



REVISED DRAFT

**CONSERVATION & DEVELOPMENT
POLICIES: THE PLAN FOR
CONNECTICUT**

2018-2023

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Conservation & Development Policies: The Plan for Connecticut 2018-2023 is presented by the Secretary of Office and Policy Management to the [Continuing Legislative Committee on State Planning and Development](#) in accordance with Section [16a-29](#) of the Connecticut General Statutes (CGS). This publication, with the accompanying 2018-2023 Locational Guide Map, is available online at <https://portal.ct.gov/opm/cdplan>. Refer to Attachment D on page 38 for a production timeline and additional background concerning this publication.

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Cover photo:

Hogback Reservoir, Colebrook/Hartland. Courtesy Eric Lindquist.

Acronyms

CAA	Connecticut Airport Authority
CHFA	Connecticut Housing Finance Authority
DAS	Department of Administrative Services
DECD	Department of Economic and Community Development
DEEP	Department of Energy and Environmental Protection
DESPP	Department of Emergency Services and Public Protection
DoAg	Department of Agriculture
DOH	Department of Housing
DOT	Department of Transportation
DPH	Department of Public Health
OPM	Office of Policy and Management
WPC	Water Planning Council

Conservation & Development Policies: The Plan for Connecticut

Table of Contents

BACKGROUND1

CONNECTICUT’S PLANNING FRAMEWORK1

APPLICATION OF THE PLAN.....2

NEW STATUTORY REQUIREMENTS.....3

CROSS-ACCEPTANCE PROCESS.....3

FORMAT OF THE PLAN4

GROWTH MANAGEMENT PRINCIPLE #1.....6

GROWTH MANAGEMENT PRINCIPLE #2.....9

GROWTH MANAGEMENT PRINCIPLE #3.....11

GROWTH MANAGEMENT PRINCIPLE #4.....13

GROWTH MANAGEMENT PRINCIPLE #5.....17

GROWTH MANAGEMENT PRINCIPLE #6.....20

LOCATIONAL GUIDE MAP22

ATTACHMENT A31

ATTACHMENT B.....33

ATTACHMENT C36

ATTACHMENT D.....38

ATTACHMENT E.....41

ATTACHMENT F.....43

BACKGROUND

In 1971, House Joint Resolution No. 40 called for the development of a state plan of conservation and development (State C&D Plan). A plan was published on September 27, 1974, and it served as the official policy for the Executive Branch in matters pertaining to land and water resources conservation and development, in accordance with Executive Order No. 28.

In 1976, the General Assembly established a process for direct legislative participation in the preparation, adoption, and implementation of the State C&D Plan. That process, as amended from time to time, is codified in Section 16a-24 through Section 16a-33 ([Chapter 297](#)) of the Connecticut General Statutes (CGS). The Office of Policy and Management (OPM) is responsible for administering the State C&D Plan revision process on a recurring 5-year cycle, under the oversight of the Continuing Legislative Committee on State Planning and Development ([Continuing Committee](#)). The Continuing Committee was established under CGS Section [4-60d](#).

The General Assembly adopted the first State C&D Plan in 1979, with subsequent revisions adopted in 1983, 1987, 1992, 1998, 2005 and 2013. State agencies implement the Plan pursuant to the requirements of CGS Section [16a-31](#) and Section [16a-35d](#), the latter of which entails the priority funding area

requirements codified in CGS [Chapter 297a](#). Until such time that the 2018-2023 State C&D Plan is formally adopted by the General Assembly, the [2013-2018 State C&D Plan](#) remains in effect.

Finally, CGS Section [16a-32](#) provides a mechanism for amending the State C&D Plan in between the statutory five-year revision cycle, and it also requires OPM to report annually by February 15th on the extent to which state-sponsored actions were in conformity with the Plan.

CONNECTICUT'S PLANNING FRAMEWORK

In addition to the State C&D Plan requirements noted above, CGS Sections [8-23](#) and [8-35a](#) provide separate requirements for municipalities and regional councils of governments (COGs) to prepare and update their respective plans of conservation and development at least once every ten years. While these plans must “note any inconsistencies” with the six growth management principles that are the foundation of the State C&D Plan, there is no statutory requirement for a municipal plan to be consistent with the regional plan or the State C&D Plan (or vice versa). A recent amendment to CGS Section [8-23\(b\)](#) makes a municipality ineligible for discretionary state funding if it has not adopted a plan within the required ten year period.

APPLICATION OF THE PLAN

Although Connecticut’s planning framework does not require municipal, regional and state plans to be consistent with one another, CGS Section [16a-31](#) requires state agencies to be consistent with the State C&D Plan whenever they undertake any of the following *actions* with state or federal funds:

- (1) The acquisition of real property when the acquisition costs are in excess of two hundred thousand dollars;
- (2) The development or improvement of real property when the development costs are in excess of two hundred thousand dollars;
- (3) The acquisition of public transportation equipment or facilities when the acquisition costs are in excess of two hundred thousand dollars; and
- (4) The authorization of each state grant, any application for which is not pending on July 1, 1991, for an amount in excess of two hundred thousand dollars, for the acquisition or development or improvement of real property or for the acquisition of public transportation equipment or facilities.

CGS Section [16a-31](#) also requires OPM to:

- provide an advisory statement, upon request by another state agency, on the extent to which a proposed action is consistent with the State C&D Plan;
- review each Bond Commission agenda and issue an advisory statement on the extent to which the items on the agenda are consistent with the State C&D Plan; and
- review certain draft plans prepared by state agencies under state or federal law, and provide the submitting agency with an advisory report commenting on the extent to which the proposed plan conforms to the State C&D Plan.

With regard to the last bullet, a directory of state agency plans is included as Attachment A. Links to such plans are intended to provide state agencies and other interested parties with access to more detailed information and policy guidance on various subject matters beyond that which is covered in the broader principles and policies of the State C&D Plan.

The State C&D Plan is defined in CGS Section [16a-25](#) as “the text of such plan and any accompanying locational guide map.” A separate chapter on the Locational Guide Map has been included to provide supplemental details on the use and

application of the Map, relative to the priority funding area requirements associated with CGS Chapter 297a.

In summary, the statutory mandate for consistency with the State C&D Plan only applies to state agencies, as outlined in CGS Section [16a-31](#). The State C&D Plan is advisory to municipalities, due to the fact that there is no statutory requirement for municipal plans, regulations, or land use decisions to be consistent with it. Although the requirements of CGS Section [16a-31](#) do not apply to the state's quasi-public agencies, such agencies make every effort to be consistent in their plans and actions.

NEW STATUTORY REQUIREMENTS

Unlike the significant amendments to state planning statutes prior to the preparation and adoption of the 2013-2018 State C&D Plan, there has been only one new amendment during the current revision cycle:

Public Act [13-179](#) requires that any revision made to the State C&D Plan after October 1, 2013, shall (1) take into consideration risks associated with increased coastal erosion, depending on site topography, as anticipated in sea level change scenarios published by the National Oceanic and Atmospheric Administration in Technical Report OAR CPO-1, (2) identify the impacts of

such increased erosion on infrastructure and natural resources, and (3) make recommendations for the siting of future infrastructure and property development to minimize the use of areas prone to such erosion. (CGS Sec. [16a-27\(h\)](#))

CROSS-ACCEPTANCE PROCESS

Public Act [10-138](#) directed OPM to develop a new process for the revision, adoption, implementation and amendment of the State C&D Plan, so that the "planning policies of different levels of government are compared and differences between such policies are reconciled with the purpose of attaining compatibility between local, regional and state plans." OPM submitted its report on the "cross-acceptance process" to the Continuing Committee in January 2011. The 2013-2018 State C&D Plan revision utilized the cross-acceptance process for the first time, and OPM has continued to implement the cross-acceptance process for the 2018-2023 State C&D Plan revision as outlined in Attachment D.

FORMAT OF THE PLAN

The text of the draft State C&D Plan is presented in a condensed format that is built around six Growth Management Principles:

- 1) Redevelop and Revitalize Regional Centers and Areas with Existing or Currently Planned Physical Infrastructure;
- 2) Expand Housing Opportunities and Design Choices to Accommodate a Variety of Household Types and Needs;
- 3) Concentrate Development Around Transportation Nodes and Along Major Transportation Corridors to Support the Viability of Transportation Options;
- 4) Conserve and Restore the Natural Environment, Cultural and Historical Resources, and Traditional Rural Lands;
- 5) Protect and Ensure the Integrity of Environmental Assets Critical to Public Health and Safety; and Promote Integrated Planning Across all Levels of Government to Address Issues on a Statewide, Regional and Local Basis.

Not only do the Growth Management Principles serve as the chapters of the draft State C&D Plan, but municipalities and COGs must also note any inconsistencies with these

principles when they update their respective plans of conservation and development (CGS Sections [8-23](#) and [8-35a](#)). Therefore, it is important that the State C&D Plan be conveyed in a format that is clear and concise to all of its users.

Each Growth Management Principle begins with a brief summary statement of its objectives, and is followed by a set of relevant policy statements that provide the basis for state agencies to assess the consistency of their proposed plans and actions with the State C&D Plan (Note: OPM recognizes that a number of policies can apply to more than one Growth Management Principle; however, there was an intentional effort to limit such cross-references. Whenever a state agency is required to determine the consistency of a proposed action with the State C&D Plan, it may cite any relevant policies contained in the Plan – regardless of the particular Growth Management Principle under which it appears.);

Following the six Growth Management Principles is a chapter describing the Locational Guide Map (LGM) component of the State C&D Plan. The LGM delineates priority funding areas in accordance with CGS Section [16a-35c\(b\)](#), so that state agencies can comply with the requirements of CGS Section [16a-35d](#), as described on pages 28-29.

Attachment B lists a number of examples of state agency-administered programs that are

typically subject to the State C&D Plan consistency requirements of CGS Section [16a-31\(a\)](#). This list is intended to serve as a general guide for agency staff to locate relevant policies for consideration when determining the consistency of their proposed actions, with the caveat that OPM shall provide advisory statements upon request. Attachment B is also intended to help fulfill some of the requirements of CGS Section [16a-27\(e\)](#) by identifying potential funding sources and the entity responsible for program implementation.

A reference to relevant Principles of Smart Growth, as defined in Public Act [09-230](#) is

listed in Attachment C. This reference is included to assist state agencies in complying with CGS Section [4-37l](#), which requires agencies to consider whether certain grant applications under their purview comply with some or all of the Principles of Smart Growth.

Finally, attachment F includes several examples of performance indicators, including financial indicators, which could be used in measuring progress in implementing the State C&D Plan. These examples are not intended to be used for official purposes until the requirements of CGS Section [16a-27\(e\)](#) have been fully met.

GROWTH MANAGEMENT PRINCIPLE #1

Redevelop and Revitalize Regional Centers and Areas with Existing or Currently Planned Physical Infrastructure

A region's development potential is highly correlated with its accessibility to urban-scale infrastructure. Connecticut has invested significant resources in the physical infrastructure of its cities and towns to provide for wastewater treatment capacity, potable water supplies, highways and railways, air and sea ports, telecommunications infrastructure, energy generation and transmission, and other related facilities. In order to help position the state for growth, state agencies, regional councils of governments, municipalities, private developers, and other stakeholders must coordinate their actions to leverage these assets in a manner that will take full advantage of Connecticut's strategic location within the Northeast Megaregion, while also proactively addressing the needs and desires of a changing demographic base.



Aerial view of New London Harbor. Courtesy Geoffrey Steadman.

Repairs and upgrades to the state's aging, and sometimes underutilized, infrastructure represent a significant ongoing cost to taxpayers, who sometimes view investments in new or expanded infrastructure and facilities as a more cost-effective and preferred use of their tax dollars. Compounding this perception is the fact that deferred maintenance is typically a less controversial option for balancing government operating budgets than cutting public services. Over time, the cumulative effect of deferred maintenance can lead to a variety of adverse impacts while also creating a hidden financial burden on taxpayers and a long-term weight on the economy.

A life-cycle cost analysis can raise important considerations about taxpayers' long term liability associated with maintaining an ever-expanding infrastructure base. For example, timely repairs and upgrades to aging infrastructure can save taxpayers money by extending an asset's useful life and forestalling the need for costlier renovations or replacement in the future. Such an analysis can also provide a better understanding of the combined total capital and operational costs associated with a proposed project. In addition, it can provide a context for considering a project's other potential costs or benefits to the environment that may not be easily quantified, such as energy efficiency, water conservation, pollution prevention, and historic preservation.

State Agency Policies:

1.1 Ensure the safety and integrity of existing infrastructure over its useful life through the timely planning and budgeting for maintenance, repairs and necessary upgrades.



Courtesy South Central CT Regional Water Authority.

Undertake a deliberative public process to assess options for the replacement, expansion, or reduction of existing infrastructure as it ages or as circumstances warrant, taking into

consideration the potential benefits and costs of any reasonable alternatives, including their potential socio-economic and environmental impacts;

1.2 Focus on infill development and redevelopment opportunities in areas with existing infrastructure, such as in cities or town centers, which are at an appropriate scale and density for the particular area;

1.3 Promote the continued use or adaptive reuse of existing facilities, particularly those with historical and/or cultural significance, and support the redevelopment of former brownfields and other underutilized or abandoned facilities at a scale and density appropriate for the surrounding area;

1.4 Encourage multi-disciplinary approaches to infrastructure planning and design. For example, for transportation projects in areas with combined sewers, seek to preserve the functional capacity of wastewater treatment plants by designing projects that enhance the infiltration of storm water generated by the existing street network and other impermeable surfaces through “green infrastructure” measures such as pervious pavement material and the incorporation of urban green spaces;

1.5 Coordinate the timing of any planned expansion of existing infrastructure to meet state and regional growth objectives;

1.6 Perform a life-cycle cost analysis to identify potential cost burdens beyond the initial capital investment for any proposed action involving the expansion of infrastructure beyond the current limits of the existing or planned service area for the particular form(s) of infrastructure, except when necessary to address immediate public health or safety concerns;

1.7 Proactively identify and market available properties that are currently served by infrastructure and that could meet the needs of new or expanding businesses, especially those within close proximity to existing industry clusters;

1.8 Promote land uses around rail stations, airports and sea ports that are complementary

to or dependent upon the available infrastructure and other nearby resources;

1.9 Utilize the state’s strategic location and infrastructure to promote expansion of markets for Connecticut grown and manufactured products;

1.10 Encourage local zoning that allows for a mix of uses “as-of-right” to create vibrant central places where residents can live, work, and meet their daily needs without having to rely on automobiles as the sole means of transport;

1.11 Promote urban areas as centers for arts, entertainment and culture, while also supporting community-based agriculture, historic preservation, and access to urban green spaces and waterways;

1.12 Capitalize on opportunities to develop and deploy innovative energy technologies,

and promote distributed generation and microgrids, where practical, to provide reliable electrical power or energy-dependent community services during outages and peak demand periods; and

1.13 Minimize the potential risks and impacts from natural hazards, such as flooding, high winds and wildfires, when siting infrastructure and developing property. Consider potential impacts of climate change on existing and future development.



Aerial view of Sikorsky Memorial Airport. Courtesy CT National Guard.



Courtesy Jeff Klein/Closer to Infinity, LLC with permission from City of Norwalk.

GROWTH MANAGEMENT PRINCIPLE #2

Expand Housing Opportunities and Design Choices to Accommodate a Variety of Household Types and Needs

Demographic trends indicate that Connecticut's population, along with most of the nation, is aging. Increasing numbers of older residents, especially those at or nearing retirement age, combined with longer life expectancy, will have profound effects on our communities and society in general well into the future. Also important to consider are the evolving societal demands of succeeding generations as they decide where to live, work, and raise their families.

Given Connecticut's low population growth and changing household characteristics over the past several decades, and the continuing evolution of traditional concepts of higher education, workplace, and leisure activities, there will be opportunities to re-use, repurpose, and redevelop existing housing and other facilities, particularly in areas that have previously benefitted from investments in public drinking water, sanitary sewers, transportation and telecommunication infrastructure.

In order to expand the economy and promote more robust population growth, state and local governments must proactively address current policies and regulations that hinder

private developers from building the types of housing options and lifestyle amenities that the market demands. The high cost of housing is often cited as one of the factors why Connecticut has lost a large percentage of its young adult population over the past twenty-five years, and this may also be a contributing factor to the more recent declines in local school enrollment.

However, a number of municipalities are well-positioned to create higher density, mixed-income housing stock in areas that are within walking distance to retail, recreational and cultural attractions, jobs and public transit. Coordinated marketing of each region's unique assets and lifestyle amenities will help to attract prospective developers, employers and residents, while also providing new housing options for the local workforce.



Courtesy Connecticut Main Street Center.

State Agency Policies

2.1 Enhance housing mobility and choice across income levels and promote vibrant, mixed-income neighborhoods through both ownership and rental opportunities;

2.2 Support adaptive reuse of historic and other existing structures for use as residential housing;

2.3 Provide favorable loan terms for multi-family housing and mixed-use properties in targeted areas;

2.4 Market urban communities to people most likely attracted to working and/or living in urban environments, such as young people and “empty nesters”;

2.5 Support local efforts to develop

appropriate urban infill housing and neighborhood amenities to make better use of limited urban land;

2.6 Promote housing and/or affordable housing as part of mixed use and transit-oriented developments within walking distance to public transportation facilities;

2.7 Identify innovative mechanisms, utilizing decentralized or small-scale water and sewage systems, to support increased housing density in village centers and conservation subdivisions that lack supporting infrastructure; and

2.8 Encourage and promote access to parks and recreational opportunities, including trails, greenways, community gardens and waterways, for affordable and mixed-income housing.



Courtesy Denise Savageau.

GROWTH MANAGEMENT PRINCIPLE #3

Concentrate Development around Transportation Nodes and Along Major Transportation Corridors to Support the Viability of Transportation Options

Transportation corridors and hubs are critical assets that affect Connecticut's ability to compete for economic development. In addition to providing expanded business access to markets, they provide residents with access to jobs, education, recreation and other daily activities. In order to fully leverage their ability to generate new economic growth, land use decisions within such corridors and around hubs must include a mix of complementary strategies that target the long-term development goals of each region, without compromising other significant local, regional, and state resources.

While improved access to the New York and Boston metropolitan area markets is a key transportation goal for the state, it is even



Courtesy CT Port Authority.

more essential that the points in between (i.e., Connecticut's cities and towns) are integrated into the economic fabric of the greater region and its labor market. Experiences in other states have shown that transit hubs can be effective drivers of new office, commercial, and residential development. Regional coordination will be needed to maximize state investments in the transportation infrastructure through transit-supportive land use regulations around hub and station areas, effective feeder and connector services within the corridor, and access management planning to preserve the highway capacity on urban arterial roads with significant commercial development.



Multiple transportation modes sharing the same infrastructure. Courtesy CT DOT.

State Agency Policies:

3.1 Promote compact, pedestrian-oriented, mixed use development patterns around existing and planned public transportation stations and other viable locations within transportation corridors and village centers;

3.2 Encourage a network of pedestrian and bicycle paths and greenways that provide convenient inter- and intra-town access, including access to the regional public transportation network;

3.3 Ensure that the planning, design, construction, and operation of state and local highways accommodate municipal plans and the needs of all users, to the extent possible;

3.4 Improve transit service and linkages to attract more customers through better integration of all transportation options and advances in technology, while providing convenience, reliability, safety and competitive modal choices;

3.5 Coordinate with host municipalities on supportive land use regulations, such as zoning for transit-oriented development and logistics centers, where practical, to make the most effective use of transportation facilities for the movement of people and/or goods;

3.6 Identify brownfields and other strategic sites that are (1) within one-half mile or walking distance of public transportation facilities and/or (2) near other inter-modal transportation nodes and facilities, and consider them for designation as pre-approved development areas;

3.7 Restore strategic shipping channels and pier areas to their authorized depths when dredging is recommended in Connecticut's Deep Water Port Strategy Study; and

3.8 Locate government facilities that are likely to be visited by the public in areas served by multiple modes of transportation.



Metro North passenger train. Courtesy CT DOT.

GROWTH MANAGEMENT PRINCIPLE #4

Conserve and Restore the Natural Environment, Cultural and Historical Resources, and Traditional Rural Lands

It is widely recognized that Connecticut's natural, cultural and historical resources, along with its rural landscapes, have intrinsic values which contribute to the state's high quality of life. Less obvious are the functional values that these resources provide, such as storm water management, flood control, oxygen production and carbon storage, and the filtration and purification of water for human consumption and habitat preservation. Similar to the need to maintain the physical infrastructure of cities and towns, there is a corresponding need to strategically invest in the state's natural infrastructure, through preservation and maintenance of multi-functional land.

Furthermore, a number of Connecticut industries, such as agriculture and aquaculture, outdoor recreation, and culture and tourism, are important contributors to the state economy and to the communities in which they are based. Since the economic value of such industries is oftentimes derived from the natural and cultural resources upon which they are based, it is critical that public and private interests take a strategic and coordinated approach to protecting and/or managing the long-term viability of both the

conservation and development functions of such resources. Such an approach must take into consideration the increasing challenges of protecting and managing natural lands in the face of rapid fragmentation of, and rising competition for, the state's largest undeveloped tracts of high resource value.



Courtesy Eric Lindquist.

Rural communities in Connecticut, which typically lack urban-scale infrastructure, face especially difficult challenges to grow in a manner that is consistent with their rural character. While numerous buildings in Connecticut's historic villages are in need of stabilization and mothballing to preserve options for their future reuse, such communities oftentimes perceive their growth prospects to be limited to strip commercial development along rural highways.



Courtesy CT Office of Tourism.

Anticipated improvements in rural broadband access are likely to provide residents and businesses in rural communities with additional opportunities, once the remaining technology and cost issues are resolved.



Courtesy South Central CT Regional Water Authority.

While the conservation of open space, historic villages, scenic roads, and farmland can have a net positive impact on the local tax base and the region's quality of life, there may also be instances where towns want to plan for the complementary expansion of existing, or the development of new, village-scale mixed use centers. Cluster development techniques, when combined with properly installed and maintained decentralized water, wastewater and/or stormwater systems, can accommodate such growth without the need for publicly subsidized expansions of infrastructure.



Courtesy CT Office of Tourism.

State Agency Policies:

4.1 Protect permanently preserved open space areas, Connecticut Heritage Areas, and archaeological areas of regional and statewide significance;

4.2 Limit improvements to permanently protected open space areas to those that are consistent with the long-term preservation of the natural resource and open space values of the site;

4.3 Expand the state's open space and greenway network through the acquisition and maintenance of important multi-functional land and other priorities identified in the State's Open Space Plan (i.e., Green Plan);

4.4 Avoid activities that could negatively affect rare or unique ecological communities and natural areas, including habitats of endangered, threatened and special concern species, other critical wildlife habitats identified in the Connecticut Wildlife Action Plan, river and stream corridors, aquifers, ridgelines, large or connected forest areas, highland areas, coastal marsh migration areas, and Long Island Sound;

4.5 Encourage collaborative ventures with municipalities, private non-profit land conservation organizations and other entities to provide a system of appropriately preserved and managed natural areas and

resources that allow for a diversity of well-functioning habitats and the sustainable use of resources;

4.6 Seek to achieve no-net-loss of wetlands through development planning that: 1) avoids wetlands and watercourses, whenever possible; 2) minimizes intrusions into wetlands when impacts are unavoidable; 3) mitigates any resulting impacts through wetland enhancement or creation; and 4) encourages ongoing maintenance of functional wetlands and buffer areas;

4.7 Revitalize rural villages and main streets by promoting the rehabilitation and appropriate reuse of historic facilities, such as former mills, to allow a concentration of higher density or multiple use development where practical and consistent with historic character;

4.8 Utilize the state's renewable power generation potential to the extent compatible with state goals for environmental protection, and minimize potential impacts to rural character and agricultural and scenic



Salmon River State Forest. Courtesy CT Office of Tourism.

resources when siting new power generation facilities and/or transmission infrastructure;

4.9 Encourage municipalities to build capacity and commitment for protecting the working lands and cultural resources that are important to the community;

4.10 Promote agricultural businesses and supportive industries that are vital to the local and regional economy, preserve prime farmland through the acquisition of development rights, and when avoidance of such lands is not practical, minimize the loss or conversion of agricultural lands by state-sponsored development actions;

4.11 Promote Connecticut's commercial and recreational fishing and aquaculture industries consistent with marine productive capacities and environmental protections;

4.12 Utilize the landscape to the extent practical and incorporate sound stormwater management design, such as low impact development techniques, in existing and new development to maintain or restore natural hydrologic processes and to help meet or exceed state and federal water quality standards, so that the state's waters can support their myriad functions and uses;

4.13 Manage water resource conflicts by balancing the competing needs of water for human consumption, waste assimilation, habitat sustainability, recreation, power

production, agriculture and transporting people and goods;

4.14 Rely upon the functional capacity of the land, to the extent possible, to provide drinking water and wastewater disposal needs beyond the limits of the existing service area, and comprehensively manage decentralized sewage and water systems to ensure long term viability of sewage disposal and water supply. Support the introduction or expansion of public water and/or sewer services or alternative on-site wastewater treatment systems only when there is a demonstrated environmental, public health, public safety, economic, social, or general welfare concern, and then introduce such services only at a scale which responds to the existing need without serving as an attraction to more extensive development;

4.15 Minimize the siting of new infrastructure and development in coastal areas prone to erosion and inundation from sea level rise or storms, in accordance with

the Connecticut Coastal Management Act, and ensure that coastal hazards are accounted for when considering options for the replacement, expansion, or reduction of existing infrastructure under Policy 1.1;

4.16 Protect the ecological, scenic and recreational values of lakes, rivers and streams by promoting compatible land uses and management practices in accordance with adopted plans.

4.17 Protect, maintain and restore the chemical, physical, and biological integrity of ground and surface waters to ensure that existing and designated uses are maintained; and

4.18 Promote innovative land conservation and banking practices that further local, regional and state conservation and development objectives, and minimize the need to expand infrastructure to support new development in rural areas.



Courtesy CT Office of Tourism.

GROWTH MANAGEMENT PRINCIPLE #5

Protect and Ensure the Integrity of Environmental Assets Critical to Public Health and Safety

Among the competing interests faced by land use decision-makers, none is of greater importance than protecting the public health and well-being of Connecticut's citizens. Best practices for protecting the air we breathe, the water we drink, and the food we eat are rooted in the value Connecticut has placed upon its environment and working lands when planning for the future. Protecting and maintaining the functional qualities of natural systems is vital to maintaining our quality of life.

A number of regulatory programs of state agencies are intended to protect Connecticut's residents by maintaining healthy air quality, ensuring a safe and adequate drinking water supply, requiring proper waste management and material handling, mitigating the risks and impacts to property prone to flooding and other natural hazards, and preventing the spread of contagious diseases.

Furthermore, planning for Connecticut's energy future will have particularly broad implications on our environment and society. Regulatory approaches that are environmentally sound, allow for least-cost compliance options, provide operational



Colebrook Reservoir during drought. Courtesy CT DEEP.

flexibility, and offer incentives for pollution prevention should be actively pursued wherever practical to reduce the time and cost associated with doing business in Connecticut.

It is also important that municipal land use commissions fully consider the broader regional implications of their decision-making processes, whenever there are potential impacts to the integrity of environmental assets and working lands that are critical to the well-being of citizens beyond their local boundaries.

State Agency Policies:

5.1 Utilize a multiple barrier approach to ensure the availability of safe and adequate public water supplies that meet or exceed state and federal drinking water standards;

5.2 Identify water supply sources and resources sufficient to meet existing and

anticipated needs and to mitigate water shortages during droughts;

5.3 Ensure that water conservation is a priority consideration in all water planning activities and regulatory decisions, in order to preserve an adequate supply of water and to minimize public and ratepayer costs to expand water system capacity;

5.4 Utilize an integrated watershed management approach to ensure that high quality existing and potential sources of public drinking water are maintained for human consumption;

5.5 Allow redevelopment and rebuilding of coastal areas consistent with coastal area management principles and regulations and prevailing federal rules and requirements;



Dune restoration following Tropical Storm Sandy. Courtesy Denise Savageau.

5.6 Discourage new development activities within areas prone to flooding and coastal erosion, manage any unavoidable activities in

such areas in an environmentally sensitive manner and in compliance with applicable laws, and seek to prevent the loss of life and property by maintaining existing dikes, channels, dams, and other barriers, or removing such structures where removal would be a more cost-effective option for reducing threats to downstream property;

5.7 Minimize the impacts of development on existing and identified drinking water sources by utilizing development forms and densities that limit impervious surface coverage to 10% of the overall area to be developed and which preserves the most amount of land in a natural or undisturbed state;

5.8 Preserve and maintain traditional working lands for the production of food and fiber, and support niche agricultural operations that enhance community food security throughout Connecticut;

5.9 Attain National Ambient Air Quality Standards in accordance with Connecticut's State Implementation Plan, with emphasis on cost-effective strategies and effective enforcement of regulated sources;

5.10 Reduce carbon dioxide emissions in this state consistent with the recommendations of the Connecticut Climate Change Preparedness Plan;

5.11 Promote transportation alternatives to the automobile, such as bicycling, walking,

and public transportation as a means to reducing energy consumption, air pollution, and obesity-related health care costs;

5.12 Emphasize pollution prevention, the efficient use of energy, and recycling of material resources as the primary means of maintaining a clean and healthful environment; and

5.13 Proactively address climate change adaptation strategies to manage the public health and safety risks associated with the

potential increased frequency and/or severity of flooding and drought conditions, including impacts to public water supplies, air quality, and agriculture/aquaculture production.



Clams harvested from Long Island Sound. Courtesy Denise Savageau.

GROWTH MANAGEMENT PRINCIPLE #6

Promote Integrated Planning across all Levels of Government to Address Issues on a Statewide, Regional, and Local Basis

CGS Section [22a-1a](#) provides the basis for this principle by stating that “it is the continuing policy of the state government, in cooperation with federal and local governments, and other concerned public and private organizations, to use all practicable means and measures, including financial and technical assistance, in a manner calculated to foster and promote the general welfare, to create and maintain conditions under which man and nature can exist in productive harmony, and fulfill the social, economic, and other requirements of present and future generations of Connecticut residents.”

In order for Connecticut to compete and thrive in the global economy over the coming years and decades, the constituent units of state, regional and municipal government must leverage their myriad assets in a manner that



South Norwalk. Aerial photo by Geoff Steadman © 2013.

will enhance the vibrancy of the overall state economy and its populace. While Connecticut is considered a small state in geographic terms, it must also be recognized that there is a wealth of diversity and character that defines each of its regions.

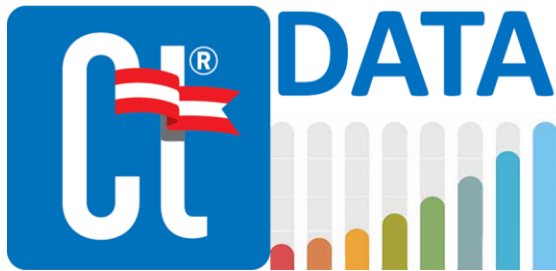
For these reasons, OPM recommends a fairly broad approach to delineating the boundaries of priority funding areas, as further described in the Locational Guide Map chapter. OPM recognizes that these boundaries will be refined over time to reflect evolving land use conditions and local, regional and state priorities. Municipalities are encouraged to fully utilize their statutory authority to designate local priority funding areas under CGS Section [8-23\(f\)\(7\)](#) and, subsequently, for each COG to plan and negotiate with its member municipalities in identifying regional priority funding areas when the regional plan of conservation and development is updated. Without such a planning framework, the State C&D Plan will likely continue to be perceived by many as a top-down plan.

OPM will continue to facilitate the cross-acceptance process (see Attachment D) with COGs and their member municipalities, state agencies and the public, in order to develop consensus around a set of conservation and development priorities for each region. Once this is accomplished, there will be a reciprocal responsibility for both local land-use decision-makers and state agencies to plan and act according to the regional growth strategies.

State Agency Policies:

6.1 Develop and implement a robust framework for geographic information sharing that will service the common needs of all users and permit the orderly storage, organization, and handling of large amounts of geographic data;

6.2 Initiate a progressive program for the sharing of planning data among state agencies, COGs, and municipalities;



6.3 Support the creation of objective and uniform protocols for public water and sewer need assessment and support integrated planning for all sewage disposal and water systems, centralized and decentralized, to assist communities in assessing options for addressing the goals of municipal plans of conservation and development, with adequate consideration of short and long-term costs, environmental and public health implications, and local or regional management capacity;

6.4 Rely upon municipal plans of conservation and development to identify the general location and extent of any (1) areas served by existing sewerage systems, (2) areas where sewerage systems are planned, and (3) areas

where sewers are to be avoided, in accordance with CGS Sec. [8-23\(g\)](#), and also encourage such plans to reflect service areas from approved water supply plans, so that any future state agency-sponsored actions can be coordinated and designed to accommodate locally-desired development forms and/or outcomes that are consistent with growth management principles;

6.5 Provide advisory statements to state agencies as required under CGS Section [16a-31](#) when they prepare required programmatic plans and undertake certain actions using state or federal funds, to ensure that the State C&D Plan is implemented on a consistent basis;

6.6 Assist municipalities and COGs in the planning and implementation of cooperative ventures that are intended to reduce the property tax burden on residents, while providing essential services and equipment more efficiently; and

6.7 Encourage COGs and economic development districts (EDDs) to develop coordinated and effective regional plans and strategies for implementing projects that address the priorities of each region.



Union Station, Hartford. Courtesy CT DOT.

LOCATIONAL GUIDE MAP

CGS Section [16a-31\(a\)](#) requires state agencies to determine the consistency of their proposed actions with the State C&D Plan. CGS Section [16a-25](#) defines the State C&D Plan as “the text of such plan and any accompanying locational guide map.” Since this consistency mandate only applies to specific state agency actions, the State C&D Plan is considered advisory to municipalities when they update their municipal plans of conservation and development and/or render local land use decisions.

Role of the Locational Guide Map

The Continuing Committee [provided clarification](#) on the role of the LGM when it endorsed the 2013-2018 State C&D Plan just prior to its adoption by the General Assembly. Since the LGM is a component of the State C&D Plan, it is not intended to be utilized, by itself, as a basis for a state agency to approve or deny funding when rendering applicable funding decisions.

The LGM classifications are intended to help state agencies comply with the following administrative requirements associated with the Priority Funding Area (PFA) requirements of CGS Section [16a-35d](#):

- (a) No state agency, department or institution shall provide funding for a growth-related project unless such project is located in a priority funding area;
- (b) Notwithstanding the provisions of subsection (a) of this section, the head of a state department, agency or institution, with the approval of the Secretary of the Office of Policy and Management, may provide funding for a growth-related project that is not located in a priority funding area upon determination that such project is consistent with the plan of conservation and development, adopted under section 8-23, of the municipality in which such project is located and that such project:
 - (1) enhances other activities targeted by state agencies, departments and institutions to a municipality within the priority funding area;
 - (2) is located in a distressed municipality, as defined in section 32-9, targeted investment community, as defined in section 32-222, or public investment community, as defined in section 7-545;
 - (3) supports existing neighborhoods or communities;
 - (4) promotes the use of mass transit;
 - (5) provides for compact, transit accessible, pedestrian-oriented mixed use development

- patterns and land reuse and promotes such development patterns and land reuse;
 - (6) creates an extreme inequity, hardship or disadvantage that clearly outweighs the benefits of locating the project in a priority funding area if such project were not funded;
 - (7) has no reasonable alternative for the project in a priority funding area in another location;
 - (8) must be located away from other developments due to its operation or physical characteristics; or
 - (9) is for the reuse or redevelopment of an existing site.
- (c) Not more than one year after the designation of priority funding areas, and annually thereafter, each department, agency or institution shall prepare a report that describes grants made under subsection (b) of this section and the reasons therefor.

The PFA exception process provided in CGS Section [16a-35d](#) recognizes that the scale of the State C&D Plan's LGM cannot accurately reflect the land use detail of a municipal plan of conservation and development prepared under CGS Section [8-23](#). The PFA exception process provides a publicly transparent mechanism for state agencies to consider funding growth-related projects that have been deemed consistent with the State C&D Plan policies and are locally supported, even though they may not be located in a PFA.

Use and Application of the Locational Guide Map

Although state agency staff and other interested parties may use the underlying LGM data for general planning purposes, the only formal application of the LGM is limited to instances when a sponsoring state agency has already determined that a proposed "growth-related project" is consistent with State C&D Plan policies and it must comply with the administrative requirements of CGS Section [16a-35d](#) noted earlier.

A "growth-related project" is defined in CGS Section [16a-35c\(a\)\(2\)](#) to mean any project which includes:

- (A) the acquisition of real property when the acquisition costs are in excess of two hundred thousand dollars, except the acquisition of open space for the purposes of conservation or preservation;
- (B) the development or improvement of real property when the development costs are in excess of two hundred thousand dollars;

- (C) the acquisition of public transportation equipment or facilities when the acquisition costs are in excess of two hundred thousand dollars; or
- (D) the authorization of each state grant, any application for which is not pending on July 1, 2006, for an amount in excess of two hundred thousand dollars, for the acquisition or development or improvement of real property or for the acquisition of public transportation equipment or facilities, **except the following:**
- (i) Projects for maintenance, repair, or renovations to existing facilities, acquisition of land for telecommunications towers whose primary purpose is public safety, parks, conservation and open space, and acquisition of agricultural, conservation and historic easements;
 - (ii) funding by the Department of Economic and Community Development for any project financed with federal funds used to purchase or rehabilitate existing single or multi-family housing or projects financed with the proceeds of revenue bonds if the Commissioner of Economic and Community Development determines that application of this section and sections 16a-35d and 16a-35e (I) conflicts with any provision of federal or state law applicable to the issuance or tax-exempt status of the bonds or any provision of any trust agreement between the Department of Economic and Community Development and any trustee, or (II) would otherwise prohibit financing of an existing project or financing provided to cure or prevent any default under existing financing;
 - (iii) projects that the Commissioner of Economic and Community Development determines promote fair housing choice and racial and economic integration as described in section 8-37cc;
 - (iv) projects at an existing facility needed to comply with state environmental or health laws or regulations adopted thereunder;
 - (v) school construction projects funded by the Department of Education under chapter 173;
 - (vi) libraries;
 - (vii) municipally owned property or public buildings used for government purposes; and
 - (viii) any other project, funding or other state assistance not included under subparagraphs (A) to (D), inclusive, of this subdivision.

Given the diversity of state agency-administered programs, as illustrated in Attachment B, there are many state agency-sponsored actions that are subject to the consistency mandate of CGS Section [16a-31\(a\)](#), but are not subject to the LGM because they are not considered a “growth-related project” under CGS Section [16a-35c](#).

Locational Guide Map Classifications and Criteria

Priority Funding Areas

Priority Funding Areas are delineated based on conditions that exist at the Census Block level, which is the smallest geographical unit delineated by the U.S. Census Bureau. Census Blocks are statistical areas which in Connecticut are typically bounded by visible features, such as streets, roads, streams, and railroad lines. Generally, Census Blocks in denser urban communities are small in area, such as a block in a city that is bounded on all sides by streets. However, Census Blocks in suburban and rural areas may be large, or irregular, and bounded by a variety of features, such as roads or streams. For example, a specific Census Block may be partially served by public water and/or sewer, and thus the entire block would appear to be served by these utilities. Municipalities may request that certain Census Blocks be removed from this classification during the cross-acceptance process. Any limitations in the use of Census Blocks in this LGM should not be construed as influencing local land use and zoning decisions or municipal plans of conservation and development, nor should it create any expectation for future utility service where none currently exists.

In accordance with [CGS Section 16a-35c\(b\)](#), OPM “shall develop recommendations for delineation of the boundaries of priority funding areas in the state and for revisions thereafter” and submit such recommendations to the Continuing Committee for review when the draft State C&D Plan is submitted to such committee in accordance with [CGS Section 16a-29](#).

The LGM continues to be based on the same criteria from the LGM adopted as part of the 2013-2018 State C&D Plan. In order to address shortcomings associated with the use of Census-defined Urban Area or Urban Cluster, Priority Funding Areas are now classified by Census Blocks that meet any *two* or more of the following criteria:

- Designation as an Urban Area or Urban Cluster in the 2010 Census
- Are within a ½ mile buffer surrounding existing or planned mass-transit stations (rail and busway)
- Contain existing or planned sewer service from an adopted Wastewater Facility Plan
- Contain existing or planned water service from an adopted Public Drinking Water Supply Plan
- Contain a local bus route that provides bus service not less than 7 days a week

An intended outcome of this delineation of Priority Funding Area boundaries is to require state agencies to consider the municipal plan of conservation and development, in accordance with CGS

Section [16a-35d](#), whenever they propose to site a growth-related project in areas with only one or none of the Priority Funding Area criteria.

Balanced Priority Funding Areas

Balanced Priority Funding Areas meet the criteria of both Priority Funding Areas and Conservation Areas. State agencies that propose certain actions in these areas must provide balanced consideration of all factors in determining the extent to which it is consistent with the policies of the State C&D Plan. For example, a state-sponsored growth-related project (e.g., business expansion) proposed in a Balanced Priority Funding Area that is also characterized as a Drinking Water Supply Watershed would need to consider the integrity of the drinking water supply in determining the consistency of its proposed action. In such cases, the sponsoring state agency shall consult with the appropriate resource consultation agency or agencies (see below chart) to resolve any potential policy conflicts.

Village Priority Funding Areas

In the state's more rural municipalities, traditional village centers are considered to be Village Priority Funding Areas. This LGM classification is intended to recognize the unique characteristics and needs of these areas, in accordance with CGS Section [16a-35e](#). Village Priority Funding Areas were carried over from the 2013-2018 State C&D Plan, and have been updated based on municipal input.

Conservation Areas

Conservation Areas are delineated based on the presence of factors that reflect environmental or natural resource values. In contrast to Priority Funding Areas, which are based on man-made Census Blocks, Conservation Areas are based on existing environmental conditions, such as soils or elevation, which oftentimes have no visible boundaries. Any growth-related project being considered by a state agency in Conservation Areas would require an exception in accordance with CGS Section [16a-35d](#), including a review of consistency with the affected municipality's plan of conservation and development.

Conservation Areas include any one or more of the following factors:

Conservation Factor	Resource Consultation Agency
Core Forest Areas Greater than 250 acres based on the 2006 Land Cover Dataset	DEEP
Existing or potential drinking water supply watersheds	DPH
Aquifer Protection Areas	DEEP
Wetland Soils greater than 25 acres	DEEP
Undeveloped Prime, Statewide Important and locally important agricultural soils greater than 25 acres	DoAg
Category 1, 2, or 3 Hurricane Inundation Zones	DEEP; DESPP
100 year Flood Zones	DEEP; DESPP
Critical Habitats (depicts the classification and distribution of twenty-five rare and specialized wildlife habitats in the state)	DEEP
Locally Important Conservation Areas (based on data authorized/submitted by municipalities)	OPM

Protected Lands

Lands that have some form of restriction on development, such as permanently protected open space or property in which the development rights have been acquired, are classified as Protected Lands. In addition, this may include, where data is available, Class I or II Water Company Owned Lands, since the development of such property is strictly regulated by the Department of Public Health.

Undesignated Lands

Undesignated Lands on the LGM are lands that do not include the criteria necessary for being delineated as either Priority Funding Areas or Conservation Areas. As with any lands that are not Priority Funding Areas, growth-related projects proposed to be located on Undesignated Lands are subject to the exception requirements of CGS Section [16a-35d](#), including a review of consistency with the affected municipality's plan of conservation and development.

Local Historic Districts

Local Historic Districts are established and administered by the community itself, to help ensure that the distinctive and significant characteristics of each district are protected, by having local preservation commissions review architectural changes for compatibility.

Regional Center

Regional Center has the same meaning as “Urban Center”, as used in CGS Section 4-66c and 4-66g. Regional Centers were last classified on the 2005-2010 LGM and are no longer a classification on the 2018-2023 LGM; Based on the 2005-2010 LGM, the following municipalities are classified as Regional Centers: Ansonia, Bridgeport, Bristol, Danbury, East Hartford, Enfield, Groton, Hartford, Killingly, Manchester, Meriden, Middletown, New Britain, New Haven, New London, Norwalk, Norwich, Stamford, Torrington, Vernon, Waterbury, West Hartford, West Haven, and Windham.

Summary of Statutory Requirements for State Agency Implementation of the State C&D Plan and LGM

CGS Chapter 297

- Is the proposed state agency action subject to the consistency requirement of the State C&D Plan per CGS Sec. [16a-31a](#)?
 - If yes, then sponsoring agency proceeds to document how the proposed action is either consistent or inconsistent with the C&D Plan policies and its Growth Management Principles.
 - If no, then sponsoring agency may proceed without further consideration of the C&D Plan

CGS Chapter 297a

- Is the proposed state agency action a “growth-related project” per CGS Sec. 16a-35c(a)(2)?
 - If yes, then sponsoring agency proceeds to determine whether or not the proposed action is located in a PFA on the Locational Guide Map (see “How to Apply the Locational Guide Map” below)
 - If located outside a PFA, sponsoring agency may undertake PFA exception process at its discretion
 - If no, then sponsoring agency may proceed without further consideration of the Locational Guide Map

How to Apply the Locational Guide Map

- 1.) For any growth-related project, the sponsoring State Agency must:

- a) document how the proposed action is classified on the LGM;
- b) consult with the appropriate resource consultation agency or agencies to resolve any potential policy conflicts if a proposed project falls within a Balanced PFA; and
- c) consult the municipal plan of conservation and development if a proposed project falls within a Conservation Area or Undesignated Lands and determine whether to seek OPM’s approval for an exception under CGS Section [16a-35d](#):

2.) The sponsoring State Agency, at its discretion, determines whether to provide funding for any growth-related project that has been deemed consistent with the Conservation and Development Policies, regardless of its PFA designation on the Locational Guide Map.

Priority Funding Areas	Balanced Priority Funding Areas	Village Priority Funding Areas	Conservation Areas	Undesignated Areas
Growth-related projects may proceed without an exception	Growth-related projects may proceed without an exception, if the sponsoring agency documents how it will address any potential policy	Growth-related projects may proceed without an exception, if the sponsoring agency documents how it will help sustain village character	Growth-related projects may proceed with an exception*	Growth-related projects may proceed with an exception*

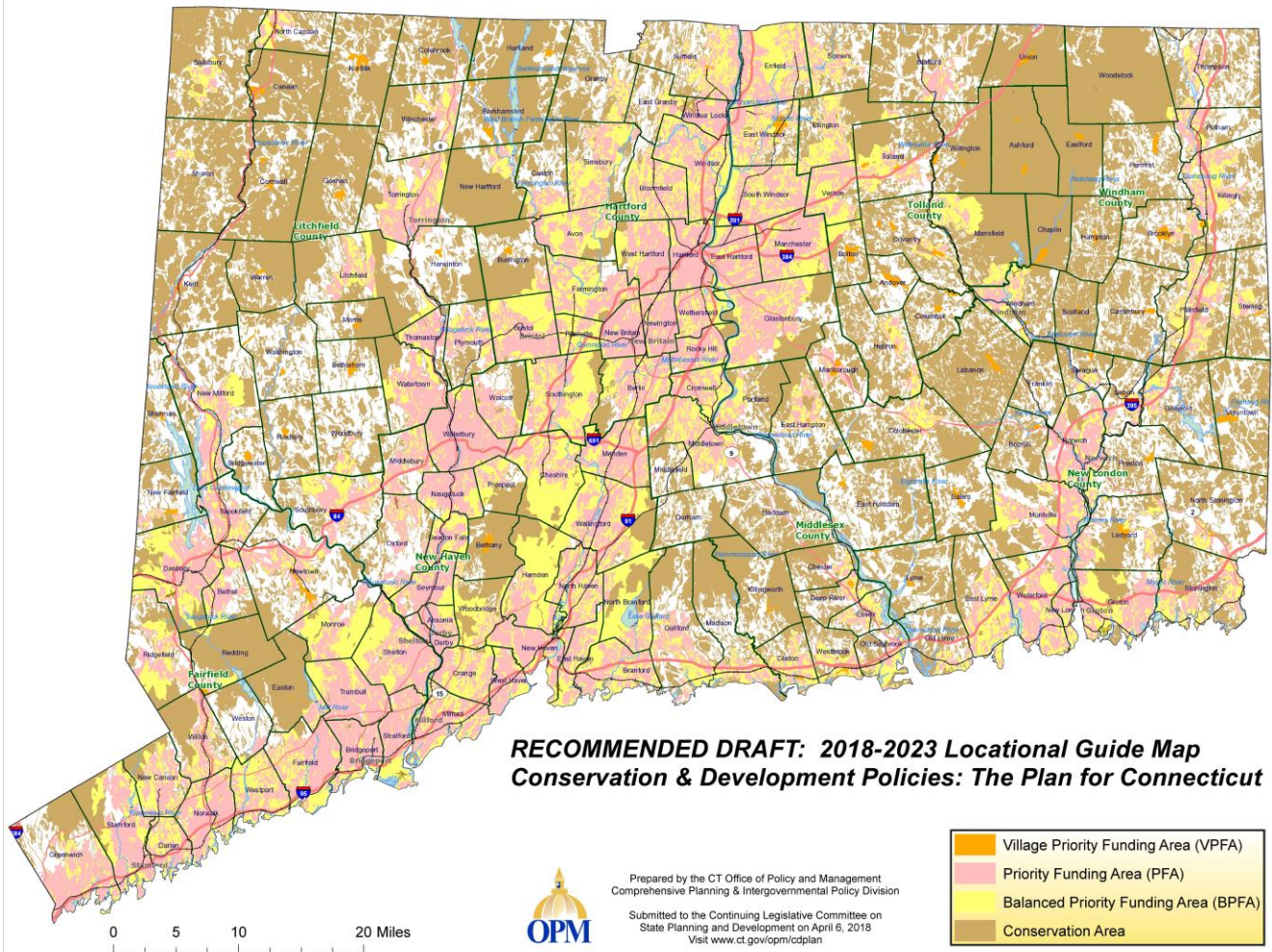
* **Note:** In order for a growth-related project to be funded outside of a PFA, CGS Section 16a-35d requires the project to be supported by the municipal plan of conservation and Development and to be approved by OPM.

3.) The sponsoring State Agency must report annually on any grants it provides for growth-related projects located outside of PFAs.

After a project’s consistency with the State C&D Plan has been determined, but prior to undertaking any action, the sponsoring State Agency may need to initiate a public scoping process to assess whether the proposed project might have any adverse effect on the environment, in accordance with the Connecticut Environmental Policy Act (CEPA). Finally, if a State Agency deems an action to be inconsistent with the State C&D Plan, the project proponent (i.e., municipality or property owner) or OPM may pursue an interim change pursuant to CGS Section 16a-32(b).

Accessing and Viewing the Locational Guide Map

The LGM is available via [static PDF download](#) (preview below) and an [interactive web-based viewer](#) that is accessible from OPM's website: <https://portal.ct.gov/cdplan>. The interactive viewer allows the user to turn map layers on or off, adjust transparency, and select a variety of base maps. A [story map](#) is also available that includes a walk-through pane intended to help individuals visualize the building blocks of the LGM. The individual data sets comprising the LGM are available for download on OPM's website and may be used for general planning purposes.



ATTACHMENT A

Directory of Plans Prepared by State Agencies

Plan	Agency	Current Edition	Update Frequency	Legal Mandate?	Statutory Citation or other Reference
Bicycle and Pedestrian Transportation Plan	DOT	2009	Not defined	No	N/A
Clean Water Fund Priority List	DEEP	FY 2016 - FY 2017	Annually	Yes	CGS 22a-475 to 22a-483
Climate Change Preparedness Plan	DEEP	2011	Not defined	Yes	CGS Sec. 22a-200e
Comprehensive Energy Strategy	DEEP	2013 - 2016	3 years	Yes	CGS Sec. 16a-3d
Comprehensive Materials Management Strategy	DEEP	2016	Not defined	Yes	CGS Sec. 22a-241a
Consolidated Plan for Housing and Community Development	DOH	2015 - 2019	5 years	Yes	U.S. 24 CFR Part 91 and CGS Sec. 8-37t
Drinking Water State Revolving Fund Intended Use Plan	DPH	FY 2017	Annually	Yes	Federal Safe Drinking Water Act
Drought Preparedness and Response Plan	WPC	2003	Not defined	No	N/A
Economic Development Strategy (Economic Strategic Plan)	DECD	2015 - 2019	4 years	Yes	CGS Sec. 32-1o
Forest Action Plan (Forest Resource Assessment and Strategy)	DEEP	2010 - 2015 (revised 2015)	Not defined	Yes	U.S. Public Law 110-234
Green Plan (Comprehensive Open Space Acquisition Strategy)	DEEP	2016-2020	5 years	Yes	CGS Sec. 23-8(b)
Highway Safety Plan	DOT	FY 2017	Annually	Yes	U.S. 23 USC - Chapter 4
Historic Preservation Plan	DECD	2011-2016	5 years	Yes	U.S. 16 USC 470 et seq.
Long Island Sound Blue Plan	DEEP	Not yet adopted	Not defined	Yes	CGS. Sec. 25-157t
Long-Range Transportation Plan	DOT	2009	3 to 5 years	Yes	U.S. CFR Section 450.214

Natural Disaster Plan	DESPP	2009	Not defined	Yes	CGS Sec. 28-5(b)
Natural Hazard Mitigation Plan	DESPP	2014	3 years	Yes	U.S. Public Law 106-390 and 44 CFR Pt. 201
Nonpoint Source Management Program Plan	DEEP	2014 - 2019	5 years	Yes	Public Law 92-500 (Clean Water Act) Section 319
Qualified Allocation Plan*	CHFA	2016	Annually	Other	Requisite of the federal low-income housing tax credit program
State Facility Plan	OPM	2015-2020	2 years	Yes	CGS Sec. 4b-23
State Rail Plan	DOT	2012 - 2016	4 years	Yes	U.S. Public Law 110-432
State Water Plan	WPC	Not yet adopted	5 years	Yes	CGS Sec. 22a-352
Statewide Airport System Plan*	CAA	--	--	--	--
Statewide Comprehensive Outdoor Recreation Plan	DEEP	2011-2016	5 years	Other	Requisite of the federal Land and Water Conservation Fund
Wildlife Action Plan	DEEP	2015-2025	10 years	Other	Requisite of the federal State Wildlife Grants Program

* **Note:** Plans prepared by the state's quasi-public agencies are not required by statute to be reviewed by OPM for consistency with the State C&D Plan. However, they are listed here because such agencies make every effort to prepare their plans in a manner that is consistent with the State C&D Plan.

ATTACHMENT B

Examples of State Agency-Administered Programs

Program Name	Administering Agency	GMP 1	GMP 2	GMP 3	GMP 4	GMP 5	GMP 6
Abandoned Brownfield Cleanup Program	DECD/DEEP						
Affordable Housing Program/Flex	DOH						
Agricultural Viability Grant Program	DOAg						
Aquifer Protection Area Program	DEEP						
Brownfield Remediation and Revitalization Program	DECD/DEEP						
Clean Water Fund	DEEP						
Coastal Management Program	DEEP						
Community Connectivity Program	DOT						
Community Development Block Grant: Disaster Recovery	DOH						
Community Development Block Grant: Small Cities	DOH						
Community Farms Preservation Program	DOAg						
Comprehensive Economic Development Strategies Program	DECD						
Congestion Mitigation and Air Quality Improvement Program	DOT						
CT Grown Program	DOAg						
Drinking Water State Revolving Loan Fund	DPH						
Environmental Assistance Program	DOAg						
EPA Statewide Revolving Loan Fund	DECD						
Farmers' Market Nutrition Program - WIC & Seniors	DOAg						
Farmland Preservation Program	DOAg						
Farmland Restoration Program	DOAg						
Farm-to-Food Service Programs	DOAg						
Federal Historic Preservation Tax Incentive	DECD						
Federal Transit Administration Programs – Sections 5307, 5309 & 5311	DOT						
FHWA/FTA Consolidated Planning Grant	DOT						
Fix It First	DOT						
Good Ag Practices & Good Handling Practices Inspection Program	DOAg						

Grants to Private, Non-Profit Organizations for Construction or Renovation	DAS	Blue					
Historic Homes Rehabilitation Tax Credit	DECD	Blue	Red		Green		
Historic Preservation Survey and Planning Grants Program	DECD	Blue			Green		
Historic Preservation Tax Credit	DECD	Blue			Green		
Historic Rehabilitation Tax Credit	DECD	Blue			Green		
Historic Restoration Fund Program	DECD	Blue			Green		
Historic Structures Rehabilitation Tax Credit	DECD	Blue			Green		
HOME Investment Partnerships Program	DOH	Blue	Red				
Housing for Economic Growth Program/Incentive Housing Zones	DOH		Red	Purple			
Housing Trust Fund	DOH	Blue					
Let's Go CT Ramp Up Program	DOT	Blue		Purple			
Local Bridge Program	DOT	Blue					
Local Transportation Capital Improvement Program (LOTICIP)	DOT	Blue		Purple			
Main Street Investment Fund	DOH	Blue		Purple	Green		
Manufacturing Assistance Act Program	DECD	Blue		Purple			
Municipal Brownfield Grant Program (CGS Sec. 32-763)	DECD	Blue		Purple			
Municipal Development Projects Program	DECD	Blue	Red	Purple			
Nonpoint Source Management Grant Program – Section 319	DEEP				Green	Blue	
Open Space and Watershed Land Acquisition Grant Program	DEEP				Green	Blue	
Public Works Capital Projects Fund	DAS	Blue					
Recreation and Natural Heritage Trust Program	DEEP				Green		
Recreational Trails Program	DEEP				Green		
Regional Performance Incentive Program	OPM						Orange
Regional Services Grants	OPM						Orange
Responsible Growth and Transit-Oriented Development Program	OPM	Blue	Red	Purple	Green	Blue	Orange
Small Poultry Processors Inspection Program	DOAg					Blue	
Small Town Economic Assistance Program	Various	Blue	Red	Purple	Green	Blue	Orange
Special Contaminated Property Remediation & Insurance Fund	DECD/DEEP	Blue					
Special Transportation Fund/Special Tax Obligation Bonds	DOT	Blue		Purple			

Surface Transportation Block Grant Program	DOT	Blue		Purple	Green		
Targeted Brownfield Development Loan Program (CGS Sec. 32-765)	DECD	Blue	Red	Purple			
Town Aid Road Program	DOT	Blue		Purple	Green		
Underground Storage Tank Petroleum Clean-up Program	DEEP	Blue			Green		
Urban Action Program	DECD	Blue	Red	Purple	Green	Cyan	
Urban and Industrial Sites Reinvestment Tax Credit Program	DECD	Blue	Red				
Urban Forestry Program	DEEP				Green		
Urban Sites Remedial Action Program	DECD/DEEP	Blue					

ATTACHMENT C

“Principles of Smart Growth” as defined by Public Act 09-230*

“Principles of smart growth” means standards and objectives that support and encourage smart growth when used to guide actions and decisions, including, but not limited to, standards and criteria for:

(A) integrated planning or investment that coordinates tax, transportation, housing, environmental and economic development policies at the state, regional and local level,

(B) the reduction of reliance on the property tax by municipalities by creating efficiencies and coordination of services on the regional level while reducing interlocal competition for grand list growth,

(C) the redevelopment of existing infrastructure and resources, including, but not limited to brownfields and historic places,

(D) transportation choices that provide alternatives to automobiles, including rail, public transit, bikeways and walking, while reducing energy consumption,

(E) the development or preservation of housing affordable to households of varying income in locations proximate to transportation or employment centers or locations compatible with smart growth,

(F) concentrated, mixed-use, mixed income development proximate to transit nodes and civic, employment or cultural centers, and

(G) the conservation and protection of natural resources by (i) preserving open space, water resources, farmland, environmentally sensitive areas and historic properties, and (ii) furthering energy efficiency.

State Agency Consideration of “Principles of Smart Growth” per CGS Section 4-37I

“When considering any grant application submitted in connection with a proposed development, rehabilitation or other construction project, a state agency shall consider whether such proposal complies with some or all of the principles of smart growth provided in Section 1 of Public Act 09-230*. For the purposes of satisfying this requirement, OPM considers a determination of consistency with the Growth Management Principles of the State C & D Plan to constitute a consideration of the principles of smart growth.

***Note:** Section 1 of Public Act 09-230 is special in nature and therefore has not been codified but remains in full force and effect according to its terms

ATTACHMENT D

Cross-Acceptance Process Timeline for the 2018-2023 State C&D Plan

The cross-acceptance process is intended to be a voluntary, good-faith effort among local, regional, and state officials to coordinate their planning efforts in a public manner, which is not legally binding.

August 22, 2016 OPM staff meets with Continuing Committee leadership to discuss possible revisions to the 2013-2018 State C&D Plan.

September 15, 2016 OPM submits the initial draft 2018-2023 State C&D Plan to the Continuing Committee, in accordance with CGS Section [16a-28\(a\)](#).

Fall 2016 OPM, in coordination with each COG, organizes and conducts nine regional workshops (summarized below) to solicit input from municipal officials and COG staff on the draft State C&D Plan.

1. November 7, 2016 Southeastern Connecticut COG
2. November 28, 2016 Lower Connecticut River Valley COG
3. November 30, 2016 Connecticut Metropolitan COG
4. December 6, 2016 South Central Regional COG
5. December 6, 2016 Naugatuck Valley COG
6. December 7, 2016 Northeastern Connecticut COG
7. December 19, 2016 Capitol Region COG
8. December 21, 2016 Northwest Hills COG
9. January 11, 2017 Western Connecticut COG

December 21, 2016 OPM staff meets with representatives of the Connecticut Chapter of the American Planning Association.

January 23, 2017 OPM staff meets with Continuing Committee leadership to provide a status update on progress to date.

January 26, 2017 OPM conducts an electronic survey of municipalities and COGs over a three-week period to solicit comments from individuals who were either unable to attend the workshops or who wanted to supplement their oral comments from the workshops. OPM believes the survey format provides a more effective

methodology than the 2013 Plan Comparison Process for municipal and COG participants to relate their own plans of conservation and development to the draft State C&D Plan. A sample survey form is available for viewing at http://www.ct.gov/opm/lib/opm/igp/org/cdupdate/2018-2023/blank_survey_form.pdf. In total, 45 individuals completed the survey, representing 9 COGs and 27 municipalities.

- February 10, 2017 OPM conducts a state agency workshop to review findings from the regional workshops. OPM receives comments from DECD, DEEP, DoAg, DOT, DPH, DAS and DOH over the following four-week period, and OPM proceeds to revise the draft State C&D Plan.
- June 8, 2017 OPM staff meets with the Continuing Committee to provide a status update on progress to date.
- August 16, 2017 OPM staff meets with the Continuing Committee to provide a status update on progress to date.
- October 16, 2017 5-month public comment period on the draft State C&D Plan ends. OPM responds to comments and revises the draft State C&D Plan as appropriate.
- April 6, 2018 OPM submits a revised draft State C&D Plan to the Continuing Committee in accordance with CGS Section [16a-29](#).
- April 23, 2018 Continuing Committee holds a public hearing on the revised draft State C&D Plan and directs OPM staff to [address comments received](#) during the hearing.
- May 7, 2018 Continuing Committee votes unanimously to recommend approval of the revised draft State C&D Plan by the General Assembly. The General Assembly fails to act on [House Joint Resolution No. 172](#) prior to the end of the 2018 legislative session.
- March 29, 2019 OPM resubmits the revised draft State C&D Plan to the Continuing Committee, consistent with CGS Section [16a-29\(b\)](#). The resubmitted revised draft State C&D Plan contains new formatting and graphics but no additions or modifications to written content.

Summer 2017 Public Hearings and Map Workshops:

Date	Meeting Type	Region	Meeting Location
06/27/2017 9:00 AM	Map Workshop (teleconference)	Southeastern Connecticut	SCCOG 5 Connecticut Avenue, Norwich
06/28/2017 10:00 AM	Map Workshop	Northeastern Connecticut	NECCOG 125 Putnam Pike (Route 12), Dayville
06/29/2017 6:30 PM	Map Workshop	Northwest Hills	NHCOG 59 Torrington Road, Suite A-1, Goshen
07/06/2017 6:30 PM	Public Hearing	Northeastern	NECCOG 125 Putnam Pike (Route 12), Dayville
7/13/2017 10:00 AM	Public Hearing	Northwest Hills	NHCOG 59 Torrington Road, Suite A-1, Goshen
08/01/2017 6:30 PM	Map Workshop	Naugatuck Valley	NVCOG 49 Leavenworth Street, Suite 303 Waterbury
08/17/2017 1:00 PM	Public Hearing	Western	Ridgefield Visiting Nurse Association 27 Governor Street, Ridgefield
08/29/2017 1:00 PM	Map Workshop	Capitol	Windsor Town Hall Town Council Chambers, 275 Broad Street, Windsor
09/08/2017 10:00 AM	Public Hearing	Naugatuck Valley	NVCOG 49 Leavenworth Street, Suite 303 Waterbury
09/11/2017 7:30 PM	Public Hearing	Southeastern	SCCOG 5 Connecticut Avenue, Norwich
09/12/2017 10:00 AM	Public Hearing	South Central	SCRCOG 127 Washington Avenue, 4th Floor West North Haven
09/13/2017 2:00 PM	Map Workshop	Metropolitan	MetroCOG 1000 Lafayette Boulevard, Suite 925, Bridgeport
09/14/2017 7:00 PM	Public Hearing	Capitol	West Hartford Town Hall, Rm 400 50 South Main Street, West Hartford
09/18/2017 11:00 AM	Public Hearing	Metropolitan	Beardsley Zoo Hanson Room #2, 1875 Noble Avenue, Bridgeport
09/19/2017 12:00 PM	Map Workshop	Lower CT River Valley	RiverCOG 145 Old Dennison Road, Essex
09/25/2017 6:30 PM	Public Hearing	Lower CT River Valley	RiverCOG 145 Old Dennison Road, Essex

Responses to public comments can be found on OPM's website: <https://portal.ct.gov/opm/cdplan>

ATTACHMENT E

Glossary of Terms

Connecticut Heritage Area – “a place within the state that has been identified by the General Assembly as having significant historic, recreational, cultural, natural and scenic resources that form an important part of the state's heritage.” (CGS Sec. 23-81)

Note: CGS Sec. 23-81a states that the “General Assembly recognizes two Connecticut Heritage Areas: (1) The Quinebaug and Shetucket Rivers Valley National Heritage Corridor, and
(2) the Upper Housatonic Valley National Heritage Area.”

For more details see: (<http://www.cga.ct.gov/2009/PDdata/Tmy/2009HB-06584-R000306-Connecticut%20National%20Heritage%20Areas%20Program-TMY.PDF>)

Infrastructure – “The physical components of interrelated systems providing commodities and services essential to enable, sustain, or enhance societal living conditions”, such as roadways, rail stations, rail lines, airports and port facilities, wastewater treatment facilities, pump stations and collection systems, public water supply treatment facilities, electrical grids, telecommunications, etc.

Fulmer, Jeffrey (2009). “What in the world is infrastructure?” PEI Infrastructure Investor (July/August): 30–32.

Life-Cycle Costs – The total costs of ownership of an asset or facility from its inception to the end of its useful life. The costs include the design, engineering, construction, operation, maintenance, and repair of the asset. Life-cycle costs provide the information to compare project alternatives from the perspective of least cost of ownership over the life of the project or asset. Life-cycle cost calculations use the “time value of money” concept to evaluate alternatives on a common basis. Net Present Value (NPV) computations bring all anticipated expenses of a project or asset, over its entire useful life, to a present day value that is then used for comparison with other alternatives.

CT Siting Council Investigation into the Electric Transmission Line Life-Cycle Costs – Draft Report dated September 20, 2012

Natural Area – “An area of land or water, or land and water, containing, or potentially containing, plant or animal life or features of biological, scientific, educational, geological, paleontological, or

scenic value worthy of preservation in their natural condition.” (CGS Sec. 23-5b)

Northeast Megaregion – The string of metropolitan areas from Boston, MA to Washington, DC.

Regional Center – Municipalities identified as such on the 2013-2018 State C&D Plan’s Locational Guide Map.

Transit-Oriented Development – “The development of residential, commercial and employment centers within one-half mile or walking distance of public transportation facilities, including rail and bus rapid transit and services, that meet transit supportive standards for land uses, built environment densities and walkable environments, in order to facilitate and encourage the use of those services.” (CGS Sec. 13b-79o)

Waters (of the State) – “All tidal waters, harbors, estuaries, rivers, brooks, watercourses, waterways, wells, springs, lakes, ponds, marshes, drainage systems and all other surface or underground streams, bodies or accumulations of water, natural or artificial, public or private, which are contained within, flow through or border upon this state or any portion thereof.” (CGS Sec. 22a-367)

Working Lands – “Lands that are managed for monetary value such as agriculture fields or timbered lands.”

Purdue University. (<http://ldm.agriculture.purdue.edu/Pages/Resources/Gloss.html#W>)

ATTACHMENT F

Examples of Performance Indicators for Measuring Progress

GROWTH MANAGEMENT PRINCIPLE #1

- Percentage of State capital investments in priority funding areas
- Number of new businesses registered in priority funding areas compared to total statewide new business registrations
- Percent increase in development in priority funding areas
- Number of businesses started or expanded in priority funding areas
- Number of brownfield sites/acres redeveloped
- Percent of state highways and bridges in fair or better condition
- Number of historic facilities preserved in priority funding areas
- Number of registered farmers markets in priority funding areas

GROWTH MANAGEMENT PRINCIPLE #2

- Number of new affordable housing units created
- Number of towns with 10% of their housing stock designated affordable
- Number of towns with approved Incentive Housing Zone overlays
- Percentage of population in high density areas (1,000 per sq mi)
- Percentage of renters paying more than 30% of income on rent

GROWTH MANAGEMENT PRINCIPLE #3

- Number of passengers using public transportation
- Number of locally-designated transit-oriented development zones
- Percent of Surface Transportation Program funds used for bicycle/pedestrian access
Percent of state capital investments made within ½ mile of a rail station or a bus rapid transit (BRT) station
- Number of housing units/amount of commercial building space built or renovated within ½ mile of a rail station or a bus rapid transit (BRT) station
- Number of Bradley International Airport passengers
- Volume of goods transported by mode within and through Connecticut
- Average per rider subsidy by mode/service

GROWTH MANAGEMENT PRINCIPLE #4

- Acreage of preserved/protected open space
- Acreage of land being farmed in Connecticut
- Acreage of preserved farmland
- Percentage of Connecticut consumer dollars spent on locally produced farm products
- Total value of Connecticut's agricultural industry
- Acres of Inland Wetlands affected by activities subject to local or state permits
- Tons of Nitrogen delivered to Long Island Sound from Connecticut
- Oxygen depletion in Long Island Sound
- Miles of stream supporting wild brook trout
- Number of lakes meeting water quality assessment goals in Connecticut's Integrated Water Quality Report

GROWTH MANAGEMENT PRINCIPLE #5

- Percent of public water systems meeting drinking water quality standards
- Number of "Good Air Days"
- Number of beach closings
- Pollution Index Values (average of all measured air pollutants)
- Amount of municipal solid waste sent to landfills
- Number of school systems, restaurants and state institutions contracting with Connecticut farms

GROWTH MANAGEMENT PRINCIPLE #6

- Number of municipalities and regional planning organizations in compliance with the 10-year requirement for updating their plans of conservation and development
- Number of municipalities that have adopted the CT Geospatial Information Systems Council-endorsed parcel standard
- Number of applications received by OPM for interim changes to the State C&D Plan
- Number of new cooperative ventures (inter-municipal and regional) for sharing regional services or equipment
- Estimated annual cost savings from cooperative ventures begun under the Regional Performance Incentive Program and the Inter-town Capital Equipment Sharing Program