

ADDRESS COMMUNITY FACILITY NEEDS

12

Overview

Community facilities support functions such as education, public works, public safety, and recreation, all of which are important to maintaining the character and quality of life in Southington.

The Plan of Conservation and Development does not get involved in the day-to-day operations of individual departments. Rather, the Plan seeks to identify potential community facility needs (buildings and sites) so that they can be anticipated and planned for. The Plan also serves as a useful guide for referrals of proposed municipal improvements (as required by CGS Section 8-24) for review by the Planning and Zoning Commission.

Education



Public Safety



Public Works



Recreation



Legend



Generally expected to be adequate for community needs to 2026



May have some issues to ponder



Attention appears to be needed to be adequate for community needs to 2026



Not expected to be adequate for community needs to 2026

Address Community Facility Needs

GENERAL GOVERNMENT	Assessment
<ul style="list-style-type: none"> Town Hall Municipal Center <p>(How to manage lifecycle costs of both facilities)</p>	<ul style="list-style-type: none"> Town Hall was originally built in 1941 and has been updated over the years Municipal Center was brought on-line in 2012 to provide additional space for meetings and municipal offices The Municipal Center (a renovated former school) was sold to a private entity and renovated and is now leased by the Town (Town has an option to purchase in 2019) While this arrangement could provide adequate space for municipal functions during the planning period, a decision will need to be made in terms of leasing or purchasing the facility There could be efficiency benefits from having all municipal departments consolidated in one place

Town Hall



Municipal Center






Town Hall

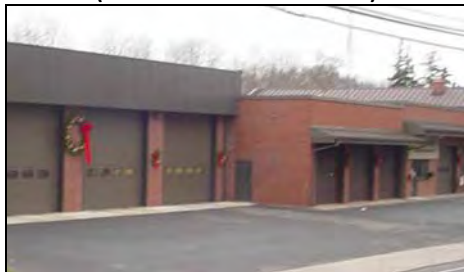


Municipal Center



SAFETY / EMERGENCY SERVICES	Assessment
<ul style="list-style-type: none"> • Fire Department  <p>(Maintaining adequate staffing, Monitor response times)</p>	<ul style="list-style-type: none"> • Four fire stations staffed with a combination of about 30 paid positions and about 80 volunteer personnel • Provide emergency medical response also • Have good array of equipment to handle local needs • Have mutual aid arrangements with surrounding towns • Fire stations are located along a central corridor but paid staffing facilitate fire response • Road network and paid staffing facilitate fire response to more remote areas • About 80% of Southington has hydrant water supply
<ul style="list-style-type: none"> • Police Department • Animal Control 	<ul style="list-style-type: none"> • Staffed by 80 officers with additional civilian support personnel • Police facility on Lazy Lane (in 2002) may have some normal maintenance needs • Animal shelter on Woodruff Street appears adequate
<ul style="list-style-type: none"> • Emergency Medical • Medical Transport  <p>(Consider adding a paramedic service)</p>	<ul style="list-style-type: none"> • Emergency response provided by Fire Dept. • Staff include certified EMTs • Medical transport by a private company (AMR)

Engine Company 1
(North Main Street - Center)



Engine Company 2
(West Main Street - Plantsville)



Engine Company 3
(Clark Street – Milldale)



Engine Company 5
(River Street – North Central)



Legend



Generally expected to be adequate for community needs to 2026




May have some issues to ponder



Attention appears to be needed to be adequate for community needs to 2026



Not expected to be adequate for community needs to 2026

EDUCATION FACILITIES	Assessment
Education <ul style="list-style-type: none"> • Southington High School • DePaolo Middle School • Kennedy Middle School • Derynoski Elementary • Flanders Elementary • Hatton Elementary • Kelley Elementary • Plantsville Elementary • South End Elementary • Strong Elementary • Thalberg Elementary  <p>(Monitoring school enrollment trends due to changing economic conditions to anticipate facility needs)</p>	<ul style="list-style-type: none"> • Enrollment projections are due to be updated in 2015 • Projections in 2011 suggested decreasing enrollments through to 2020 due to declining births and lower immigration due to slower economic conditions at that time • Enrollment trends should be monitored regularly as economic conditions change in the future • While educational objectives may change in the future, there is likely to be adequate school capacity to accommodate future enrollments • If enrollment decreases are realized in the future, this <u>may</u> allow for consolidation to one less elementary school

Southington High School



DePaolo Middle School



Kennedy Middle School



**Derynoski Elementary School
(Central Area)**



**Flanders Elementary School
(East Central Area)**



**Hatton Elementary School
(East Central Area)**



**Kelley Elementary School
(West Central Area)**



**Plantsville Elementary School
(Plantsville Area)**



**South End Elementary School
(Southeast Area)**



**Strong Elementary School
(Southwest Area)**



**Thalberg Elementary School
(Northeast Area)**



Southington Community Facilities

GENERAL GOVERNMENT

1. Town Hall
2. Municipal Center

SAFETY / EMERGENCY SERVICES

3. Engine Company #1
4. Engine Company #2
5. Engine Company #3
6. Engine Company #5
7. Police Station
8. Animal Shelter

EDUCATION FACILITIES

9. Southington High School
10. DePaolo Middle School
11. Kennedy Middle School
12. Derynoski Elementary
13. Flanders Elementary
14. Hatton Elementary
15. Kelley Elementary
16. Plantsville Elementary
17. South End Elementary
18. Strong Elementary
19. Thalberg Elementary

RECREATION FACILITIES

20. Panthorn Park
21. Recreation Park
22. Veterans Memorial Park
23. Western Little League
24. Town Green / Band Shell
25. Plantsville Green
26. Crescent Lake
27. Centennial Park
28. Central Park
29. Jaycee Park
30. Southington Dog Park
31. Linear Trail
32. Southington Drive-In

PUBLIC WORKS

33. Highway Garage
34. Transfer Station
35. WPCA Facility
36. Water Department

HOUSING AUTHORITY

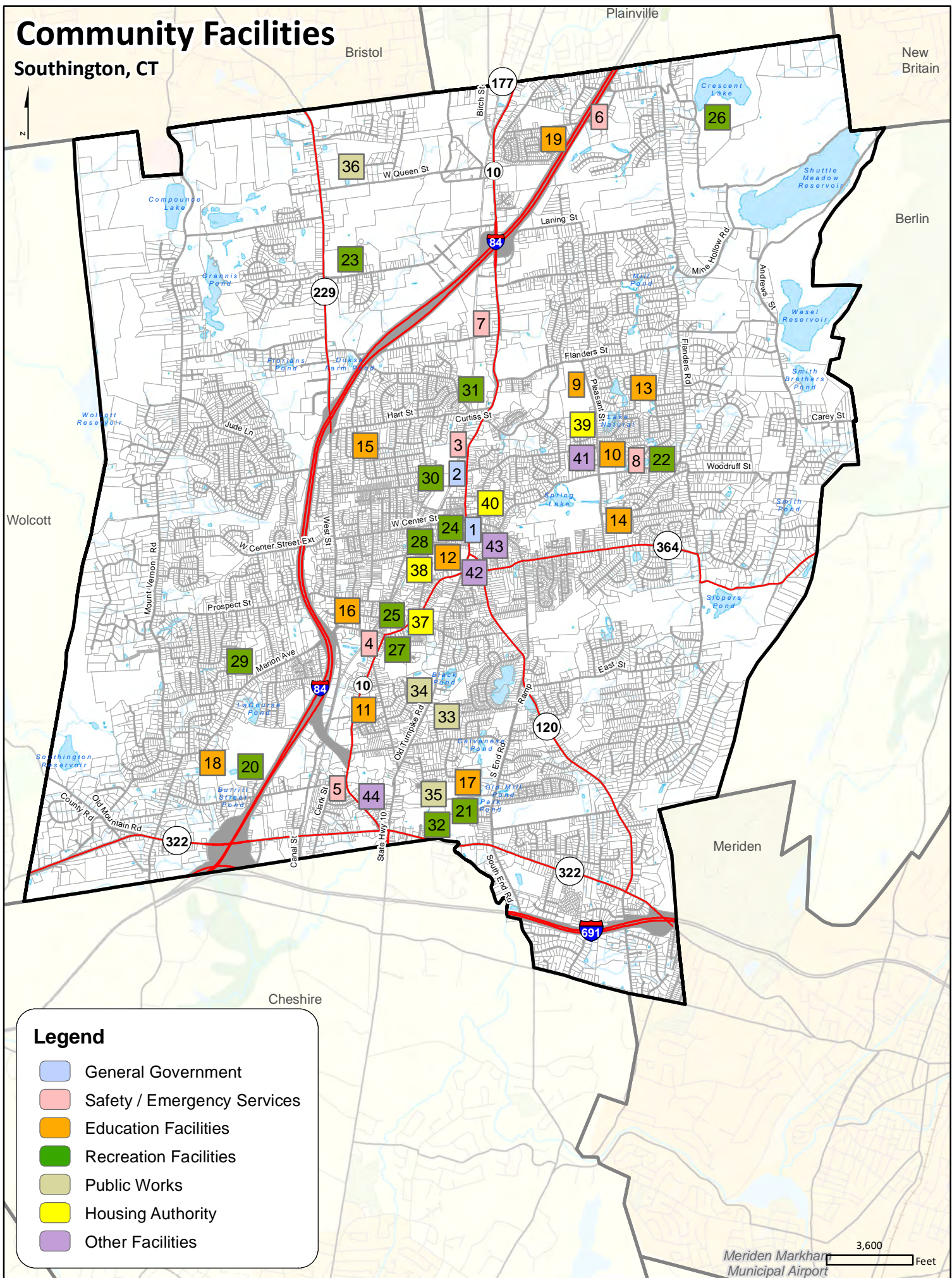
37. Pulaski Terrace
38. Forgione Terrace
39. Zdunczyk Terrace
40. Lewis Terrace

OTHER FACILITIES

41. Calendar House / Senior Center
42. Southington Library
43. Arts Center
44. Community Services

Community Facilities

Southington, CT



Legend

- Generally expected to be adequate for community needs to 2025
- May have some issues to ponder
- Attention appears to be needed to be adequate for community needs to 2025
- Not expected to be adequate for community needs to 2025

RECREATION	Assessment
Indoor Programs <ul style="list-style-type: none"> Town / School Buildings Active Outdoor Recreation <ul style="list-style-type: none"> Panthorn Park Recreation Park (Inc. Southern Little League And Outdoor Pool) Veterans Memorial Park (Inc. Northern Little League And Outdoor Pool) Western Little League Passive Outdoor Recreation <ul style="list-style-type: none"> Town Green / Band Shell Plantville Green Crescent Lake Centennial Park Central Park Jaycee Park Other Recreation <ul style="list-style-type: none"> Southington Dog Park Southington Drive-In <div style="text-align: center;"> ● (Monitor facility utilization) </div>	<ul style="list-style-type: none"> As part of an overall recreation plan, the Town seeks to remodel and renovate three parks: <ul style="list-style-type: none"> Memorial Park, Panthorn Park, and Recreation Park <u>Community participation in recreational activities is high so the need for additional facilities / improvements may become evident</u> Drive-In is a unique facility Several private recreational facilities / organizations help meet recreational needs of residents <ul style="list-style-type: none"> YMCA / Camp Sloper Mount Southington Private golf courses

Panthorn Park



Recreation Park





Veterans Memorial Park



Southington Drive-In



PUBLIC WORKS	Assessment
<ul style="list-style-type: none"> Highway Garage  <p>(Possible future expansion needs)</p>	<ul style="list-style-type: none"> <i>Highway garage site and building may not be adequate for community needs</i> in the future (maintenance bays, storage bays, equipment storage, material storage, etc.) Fueling station/system requires an upgrade Expansion could extend onto adjacent Town land (transfer station)
<ul style="list-style-type: none"> Transfer Station 	<ul style="list-style-type: none"> The transfer station appears adequate for community needs

Highway Garage / Transfer Station



Legend



Generally expected to be adequate for community needs to 2026



May have some issues to ponder



Attention appears to be needed to be adequate for community needs to 2026



Not expected to be adequate for community needs to 2026

HOUSING AUTHORITY	Assessment
<ul style="list-style-type: none"> • Pulaski Terrace (40 units) • Forgione Terrace (40 units) • Zdunczyk Terrace (60 units) • Lewis Terrace (40 units) <p>(Population projections suggest an increase in demand for such units)</p>	<ul style="list-style-type: none"> • Have 180 units for modest income elderly and handicapped • Waiting list can be 9-12 months for a couple and 18-24 months for a single person • <u><i>There may be demand for additional units based on projected growth of senior population</i></u>

Pulaski Terrace



Forgione Terrace







Zdunczyk Terrace



Lewis Terrace



OTHER FACILITIES	Assessment
<ul style="list-style-type: none"> Senior Center  <p>(Funding approved to build a new facility but construction not yet completed)</p>	<ul style="list-style-type: none"> The Calendar House Senior Citizen Center helps Southington residents, age 55 and over, fulfill their social, physical, emotional and intellectual needs A space and needs assessment for the facility at 388 Pleasant Street was recently conducted A referendum is anticipated in the Fall of 2015 on development of a new building on the current site <u>If approved by residents</u>, the new facility should be completed by 2018 Once completed, the facility is expected to meet the needs of the growing population of seniors
<ul style="list-style-type: none"> Library  <p>(Current facility considered inadequate to meet future needs)</p>	<ul style="list-style-type: none"> Current library building is about 50% of the size suggested for Southington's population Concept plans for building expansion have been prepared Parking area has been expanded <u>Funding sources are being identified</u> A referendum for local funding will be necessary
<ul style="list-style-type: none"> Arts Center Building 	<ul style="list-style-type: none"> A nonprofit group raised \$1.3 million to convert the former town hall annex into a community arts center. The center is expected to offer classes, studios, performance space, galleries and other cultural spaces for arts programs
<ul style="list-style-type: none"> Community Services Bldg. 	<ul style="list-style-type: none"> Provides social services (food pantry, clothing energy assistance, holiday baskets, summer camp, emergency assistance, shelter, etc.) Facility at 91 Norton Street in Plantsville appears to be adequate

Other Facilities

There are a number of community other facilities in Southington which have not been included in this section:

- Barnes Museum,
- Community Theater,
- Train Station,
- West Street Schoolhouse, and
- South End Schoolhouse,
- Marion Schoolhouse.

Calendar House



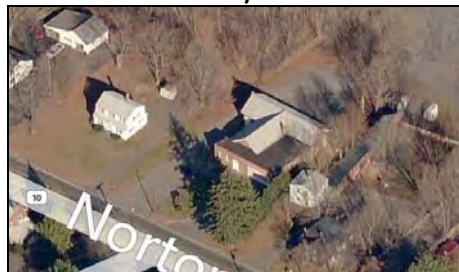
Library



Arts Center



Community Services



Overall, it appears that Southington is doing a good job identifying and addressing community facility needs. In the future, it may be beneficial for Southington to investigate ways to regionalize some services if it will help meet local needs affordably.

Address Community Facility Needs	
Policies	
1.	Maintain existing community facilities.
2.	Continue to address community facility needs.
3.	Maintain and enhance existing community services to the extent practicable.
4.	Continue to encourage volunteer participation, especially for emergency services.
5.	When land becomes available adjacent to existing facilities, evaluate the purchase of that property as quickly as possible in order to be able to provide for future expansion of existing facilities, if or when needed.
6.	Monitor community participation in recreational activities in order to anticipate possible future facility needs.
7.	Anticipate a future increase in demand for elderly housing units based on projected growth of senior population.
Action Steps	
8.	Update enrollment projections.
9.	Prepare a strategic approach to future enrollments (whether increasing or decreasing) to determine which facilities may need expansion or disposition.
10.	Evaluate options for possible future expansion of highway garage building and site.
11.	Complete construction of the senior center.
12.	Expand / enhance the library.

See page 137 for information on preliminary priorities and the entities involved in implementation.

ADDRESS TRANSPORTATION NEEDS

13

Overview

The transportation system in a community like Southington is functionally important to the day-to-day life of community residents, visitors, and businesses as well as being an important component of its character and self-image. .

This section of the Plan of Conservation and Development looks at the overall configuration of the vehicular transportation network and other transportation modes (pedestrian, bicycle, bus, rail, etc.).

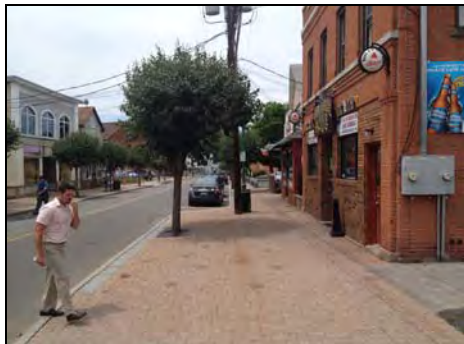
Roadways



Roadways



Pedestrian



Bicycle



Road Configuration

For historical and topographic reasons, the north-south roads in Southington are generally well located and configured.

On the other hand, east-west road segments often do not align well with other east-west road segments creating a “zig-zag” travel pattern and potentially increasing the number of turning movements and congestion.

There is no simple solution to this configuration but it is interesting to note the historical reasons for some of the traffic frustrations that can be experienced.

Address Vehicular Transportation

Southington has a good overall system of major roads providing access to and between all parts of the community. While historical development patterns and topographical constraints result in some situations where these roadways are not optimally configured, the basic circulation needs of the community are met.

The major vehicular transportation issues in the future are likely to include:

- Addressing locations where unsafe or hazardous conditions may arise
- Working with the Connecticut Department of Transportation (CT-DOT) to complete the reconstruction of the Route 10/ 322 “interchange” in Southington
- Working with the CT-DOT to provide for an interchange (or exit) from Interstate-691 to Route 322 in Milldale
- Utilizing “access management” strategies on Routes 10 / 229 / 322 to minimize curb cuts and maximize interconnections between properties, especially in business areas
- Establishing connecting streets (as opposed to cul-de-sacs) as new subdivisions occur in Southington since dead-end streets can make it difficult to get around and can frustrate the provision of local services (school buses, snow plowing, etc.)
- Maintaining existing Town roads in terms of pavement quality

To help maintain local roads, Southington residents approved \$11 million for road upgrades in 2012 and another \$11 million in 2014.

Road Safety

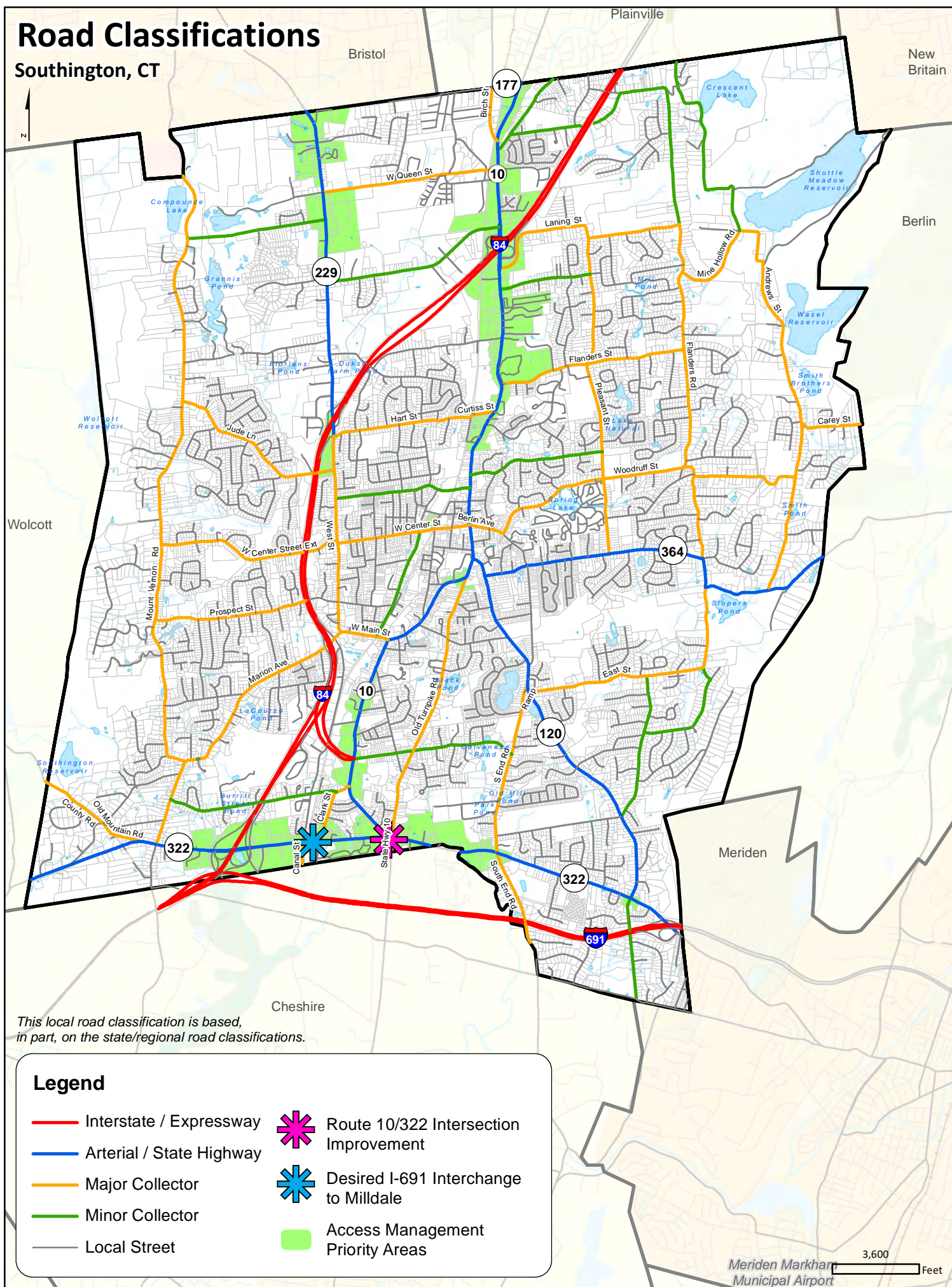


Pavement Condition



Road Classifications

Southington, CT



This local road classification is based, in part, on the state/regional road classifications.

Meriden Markham
Municipal Airport

3,600
Feet

Address Vehicular Transportation	
Policies	
1.	Continue to work with CRCOG and CT-DOT to address locations on State highways where unsafe or hazardous conditions exist.
2.	Continue to address locations on local roads where unsafe or hazardous conditions may arise.
3.	Utilize “access management” strategies on Routes 10, 229 and 322 to minimize curb cuts and maximize interconnections between properties.
4.	Work with the CT-DOT to provide for an interchange (or exit) from Interstate-691 to Route 322 in Milldale.
5.	Make sure that adequate connecting streets (as opposed to cul-de-sacs) are established as new subdivisions occur in Southington.
6.	Continue to maintain existing Town roads in terms of pavement quality.
Action Steps	
7.	Work with the CT-DOT to complete the reconstruction of the Route 10/ 322 “interchange” in Southington.
8.	Evaluate and implement a “complete streets” approach to enhance the opportunities for non-vehicular transportation.

See page 138 for information on preliminary priorities and the entities involved in implementation.

Route 229



Route 322



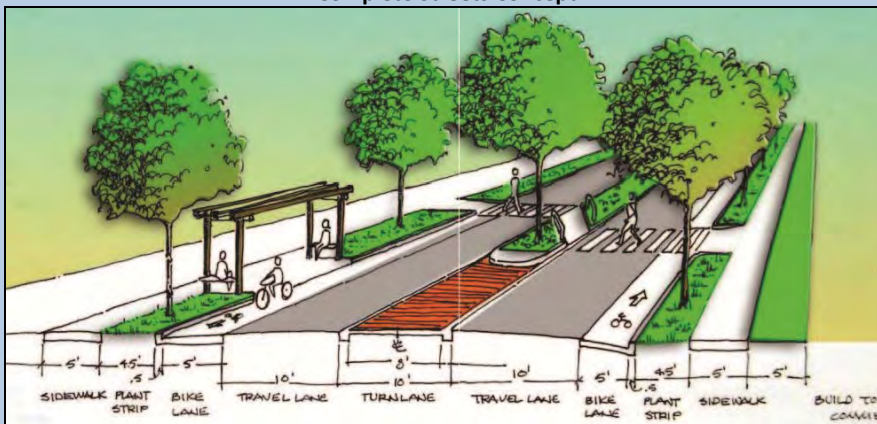
CASE STUDY

Complete Streets

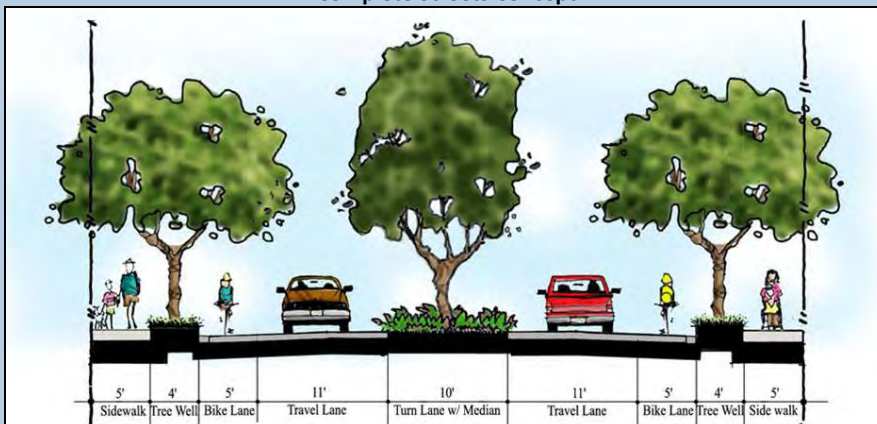
While roadways were once treated as an area exclusively for vehicles, communities around the country are now seeking to establish “complete streets” which provide for a full-range of transportation modes including walking, cycling, transit, and other modes. The term “complete streets” is used to mean streets which are designed and operated to enable safe access for **all users**, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

A “complete street” might include: sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible public transportation stops, frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts, and more.

Complete Streets Concept



Complete Streets Concept



Activate Southington

“Activate Southington” was created to advocate for ways to create healthier communities. One of their goals is to increase opportunities for walking and biking to help promote healthy lifestyles.

The group’s efforts are supported by the YMCA and other advocates for healthier activities.

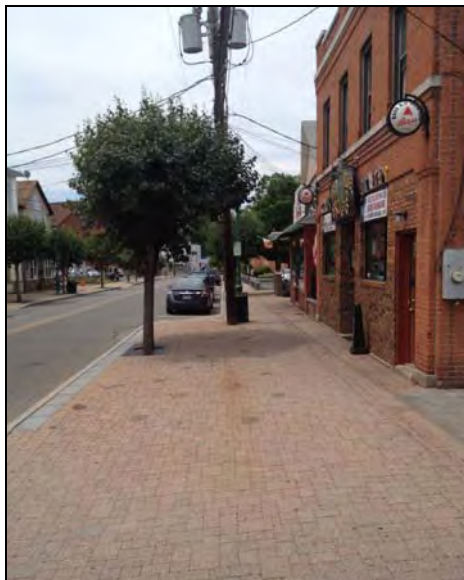
Encourage Walking

The POCD strongly encourages and supports provision for pedestrians / walkers. In Southington, the Zoning Regulations stipulate that sidewalks are required in all new business / industrial developments. The Subdivision Regulations stipulate that sidewalks are required in residential subdivisions (except on permanent residential cul-de-sacs). Sidewalks on one side of the street are required in the R-40 and R-80 residential zones.

The Town is seeking to address “gaps” in the sidewalk system. The POCD suggests a possible hierarchy where “gaps” might be prioritized in order to address locations which might have the greatest benefit or serve the most people. Since Southington does not yet have a comprehensive sidewalk network as part of its GIS mapping system, the POCD recommends that data be collected and mapped.

Sidewalks are maintained and repaired by the adjacent property owner except that any sidewalk deemed a “school access walk” is maintained by the Town. The Town is in the process of revisiting and clarifying the responsibilities (and liabilities) for sidewalk maintenance and repair on other sidewalks. The Town offers a “repair and replacement program” where a property owner may receive a partial reimbursement from the town for repairing / replacing the sidewalk using a Town-licensed contractor.

Downtown Sidewalk

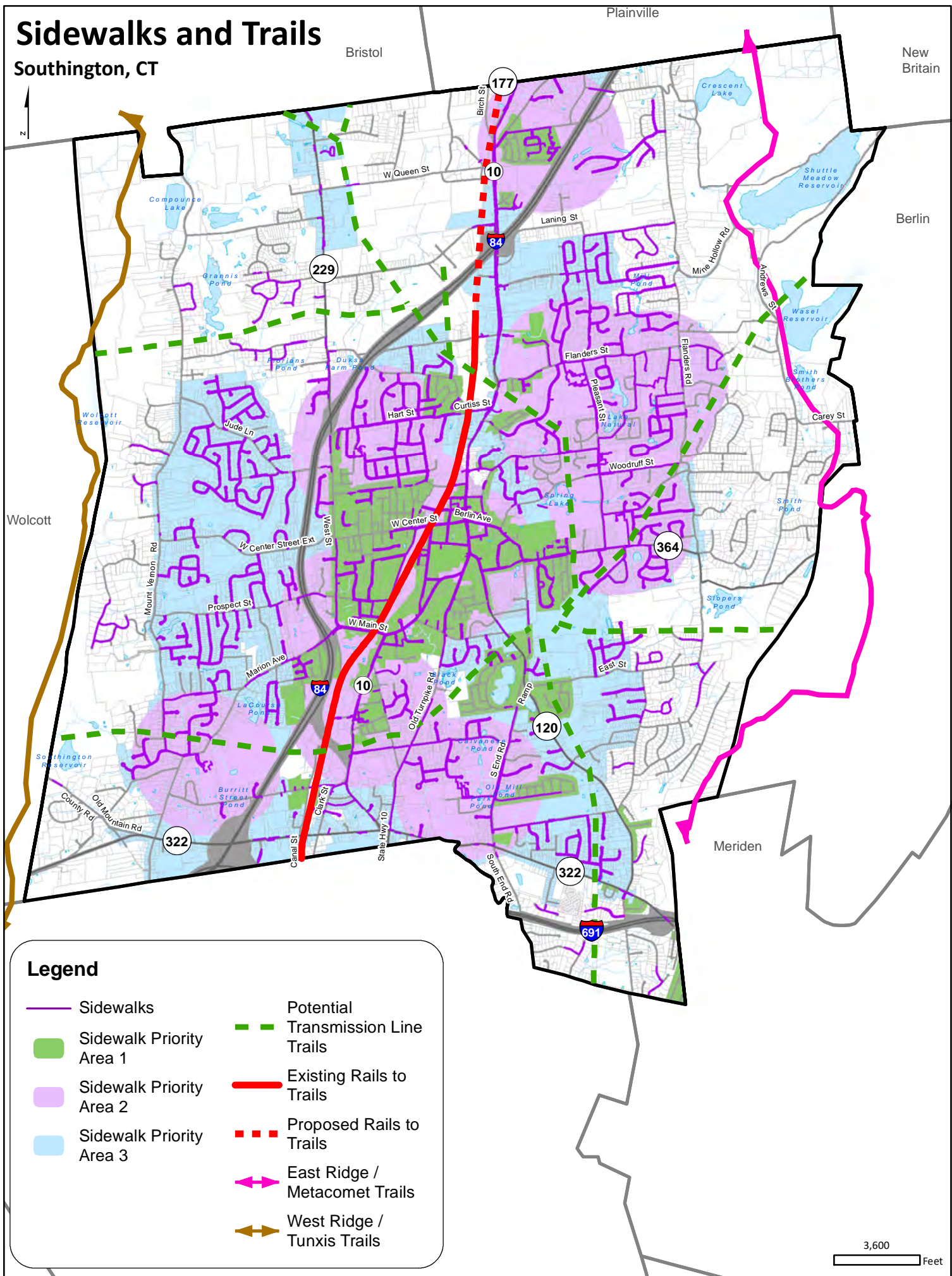


Sidewalk Maintenance

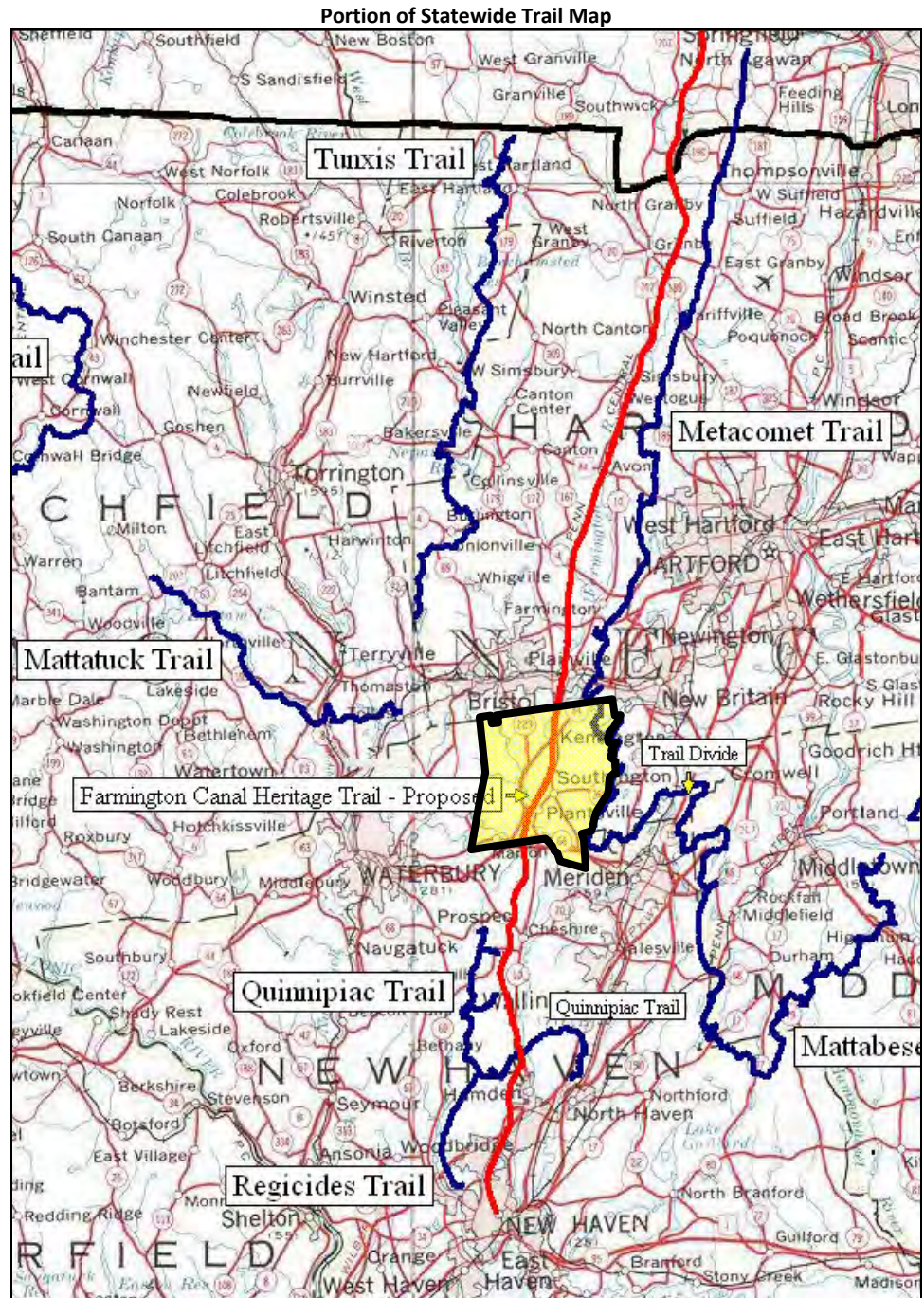


Sidewalks and Trails

Southington, CT



Southington also has a number of trails for pedestrians. This includes the Farmington Canal rail trail (which the Town is looking to extend all the way through Southington to the Plainville Town Line) and the more remote Tunxis and Metacomet Trails.



Encourage Walking	
Policies	
1.	Continue to encourage and support provision for walking.
2.	Continue to require the installation of sidewalks as part of new development, where appropriate.
3.	Continue efforts to expand the sidewalk system and close “gaps” in the system.
Action Steps	
4.	Add sidewalks to the GIS database
5.	Prepare a comprehensive sidewalk plan (inventory, evaluation, recommendations, implementation).
6.	Seek to create a pedestrian “power loop” connecting Downtown and Plantsville along the greenway trail and Route 10.

See page 139 for information on preliminary priorities and the entities involved in implementation.

Greenway Trail



Metacomet Trail



Encourage Bicycling

The POCD strongly encourages and supports provision for bicycles.

At the present time, bicycle travel is not considered suitable by CTDOT on some major State highways in Southington due to traffic speeds, traffic volumes, and/or shoulder width. CTDOT is in the process of evaluating reduction of its “travel lane width” standards (to 11’ state-wide) and this may create new opportunities for bicycle usage on state highways.

Encouraging more pedestrian and bicycle use (and creating an overall system on State and local roads, where appropriate) is strongly encouraged.

Encourage Bicycling
Policies
1. Continue to encourage and support provision for bicycles.
2. Consider bicycle accommodations in all road improvement and large scale site development projects.
Action Steps
3. Analyze bicycle potential on all roads in Southington.
4. Stripe all streets that have the required width for bike paths.
5. Seek designation as a bicycle-friendly community from the League of American Bicyclists.

See page 140 for information on preliminary priorities and the entities involved in implementation.

Shoulder Bike Lane

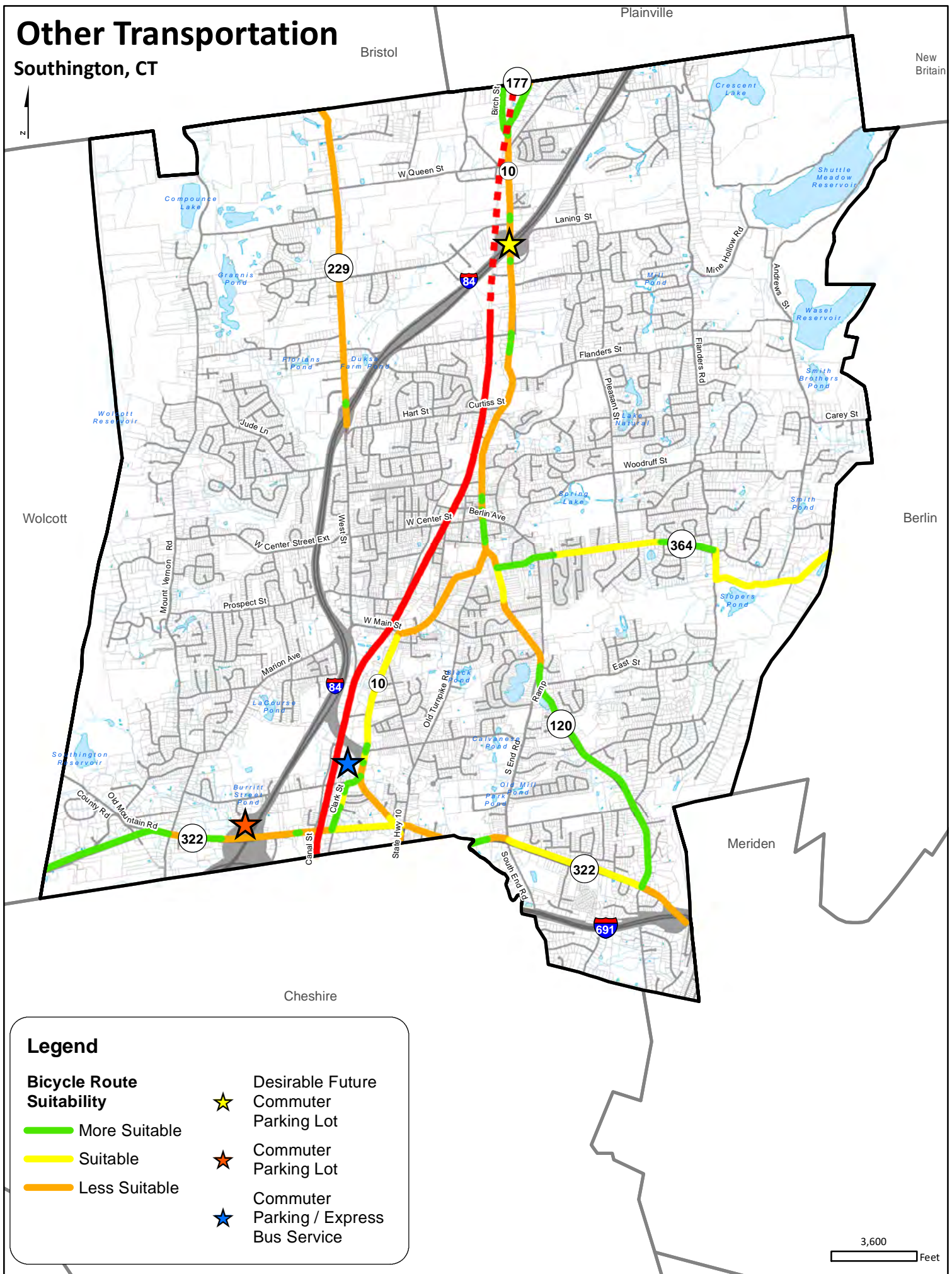


Shared Roadway



Other Transportation

Southington, CT



Enhance Transit Services

There is a senior / disabled transportation program (managed by the Calendar House Senior Citizens center) which provides transportation on a scheduled and space-available basis for medical appointments, errands and community events. This service should be maintained and enhanced, if necessary, to help meet community needs.

There are no scheduled transit services in Southington with the exception of an express bus which runs from the commuter parking lot at Exit 29 of Interstate 84 to downtown Hartford via the CTfastrak busway in New Britain. The Town should continue to monitor the utilization of the commuter parking lot at Exit 29 in the event that expansion is needed.

To help encourage additional transit use (the current express stop in southern Southington does not appeal to most Southington residents since they would have to drive south to commute north), the Town should encourage CTDOT to investigate the establishment of a commuter lot near Exit 32 – Queen Street

Enhance Transit Services
Policies
1. Maintain and enhance dial-a-ride services for elderly / disabled residents.
Action Steps
2. Work with CRCOG and CTDOT to investigate the establishment of a commuter lot near Exit 32 – Queen Street.

See page 140 for information on preliminary priorities and the entities involved in implementation.

Commuter Parking Lot



Connecticut Transit Express Bus



PROVIDE FOR UTILITY INFRASTRUCTURE

14

Overview

The availability of utility infrastructure – water, sewer, electricity, and communications, for example – has a significant influence on overall public health, safety, welfare, and quality of life. Even though some of these utilities may be provided by private companies, their availability is important for residents, businesses, and visitors to Southington.

The Plan of Conservation and Development looks at the availability of these utilities (both capacity and location) to ensure they are adequate for community needs.

Water Department



Sewage Treatment



Storm Drainage



Wired Utilities



Water Supply

The Water Department continues to look at maintaining and enhancing its water supply sources (reservoirs and wells). Several wells are in various stages of development and potential dredging of the reservoir is being considered. In addition, interconnections with neighboring water systems are being investigated.

To address water volume and pressure issues in some of the higher elevation service areas on the eastern side of town, the Water Department will be adding a storage tank and booster pump.

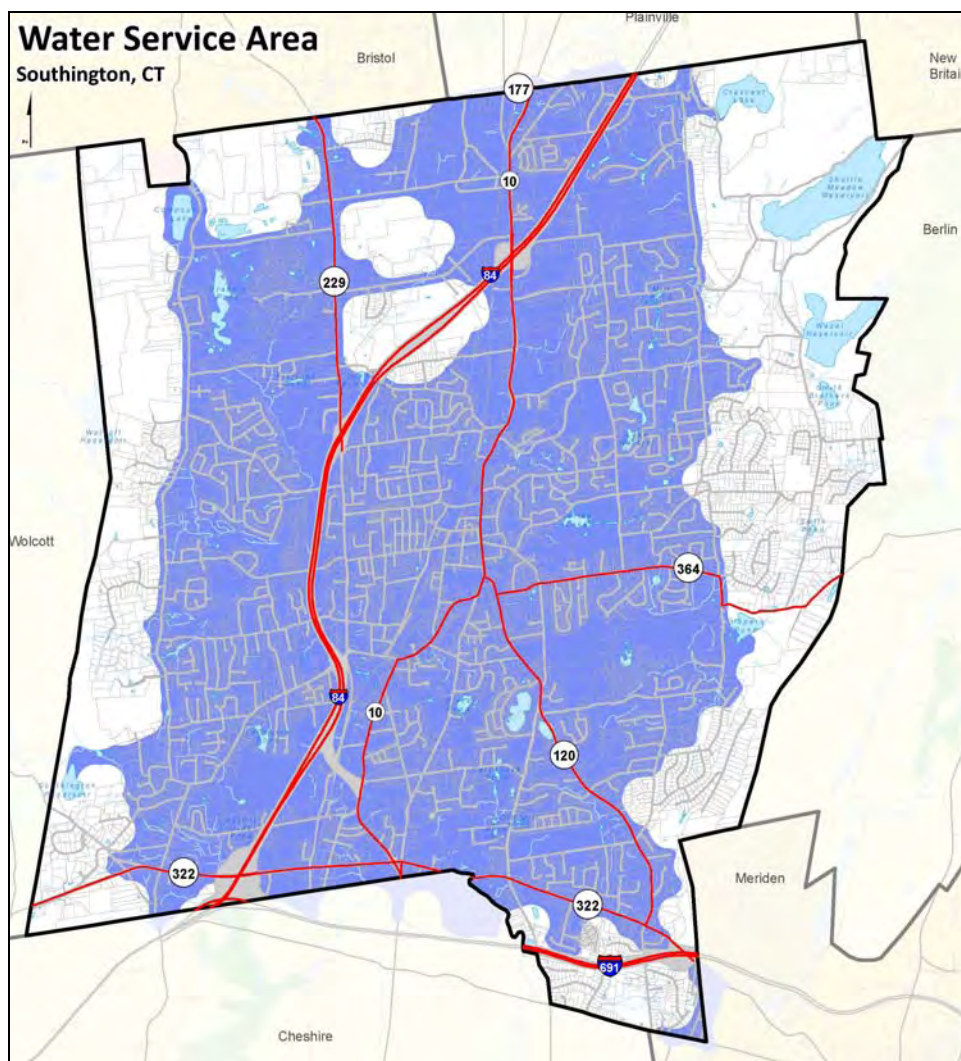
Provide For Adequate Piped Utilities

Water Service

The Southington Water Department (a private non-profit utility company) provides water service to most areas of the community. The Water Department continues to enhance its water supply sources and address system needs:

- Developing new supply wells.
- Dredging of reservoirs to increase storage capacity.
- Investigating interconnections with neighboring water systems.
- Replacing aging pipes and other infrastructure.
- Adding a storage tank and booster pump to serve higher elevations.

Overall, the water system is expected to be adequate for community needs during the planning period (2016-2026).



Sewage Capacity

The Southington sewer system provides sewer service to many areas of the community. The “water pollution control facility” on Maxwell Noble Drive has an approved capacity of 7.4 MGD (million gallons a day) and average daily flows are about 4.5 MGD. The sewer department continues to investigate:

- inflow and infiltration of non-sewer water (up to 50% of total flow) from groundwater sump pumps, roof leaders, and other sources, and
- addressing odor control issues and complying with new federal standards for sewage effluent (such as phosphorous).

Overall, the sewer system is expected to be adequate for community needs during the planning period (2016-2026).

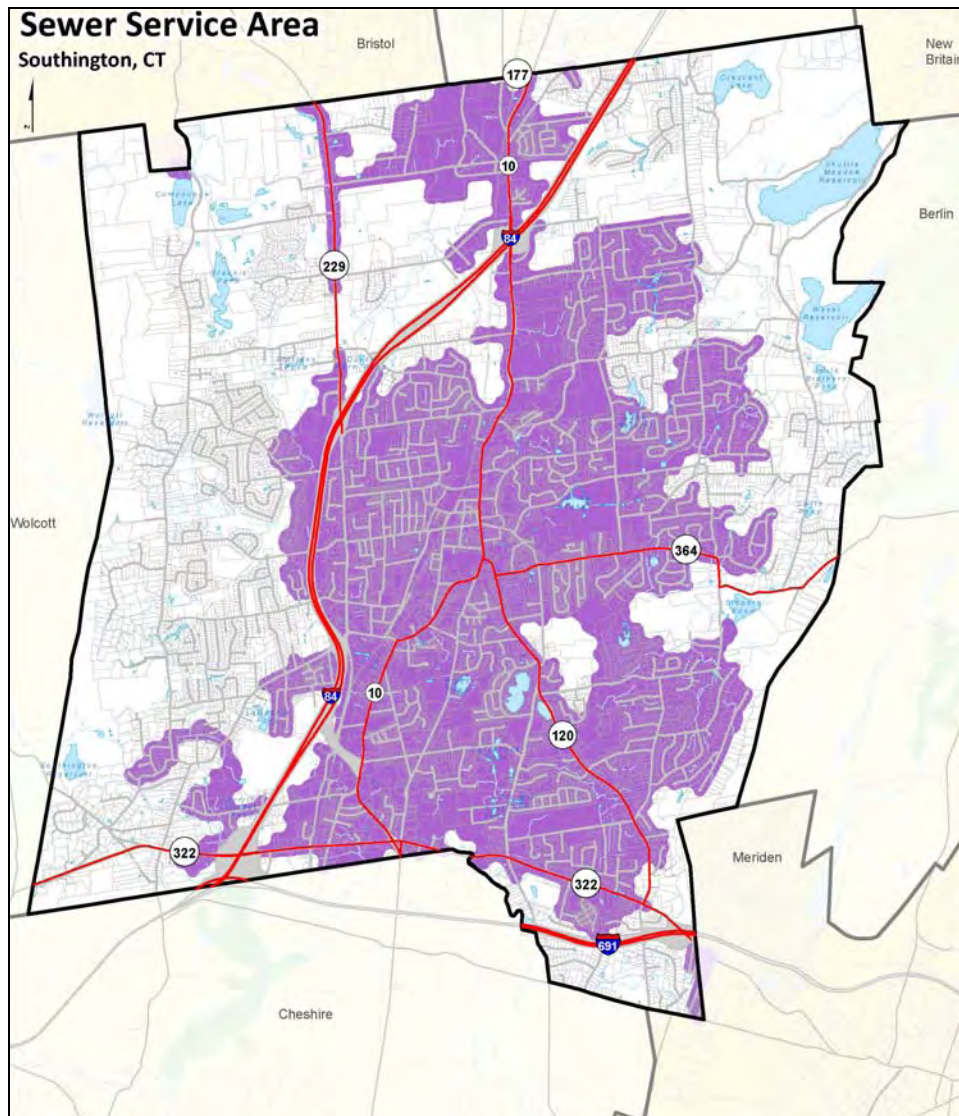
Sewer Avoidance

As indicated on the map on this page:

- green areas represent properties connected to the sewer system
- yellow areas are properties that can be served in the future,
- white areas are planned sewer avoidance areas.

One area of potential future focus is to extend sewer service to the northwest area of Southington to support business and industrial development in this area.

Sewer Service Area



Tighe & Bond / Southington WPCA

Natural Gas

Natural gas service can provide an alternative source of fuel to local residents and businesses. Natural gas service within Meriden, Wallingford, Southington and Cheshire is provided by Eversource (formerly Yankee Gas).

Natural Gas Service

Recent filings with state utility regulators indicate that an expansion of natural gas service within Southington is being considered. The expansion plans may extend the service area to more parts of Southington within the next ten years.

Storm Drainage

Storm drainage in Southington is a combination of structural systems (such as catch basins and underground pipes) and by more natural approaches (ditches and swales) in other areas. Drainage and flooding issues can occur along the Quinnipiac River and other major watercourses in the community. In the future, it is anticipated that Southington will do more to implement “low impact development” strategies to address stormwater drainage (see page 23).

Provide For Adequate Piped Utilities	
Policies	
1.	Continue to maintain and enhance water supply sources (reservoirs and wells).
2.	Continue to address water service issues (such as volume and/or pressure).
3.	Continue to maintain and enhance sewage treatment (capacity and quality).
4.	Continue to investigate and address inflow and infiltration of non-sewer water.
5.	Seek to extend sewer service to the northwest area of Southington to support business and industrial development in this area
6.	Maintain the “sewer avoidance area” as shown on the Sewer Master Plan.
7.	Encourage expansion of natural gas service.
8.	Continue to manage storm drainage.
Action Steps	
9.	Implement “low impact development” strategies.

See page 141 for information on preliminary priorities and the entities involved in implementation.

Provide For Adequate Wired Utilities

Wired Utilities

Electrical service, wired telephones, and cable television / internet are the main wired utilities. The reliability of these systems is an important consideration since they can be vulnerable to service interruptions from storm events and other disruptions since the wires are exposed. Southington should continue to seek an appropriate balance between electrical reliability and community character.

Southington will also seek to expand digital communication services (internet, cable, DSL, etc.) as opportunities arise.

Streetlights

The Town owns, manages, and maintains the 3,000+ streetlights in Southington. The Town is converting all street lights to light-emitting diodes (LEDs) in order to maintain this street-lighting system as cost-effectively as possible.

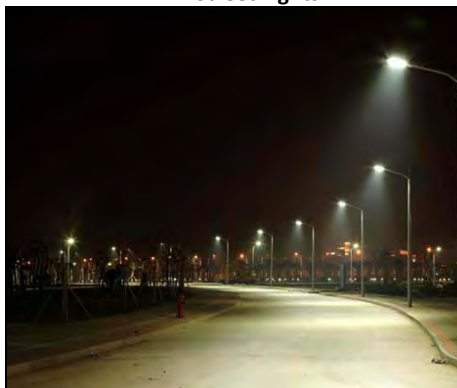
Provide For Adequate Wired Utilities		
Policies	Leader	Partners
1. Seek an appropriate balance between reliability of wired utilities and community character.		
2. Maintain the street-lighting system as cost-effectively as possible.		
3. Expand digital communication services (internet, cable, DSL, etc.) as opportunities arise		

See page 142 for information on preliminary priorities and the entities involved in implementation.

Wired Utilities



LED Street Lights



Enhance Wireless Services

Wireless Utilities

People are increasingly relying on wireless services for voice and data. Wireless services can also enhance public safety since people can call for assistance from anywhere service is available. People are often concerned about wireless services because of the perceived visual impact of new towers. Southington should seek to balance the demand for wireless services and the public safety benefits with the visual and other impacts of new tower installations.

Southington will also seek to expand wireless communication services (wi-fi networks, etc.) as opportunities arise.

Enhance Wireless Services
Policies
1. Balance the demand for wireless services and the public safety benefits with the visual and other impacts of new tower installations.
2. Expand wireless services throughout Southington

See page 142 for information on preliminary priorities and the entities involved in implementation.

Wireless Services



Wireless Services

