could be one-way. Also the lawn behind the Town Hall, on the other side of the handicap driveway could be made into a parking lot for employees of all the stores. No parking should be

# Appendix B

allowed on River Road behind the banks & P.O.

No building over 3-story and no parking garages.

Remove one traffic generator from Bryan Plaza - such as the post office to be relocated at the west edge of the old Town garage. The relocated post office would lease land from the Town with parking and the rest of the site would be transformed into a gem of public uses.

I would like to see the back of the old fire house redone with addition of a second floor (junk there could move to a single addition to the rear of the town hall. I would like to see the police moved in the old fire house so the land use office could have their space in the town hall. I would like to see the Plaza trees replaced with elms (Princeton Elms) and a change in the walkway. I would also like to see the old town garage become a combination of park, commercial build-up and housing.





## **APPENDIX C**

### **Local Businesses**

# Appendix C

# Appendix C

## Washington Depot Village Study

### Washington Business Association- Brainstorming Session 5/25/05 (8- 10 people)

1. What type of additional businesses would be complementary to the current businesses of the village?

Men's clothing  
Ice cream shop  
Bakery  
Kids Daycare  
Pet store  
No manufacturing  
No chain restaurants  
No fast food  
Gym/workout center  
Garden center  
Canoe/sporting  
Crafts-pottery, woodworking  
Artisan studios  
Galleries  
Farmers' market  
Upscale wine/martini bar  
Coffee shop

Social club/dancing  
Health food store  
Juice bar  
Butcher  
Clock repair  
Shoe repair

2. What improvements or features would you like to see in the village?

Grow toward Tulip Tree  
Welcome to Washington Depot  
Signs  
Flower pots/plantings  
Village gateway  
Lighting  
Unity public lighting  
No mercury vapor-night sky  
Hanging flower baskets on poles  
Structural improvements on buildings  
Cohesion of architecture  
Gas station-masked front-  
berm/plantings  
Pedestrian walkways  
Parking  
Child friendly

Playground  
Bicycle path along 47  
Scenic/historic route designations  
Street life  
Fountains/seating  
Artistic murals town hall  
Courtyard

## Washington Depot Businesses

Adeptus Arts  
All Star Bus Co.  
Ambience, Inc.  
Apple Tree Design Depot  
Averill Farm  
Bouyea & Associates, Inc.  
Capital Management Corp.  
Christopher Boshears  
Cramer and Anderson  
David Connelly  
David Miles, Attorney  
Depot Papeterie  
Ericson Agency  
Fancy That, LLC  
Finial Home & Garden LLC  
First National Bank of Litchfield  
Grape in the Shade  
Greene & Company  
GW Tavern  
Harry Wright Electrical  
Healing Center @Two Titus  
Hickory Stick Book Shop  
Hourglass Capital Group LLC  
Kelly & Trevenen LLC  
Ken Daniels Lighting  
Kiddippity

# Appendix C

Klemm Real Estate	Washington Grille
Litchfield Bancorp	Washington Hairport
McCarthy Electric LLC	Washington Liquors
Momix Inc.	Washington Mutual
Mygatt Design	Washington Pharmacy
Nail Chalet	Washington Pizza
National Iron Bank	Washington Supply & Kitchen
Paul Lincoln Cornell	Washington Travel
Personal Best	William Ravies Real Estate
Peter Talbot Architects	Wyant & Company
Picton Brothers	
Pilobolus	
Portfolio Properties	
Seraphim Boutique	
Shepaug Flower Fram	
Shepaug Valley Electric	
Sothebys	
Steep Rock Association	
Susan Bishop Interiors	
The Pantry	
The Tulip Tree Collection	
Tierney Realty	
Titus Park Garage	
Vanitas Jewelry	
Vinnie's Depot Service	
Washington Art Association	
Washington Food Market	



## **APPENDIX D**

### **Historic Photos**

# Appendix D

## Appendix D

28 — *The Light at the North End of the Tunnel*



**1899 - Looking down  
Main Street (now River  
Road) toward Cook  
Street**

Looking down Main Street in 1899. Foullois building is to

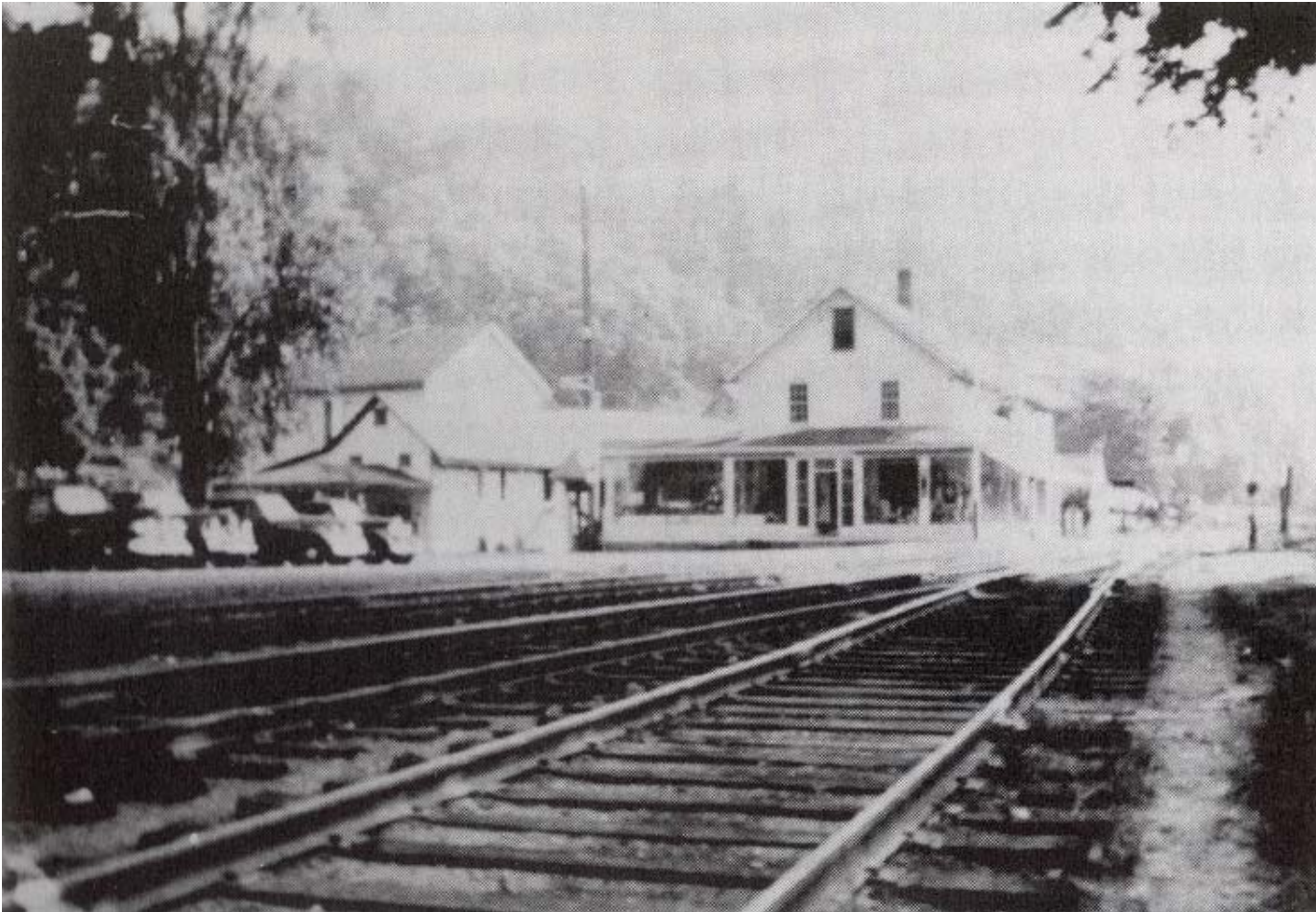


**Main Street (now River Road) prior to the 1955 flood - View toward Rt. 47**





**Ellsworth Apartments,  
Bee Brook Road**



**Washington Supply  
Company viewed from  
present day Bryan Plaza**



**1955 flood - Looking across the Shepaug River toward where the brick Green Hill commercial buildings are located today**





**Pre 1955 flood**

**Commercial  
buildings between  
Main Street (now  
River Road) and  
the Shepaug River**

## Appendix D



**1955 flood -  
Main Street  
(now River  
Road)**



# Appendix D

## **APPENDIX E**

### **Preliminary Alternative Layouts**

---



# Appendix E



**Layout A**





**Layout B**



**Layout C**

# Appendix E

## **APPENDIX F**

### **Alternate Town Garage Property Layout**

---





# Appendix F



# Appendix F



## **APPENDIX G**

# **Connecticut Department of Transportation Comments**

# Appendix G

——Original Message——

**From:** Andrini, James R.

**Sent:** Tuesday, October 18, 2005 2:32 PM

**To:** Jim Donovan

**Cc:** Trotta, Carmine P.; Marrero, Mario; Ricozzi, Barbara B.; Sitcovsky, Merrill R.; Novak, Douglas M.; 'M. Morehouse

**Subject:** Washington Depot Review

Jim Donovan

Senior Landscape Architect

Wilbur Smith Associates

Jim ;

Comments submitted to this Office, including this Bureau's, reflect a general acceptance of the recommendations in the report.

The report should be released with the understanding that additional Department and Federal Highway Administration screening will be required should these recommendations move to a higher level of project development.

The report should included a paragraph stating that although the Department "conceptually concurs" with the recommendations, this should not be interpreted at this early stage to mean approval.

Should project funding become available, and higher level project activity is authorized, this Department will more closely examine areas identified during the review as of particular concern and importance. They include :

1. The potential for increased accidents due to the addition of parking.
2. Taking into consideration available right-of-way - Will the proposed roadway cross section, with the addition of parking, be of sufficient width to ensure that maintenance activities such as snow plowing can be safely carried out.
3. Will the proposed cross section provide the minimum acceptable travel lanes and the 11 foot minimum width for shared parking and bicycling.

4. To prevent sightline and signage interference, trees that mature to four inches or greater will not be allowed as roadside landscaping.

5. The report recommends roadway narrowing where no on-street parking exists or is planned. The Department will not permit roadway narrowing such that inadequate by-pass width is provided.

If you have any questions or wish to discuss these comments or the report, please feel free to contact me at 860.594.2148.

Thanks

James R. Andrini

Transportation Supervising Planner  
Bureau of Policy and Planning  
Connecticut Department of  
Transportation

——Original Message——

**From:** Andrini, James R.

**Sent:** Thursday, October 20, 2005 11:35 AM

**To:** Jim Donovan

**Cc:** Trotta, Carmine P.; Sitcovsky, Merrill R.; Marrero, Mario; Ricozzi, Barbara B.; Novak, Douglas M.; M. Morehouse

**Subject:** FW: Washington Depot Review

Jim :

Two items regarding the recommendations for on-street parking were not included in my October 18 e-mail to you. I would like to pass them along for your information. They were part of the Office of Traffic's review response.

- On-street parking is a potential sightline restriction for driveway and side streets.
  - On-street parking will reduce the ability of vehicles to bypass other vehicles waiting to turn left as well as inhibit the passage of emergency vehicles.
- Thanks  
Jim Andrini



# Appendix G