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The lines between planning and landscape architecture have never been as blurred as they are today. In this issue of The Connecticut Landscape Architect, we explore the commonalities and differences of the two practice types. The 21st-century-ism’s of Landscape Urbanism, New Urbanism, and “interventions” all require robust efforts from many allied disciplines. From Union to Stonington, our members are working to PLAN and DESIGN the land in the state of Connecticut.

Many Connecticut firms have principals and staff licensed and certified in both professions. The list includes Gary Sorge, FASLA (Stantec), Vincent McDermott, FASLA (Milone & MacBroom), Chris Ferrero (Fuss & O’Neil), and David Sousa (CDM Smith). Many others are well versed in planning projects and procedures but have not gone through the arduous process of obtaining Certified Planner status (as I’m sure that there are many AICP professionals that have the skills and experience to obtain Professional Landscape Architect credentials but have not done so). Throughout this issue of The Connecticut Landscape Architect, planner-landscape architects describe the challenges and rewards of this practice area.

Historically our chapter membership has included many prominent planners. Robert Donald served for many years as town planner for Farmington, CT and Dennis Goderre is presently town planner of Waterford, CT.

Seniors in the landscape architecture program at the University of Connecticut are exploring the many aspects of planning this semester. Several students have written about their planning at the macro, meso, and micro level. Projects include a comprehensive plan for Windham, a bicycle master plan for Mansfield, and a regional plan for southeastern Connecticut. It can only be good for our profession to have students exposed to and learning about the complex issues of planning.

Also in this issue, Channing Harris, PLA provides a fascinating history of New Haven’s East Rock Park, and an early planning effort, Hartford’s Master Plan, by Carrier and Hastings, is described in the back pages.

I hope you enjoy this issue of The Connecticut Landscape Architect as well as the wide range and various nuances of Connecticut landscapes, planned and designed by our members.

W. Phillips Barlow, ASLA, LEED AP
It has been said of New England, “if you don’t like the weather, wait a minute, it will change.” Such is life in Connecticut, change is a constant. As a lifelong Connecticut resident, I look forward to change; from the snowstorms that blanket the state in the winter, to the greening of the hills and valleys in the spring, the dog days of summer spent hiking in the woods, and finally, the intense hues of gold and orange that herald the coming of fall. Change in Connecticut is something to be embraced and celebrated.

CTASLA is constantly on the lookout for change. We maintain an eye on all things landscape architecture in the state, we keep an ear to the wall for challenges to our profession, and we watch vigilantly over the landscapes that define the state. 2014 has been no exception. This has been a year full of issues that are near and dear to our hearts, efforts to be praised, and announcements worthy of celebration.

After many years the father of landscape architecture and Connecticut native Frederick Law Olmsted was finally inducted in the Connecticut Hall of Fame. This important figure that has shaped so many of the nation’s parks and landscapes has finally gotten his overdue recognition from his home state. We are proud of his legacy and place in the Connecticut Hall of fame.

During this past year, the dedicated executive board of CTASLA has worked to protect and advance the profession and protect our landscapes from threats. The challenges and issues we encountered this year were faced with speed, professionalism and determination.

The highways and byways of Connecticut are some of the most scenic and beautiful in the country, and the Westville section of New Haven is one of the most picturesque neighborhoods in the state, with its tree-lined streets and classic homes. After Hurricane Sandy and the other storms that brought down countless trees throughout the region, the utility companies have been promoting new regulations that would severely limit street tree placements and have been aggressively trimming trees throughout the landscape. CTASLA has been actively involved in this issue, and is part of this important discussion.

On the advocacy side of things, the *nullum tempus* ruling from the state and licensure threats from allied professions have kept our Trustee and Advocacy Committee very busy. With each of these challenges, CTASLA Executive Committee members took a stand for landscape architects and landscapes in Connecticut. I am extremely proud of their dedication and hard work.

At the core of the CTASLA mission is the charge to advance the profession in the state. We have gone to great lengths to increase the visibility of the profession, work with state and local agencies to increase opportunities for landscape architects, and to increase the general public’s understanding of who we are and what we do. Our continuing education programs have helped to elevate the stature of the profession and create new opportunities for work for landscape architects. Our programs are not only a great opportunity for Connecticut landscape architects to acquire CEUs and expand their knowledge, they also showcase the skills and breadth of experience that our professionals possess. Many non-members from peer professions attend our programs, which creates valuable networking opportunities for Connecticut landscape architects.

It has been an exciting year full of changes and challenges. Can’t wait to see what the next one brings.

David W. Verespy, ASLA, LEED AP
I just found out that a scout group in which I was very involved many years ago was in the process of folding its tents for good. It seems that none of the current parents in the organization felt they had the time to get involved in it. Having led the group for a number of years and seen how my two boys had benefited from their experience in the program, my initial instinct was to get back involved and do what I could to keep the group alive. Having now thought more about my reasons for initially getting involved, however, it occurred to me my motivations for leading the group were actually quite selfish. I simply wanted my own kids to get the most they could out of the program, and if they had as good a time in it as I did when I was their age then any time I would put into it would be well worth the effort. I recalled that all of the parents involved in the group I led felt the same. You get more out than you put into it, right? Although I might now lend a hand, saving the group this time would ultimately be the responsibility of the parents of the current scouts who have the biggest stake in the venture.

Many volunteer organizations flourish because their members know they have a personal stake in its “mission” and do what they can to further that mission. The American Society of Landscape Architects is certainly one of these.

Many volunteer organizations flourish because their members know they have a personal stake in its “mission” and do what they can to further that mission. The American Society of Landscape Architects is certainly one of these.

value landscape architects bring to the process of building a better world (literally). Ah, but they say, although we have come a very long way there is still much work to be done. Although your ASLA chapter is led by a dedicated and active group, it is very small in comparison to our membership roll. Let’s face it, it seems we are all busier than we ever have been, between our jobs and our home life. But think about this — what if each member could find one hour a month to better promote their profession? In Connecticut that would be 290 hours of volunteer time every month. Just imagine what could be accomplished with even half that amount of effort. We could achieve far more if less time was spent by more people who all have a common interest.

So think about that the next time you hear a plea of help from your ASLA chapter.

Robert J. Golde, PLA, ASLA
So which comes first, the aesthetics or the planning? It may be that whichever comes first defines the classification we chose as professionals. For those of us at LADA, P.C. Land Planners in Simsbury, CT, it was the aesthetic sense. With undergraduate degrees in economics and the classics, respectively, my partner Phil Doyle and I both traveled down the road to design on unconventional paths. Starting in fields where the written word ruled supreme, the step up into design, and a graphic-based communication format, seemed somehow logical at the time.

Our practice has included all the aspects of design, including planning. We don’t particularly separate the activities of planning from the process of design. The process remains the same no matter the project — listen, investigate (inventory), analyze, synthesize, design, and prepare the final product. Although I am sure there are fancier terms to use to describe the process, it is the same whether it involves the development of paving patterns for a streetscape, the layout of roads for a subdivision on 100 acres, or the development of recommendations to try to save farming in the City of Middletown. The process is the same. The product, of course, varies. Sometimes it is a written report with recommendations to describe what we envision for the future, and sometimes it is a graphic plan. Either way, you have to be able to “see” it to be able to describe it.

LADA has been involved in many planning projects over the years. When I look at them in retrospect, they have a couple of elements in common. First, they sprang from the need to solve a specific physical problem as a first priority or immediate solution. For example, the Manchester Lead Abatement Report, which was created to address how a contractor should deal with façade improvements, eventually became a handbook to address a myriad of issues relating to the appropriate way to update the many historic homes in Manchester. The report included handicap access, additions, house colors, etc. It started small and grew into a great tool for the community.

Second, for the most part, the written word was just not enough to help the commissions and or public understand the consequences of what was happening. For example, we were retained by the Town of Willington to review their proposed subdivision...
regulations. They had already engaged someone to write the regulations but were unable to visualize what the consequences of alternatives in language would be. LADA reviewed the proposed text, created mock subdivision layout, and offered suggestions to modify the text so that the regulations would reflect what they were trying to accomplish.

Third, you have to be flexible. Every project needs its own set of drawings and final product. Sometimes it means creating written text and sometimes it is graphics. But the most successful project and those with the greatest likelihood of being implemented are the ones that have both.

continued next page

One of many subdivision options prepared for review and recommendations for new subdivision regulations.

Sustainable Style.
The stunning new Beacon Hill Bench expertly showcases the beauty of bamboo.
The Route 6 Hop River Corridor was a great project which required a comprehensive approach with respect to skills and final product. The final report was to be used by four different towns, which had differing needs and perspectives. Accordingly, the breadth of topics and the final texts had to be usable as grant application documents, for the PoCD, and as actual regulations. That project was a success because of the tight relationship between planning and landscape architecture.

So what is the difference between planning and landscape architecture? I have never really seen any real definition that proves consistently true. It seems a product of individual implementation — how people go about their professional lives and how many different languages they can speak. These are the languages of scale — from watershed level to details; the language of communication — from meetings.

---

**Figure 15-2**

**Smart Growth Audit Checklist**

**Principal #1 - Conformance with the State Plan of Conservation and Development**

<table>
<thead>
<tr>
<th>Topic</th>
<th>Location</th>
<th>Compliance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Does the State’s current Plan of Conservation and Development (POCD) recognize the importance of commercial growth along Routes 6/66 to the host communities?</td>
<td></td>
<td>Yes No</td>
</tr>
<tr>
<td>Does the Town's current Plan of Conservation and Development (POCD) conform to the State POCD?</td>
<td>Bolton</td>
<td>Yes No</td>
</tr>
<tr>
<td></td>
<td>Coventry</td>
<td>Yes No</td>
</tr>
<tr>
<td></td>
<td>Andover</td>
<td>Yes No</td>
</tr>
<tr>
<td></td>
<td>Columbia</td>
<td>Yes No</td>
</tr>
<tr>
<td>Does the existing Zoning conform to the State POCD?</td>
<td>Bolton</td>
<td>Yes No</td>
</tr>
<tr>
<td></td>
<td>Coventry</td>
<td>Yes No</td>
</tr>
<tr>
<td></td>
<td>Andover</td>
<td>Yes No</td>
</tr>
<tr>
<td></td>
<td>Columbia</td>
<td>Yes No</td>
</tr>
<tr>
<td>Does the existing land use along the Corridor reflect the State POCD?</td>
<td></td>
<td>Yes No</td>
</tr>
<tr>
<td>Does the proposed Corridor Zone reflect the current State POCD?</td>
<td></td>
<td>Yes No</td>
</tr>
<tr>
<td>Are changes being recommended to the State POCD?</td>
<td></td>
<td>Yes No</td>
</tr>
<tr>
<td>Does the proposed Corridor Zone Regulation reinforce the ideas of Smart Growth?</td>
<td></td>
<td>Yes No</td>
</tr>
<tr>
<td>Do the changes being recommended to the State POCD reflect the project Smart Growth Principles?</td>
<td></td>
<td>Yes No</td>
</tr>
</tbody>
</table>

*Score: Very Poor Good Requires changes to the State POCD*

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to workshops to charrettes; and the language of production — from site analysis to site plans, from corridor plans to municipal master plans. The vocabulary changes, the product changes, but the process is the same.

I would suggest that as landscape architects, we are uniquely suited to all aspects of anything to do with land planning. We have the training and the willingness to see alternatives that the training of other professionals does not encourage. For what is a charrette but the collision of design alternatives accelerated by time and described by graphics and later translated into words?

Life is a design as well as planning problem, which should keep us all busy.

— Terri Hahn is a landscape architect and partner at LADA, P.C. Land Planners of Simsbury.

Charrette plan for East Windsor PoCD workshop.
The four acres of land locally referred to as Cherry Ann Street Park is the northernmost portion of Beaver Pond Park, bordered by a K-8 public school and Beaver Pond to the south, Southern Connecticut State University to the west, and residential neighborhoods to the north and east. The population is predominately minority and low income. Developing a plan for Cherry Ann Street Park demonstrates some of the processes, constraints, and opportunities of park planning in New Haven.

Neighborhood residents wanted recreation and a safe place where children could play. New Haven park planners typically develop designs from input, review, and ultimately approval by the community. Through meetings and site walks with residents, a preliminary plan is developed. Planners then present the design at a community meeting to elicit discussion and feedback. Cherry Ann Street Park planners followed that process and the proposed improvements were well received with priorities established.

The site consists of dense, semi-impenetrable expanses of invasive vegetation surrounded by woods. It is wild and overgrown but feels serene. A big plus is pond access and views if the tangle of vegetation blocking it can be tamed. The site is remote but its seclusion seems like a plus — a quiet refuge in the midst of the city. From other perspectives these qualities are potential negatives.

Review of the plan with the parks maintenance director brought a mainly negative reaction.
Maintenance staff sees the good, the bad, and the ugly every day. They have to pick up the pieces of what doesn’t work and deal with the unsavory side of what occurs in parks. They are very pragmatic and tell the truths that you do not want to hear but should listen very carefully to. The director felt that many of the improvements were problematic given the secluded location and lack of visibility. Improvements in another remote park location were recently removed because the site was plagued with fighting and vandalism. The director felt we needed to reconsider the plan.

The plan was acceptable to the police department provided that there were clear sightlines into the park. They suggested removal of a considerable amount of the woods and vegetation that border the park. This would greatly change its character. The police stressed that the success of the park would largely depend on the neighborhood’s role in discouraging and keeping out negative behavior.

I wanted to be optimistic about the park design but needed more perspective. I asked the U.S. Fish and Wildlife Service (USFWS) to collaborate on the plan and to provide equipment, manpower, and expertise to control the invasives and open up the park. The USFWS brought in Connecticut Audubon and the Urban Resources Initiative (URI), with whom the Parks Department has successfully collaborated with in the past. URI, a non-profit affiliated with the Yale School of Forestry, has a mission to build community based land stewardship. Together, Audubon and URI could establish native plantings and improve habitats.

A community meeting was convened to regroup, reach out to residents, and introduce our new partners. Over a period of three months, URI led weekly park cleanups and conducted visioning workshops to help the community fine-tune their ideas for the park.

These efforts brought the neighborhoods together by working towards common goals. When the visioning process was complete, the plan was revised. The ideas were similar to the original plan, but more attuned to the physical and cultural conditions of the site.

A final community meeting completed the process. At the meeting it was gratifying to see the community energized and in charge of the proceedings. One brave soul said that he loved kids and parks but he thought that the site was too remote for park amenities. The majority were optimistic but the consensus was that improvements be made incrementally to build on successes and pull back if things failed.

Cherry Ann Street Park is still a work in progress. Its success will depend on community involvement and carefully implemented improvements.

— David Moser is a landscape architect with the New Haven City Plan Department.
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Left-Brained Planner, Right-Brained Landscape Architect

BY FRANCISCO GOMES, AICP, ASLA

Professor Nick Dines grabbed a handful of change out of his pocket and tossed it onto the vellum attached to my drafting table. “There’s your planting plan,” he said. Somewhat astonished, I looked at him with an expression that conveyed misunderstanding. Could it be that simple? Professor Dines followed his initial action with, “Trace the coins — those are your shade trees.”

I was in a graduate studio at the University of Massachusetts, Amherst — a dual-degree student in the Master of Regional Planning and Landscape Architecture program. I had been staring at a mostly blank sheet of drafting vellum, struggling with how to translate a program for a proposed park into a drawing that satisfied the program, while conveying a unique perspective. Professor Dines had given me an unexpected nudge and a valuable lesson. Nature is chance and chance can translate into authentic experiences. It was a lesson into the hemispheres of my thinking and a reminder that a designer needs to remain open to ideas casually tossed into an otherwise deliberate process.

As planners, we are rational, calculating, and structured. We temper enthusiasm for exciting ideas with a consideration for the implications of those ideas on governments, communities, and stakeholders, now and in the future. We seek compromise and solutions that produce the greatest good for the most people. As designers, we are passionate, focused, and obsessive. We seize upon ideas that inspire, challenge the status quo, and resolve complexity with elegance. We know that a stimulating environment, a comfortable space, and a sustainable solution are not easily quantified and are likely undervalued.

Since graduating from UMass, I’ve had the privilege of working in both the landscape architecture and planning professions in Connecticut. I’ve designed memorial gardens and led regional transportation studies. It’s the scale that attracts me — not the 10 scale or the ¼”=1’ scale (for all of you architects out there), but the entire scale. I’m as interested in the movement of light on a courtyard throughout the course of a day as I am in the movement of people on a MetroNorth branch line over the duration of a year.

Connecticut is a fantastic laboratory for the planner and designer. We have many people squeezed into a finite space that contains a diversity of landscapes. We have places of worth and places worthy of reinvention. We have an engaged population that is serviced by an aging infrastructure. More than ever, Connecticut needs planners with their big left frontal lobes to develop matrices of pros and cons, gather, organize, and assemble data, parse through it, find patterns, craft a narrative, and create a vision. Connecticut also needs landscape architects and their moleskin sketchbooks containing meeting notes, ideas, construction details, and concept sketches separated only by page and/or date. We need their devotion to an idea, their vision of a better place.

When I consider the challenges that face our state, I see Connecticut’s planners and landscape architects as integral to our moving forward. We need to have better solutions to transportation than simply adding lanes to our highways. We need better places than strip mall parking lots. We need cleaner air, cleaner water, and more contiguous habitat. We also need places that are fun, exciting, and accessible to a wide diversity of our population. As planners and landscape architects, we are up to the task.

When in doubt, throw some change on the table.

— Francisco Gomes, AICP, ASLA is a Project Manager and Urban Designer at Fitzgerald & Halliday, Inc. in Hartford.

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When I consider the challenges that face our state, I see Connecticut’s planners and landscape architects as integral to our moving forward.
Comprehensive Planning: Identifying Areas for Planned Development in Windham

BY NICK HIRTH, STUDENT, UNIVERSITY OF CONNECTICUT

The senior UConn Landscape Architecture studio class this semester is focused on exploring different aspects of community planning through the lens of landscape architecture. With sustainability as a theme, we have learned to address various ecological, social, and economic issues in communities. The class has also emphasized the three major scales of project planning: macro (regional), meso (local), and micro (neighborhood).

For our first project we worked at the meso scale, developing a comprehensive plan for the town of Windham, CT. Prior to starting our analysis, we conducted a research exercise to help us get a sense of the town. Using the Mansfield Tomorrow Plan (a planning project currently underway) as a framework, we were tasked with identifying key focus areas for future planned development and conservation. We took into account town history, character, economic development, natural resources, and the town’s current Plan of Conservation and Development.

Windham is slowly rebounding from a long period of economic decline. As new life comes to the town, it must work to retain its unique character while accommodating new development. Two focus areas that I identified were Windham’s newer industrial-commercial corridor along Route 6 and a large track of undeveloped land in the northeast corner of town. The Route 6 corridor, with its big box stores and strip malls, has adversely affected the town character in this area and it has started to lose its sense of place. I suggested some mixed-use development to restore the community connection and to create a contemporary neighborhood that Windham can be proud of. A large woodland area, surrounded by low density residential and farmland, was identified as a valuable asset that must be protected from sprawl.

While working on this project, I learned a lot about how town plans are developed and how they change over time. I now understand why certain zoning regulations and guidelines are put into place, and I am starting to understand how to develop these programs so that the goals and vision of a town are met and upheld over time. I find this process very rewarding, and I look forward to further developing my skills and knowledge of planning.
As a sustainability-minded comprehensive plan has developed through the Mansfield Tomorrow project, the town of Mansfield has identified the lack of, and need for, bicycle corridors throughout the town. With an ever-expanding town population, the continually changing UConn campus, and Storrs Center development, the need for multi-modal means of transportation is becoming increasingly important. Mansfield hopes to provide its citizens with commuter-friendly bicycle corridors throughout the town, as well as a plethora of recreational circuits for its recreational cyclists.

When contemplating a solution to creating bicycle connectivity throughout Mansfield, I considered four main criteria:

- **Historic Destinations/Scenic Routes:** The town's historic villages and rural scenery can provide interesting paths and destinations for the bike circuits.
- **Existing Bike Routes:** Existing bike routes in town lack connectivity and a clear hierarchy of form, though they provide a starting point for the plan.

continued next page
Bike Master Plan cont’d

• **Planned Zones of Development:** Mansfield has been very proactive about its town planning, creating zones of planned development to reduce sprawl. These areas will be connected internally and to each other.

  • **Slope:** Mansfield enjoys a landscape of rolling topography, which adds to its classic New England charm. However, this is a challenge for bikers looking to commute or go on a casual ride.

**Solution**

Through analysis of these criteria, I identified key commuter routes connecting the town of Mansfield, while simultaneously creating a comprehensive network of recreational bike routes for everyone from the casual to the extreme cyclist to utilize. Based on road traffic, and density of surrounding development, the bikeways have been classified as either a Class 1 Bike Lane or a Class 2 Bike Route. Areas such as Storrs Center utilize the Class 1 Bike Lane, which provides a separate area for bicycle travel on a street adjacent to auto travel lanes. More rural roads of Mansfield employ the Class 2 Bike Route, which provides for shared use of the road with pedestrian and vehicular traffic.

This solution, along with other alternatives developed by my classmates, will be presented to the newly formed town Bicycle Advisory Committee later this fall.
The Regional Scale: Community Planning for Climate Change in Southeastern Connecticut

BY TYLER HOLMQUIST, STUDENT, UNIVERSITY OF CONNECTICUT

Our planning studio has been focused on a project exploring the long-range impacts of climate change along the Southeastern Connecticut shoreline. Storm inundation and sea level rise projections point to heavy impacts on coastal community land use and infrastructure. We began the project by researching innovative coastal planning approaches to climate change adaptation. The technique of scenario planning is being used for our plan development. Shoreline protection scenarios range from coastal hardening to living shorelines; land use scenarios revolve around projecting shoreline community development patterns using either existing zoning, planning incentives for coastal retreat, or regulatory-based retreat.

The assigned scenario for my project consists of regulatory land use change coupled with coastal hardening. A case study that greatly influenced my ideas and gave me the most information was an exhibition at New York’s Museum of Modern Art called “Rising Currents.” Five different zones were established for projects set within the Hudson River corridor between New York and New Jersey. Each zone had different characteristics that used both coastal hardening and living shoreline techniques along with land use changes in a cohesive way. The ideas ranged from the abstract to the practical and included recycling of waste material and infrastructure. An important theme of the exhibition that I have transferred to my project is that the longer the shoreline and the more areas there are for infiltration of storm surge water (“crenelated,” as opposed to more typical straight lines of coastal hardening) the more effective the control of rising water is.

Coastal hardening and regulatory land use change is the most aggressive scenario for both the environment and the relocation of people and infrastructure. My focus is to identify areas of high human and economic risk in areas along the shoreline and ways they would most benefit from coastal hardening. Analysis has been done to assess the effect of storm inundation on land uses and transportation infrastructure (both land and sea), existing locations of coastal hardening, and land uses best suited for potential regulatory change.

My regional master plan is structured around suggested 10- and 50-year projections for offshore and onshore planning. As I further develop the project, I will focus on districts within the SCCOG region. My focus on Niantic Harbor will address its critical regional economic importance as well as threats to the shared railway and road corridor that crosses at the mouth of the bay. The focus on New London Harbor will address its larger significance as one of Connecticut’s three major seaports, and its dense urban and industrial infrastructure threatened by stormwater inundation and sea level rise.

Methods that are being considered for coastal hardening include offshore islands and reefs to break up a storm surge and an integrated network of groins, breakwaters, and piers as secondary protective measures. As a line of defense for harbors and ports of large concern, I have suggested large storm surge barriers that are able to open and close to allow for the passage of ships and submarines.

Tyler Holmquist’s scheme for a variety of coastal hardening approaches in Southeast CT.
Plan to Read More…

Want more reading about planning in the Nutmeg State? Connecticut Planning, the quarterly magazine of the Connecticut Chapter of the American Planning Association, contains articles on a wide variety of topics impacting land use and the realm of the Connecticut planner. You can find downloadable copies of the magazine at www.ccapa.org.

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Connecticut Planning, the quarterly magazine of the Connecticut Chapter of the American Planning Association, contains articles on a wide variety of topics impacting land use and the realm of the Connecticut planner. You can find downloadable copies of the magazine at www.ccapa.org.
If you are involved in the built environment you are probably familiar with the acronym “A/C/E,” which stands for “Architecture/Construction/Engineering.” As a nomenclature, “A/C/E” is meant to describe — in a simple soundbite — the professions and trades and processes involved in building structures and spaces for human use. It’s not the same as “real estate,” which is more about buying and selling swaths of land and the rights to reshape that land. “Development” is a closer concept, but perhaps poorly describes certain kinds of land use that don’t involve buildings.

You’ll see A/C/E used by the media sometimes to mean, essentially, “the integrated construction industry,” a sector of the economy that involves design professionals, tradespeople, and many different kinds of project managers. You’re probably familiar with the ACE Mentor Program (www.acementor.org), whose goal is to engage, excite, and enlighten high school students to pursue a career in a profession involving the built environment. And whole charter schools have formed around the A/C/E concept.

Acronyms are great, because they provide a shorthand to convey meaning with little effort. Yet I submit that two professions have been underserved by this nomenclature. While landscape architecture has been implicitly included under the A/C/E umbrella (like interior design, it is part of the ACE Mentor Program, along with the other “named” professions), the current acronym undervalues the role of landscape design as a thoughtful process that shapes the environment for use by humans and other living things.

Further, as several articles in this issue of The Connecticut Landscape Architect have underscored, good land use starts with good planning, and it’s hard sometimes to know where planning ends and design begins. They feed off of, and need, each other. Figuring out the WHERE, WHEN, and WHY aspects of land use are often key to the WHO, WHAT, and HOW components that follow.

Therefore, I propose a NEW nomenclature to describe the integrated industry impacting land use: P/L/A/C/E. Short for: Planning/Landscape/Architecture/Construction/Engineering.

Let the revolution begin here.

— Jeffrey H. Mills is the executive director of the Connecticut Chapter of ASLA.
Hartford’s iQuilt plan, which focuses on the arts and cultural institutions around Bushnell Park, is one of many land use master plans and studies produced for the city. The most prominent of these plans is arguably the 1912 Carrere and Hastings plan.

Titled, exhaustively, “A Plan of the City of Hartford, in relation to the rectification of the present plan and the development of an extension of the City of Hartford on comprehensive lines of order and harmony, with recommendations,” this thorough document made recommendations for building heights and setbacks, street widths, traffic planning, housing, parks, and playgrounds.

Although this was Hartford’s first formal plan, the city had been developing in a positive way, being described in the document’s foreword as a city with “beautiful homes, charming avenues, notable banks and prosperous industrial institutions.” Nevertheless, Hartford leaders felt that complacency was to be avoided and that there was a need to plan for the city’s future development.

Carrere and Hastings was one of the top architecture and planning firms in the nation, having completed plans in 1909 for the grand Beaux-Arts New York Public Library on 5th Avenue. The firm was also one of the best connected in New York, counting politicians, industrialists, and socialites among its clients. The fact that Hartford was able to attract and engage a firm of this stature is indicative of the city’s prestige at the turn of the last century.

The plan was primarily prepared by Carrere and Hastings partner John Merven Carrere. Carrere had a deep interest in the organization and beautification of urban areas, and was largely credited with developing the city planning movement in the United States. In addition to his work in Hartford, he collaborated on city plans for Cleveland, Baltimore and Grand Rapids.

As was Carrere’s preference, Hartford’s plan was executed in the style of the City Beautiful movement, with grand boulevards, monumental buildings and classically designed plazas. Many of the recommendations were never implemented, including the conversion of Elm Street into a wide parkway, a new park near the intersection of Asylum and Farmington avenues, new plazas adjacent to the train station and across from the municipal building, and the continuation of Trumbull Street through Bushnell Park.

Other suggested improvements also proved elusive, such as the burying of electrical lines, which is still not complete, and connections to the Connecticut River. Carrere echoed the sentiments of parks superintendent George Parker that “Hartford was not on the Connecticut River but near the Connecticut River.” This frustration spurred Riverfront...
Recapture to complete the connections many decades later, in the 1990s.

Elements of the plan that were immediately embraced by Hartford’s leaders included constructing the municipal building on Main Street, new streets and boulevards and an aggressive street tree planting program. John Carrere had especially eloquent words concerning street trees, stating that “there is hardly a single feature of a city development that is more important, whether in appearance or in the comfort and pleasure of the inhabitants of a city, than the proper planting and maintenance of street trees.”

Today the Knox Foundation is implementing this vision, having planted more than 1,000 trees in the city during 2012 alone.

The plan for Hartford was to be John Carrere’s last. He was tragically killed in 1912 at age 53 in a streetcar accident, as he and his family were planning a recuperative vacation in Europe.

Hartford would be a far different (and I would say lesser) city today if none of the Carrere and Hastings recommendations had been implemented or if they all had been. Such is the nature of planning.

— Phil Barlow is a planner and landscape architect and principal of New Britain-based TO Design. This article previously appeared in The Hartford Courant.
Generations of Native Americans, European sailors, and settlers navigated from Long Island Sound into what is now New Haven harbor guided by two dramatic promontories flanking the sandy plain: West and East Rocks. The easterly of these is now the 425-acre East Rock Park of New Haven and Hamden, listed on the National Register of Historic Places. It is defined by a long ridge of steep basalt cliffs and beds of red sandstone, which rise vertically, more than 300 feet above the marshy plain of the Mill River, also part of the park. Easily viewed from interstates 91 and 95, the prominent summit is punctuated with the 112-foot “Soldiers and Sailors Monument,” erected in 1887 to honor veterans of four wars, and it, in turn, is topped by the bronze figure of the “Angel of Peace.”

Today we take the park’s forested slopes, drives, and naturalistic character for granted, but it was the vision and thoughtful design of Donald Grant Mitchell, which defined much of what we now experience. The idea for a park was spurred by the rapidly increasing population in New Haven in the late 19th century and was informed by the examples of New York City’s Central Park, opened in 1859, Hartford’s Bushnell Park of 1860, and Bridgeport’s Seaside Park of 1867. The concept was formalized in 1877 with Yale University’s commitment to donate land and the chartering of a Park Commission by city leaders in 1880. Mitchell, successful
Mitchell had lived in England and Venice and his report text reveals a philosophically sophisticated, pragmatic, and culturally astute approach. He explains that his “suggestions and hints” are deferential to nature, stating, “The bold picturesque ness of the site does not invite the niceties of conventional gardening. Beside those ragged reaches of precipice, and the skirting forest, little fetches of garden craft would be impertinences….I have tried to subordinate the walks and roads and plantings to the grander features of interest, under the conviction that the things best worth seeing there will always be the rocks and woods and views as nature has shaped them.”

The design addresses the park features with an erudite landscape vocabulary, from the pre-automobile era. Mitchell describes potential “Approaches and Entrance Ways” (with several “dignified” gateways and many new bridges, several of which were built in various styles); a hierarchy of “Drive Ways, Walks and Bridal Paths” (not unlike Central Park, mindful of views, “sweeping through greenswards,” graded lightly “for those who love a square trot”); “The River and Its Meadow” (with tidal salt in his day, which limited plantings, but in one area he does recommend a nursery with labeled examples of all indigenous and exotic plants to be found within the park, “as an index to the floral wealth”). He goes on to recommend treatments for “grassy surfaces” (a flock of sheep with herdsmen and collie was in fact instituted to manage the floral meadows), “treatment of rocks” (recommends hiring quarrymen to blast off the most dangerous and covering these scars and those from the two then-active quarries with vines — but preserving the spectacular cliffs).

Mitchell had written 15 years before this commission that, “A park is a revival and reassertion of country instincts which happens when the city becomes large enough to deny familiarity with nature”….and continued that there were “…instinctual rural longings that of necessity stimulate people to
recover their lost birthright of trees and turf.” He well understood this would all take time and money and he humbly describes it as a long-term plan, but even he was surprised at the tremendous generosity of the many philanthropists which enabled numerous land acquisitions that followed soon after.

Within about ten years the main drives, retaining walls, masonry and steel bridges, rustic fences, and quite extensive plantings were implemented. Approximately 175,000 people attended the dedication of the Soldiers’ and Sailors’ Monument at the summit in 1887, raising consciousness of, and pride in, the place. Among those appreciating the views across Long Island Sound were Civil War Generals William Tecumseh Sherman and Philip Sheridan.

Many other improvements and changes have occurred in the succeeding dozen decades, including recreation field additions by the Olmsted firm, a lilac garden by Beatrix Farrand, and refinements by Dan Kiley and successors. Managed today by the New Haven Department of Parks, Recreation and Trees, many educational and recreational programs are run at the Trowbridge Environmental Center and the Pardee Rose Garden Center and Greenhouses, a later addition on the east side of the park. However, the essential park structure and naturalistic character of Donald Grant Mitchell’s vision remains and he should be better recognized as a significantly important contributor to Connecticut’s heritage of landscape designers.

— Channing Harris, ASLA, is a landscape architect with Towers Golde (whose office is a block from East Rock Park), a Member of the Board of New Haven Preservation Trust, and a contributor to The Friends of East Rock Park.
Theodore Randmetz: A Man of Multiple Disciplines

BY W. PHILLIPS BARLOW, ASLA, LEED AP

Theodore M. Randmetz was a design professional who could not be pigeonholed. Trained as an architect, Ted became a professional engineer as well as a licensed landscape architect. Throughout his long career, he married the practicalities of civil engineering with the vision and creativity of landscape architecture.

Born in 1915, Ted earned a BA in Architecture from the Cooper Union after serving in World War II. He went on to study engineering at the University of Hartford, and somewhere along the line, he became a licensed landscape architect. His professional career included a stint at M.S. Fine and Associates in Bloomfield before establishing Engineering/Landscape Collaborative of Norwich, where he stayed for five years.

In 1970, Ted co-founded CR3 Inc., a well-respected firm in Simsbury that continues to provide landscape architecture services to this day. Ted's co-founders included Charles A. Currier, Jeff Gebrian, Ken Kay (Google him), and Bob Stevens.

After leaving CR3 in 1975, Ted founded TMR Associates in Manchester where he provided both landscape architecture and civil engineering services. Projects include the Western Connecticut State University master plan, numerous development projects on the campus, subdivisions, and affordable housing sites throughout the state. After Ted's retirement in 1988, the firm continued until 2000, under the direction of Patrick Carraher, ASLA.

Upon his retirement, Ted continued to consult and offer his deep site design knowledge to others, which is how I met him. An architect with whom I was working introduced me to Ted, as they had engaged him to provide the storm drainage and utility design on a project. I remember being fascinated by the brusque, cigar-chomping person that I had been introduced to. This introduction turned out to be the beginning of a very satisfying relationship that continued for many years, as I relied upon Ted to do my engineering. You could not miss his arrival at a site, as cigar smoke billowed from his behemoth of a late model American car.

When we met to review a plan, we would sit at his dining room table as he pulled reference books off the shelves and perform the magic of engineering. Always willing and enthusiastic about sharing the knowledge that he had accumulated over a long career, he would patiently explain the science and math behind the formulas. Sometimes Ted would look at a site plan and without any calculations or references, quickly scratch out pipe sizes and drainage areas. One time after performing this “informal” exercise (perhaps noting my skepticism), he patiently went through the engineering. No changes to the plan were necessary.

As a young professional and budding business owner, I once plucked up my courage and asked Ted for advice on sustaining a successful consulting practice. His succinct reply: don't screw up!

Theodore M. Randmetz died on March 15, 1995 at the age of 80.
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Reading an article on the Lurie Garden (Millennium Park, Chicago) in the October issue of Landscape Architecture magazine I was struck by two things: the apparent overall success of the space and the numerous failures in the design that have occurred over the past ten years. The success is evidenced by the description of the large crowds that visit the gardens and the awards that it has received. The reported failures are numerous and include replacement of pavements and large diebacks in the perennial gardens. All this begs the questions: what constitutes a successful landscape architectural project and is there sufficient critical review of projects in our profession?

The question of what constitutes a successful landscape can be left for another day, but the issue of critical review is addressed in three quite different books as follows.

Up By Roots, Healthy Trees and the Built Environment is a behemoth of a book by landscape architect and noted tree expert, James Urban. Urban is well known for taking landscape architects to task for their often-lacking knowledge of the soil requirements of street trees. In this latest book, an exhaustive, wonderfully illustrated manual for planning for the long-term success of urban trees, Urban is not shy about holding landscape architects accountable. He doesn’t waste any time, stating in the introduction, “We wouldn’t hesitate to condemn an engineer who designed a building without being sure that the structural columns would support its weight. Yet we allow designers to populate our landscapes with trees that have little chance to grow to canopy height. He even has the courage to take Dan Kiley to task for the failure of his large planting at Independence Mall in Philadelphia, claiming that the failure was due to “poor soil design.” In Chapter 6, talking about mid-century America, Urban notes, “designers of landscapes, particularly landscape architects, began losing interest in the horticultural aspects of their profession. Landscapes were built to attain aesthetic results but little attention was paid to the long-term success of the trees.”

If you can stomach Urban’s criticism of his and our profession, the book is an invaluable reference tool and should be on the desk of everyone that designs urban landscapes. He covers every topic related to the design and planting of urban trees, from the chemical properties of soils, to improving soil and drainage, to detailed tree and soil construction documents. The only area where I take exception to Urban’s thinking is that he seems to feel that
the only valuable tree is one that is able to reach its full size and maturity.

Niall Kirkwood, an instructor at the Harvard School of Design, takes a different approach in his book, *Weathering and Durability in Landscape Architecture*. The book moves from a general discussion of the durability of landscape materials to case study interviews with leading landscape architects. Kirkwood too, is concerned with the state of the profession, stating the following salvo early in the first chapter: “Recently built landscape design works of a more conventional nature in terms of materials and durability over time are weathering and deteriorating at an alarming rate. It is clear that landscape design work under construction today will fail even faster due to the use again of similar materials and forms. Do designers want the results of their work to endure? Based on the repetitive nature and types of these failures, it would suggest that they don’t.”

The majority of the book is dedicated to the case studies and this is where the book disappoints. Instead of discussing and analyzing project failures, Kirkwood chooses to interview landscape architects about their very successful projects and is clearly much impressed by their design acumen. The book quickly deteriorates into a theoretical, academic discussion of design philosophies without much notice given to the detailing that made these projects successful. Save your money on this one.

The third book, *Trees and Building Sites, Proceedings of an International Workshop on Trees and Building Sites*, is an obscure text published by the International Society of Arboriculture. The book is a collection of technical reports and assessments by various tree experts. Although the book is dated (1995), it contains a wealth of knowledge regarding all aspects of the planting and preservation of trees on difficult sites. Chapters include Tree Roots and Sewer Systems, Street Reconstruction and Related Tree Design, and Construction Applications of Hydraulic Soil Excavation. This book too includes several case studies, but here the projects are ones that have had large and public tree failures. The case studies are not judgmental, but instead offer a “lessons learned” approach. Like Urban’s *Up By Roots*, this is a very helpful reference on the logistics of tree preservation on construction sites.
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