4/07

PLAN OF CONSERVATION AND DEVELOPMENT

New Milford, Connecticut

Adopted: October 29, 1997
Effective:

New Milford Planning Commission

Roger J. Szendy, Chairman
Gerard Monaghan, Vice-Chairman
John T. Knepper, Secretary
Robert Rush
Peter Eng
Roderick Knight, Alternate
Christine Dahlberg, Alternate

Harrall-Michalowski Associates - Consultant

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PREFACE

Background

New Milford's Plan of Development was last updated and adopted in 1986. Section 8-23 of the Connecticut General Statutes requires municipalities to update their town plans at least once every ten years. This review and update considers changes that have occurred in the community and in state statutes since 1986.

The purpose of the plan is to provide a framework of needs, policies, actions and priorities that will guide community decision makers on land-use management, community facilities development, parks and recreation, open space and environmental conservation, transportation and traffic improvement, utilities services and economic development. The preparation of the Plan of Conservation and Development is the responsibility of the New Milford Planning Commission. The Planning Commission has undertaken the assignment with a commitment to involve other town boards and agencies in the discussion of planning issues; this has been accomplished through a series of sub-committee meetings with interested municipal agencies and representatives, several joint planning and zoning workshop meetings as well as circulation of the draft report to municipal agencies.

The Planning Commission also has labored to involve citizen participation in the planning process. The sub-committee met with representatives of community organizations and interest groups as well as public officials. The Planning Commission conducted neighborhood area meetings to elicit comment and there were advertised planning workshop meetings at which attending members of the public had an opportunity to express concerns or comment on work in progress. These meetings included a major workshop at the midway point of the process where a full presentation of data collection and analysis phases was made. The final phase of the citizen comment is the public hearing process at which the proposed updated Plan of Conservation and Development will be presented.

The document presented here includes a review and update section, which addresses changes since the last plan was adopted in 1986 and presents recent trends and current conditions. This material is presented in abbreviated format, with more extensive memoranda on each topic on file in the Planning Commission Office. This is followed by a section on goals and objectives, which presents a summary of the findings from the Planning Commission's outreach effort to elicit the concerns of interested citizens, municipal agencies, and organizations. These two sections are followed by the updated Plan of Conservation and Development, which builds on the updated information and on the goals and objectives to present a plan to guide New Milford's future. The final section presents an Action Plan containing specific recommendations for plan implementation.

Theme - Community Identity

The feeling has been expressed that as New Milford grows and drifts away from its traditional agricultural base it no longer has a clear image of itself. Going forward there is a need for a balance among various uses and needs. The future identity of New Milford needs to be a careful blend of its small town heritage and natural resources with an improved quality of new development that incorporates and protects these resources.

The goals and objectives developed from community input address several specific topics and are elaborated upon in the individual sections of the plan. But the theme that runs through the goals and objectives and through the updated plan is a community desire to maintain New Milford's small town image and protect its natural beauty at the same time as allowing development to expand the tax base and accommodate demand for new residences.

Obviously, the forces of conservation and development run counter to each other and create continuing conflicts as the town grows. In the Plan of Conservation and Development, the Planning Commission attempts to resolve some of the conflict by clarifying what is critical to conserve and what is acceptable and desirable development.

There is an overwhelming community concern for preservation of New Milford's small town character and rural ambience. Certain features are especially important contributions to this character. Among these we would include the historic character and scale of the New Milford Village Center. We would also place in this category the separate village identities of Gaylordsville and Northville. Country roads through outlying sections of town are also important, along with the stone walls, large trees, barns, farms and historic homes located on such roads.

There is a similar concern for protection of natural resources in New Milford for their intrinsic value and for the aesthetic amenity which they represent. These natural resources include the major rivers - Housatonic, Still, East and West Aspetuck - and Candlewood Lake. They also include floodplains, wetlands, mountains, ridgelines, forests and farmlands. Along with conservation of the resource itself, there is a desire to maintain scenic vistas of such features and to enhance public access to the enjoyment of these features.

Clearly New Milford has grown and continued growth is expected. The Town's tax base needs to be expanded and diversified. The Route 7 Corridor from the Boardman District to Brookfield is proposed as the principal area for modern commercial/industrial expansion and sanitary sewer service and treatment capacity is proposed to be increased to facilitate such economic development. Within the corridor certain areas are differentiated as to preferred development, with the central section from Lanesville to Veterans Bridge being retail/commercial and some multi-family and northerly and southerly sections being focused on office, industrial, research and development and service activities.

What is deemed unacceptable in this economic development area is a quality of development that exacerbates traffic congestion; detracts from an attractive community appearance; or obliterates natural resources and scenic features.

Residential growth will also continue. The desired development pattern is to contain suburban type subdivisions within an intermediate area surrounding the central development area.

Outlying rural areas are preferred to remain in forestland as much as possible with scattered low density single family construction. As development proceeds, subdivision and construction should be guided by policies which incorporate conservation of natural and rural features into the project design.

The Town of New Milford recognizes and accepts its obligation to improve town roads, schools and recreation facilities to meet the needs of a growing community. New facilities will be planned and built to meet capacity requirements anticipated within the next ten years. But, there is concern that such facilities will become insufficient at the projected "full build-out potential" and consideration should be given to reducing that potential.

I. REVIEW OF EXISTING CONDITIONS AND CHANGES SINCE 1986

A. COMMUNITY DEMOGRAPHICS

To understand better trends in population growth and the potential impact of such trends on the future of New Milford, population projections contained in the 1986 Plan of Development, 1990 census data and population projections prepared by the State of Connecticut were examined. The 1986 Plan forecast a population for 1990 in a range from 23,900 to 25,150 based upon a range of 160 to 190 dwelling units built per year. The 1990 census established the population at 23,629 or slightly below the low end of the 1986 Plan estimate. At the same time, the construction of dwelling units has averaged 190 units annually between 1986 and 1995. This construction level at the high end of the range with population growth at the low end of the range can be attributed to smaller household sizes. In 1980, there were 6,519 households at an average household size of 2.98 persons. In 1990 there were 8,419 households at an average household size of 2.81 persons. If household size had remained constant between 1980 and 1990, the 1990 population would have been 25,088 near the high end of the 1986 Plan population estimate. The State of Connecticut estimated the 1996 population for New Milford at 25,132.

More importantly for planning purposes is the location of growth in the community rather than simply just total growth. Map 1 presents the Town of New Milford delineated by the established U.S. Census geographic units of census tracts and block groups. The use of the geographic units allows analysis on a planning area basis and also allows comparison between census years. It is also interesting to note that the census units are generally coterminous with areas of New Milford such as Merryall, Northville, Gaylordsville, etc.

Tables 1 and 2 show population and household change between 1980 and 1990 by census tract. This information is graphically displayed on Maps 2 and 3. The real numbers and rate of growth for both population and households have been greatest in Census Tract 2532, which is the area generally east of the Route 67/202 corridor and south of Route 109. As discussed later, this growth can be attributed to the accessibility of this area to these major arterials and the availability of extensive vacant land with limited development constraints. It is also interesting

to note that this census tract has the largest percentage of population (29.5%) and the largest number of persons (1,748) under 18 of any tract in Town. This is important in terms of community facility needs and site location decisions particularly in the terms of schools and recreation facilities.

TABLE 1
POPULATION CHANGE: 1980-1990
BY CENSUS TRACT

			Change	
Census Tract	**Population 1980**	**Population 1990**	**No.**	**%**
2531	3,845	4,117	272	7.1

2532	4,017	5,921	1,904	47.4
2533	2,615	3,139	524	20.0
2534	4,528	5,154	626	13.8
2535	4,415	5,298	1,513	20.0

New Milford	19,420	23,629	4,209	21.7

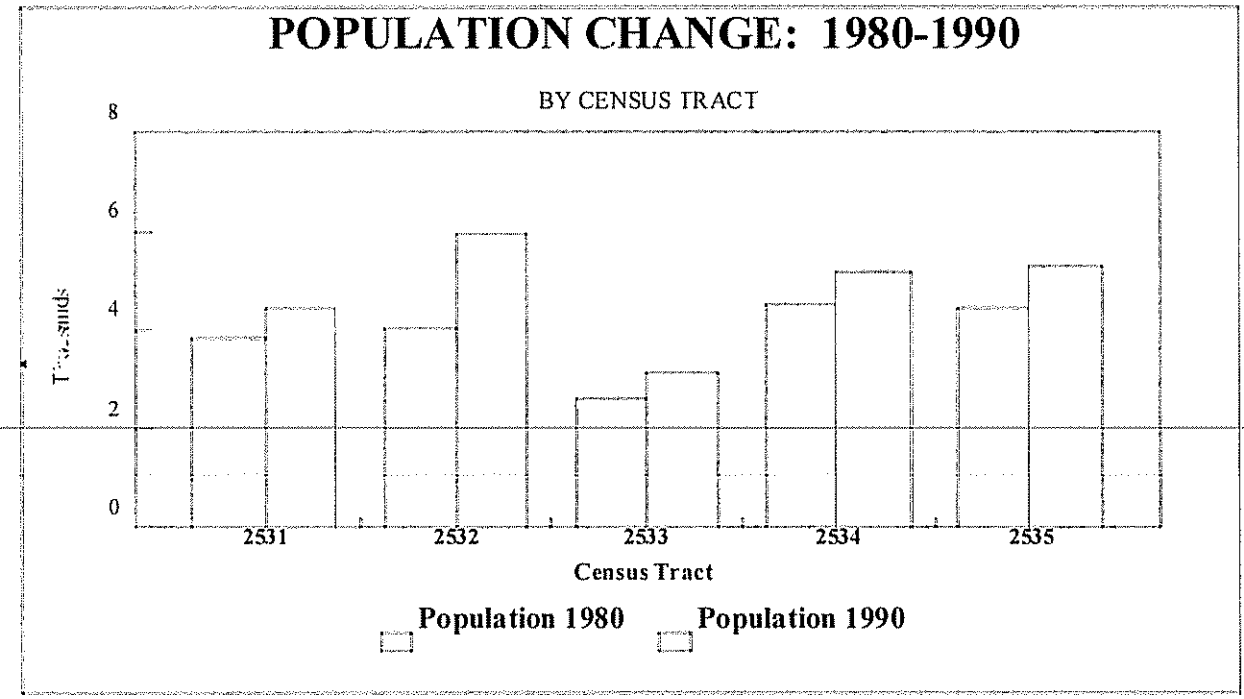
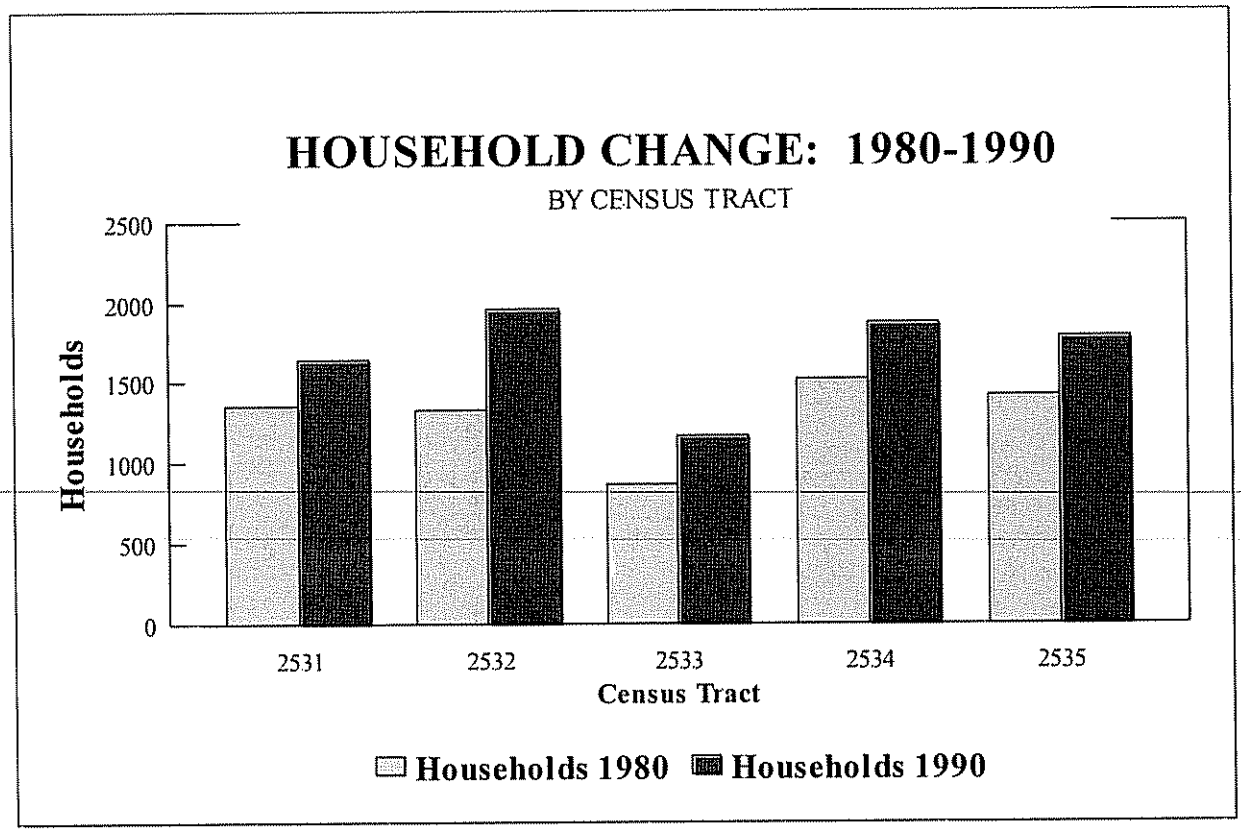


TABLE 2
HOUSEHOLD CHANGE: 1980-1990
BY CENSUS TRACT

			Change	
Census Tract	Household 1980	Household 1990	No.	%
2531	1,355	1,642	287	21.2
2532	1,329	1,953	624	47.0

2533	868	1,170	302	34.8
2534	1,552	1,875	323	20.8
2535	1,415	1,779	364	25.7

New Milford	6,519	8,419	1,900	29.1



B. LAND USE

To create the basis for analysis of land use, natural features and the built environment including community facilities, a digital base map has been created for New Milford. This base map has been created in a MapInfo GIS format on a parcel basis. The parcels have been converted to polygons to create a "smart map" wherein each of more than 10,000 parcels has a unique identifier, which permits attachment of data to the geographic area comprising the parcel.

Once the base map was created, an update of the use of land in New Milford was undertaken. Table 3 presents a breakdown of major land uses on an acreage basis. For purposes of analysis, the 1996 land use pattern was compared to the 1984 land use described in the 1986 Plan. The most significant change has been the increase in the percentage of land in residential use from 14.7% in 1984 to 23.9% in 1996. This change in land use patterns is consistent with the population and household increases discussed above. The current land use is illustrated on the "Existing Land Use Map".

Table 3
Acreage by Major Land Use - 1996

	Number	%
Residential*	9,875	23.9

Commercial	613	1.5
Industrial	516	1.3
Utility	1,166	2.8
Water Company	341	0.8

Institutional/Public	223	0.5
Semi-Public	208	0.5
Parks/Open Space	2,308	5.6
Cemetery	137	0.3

Agriculture**	5,785	14.0
Vacant	17,736	43.0
Waterbodies	1,449	3.5

* Includes single family residential on large lots

** Includes 490 Designated Farm Land

The increase in residential development is most noticeable in the area of Town to the east of Route 202 and south of Route 109. There have also been numerous subdivisions approved in other areas of town, primarily to the north of the downtown. There has been an increase in the amount of retail within the Route 7 corridor particularly north of Lanesville Road and south of Veterans Bridge.

What is significant is the amount of land in New Milford which is still categorized as vacant. It is estimated that some 17,730 acres are currently vacant with an additional 5,785 acres categorized as agricultural land. This agricultural category includes active farms as well as land

categorized as farm land under Public Act 490. This 490 land is a use category for tax assessment purposes whereby land maintained as farm, forest or open space is taxed at a rate lower than market rate. There are some 15,300 acres in this 490 category in New Milford. Land in the 490 use category is not permanent open space since the land can be developed at any time with a surtax imposed on the sales price if the land is sold within 10 years of having received the 490 designation. A third category of land use not completely vacant, but potentially available for development is single family residential development on parcels of 10 acres or larger. There are 2,217 acres of land in that category. In total, there is an estimated 25,731 acres in these three categories of land with development potential. This land is displayed within census geographic units on Map No. 4.

There are facilities in the community such as schools, municipal buildings, recreation facilities and infrastructure (roads, sewers, utilities, etc.) which combine with the land use natural features to create the framework upon which the fabric of the community is built. These facilities have been inventoried as part of creation of the data base. The Existing Land Use Map shows some of the more significant facilities.

C. ENVIRONMENTAL FEATURES

Soils Types

There are four predominant soils associations in New Milford: Hollis-Charlton; Charlton-Paxton-Hollis; Paxton-Woodbridge and Hinckley-Merrimac-Hartland. The Hollis-Charlton group tend to be upland soils that occur above 450' and tend to be steeply sloping. This group is most suitable for forestlands with some utility as recreational areas and wildlife habitat. The most widespread association is Charlton-Paxton-Hollis, which is generally an upland soils group, but spread over wider elevations from about 200' to 1,200'. This soils group tends to be suited to dairy farming and orchards, where the terrain has been cleared and to development of homesites. The Paxton-Woodbridge group is another upland association which tends to occur above 800' and is notably limited for on-site sewage disposal. The Hinckley-Merrimac-Hartland group is a

more low lying association located in the Housatonic River Valley between 220' and 600'. This group tends to be suitable to agriculture and housing and industrial development.

Watersheds, Rivers, Streams and Flood Plains

New Milford's main watershed divisions are the Housatonic River and the Shepaug River, which runs through neighboring Bridgewater. Within the Housatonic watershed are smaller tributary watersheds associated with the Still River, and The East and West Branches of the Aspetuck River. Additional to the river watersheds is the Lake Candlewood watershed. The Shepaug watershed and the West Aspetuck watershed are identified by the State as potential water supply resources and the regional planning agency has noted that Candlewood Lake also has a water supply potential.

The Housatonic River: The Housatonic is the principal river which flows north to south through New Milford. The river is a resource for electric power, recreational activity. Water quality in the river has been classified as "D" with a proposed upgrade to "B" in accordance with the Connecticut Department of Environmental Protection (DEP) water quality classifcation system for surface water. It is not considered a potential water supply. The river also represents a significant component of the New Milford community identity in terms of aesthetics, neighborhood identity and restricted cross-town traffic circulation. The State Plan of Conservation and Development identifies the riverway as a proposed preservation and conservation area and the Town of New Milford's Plan of Development indicates a proposed greenway along the banks of the river from Gaylordsville to Brookfield. The 100 year flood plain elevations are up to about 214' in the Pickett District reaches of the river, to about 217' in the vicinity of Bridge Street and to about 221' at Boardman Bridge and about 250' at Gaylordsville.

The Still River: The Still River is notable for its unusual northerly flow and extremely winding riverbed. Water quality in the river has been rated as "C" with a proposed upgrade to "B". There are extensive wetlands along the course of the river and an aquifer which underlies the area it traverses. Portions of the riverway have been acquired as conservancy lands, other sections are in active recreation as a golf course and some

sections remain in agricultural activity. The 100 year flood zone along the river runs to approximately an elevation of 229' at Lanesville up to approximately 231' at the Brookfield town line. The flood hazard zone tends to run to Aldrich Road on the east and to Route 7 on the west. Locally, the river is an aesthetic and recreational resource. It serves as a treated sewerage outfall for communities to the south. The State Plan of Conservation and Development identifies the riverway as a proposed preservation and conservation area and New Milford's Plan of Development indicates the entire length of the river and substantial abutting lands as proposed open space.

The Aspetuck River: The Aspetuck River has two branches, east and west. The water quality in the west branch is superior at "AA" and is identified as a potential water supply basin in state and regional plans, as well as in New Milford's own Plan of Development. The State Plan of Conservation indicates the West Aspetuck as a preservation area with conservation designated in the watershed. The East Aspetuck water quality is "B/A" and it is identified as a preservation area along the waterway with urban conservation and urban growth areas to the east and rural development proposed to the west.

Other smaller streams and brooks which are tributary to the larger waterways include:

Merryall Brook	Rocky River
Bullymuck Brook	Bull Mountain Brook
Squash Hollow Brook	Womenshunk Brook
Winisink Brook	Cross Brook
Town Farm Brook	Great Brook
Little Brook	Denman Brook
Walker Brook	Morrissey Brook

Additionally, there are numerous "unnamed tributaries" which are indicated on the Federal Emergency Management Agency (FEMA) flood hazard zone maps for the community.

FEMA has identified 100-year and 500-year flood hazard zones along waterways in New Milford and published Flood Insurance Rate Maps (FIRM) which illustrate the special hazard areas. The maps were revised and updated as of June 4, 1987. The flood zones identify areas subject to coverage of 1 to 3 feet of flood waters in a 100-year storm. There are 18 FIRM map panels to cover the Town of New Milford and there is no panel without some area noted as subject to flood hazard. Generally the floodway tendS to be narrowly confined.

Lakes, Ponds and Wetlands

Lake Candlewood: Candlewood is the largest lake in Connecticut. It is a man-made water body designed to provide hydroelectric power, but used also for extensive recreational activity including boating, swimming and water skiing. One of many fingers of the lake, New Milford Bay, extends into New Milford and the shores of the lake, though quite steep, have been developed with numerous summer homes, some of which have been converted to year round use. The lake has also been an emergency water supply and the regional planning agency has considered it as a continuing potential supply, but regular use is restricted since it receives water from the Housatonic River. The Town operates Lynn Deming Park on the Lake, but most of the shoreline is privately owned and the water rights and underlying lands are owned by Northeast Utilities' CL & P Co. The recreational appeal of the lake draws many vacationers and part-time residents into the community during the summer months.

Ella Foh's Camp Pond: Located between Mt. Tom and Bear Hill along Bear Hill Road in the hills above Northville. There is substantial recreational and conservancy acreage surrounding the pond, which is classified as A/A quality. The pond drains to the West Aspetuck River.

Strastrom Pond: Located between Bear Hill Road and Merryall Road in Lower Merryall, this pond is associated with a substantial belt of wetlands.

United Water Company Reservoirs #1, #2, #3 and #4: These reservoirs are inactive but regulated and in reserve for water supply. Reservoirs #1, #2, and #3 are in line along Cross Brook which feeds them. Reservoir #4 is the largest; it sits at the source of the Town Farm Brook, which drains through the Clatter Valley to the Housatonic River. These reservoirs are located on the east side of New Milford along Second Hill Road and Reservoir Road and are surrounded by water company acreage. The reservoirs were taken out of service in May 1983 and are no longer classified as a source of supply for the water company, but regulators have required them to be maintained as reserve supply sources. The land is zoned residential. The combined safe yield of the four reservoirs is 0.8 MGD.

Mud Pond: Situated on the New Milford/Kent town line. This pond is and the associated wetlands area have been recognized as a rare wetlands feature and worthy of special preservation efforts.

Other smaller ponds identified on the FEMA maps are Ferris Pond and Hendersen Pond.

Aquifers and Watersheds

Wetlands in Connecticut are designated by soils classification, as opposed to plant life or water cover. Wetlands, therefore, can include both areas which are associated with waterways and waterbodies as well as locations unassociated with a flowing stream. As such, wetlands generally do not tend to get named separately from the stream with which they are associated unless they are particularly extensive with evident water cover such that they are identified as a swamp. In New Milford, the identified swamps are the Tamarack Swamp and Meetinghouse Swamp, in the Merryall section. Both are situated in the watershed of the West Aspetuck River. However, there are numerous other wetland areas scattered throughout the Town of New Milford. Most, as noted, are associated with the several rivers and brooks identified above, but some are isolated habitats displaying wetlands soils characteristics.

Aquifers are underground water resource sites. Several such sites have been identified in New Milford and are listed and described below. There are three major aquifer areas and there are some sub-areas within the larger resource area.

Housatonic at Gaylordsville: This aquifer is situated along the east and west shores of the Housatonic River in the vicinity of Gaylordsville. This is a generally triangular shaped aquifer extending southerly from Webatuck Road and South Kent Road to the intersection of Cedar Hill Road with Route 7 and extending to Stillson Road on the west and the railroad tracks and River Road on the east. The water quality is classified as GA/GA/GC in accordance with the DEP groundwater quality classification system. This aquifer is not being drawn on as a public water supply. The section west of the Housatonic is referred to as Gaylordsville Aquifer and the area to the east of the River is identified as Merwinsville Aquifer.

Housatonic at New Milford: This aquifer includes several sections and straddles the river. It includes a section in the vicinity of Boardman Bridge classified as GB. At this site, the section west of the river is referred to as the Kent Road Aquifer and the area east of the river is referred to as the Boardman Road Aquifer. Another section underlying the confluence of the East and West Aspetuck rivers is also classified GB and is identified as the East Aspetuck Aquifer . A section of this aquifer belt known as Indian Field Aquifer is southwest of Bridge Street, along Route 7 and has been in use as a well water source for the United Water Co., which has wells at both Indian Field and Fort Hill within this resource area, where the water quality is classified as GB/GA and GA. Two additional sections of this aquifer are an area underlying West Street and New Milford Center, identified as the New Milford Center Aquifer and another area in the vicinity of Picket District Road, referred to as the Pickett District Aquifer. Both these latter areas are classified as GB.

Still River North: The Still River flows into New Milford from Brookfield. There are two sections to an underlying aquifer. One is situated at the Brookfield/New Milford

town line and identified as the Gallows Hill Aquifer. The other is more northerly, underlying much of the Lanesville area and is identified as the Lanesville Aquifer. The southerly aquifer water quality is GAA and the more northerly quality is GB/GA.

The Housatonic Valley Association has prepared a water resource protection strategy for New Milford. This strategy should be reviewed and discussed for possible adoption by the town.

Mountains and other Landmark Features

The terrain in New Milford is notable for its steep ridges and several mountains and hills. The ridges tend to run in a north to south pattern separated by narrow valleys; steep slopes are predominant. The terrain helps form the community character and provides definition to neighborhoods and serves to impede east west travel. The several hills provide a back drop to lowland development, a recreational and wildlife resource and an opportunity for scenic vistas of the community and its setting. The various mountains and hills are cited below with their approximate elevations.

More than 1,200'
Bear Hill, 1,281' high point in the community

More than 1,000'
Peet Hill, 1,180'
Iron Hill, 1,060'
Green Pond Mountain, 1,060'
Mt. Tom, 1,040'
Long Mountain, including Rock Cobble Hill, 1,020'
Sawyer Hill, 1,010'

More than 800'
Candlewood Mountain, 991', including Pine Knob at 700'
Great Mountain, 950'
Second Hill, 950'
Mine Hill, 889'
Cedar Hill, 870'
Stillson Hill, 860'

More than 600'
Carmen Hill, 780'
Town Hill, 670'
Pine Hill, 650'
Boardman Mountain, 630'
Fort Mountain, 600', including Fort Hill, at 570'
Guarding Mountain, 600'

Other landmark natural land form features identified on U.S. Geological Survey (U.S.G.S.) maps of the community include Lover's Leap, Tory's Cave, and Straits Rock.

D. DEVELOPMENT POTENTIAL AND MARKET TRENDS

As discussed above, there are approximately 25,731 acres of land classified as vacant, agricultural or single family residences on 10 acre or larger parcels. To calculate buildable area within these 25,731 acres, land containing steep slopes (more than 15% grade), rock outcrops and major wetlands was deducted from the total. Map No. 5 shows the extent of building constraints resulting in non-buildable areas on a parcel basis by intensity of constraint. This calculation resulted in 18,753 acres of buildable land. It should be noted that a significant amount of the land included in the estimate of available land and buildable land is classified as forest land, farm land or open space under Public Act 490. However, since this classification does not assure a permanent non-development status, the Public Act 490 land has not been deducted from the available land or buildable land estimates. To further refine this estimate, a separate calculation was made for each census block group. This breakdown is presented in Table 4.

TABLE 4
LAND AVAILABLE FOR DEVELOPMENT AND BUILDABLE LAND BY CENSUS GEOGRAPHY

	VACANT		AGRICULTURAL		LARGE LOT RESIDENTIAL		TOTAL UNDEVELOPED	
	Acres	Buildable Acres	Acres	Buildable Acres	Acres	Buildable Acres	Acres	Buildable Acres
CT 2535								
BG 1	4,229.57	2,343.08	1,501.63	913.93	988.19	655.19	6,719.39	3,912.20
BG 2	1,180.02	1,023.40	717.85	633.43	43.52	27.14	1,941.39	1,683.97
BG 3	1,064.87	744.34	132.06	130.24	430.46	319.30	1,627.39	1,193.88
BG 4	2,582.36	1,901.85	324.72	215.70	143.17	133.20	3,050.25	2,250.75
CT 2531								
BG 1	339.45	299.07	-	-	-	-	339.45	299.07
BG 2	40.63	40.63	-	-	-	-	40.63	40.63
BG 3	100.81	98.09	15.40	15.40	-	-	116.21	113.49
CT 2532								

BG 1	1,185 28	874.45	991.61	920.23	120.30	120.30	2,297 19	1,914 98
BG 2	1,283 92	1,065 37	396 38	286 63	63.92	63.92	1,744.22	1,415.92
BG 3	122.96	118.99	33.07	33.07	-	-	156 03	152 06
BG 4	310 13	262 61	-	-	73.04	50.31	383.17	312.92
CT 2533								
BG 1	478.39	476 05	19 25	19 25	-	-	497.64	495.30
BG 2	252 52	177.19	115.40	90.95	-	-	367 92	268 14
BG 3	357.65	241.56	72.42	54 31	-	-	430 07	295.87
CT 2534								
BG 1	2,712 06	1,789.89	1,019.00	618.36	224.98	192.17	3,956.04	2,600 42
BG 2	232 82	177.09	-	-	-	-	232 82	177 09
BG 3	349 95	348 40	158 57	124 08	98 13	84 31	606 65	556 79
BG 4	905 86	771 53	287 34	267 14	31 48	31 48	1,224 68	1,070 15
TOTAL	**17,729.25**	**12,753.59**	**5,784.70**	**4,322.72**	**2,217.19**	**1,677.32**	**25,731.14**	**18,753.63**

The next calculation involved an application of zoning classifications to the buildable land estimate by overlaying zoning districts on the census geographics. The estimate of available, buildable land was made by zoning category. This resulted in 16,661 acres of residential land and 2,092 acres of non-residential land available for development.

To calculate the number of residential building lots that could be potentially developed, the residentially zoned available acreage was reduced by 20 percent to accommodate streets and acreage lost due to lot layout. This calculation resulted in 13,329 acres available for residential development on a net basis. Based upon current zoning, a total of 9,861 housing units could be accommodated. Table 5 shows this estimate on a census geography basis. It is interesting to note that the 9,861 housing unit potential is very similar to the 9,295 housing units in New Milford recorded in the 1990 census. If one adds the units built since 1990, the existing housing units and potential housing units would be almost equal in number, so New Milford might be considered "half full".

TABLE 5
ESTIMATED HOUSING UNITS BY BLOCK GROUP & ZONING CLASSIFICATION

ZONING	RM	R8	R20	R40	R60	R80	TOTAL HOUSING UNITS
CT 2531							
BG 1	0	598	239	0	0	0	837
BG 2	0	0	65	0	0	0	65
BG 3	0	0	0	18	0	36	54
CT 2532							
BG 1	0	0	0	0	230	613	843
BG 2	0	0	0	0	255	396	651
BG 3	0	0	0	0	18	49	67
BG 4	0	0	0	0	94	63	156
CT 2533							

BG 1	198	0	0	0	0	0	198
BG 2	0	0	0	172	0	0	172
BG 3	0	0	0	118	0	59	178
CT 2534							
BG 1	0	0	0	312	468	468	1,248
BG 2	0	0	0	0	0	71	71
BG 3	0	0	0	0	0	100	100
BG 4	0	0	0	257	128	128	514
CT 2535							
BG 1	0	0	0	782	352	939	2,073
BG 2	0	0	0	404	303	269	977
BG 3	0	0	0	287	0	334	621
BG 4	0	0	0	900	0	135	1,035
TOTAL	***1980***	*598*	*304*	*3,250*	*1,848*	*3,661*	*9,861*

The non-residential land potential was completed without the 20 percent deduction for streets or loss to lot layout. This approach is based on the assumption that such land would be developed on a gross basis. In order to calculate development potential, a Floor Area Ratio (FAR) of .18 was used. The FAR is the ratio between the total building square footage on a lot and the square footage of the lot. This .18 FAR was selected based upon research as to the average FAR for commercial/industrial land sales in the Danbury region over the last 5 years and a review of densities allowed by the New Milford Zoning Ordinance. Through application of this FAR, 16,400,000 square feet of non-residential development potential is estimated.

It should be made clear that the development potential estimates are estimates based on the described assumptions and these estimates represent "full build-out" which will, in all likelihood, never be achieved. The pace of actual development will be related to market forces.

Generally, the Town has followed the regional pattern of ups and downs in employment and has maintained about a 10% to 11% share of area employment. Over the period from 1980 to 1990, there was a tendency of increased in-commuting to fill jobs located in New Milford. While the share of the regional jobs has been fairly constant, New Milford has been obtaining an increased share of the regional population, increasing from under 10% in 1950 to over 12.5% in 1990.

TABLE 6

PROJECTION OF EMPLOYMENT WITHIN EACH MUNICIPALITY 1990 - 2020											
	Bethel	Bridgewater	Brookfield	Danbury	New Fairfield	New Milford	Newtown	Redding	Ridgefield	Sherman	Region
1990	5,800	210	5,700	46,300	1,300	9,200	7,900	1,150	7,500	240	85,300
2000	6,380	230	6,700	54,100	1,450	10,300	8,650	1,375	8,982	290	98,457
2010	6,910	250	7,300	57,200	1,550	11,000	9,113	1,475	9,645	320	104,763
2020	7,400	270	7,860	60,000	1,650	11,700	9,470	1,575	10,290	350	110,565

Source: CT DOT, Series 16 Projections. 7/1991

Development Trends

Within a five-town area including Bethel, Danbury, Newtown, Brookfield and New Milford, the construction of new facilities was reviewed for the period between 1988 and 1995. During the period studied, residential building was overwhelmingly the major volume of new construction, representing almost 70% of the new construction dollar volume. In terms of total dollar volume, industrial was only about 2.8%, office was about 13.4% and retail was about 10.3%. The office component was boosted upwards dramatically by the Duracell Corporate Headquarters project in Bethel.

When the commercial/industrial construction activity in New Milford over the eight years is considered in the context of the principal competitive market area, it can be seen to capture about 25% of the industrial activity and approximately 16% of the retail construction and only 5% of the new office construction.

TABLE 7
NEW CONSTRUCTION, NEW MILFORD, 1988-1995

NEW MILFORD	1988	1989	1990	1991	1992	1993	1994	1995 TOTAL	
1 FAMILY	$1,422 8	$7.584.4	$5,110 9	$8.548 2	$11,213 9	$12.703 6	$13.613 0	$8.625.5	$68,822 3
2 FAMILY	$664 0	$675.0	$883 1	$0 0	$0 0	$0 0	$0 0	$75.0	$2.297 1
3-4 FAMILY	$1,672 0	$483 8	$1,350 0	$0 0	$0 0	$0 0	$0 0	$0 0	$3,505.8
MULTI-FAMILY	$5,661.3	$8.743 3	$1,774 1	$137 0	$0 0	$0 0	$0 0	$0 0	$16.315.6
Residential	$9,420 1	$17.466 5	$9.118 1	$8.685.2	$11,213 9	$12.703 6	$13.613 0	$8.700 5	$90.940 9
Church	$0 0	$0 0	$210 0	$0 0	$780 0	$650 0	$0 0	$0 0	$1,640 0
Hotel	$0 0	$0 0	$0 0	$0 0	$0 0	$0 0	$0 0	$0 0	$0 0
Industrial	$242 0	$1329 5	$440 0	$38 0	$0 0	$0 0	$1,700 0	$480 0	$4.229 5
Office	$1,482 8	$511.9	$1,651.0	$0 0	$186 0	$0 0	$131.4	$0 0	$3,963 1
Retail	$2,703 2	$2,641.1	$828.8	$87.0	$0 0	$0 0	$3,113 0	$410 0	$9.783 2
Educational	$1.140 0	$0 0	$0 0	$0 0	$0 0	$0 0	$0 0	$0 0	$1,140 0
Hospital	$0 0	$0 0	$0 0	$0 0	$0 0	$0 0	$0 0	$0 0	$0 0
Recreational	$0 0	$82 5	$0 0	$80 0	$305.0	$0 0	$0 0	$0 0	$467 5
Gas Station	$200 0	$180 0	$0 0	$150 0	$0 0	$0 0	$0 0	$0 0	$530 0
Utility	$10 0	$387 1	$1,500 0	$240 0	$0 0	$0 0	$0 0	$0 0	$2,137 1

(Thousands of Dollars)

TABLE 8
REGIONAL CONSTRUCTION ACTIVITY 1988-1995, MUNICIPAL SHARES
(Thousands of Dollars)

5 TOWN TOTAL	% of Total	%non-res	BETHEL	BROOKFIELD	NEWTOWN	DANBURY	NEWMILFORD	
$409,401.6	69.0%		7.4%	11.8%	38.7%	19.9%	22.2%	100.0%Residential
$5,491.1	0.9%	3.0%	16.9%	18.6%	0.3%	34.3%	29.9%	100.0%Church
$987.4	0.2%	0.5%	79.7%	20.3%	0.0%	0.0%	0.0%	100.0%Hotel
$16,740.8	2.8%	9.1%	43.0%	11.2%	1.6%	18.8%	25.3%	100.0%Industrial
$79,760.5	13.4%	43.4%	57.1%	6.3%	6.6%	25.1%	5.0%	100.0%Office
$61,009.5	10.3%	33.2%	0.6%	11.6%	22.4%	49.4%	16.0%	100.0%Retail
$2,870.0	0.5%	1.6%	20.6%	0.0%	0.0%	39.7%	39.7%	100.0%Educational
$6,190.3	1.0%	3.4%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%Hospital
$4,037.1	0.7%	2.2%	0.1%	42.5%	18.1%	27.7%	11.6%	100.0%Recreational
$4,172.0	0.7%	2.3%	2.2%	50.0%	20.3%	14.7%	12.7%	100.0%Gas Station
$2,671.7	0.5%	1.5%	0.0%	3.0%	0.3%	16.7%	80.0%	100.0%Utility
$593,331.9								

The table below applies a cost per square foot to the dollar volumes of construction reported on permits in each category. The application of the cost factor is used to translate the dollar volume reports into estimates of the amount of square feet constructed in each category. This is a very approximate methodology and probably tends to underestimate, since applicants tend to underestimate the dollar cost on permits for a variety of reasons.

TABLE 9
ESTIMATED REGIONAL CONSTRUCTION SQUARE FOOTAGE

		est. cost/sf	AREA	8 yr. ann avg.
Residential	$409,401.6	50	8,188,032	1,023,504
Church	$5,491.1	75	73,215	9,152
Hotel	$987.4	75	13,165	1,646
Industrial	$16,740.8	40	418,520	52,315
Office	$79,760.5	75	1,063,473	132,934
Retail	$61,009.5	50	1,220,190	152,524
Educational	$2,870.0	75	38,267	4,783
Hospital	$6,190.3	125	49,522	6,190
Recreational	$4,037.1	40	100,928	12,616
Gas Station	$4,172.0	200	20,860	2,608
Utility	$2,671.7	40	66,792	8,349
	$593,331.9			

Implications For New Milford

The New Milford share of the market in each category has been applied to the construction in each type of activity to estimate an annual average of construction that might be a reasonable expectation. This is then multiplied by 5, 10 and 20 to estimate the cumulative new construction into the future. The estimated square footage is then divided by a FAR for each type use to estimate the amount of acreage required to accommodate that construction. The FAR used is in most cases lower than is permitted by zoning, but consistent with prevailing new construction trends in the real estate market.

TABLE 10
ESTIMATED LIKELY FUTURE CONSTRUCTION IN NEW MILFORD
BASED ON STRAIGHT LINE EXTRAPOLATION OF PAST SHARE OF MARKET

	NEW MILFORD Annually	5 yr.	10. yr.	20. yr	Floor Area Ratio	Land Absorption	
Residential (Units)	152	758	1,516	3,031	1.5 acres	4,547.0	96.3%
	Square Feet						
Church	2,733	13,667	27,333	54,667	15%	8.4	0.2%
Hotel	0	0	0	0	50%	0.0	0.0%
Industrial	13,217	66,086	132,171	264,343	15%	40.5	0.9%
Office	6,605	33,026	66,052	132,103	25%	12.1	0.3%
Retail	24,458	122,290	244,580	489,160	15%	74.9	1.6%
Educational	1,900	9,500	19,000	38,000	10%	8.7	0.2%
Hospital	0	0	0	0	100%	0.0	0.0%
Recreational	1,461	7,305	14,609	29,219	15%	4.5	0.1%
Gas Station	331	1,656	3,313	6,625	5%	3.0	0.1%
Utility	6,678	33,392	66,784	133,568	15%	20.4	0.4%
						4,719 5	

The key implications of the extrapolation are that about 40 acres will be needed for industry, about 75 acres for retail and about 12 acres for office development, a total of about 127 acres for core economic development activities. Additional area will be required for institutional uses and other miscellaneous uses. Analysis of the Route 7 corridor identified over 600 acres of vacant or residential land and agricultural lands in the industrial/commercial zone which could be converted to economic development type activity. Some of these lands as noted have development constraints, but the potential developable lands were estimated at about 425 acres. Besides the Route 7 south corridor, there are large tracts of additional lands zoned for industry in the Boardman Bridge district, both east of Boardman Road and west of Kent Road as well as in the Pickett District Road area.

With respect to recent considerations as to the location of the new high school, the supply and demand relationships put concerns about retention of economic development sites into perspective. Deducting the Larsen Farm from the available sites along Route 7 will reduce the available buildable area to about 380 acres in that area, which will still be about three times the land necessary to accommodate the requirements of new construction over the next 20 years.

Additionally, given the anticipated level of demand, even if access is improved to the Boardman District, the plentiful supply and the convenience, accessibility and utility service available at sites south of Bridge Street, plus the generally more buildable terrain makes development of the more northerly industrial areas unlikely in the near term, except as an area of expansion for established facilities.

A note of caution is appropriate with regard to reliance on past trends. Times change and economies and demand priorities change with them. Major facilities in the region - Union Carbide, Danbury Fair Mall, Duracell Headquarters- were not likely to have been forecast as little as five years before they actually occurred. It is also a community expectation and ambition that improvement to Route 7 will lead to an increased share of regional economic development activity. An apparent abundant supply of lands for economic development will provide the community the flexibility to accommodate needs unforeseen at this time and help to maintain a competitive and affordable price structure to attract new industry and commerce.

Since the 1986 Plan, certain changes have occurred in the economy and the transportation system which warrant some reconsideration of earlier recommendations. A major transportation change is the switch from a limited access Route 7 west of the current roadway to a reconstruction of the existing roadway. Two economic trends contrary to expectations at 1986 have been the continued decline of manufacturing as a component of the Connecticut economy and a continuing expansion of new types of retail outlets.

The implications from these changes are twofold. First, while the planned roadway improvements scheduled for Route 7 now will improve the desirability of New Milford for new industry, the access and desirability probably will be less than was anticipated in association with a limited access highway. Second, despite the Danbury Fair Mall construction and associated regional retail outlets, there has been strong demand for major new retail outlets in New Milford. The Town should determine the nature and extent of such retail development which is desirable and consistent with community aspirations.

General demographic and economic trends suggest a stable to steadily growing economic base and relatively constant position of about 10 - 11% of the regional employment. But within the overall trends there can be shifts in the distribution of activity and, even in a stable economy, changing technology or market conditions can create demand for expanded facilities and new construction. In addition, as discussed later, specific proactive economic development policies by the Town, could influence these overall trends.

E. ROUTE 7 DISTRICT

The Route 7 corridor between the Brookfield/New Milford town line and Veterans Bridge has long been a focus of discussion in the community. This discussion has revolved around two issues: the role of Route 7 as the major north-south access route through New Milford; and the role of the corridor as a major development area in the Town. Recently this discussion has intensified with the decision by the Connecticut Department of Transportation to select the design option to reconstruct Route 7 as a four lane road with appropriate turning lanes and a center median. This road will connect with the Route 7 by-pass to be constructed in Brookfield to provide improved access via the limited access Route 7 which presently exists in Brookfield. While this will be a major transportation system improvement, it is very different from the limited access highway which was a component of the prior Plan of Development.

Within the context of the Plan of Conservation and Development Update, the second issue - future development in the Route 7 corridor - is the key issue. In this regard, an extensive inventory of existing uses in the corridor and analysis of development potential has been completed for all parcels with frontage on Route 7 or direct access. On a summary basis, the following statistics present a picture of the Route 7 Corridor. There are 247 parcels of land containing 1,439± acres with 710± acres on the east side and 729± acres on the west side. In terms of land use, the area contains a mixture of uses summarized on an acreage basis in Table 6.

TABLE 11
EXISTING LAND USE, ROUTE 7 CORRIDOR

Use	Acres
Vacant land	270 89
Residential(less than 1 acre)	4 94
Residential(more than 1 acre)	171 05
Auto	67.4
Restaurants	18.59
Offices	175.64
Retail	133.284
Wholesale/Distribution	15.81
Manufacturing	131.24
Sand & Gravel pits	41.96
Public	28.93
Farm	211 86
Institutional	11 81
Recreation	155.62
Total	**1439.00**

As can be seen from these summary statistics, the corridor has a mix of uses ranging in intensity from single family residential to manufacturing, including sand and gravel operations. The retail, restaurant and auto-related uses are typical of the uses found on a major arterial such as Route 7. However, some other uses such as the Candlewood Valley Country Club are not necessarily typical. There are still several working farms in the area.

The most significant characteristic of the corridor is the non-intensive development level when the area is analyzed on a total basis. The entire 1,439 acres within the study area contains approximately 1,346,521 square feet of existing building area. Due to the nature of development in the study area, most of this building area is contained in one story buildings. Therefore, building area can generally be converted to building coverage. This calculation results in a building coverage of approximately 2%. This is a very low coverage ratio when one considers that the zoning districts which cover most of the corridor allow coverages ranging from 25 to 40 percent. Within the corridor the amount of land within non-residential zoning classifications is 1,263 acres and 176 acres in residential classifications.

There is significant potential for development. Within the entire area there is approximately 271 acres of vacant land. In addition, there are 131 acres of land used for residential purposes on

parcels larger than one acre not currently developed with intensive residential development. As noted earlier, 212 acres are used for agricultural purposes. The 614 acres in these categories represent the potential for more intensive development. Physical constraints on development due to major wetlands and steep slopes were analyzed and this resulted in a reduction of 192 acres from the 614 acre total. It should be noted that these are not detailed site analyses, but are appropriate as a planning approach. Based upon a 25% building coverage, the development potential is 4,595,580 square feet. It is important to remember that development potential should not be interpreted as a prediction of what will occur. This is a quantification for planning purposes and, in fact, represents many times the demand for new construction estimated by extrapolating past trends.

Actual development will relate to market demand as much as to the availability of land. However, it is clear that the proposed improvement of Route 7 will increase this market demand. To be conservative in assessing this market demand, a modest approach assumes that 10% of this development potential comes to fruition in the near term (five years). This would result in approximately 460,000 square feet of new development. (While this is modest in terms of potential, it represents 75% of non-residential development demand based on historic trends).

To establish a preliminary estimate of the traffic effect of this level of development, a traffic generation rate of 4.5 peak hour vehicle trips per 1,000 square feet has been assumed. This is a lower rate than many specific retail uses, but represents a blended generation on rate of retail, industrial and office uses that is appropriate for planning analysis. This rate applied to the 460,000 square feet of development would generate 2,070 peak hour vehicles on Route 7. To provide a basis of comparison, 1992 and 1994 traffic counts as well as Year 2000 projections prepared by Connecticut Department of Transportation in a Traffic Operation Study of Route 7 in February 1993 were reviewed.

The total peak hour traffic in the year 2000 is estimated to total approximately 2,500 vehicles at various points along Route 7. This volume with an assumed four lane road profile results in Intersection Levels of Service of B at most intersections and C at various roadway sections.

These level of service letters are those commonly used by traffic engineers with a range of A to F. A represents the best traffic operations and F represents a failing condition. If one adds the 2,070 peak hour vehicles generated by 460,000 square feet of development it will be an 80% increase in the Year 2000 projection. While Level of Service B projected for the year 2000 indicates substantial excess capacity at most intersections, at some point capacity will be reached due to additional traffic volumes. It should be assumed that the ability to increase capacity will be limited since the reconstruction of Route 7 would have been completed.

Based upon the potential level of development and resulting traffic generation in the Route 7 Corridor, it is important that development policies for the area be examined in terms of overall town goals and objectives. As noted earlier, there is a desire to balance development in the Route 7 area between retail and industrial development in order to strengthen the economic base without overburdening the infrastructure. The current Plan of Development contains a policy statement that commercial uses should be removed from industrial zones in the Zoning Ordinance to assure that industrial land is developed for industrial purposes. The fact industrial development generates less traffic than commercial development will have a beneficial long-term effect on the traffic capacity of Route 7. From a land use policy standpoint, it would be logical to concentrate industrial uses in the portion of the corridor south of the Lanesville Road Connector with commercial uses to the north. This policy is logical in terms of existing land-use patterns, since more recent major commercial development has been in that area. The retail market is concentrated to the north in terms of population densities. Conversely, the value of the improved access to Route 84 and regional markets resulting from the improvement of Route 7 will be more important for industrial users. For purposes of discussion, the definition of industrial users is manufacturing, research and development and "flex space" which includes a mixture of office, manufacturing and distribution.

In addition to the desire and need to encourage a balanced economic base and reduce traffic effects, the nature of development in the Route 7 Corridor is important since the corridor serves as a gateway to New Milford. Currently, the low intensity development combined with large parcels in agricultural use creates a theme as one enters New Milford. The potential to preserve

this gateway image through sensitive and well planned industrial development of the type listed above is much greater than with retail development. For example, industrial development requires significantly less pavement for parking areas with both visual and environmental benefits to the corridor and the town. These issues will be discussed in the Land Use Plan section.

II. GOALS AND OBJECTIVES

The meetings and public forums the Planning Commission conducted resulted in the identification of specific areas of interest and/or concern which have been translated into goals and objectives to be addressed in the Plan of Conservation and Development. These goals and objectives can be summarized as follows:

Transportation

Route 7 - The rebuilding of Route 7 is an important project which will impact New Milford in a significant way during the next 10 years and beyond. With the improved access will come pressure for development. While this pressure will be greatest for commercial development, there is a need to balance such development with industrial development. This is particularly true in the area south of the Lanesville connector.

Veteran's Bridge - There is a continuing need to provide an alternative to Veteran's Bridge to cross the Housatonic River and link Route 7 with the Route 202/109 corridors. At the same time, Veteran's Bridge and its access to the east must be revitalized in conjunction with improvement to the downtown.

Rail Service - The restoration of passenger rail service in the Housatonic River corridor to serve New Milford and provide a transportation alternative to the automobile should be pursued.

Community Facilities

Sewers - Sewers should be used in a planned fashion to guide development rather than in a reactive manner. The policy for extension of sewered areas should be established within the context of the Plan of Conservation and Development.

Town Buildings - The Town should review its current inventory of buildings and facilities as compared to current and projected needs in a comprehensive manner. Adaptive re-use and the sale of excess properties should be part of the process of managing the inventory.

Infrastructure - All aspects of the Town's infrastructure including town buildings should be developed and maintained in a coordinated program. The work of the Capital Building Committee and School Building Committee is an example of this approach. A more aggressive and creative approach to this issue is encouraged for the future. All new town construction should actively investigate alternative engery sources, especially solar.

The Environment - Respect for the environment should be an underlying concern of all issues addressed in the Plan of Conservation and Development. Environmental concerns range from acquiring more open space and/or recreational facilities, to requiring more (and better) open space in subdivisions, to ensuring protection of water supplies and preservation of ridgelines and vistas. This should be a cooperative effort of the town, conservancy groups, community associations and private property owners.

Housatonic River - The Housatonic River should become a central focus of the community as a recreational and educational resource. Recreation and access points along the river should be linked through the acquisition of property to create such linkages. Development related to the river should be based upon these recreational and educational themes.

Economic Development

Economic Development Plan - An Economic Development Plan should be developed which is realistic and can be implemented. The Plan should include tax and other incentives as well as a marketing strategy. Development regulations

should be simplified to expedite appropriate development within designated growth areas. The development regulations should clearly restrict inappropriate development. A land-use coordinator should be hired to assist all land-use agencies to assure that applications are processed in a coordinated fashion.

Tax Base - The Economic Development Plan must have as a primary goal the diversification of the tax base through increased industrial, office and commercial development. Industrial and commercial areas must not be converted to residential use. In general, residential development must be linked to non-residential development in order to achieve a balanced tax base. Impact-type fees or transfer taxes may be necessary to support infrastructure and open space costs.

Downtown - The recently completed downtown study proposes that a focus of New Milford's future must be on its downtown. The downtown, with the Green as its centerpiece, gives the town much of its character. Revitalization of the downtown must build upon its historic past with creative programs and financing possibly through a non-profit corporation or foundation.

The Arts - The arts should continue to be encouraged as a vital part of the New Milford community. The role of arts in the community's economic base should be encouraged. A range of artistic performances and cultural attractions including a downtown museum, Shakespeare in the park, concerts and a river festival could be both a cultural and economic asset to New Milford.

Housing

Affordable Housing - New Milford needs to ensure an appropriate mix of housing to support overall community needs including housing affordable for employees needed to promote orderly industrial and commercial growth. Incentives should be offered to developers willing to meet the need for reasonably priced starter houses and rental units. Multi-family housing for senior citizens should be

encouraged. Apartment units in commercial areas should be encouraged with a reasonable limit on the number of units. The fact New Milford has a variety of affordable housing choices provided by the private market should be taken into consideration in the evaluation of the need for additional affordable housing units.

Residential Development Controls - In residential areas of the town, particularly the more rural parts, there is a need for appropriate lot sizes and slope regulations to control development in a responsible manner and encourage a respect for the environment.

Regulatory

Zoning - The Zoning Ordinance should be reviewed and revised as appropriate to be consistent with the up-dated Plan of Conservation and Development. Following such a comprehensive revision, zone changes should be reduced to a minimum. A significant portion of this review should be changes related to the reconstruction of Route 7.

Architectural Review - An architectural review board has been proposed. The board and applicable regulations would not be intended to create a sameness of appearance, but rather to develop a cohesive image for New Milford. This approach would be most appropriate in commercial, office and industrial areas.

Theme

Community Identity - The feeling has been expressed that as New Milford grows and drifts away from its traditional agricultural base it no longer has a clear image of itself. There is a need for a balance among various uses and needs. The theme or identity of New Milford might build on some of the assets discussed above including the Housatonic River; the downtown with a focus on the Green; and the arts including performance and cultural attractions. These assets would be supported by sound planning policies related to the other issues discussed above.

III. LAND USE PLAN

The Land Use Plan synthesizes on one map a variety of policies and recommendations which comprise the heart of the New Milford Plan of Conservation and Development. This plan provides a framework for important community decisions well into the first decade of the 21st Century. Many of the actions taken in accordance with these policies and recommendations will have important implications for New Milford and its residents much beyond this first decade of the new millennium.

The Land Use Plan proposes a thoughtful balance between conservation and development in keeping with the recent legislative change whereby Plans of Development are now entitled Plans of Conservation and Development. It is the plan's goal to conserve those natural and built features of the New Milford environment which the community holds in high regard. These features range from the natural ridge lines and vistas; waterways and valleys to the charm of the historic buildings around the Green.

At the same time, the plan recognizes the need for increased commerce and industry to provide goods, services and employment for New Milford residents and a broadened tax base to support the costs of facilities and services. There is also recognition that New Milford should continue to be a community which offers a diversity of housing choices.

The Land Use Plan represents how the achievement of these goals organizes itself on a spatial basis. The narrative accompanying the Land Use Plan expands upon the policies and goals represented by the plan map.

It is important to note that during the last year, several events have occurred which have greatly affected the Land Use Plan and the future of New Milford. These events, while independent of the Plan of Conservation and Development Update, have been part of the "recipe" for preparation of the Plan. Specifically, the following events with long-range implications for New Milford have taken place:

- The Growth Guide Map for the Housatonic Valley Region adopted in 1981 was updated and approved by the Housatonic Valley Council of Elected Officials.

-The Connecticut Department of Transportation, in cooperation with the Town, has revised the plan for Route 7 from its previous by-pass alignment through New Milford to a boulevard design, which generally follows the current route with some right-of-way adjustments.

-Following rejection by the voters of a plan to enlarge and remodel New Milford High School, a Town Council-appointed Building Committee has recommended a comprehensive program for construction of a new high school at the Larsen Farm site; remodeling of the current high school for an intermediate school and a grade re-configuration to accommodate long-term enrollment needs. The amount and quality of recreation facilities would also be improved. This program has been approved by the voters.

-A plan for the downtown was adopted to strengthen the downtown as the traditional center of the town, with the early stages of implementation under way.

-Significant increases in the open space inventory were completed or are in the final stages of completion through the acquisition of the Lutinsky and Sullivan Farm properties.

-The Grove Street/Route 67 realignment and improvement has moved to a design for approval by the Connecticut Department of Transportation. This improvement, when combined with the Lanesville Connector and improved Route 7, will improve movement through New Milford significantly.

-The New Milford Water Pollution Control Authority has been reviewing the limits and policies of a sewer service district and the use of treatment capacity.

- United Water Connecticut, Inc. has indicated that Reservoirs #1, #2, #3, and #4 in the Second Hill Road/ Ridge Road area are no longer needed for water supply purposes and have initiated re-use planning for land holdings in that area.

-The Zoning Commission adopted an Industrial/Commercial Zone for Route 7 south of Lanesville Road to encourage development with parking to the rear of buildings and shared access. Most recently, the Housatonic Valley Council of Elected Officials commissioned an Access Management Plan for Route 7.

As can be seen from a review of the preceding list, with the exception of the update of the Regional Growth Guide Map all of these actions were either site or issue specific. However, when woven with others, these actions form the tapestry that is the Land Use Plan. The following describes the primary themes of this tapestry.

A. CENTRAL DEVELOPMENT AREA

The Route 7/202 (Danbury Road) corridor and the southern portions of the Route 7 (Kent Road) and Route 202 (Litchfield Road) corridors and adjacent areas form the heart of the area designated as the Central Development Area on the Land Use Plan. This area is generally coterminous with the Near Central Area, Primary Growth Area (near-term) and Primary Growth Area (long-term) designated in the Regional Growth Guide Map. It is also the area which would be a logical sewer service area. Within this area is the mixture of uses which sustain the residential portion of New Milford. This includes goods and services; employment centers; government services and facilities; cultural activities and moderate density housing. This area offers the possibility of connections internally and externally utilizing fixed route transit service, including both bus and rail. As is the situation with many components of the Land Use Plan, the Housatonic River is an integral part of the Central Development Area. The river offers opportunities for waterfront-related land uses, as well as serving as a focal point for cultural events such as riverfront festivals. The role of the Housatonic River, Still River and adjacent lands in this area is another way in which the river theme is emphasized in the plan.

Another major theme within the Central Development Area is the preservation of historic and architectural resources. As the area of earliest development in New Milford, this area is rich in the heritage of the Town. This heritage includes some of the oldest buildings dating from the seventeen and eighteen hundreds clustered around the Green. As one moves away from the Green, the history of New Milford is found in development from various eras. This includes Bank and Railroad Streets, which reflects the historical role of New Milford as a center of commerce. The railroad station and surrounding development reflect the era when rail was the dominant form of transportation in the Housatonic Valley. The town should investigate the establishment of specific historic districts in the downtown and adjacent areas.

Remnants of historic land use patterns also can be found moving south along West Street where the railroad and river combined to form the earliest development patterns with commerce directly adjacent to transportation links and village density residential development close by. The integrity of this development pattern and corresponding architecture should be preserved. The efficient use of resources represented by this type of development will be of value well into the 21st Century. The Central Development Area offers the opportunity for efficient use of infrastructure (sewer, water, power), transportation (street, transit and rail), natural features (Housatonic River) and land (village density development).

B. MAJOR CORRIDORS

As discussed throughout the planning process, New Milford has developed around the shape of a large "Y" with Route 7/ 202 (Danbury Road between the Brookfield Town Line and Veterans Bridge) forming the base of the "Y" with Route 7 north (Kent Road) and Route 202 north (Litchfield Road) forming the branches. The downtown at the confluence of these three branches has served as the traditional center of commerce and government as well as the crossroad due to the major crossing of the Housatonic River at that point. In many ways, the character and evolution of these corridors is representative of New Milford. While serving as regional state highways with significant traffic volumes, all of these corridors still, to varying extents, contain reminders of New Milford's agricultural and rural heritage. As one moves

further from the confluence of the corridors in the downtown, this agricultural and rural character becomes more apparent. Even the Danbury Road portion of Route 7 reflects this situation. Despite significant development within the corridor, there are substantial parcels of land in the south portion still being actively farmed or in a basically undeveloped state.

Route 7/202 (Danbury Road)

During the next ten years, with the improvement of the Danbury Road portion of Route 7/202, this area will experience increased development pressure. Based upon design, environmental and economic base considerations, the portion of this corridor south of the Lanesville Connector is best suited for industrial, office and research/development use. The location of the new high school in this area is consistent with this land-use proposal since it will provide an enhancement to the gateway status of this corridor. Furthermore, when combined with the golf course on the east side of Route 7, a significant open space/transitional area will be created.

Danbury Road north of the Lanesville Connector should be developed as community and regional area of commerce. Within this commerce category would be large retail uses, highway-oriented retail, automotive uses and medium to high density residential development. The scale of retail development should be consistent with community aspirations. Consideration might be given to zoning amendments which limit the size of specific retail establishments. As discussed later, this area would be within the central sewer service area and should be developed for uses and intensities of development consistent with public-sewered areas.

The recently adopted I/C Zone for the Route 7 Corridor south of Lanesville Road permits a variety of uses including any use permitted in a B-1 or B-2 business zone as well as wholesale businesses, offices, kennels, storage and warehouses and the manufacturing, processing or assembly of goods. There is no differentiation in the height and area regulations in respect to different types of uses. However, sound planning principles have been used to establish incentives for shared access, shared parking and parking

facilities to the rear of buildings. The permitted lot coverage is increased from 25% to 35% and 40% when two and three abutting lots respectively are combined into joint use of a single driveway. The front-yard requirement is 50 feet when there is no parking in the front of the building and 100 feet when there is parking in the front of the building. Joint-use of parking is permitted as long as the amount of parking is not less than 80% of the requirement for all users computed in accordance with off-street parking requirements.

To balance high traffic generation (retail and service establishments) with lower traffic generation (industrial, research and development, flex space) and to diversify the economic base, similar incentives based upon land-use categories might be considered. For example, the 40% coverage permitted when abutting lots are combined in joint use of a single driveway might be permitted for industrial, research and development and flex space uses without the shared driveway requirement. This higher coverage would be restricted to parcels of minimum size and with a minimum frontage greater than the 200 feet required in the I/C Zone. The number of driveways established at a maximum of one for each 200 feet of frontage might be revised to require one for each 400 feet of frontage. The higher coverage for industrial, research and development and flex space uses could be accommodated and still maintain a superior level of site planning since parking requirements for such uses are much lower than for retail uses. In addition, the bonus for parking to the rear of buildings would not be as important to these types of uses since parking visible from the street and at the "front door" is not as important as it is for retail uses. Lastly, the traffic generation for these uses is much lower than retail uses on a square foot basis. Therefore, the higher coverage and resulting higher amount of square footage will not burden the traffic carrying capacity of Route 7 and connecting streets.

To encourage non-retail development without penalizing retail development, an approach might be used whereby the amount of development permitted on a parcel is controlled by traffic generation rather than a lot-coverage reduction. For example, the I/C zone permits 30% lot coverage for all uses with 35% and 40% allowed respectively when two or more

driveways are shared. If one assumes the 30% lot coverage is the basic permitted coverage, a one-story retail use could achieve 13,068 square feet of development per acre. Using a traffic generation rate of 4.5 vehicles per 1,000 square feet (blended rate) for the peak hour, such retail use would generate approximately 59 vehicle trips per peak hour per acre.

On the other hand, a business park use which could include office as well as flex space (multiple office, warehouse, light industrial uses) generates 1.48 trips per peak hour. This 1.48 trips per peak hour divided into the 59 peak hour trips for retail would support 39,864 square feet of development. If one assumes that business park development would average two stories, the coverage would be approximately 45%. At one story, the coverage would be approximately 90%. Obviously, the need for parking and yards would not allow such coverage at one story. However, some amount of square footage between the two numbers could be achieved. This ability to exceed the coverage permitted for retail might encourage non-retail development and help diversify the economic base without a greater burden on traffic than would be the case resulting from all retail development.

Economic Base

In terms of overall land use and economic base issues, the encouragement of non-retail development in the Route 7 Corridor south of Lanesville Road has several advantages. The recent retail development such as the K-Mart and Stop and Shop centers has occurred in the corridor north of the Lanesville Road. This newer retail, when combined with the center near the intersection of Route 7 and Veterans' Bridge, has created a regional center for consumer convenience shopping. This center serves the market area as defined in the market study for the downtown recently completed by Hyatt Palma. This market area is shown on the attached map. This market area is primarily New Milford and communities to the north and east. The shape of this market area can be explained by the fact that there is no significant retail to serve consumers in this market area other than the New Milford downtown and Route 7 development. Conversely, areas

south of New Milford are well served by the significant retail development in Brookfield's Federal Road and other retail sites in the Danbury area. Therefore, it is logical to concentrate additional retail development in the Route 7 corridor between the Lanesville Road and Veterans Bridge. The downtown should be revitalized in accordance with the recently completed study, with an emphasis on specialty retail, restaurants and cultural/institutional activities. A focus of this development should include tourism.

From an economic base standpoint, the encouragement of non-retail development south of Lanesville Road will facilitate the attraction of such growth from the Danbury area and lower Fairfield County. Recently, there has been an increase in the number of companies from lower Fairfield County looking for sites in the Danbury region. Many of these companies are looking for smaller sites and facilities (15 - 20,000 square foot space). With the improvement of Route 7, access to Route 84 and markets to the east and west as well as to the south will enhance New Milford's location. In addition, many of the potential employees would, in most likelihood, reside in areas to the south of New Milford. From a traffic standpoint, the movement of goods and employees from the south will lessen the impact on Route 7, particularly in the more congested northern portion of the corridor near Veterans Bridge.

Infrastructure Impact

In terms of infrastructure investment, the extension of sanitary sewer service to the New Milford/Brookfield line within the Route 7 Corridor would have positive cost/benefit impacts. Retail development does not generate the demand for sewer capacity to the extent that non-retail development such as manufacturing, research and development and flex space does. There is greater value placed on the availability of sewer service by such uses. Therefore, the extension of sewer service to this area could be used as an economic development incentive and also generate higher user fees. The availability of sewers also would support the higher lot coverage for such uses discussed earlier.

Gateway Issues

Finally, an important advantage to non-retail development south of Lanesville Road will be the potential to enhance this area as the gateway to New Milford. The non-intensive development and significant open space created by the farms and golf course as well as the ridge lines to the west and Still River to the east form an entrance to New Milford, which establishes an identity for the community. Even with the controls in the recently enacted I/C Zone, retail development could create a substantial visual change in the area. This is due to retail's market-driven desire to be visible from Route 7 and the extent of paved area needed for parking. In addition, the signage related to retail development is intended to be as visible as permitted by zoning regulations. Overall, the desire by retailers for visibility is inherently in conflict with the goal of retaining the open space and low intensity development appearance of the area. With good site planning, the non-retail uses discussed above could possibly be developed in a much more non-intrusive manner with greater potential to protect vistas and natural features. This type of development combined with the divided highway/boulevard design proposed for Route 7 as well as the access management included in the I/C Zone regulations will create a high quality visual gateway to New Milford. This attractive gateway can be achieved while still permitting significant economic development activities.

The site plan and landscaping plan approval process, as provided in Articles II - XII and III of the Zoning Regulations, is an I/C Zone requirement. Specific language could be added to the I/C Zone to describe criteria for review of the site and landscaping plans. Such criteria could address view shed requirements related to the ridge line to the west of Route 7. In addition, the Still River and natural areas to the east of Route 7 could be integrated into development in that area. This integration would include both view sheds and actual site layout to integrate physically these natural areas into the site plan. This could include pedestrian linkages between development sites incorporating these areas. Of course, wetland regulations related to the encroachment into these areas would still be in force. However, in the long run, the potential exists for sensible design which would enhance both development areas and these natural areas.

Route 7 (Kent Road)

Route 7 north of Fort Hill Road should be retained as a lower intensity development area with a limitation on the spread of retail development. A strong element of the future of this corridor's future should be an enhancement of the proximity to the Housatonic River. As discussed in the Open Space section, the role of the Housatonic as a connective element of the town's open space system is significant and the relationship to Route 7 in this regard is important.

In terms of retail development and community services, such development should be limited to Gaylordsville. This area should be strengthened as a village center at a scale and design consistent with current development patterns in the area. The Gaylordsville area serves as a natural center for the northwest quadrant of New Milford, consistent with the town's historical development. The town may wish to investigate the establishment of an historic district in this area. Preservation of this traditional development pattern should be a primary objective for this portion of the Route 7 corridor.

Route 202 (Litchfield Road)

As Route 202 heads north from the New Milford downtown, development transitions from major institutional uses such as the hospital and the police station to various retail and service establishments. At the same time, significant open space in the form of Canterbury School, the cemetery, Sullivan Farm, Pratt Center, Schaghticoke and Northville Schools and other properties form a good part of the corridor. Despite the heavy traffic on this section of Route 202, these open space areas maintain a rural character for a large portion of the area. There is some clustering of activity in Northville near the Northville Fire Station and the Northville Market. Non-residential development in the Route 202 corridor should be limited to the southern portion of the corridor within the Central Development Area and in Northville Center. The Northville Center should be strengthened. At the same time, the open space areas represented by Sullivan Farm, Pratt Center and Hipp Road school properties should be conserved as a significant open space cluster.

C. RESIDENTIAL AREAS

As shown on the Land Use Plan, most of New Milford is designated for two categories of residential land use. These categories reflect the designations in the Regional Growth Guide Map - Lower Density Neighborhood Areas (Suburban) and Semi-Rural Remote Areas. These land-use categories are defined as:

> Lower Density Neighborhood Areas (Suburban): Lower density non-central developing areas without basic presumption of public water and sewer systems, having the capability to absorb growth, but only at intensities and in amount that can be permanently served by on-lot or near-lot well and septic systems. The development intensity of these areas will typically include an overall density of between one and two acres for each dwelling unit.
> Semi-Rural Remote Areas: Outlying areas where densities even less than the minimums needed to sustain on-site disposal and well systems are reasonable in order to resist growth pressures that are better channeled to more cost-effective and less remote locations. These areas are characterized by containing a high percentage of vacant, underdeveloped land and/or agricultural and managed forest lands and rural aesthetic buildings and landscapes and sprawl pressures have not arrived to give a suburban appearance. These areas often contain major sections of steep terrain or rivers and large water bodies, and have elements of a rural road system with low average daily traffic volumes, often sufficient as is for the semi-rural remote use. The overall density for the area would be between three and four acres for each dwelling unit.

For the most part, the Land Use Plan is consistent with the HVCEO Growth Guide Map. One variation is the vicinity of Route 37 (Sherman Road). The Growth Guide Map extends the Lower Density Neighborhood Area north of Route 37 in an area generally bounded by Stillson Hill Road on the west, Gaylord Road on the north and Route 7 (Kent Road) on the east. The Land Use Plan proposes that area as a Semi-Rural Remote Area. Also, the Semi-Rural Remote Area along the eastern boundary of the Town is generally bounded by Route 109 on the north in the Growth Area Map. The Proposed Land Use Plan extends the Semi-Rural Remote Area north to Church Hill Road and west to Upland Road as well as west to Ridge Road and Mine Hill Road.

Clearly, the intent of these residential designations, when combined with open space proposals, is to retain these areas as lower density residential areas with maximum emphasis placed on conservation of the natural environment. It is within these areas that conservation zoning and subdivision initiatives will have the greatest impact on the town's character. The densities proposed for these areas are consistent with the existing and proposed infrastructure systems. No extensions of public sewers are proposed into these areas. The only exception would be to address health issues resulting from failed on site sewer systems located in respect to the Central Development Area, where an extension would be feasible. The Semi-Rural Remote Area designation and recommended densities is intended to allow the continued use of the many rural roads (including dirt roads) which serve areas included in this category. Development at higher densities in these areas would result in the need for substantial public investment in road improvements, often with a negative impact on the rural environment. By encouraging sustainable levels of growth in these areas, such investments will be unnecessary. Scarce resources will then be available for investment in facilities serving the Central Development Area, where the cost/benefit ratio is more positive due to the density of development served and extent of revenue-producing uses.

D. HOUSING AFFORDABILITY AND DIVERSITY

The housing stock in New Milford is not just single family detached homes. Two family dwellings are provided for in certain districts and within the central sewer district, conversions are permitted up to four units. New Milford also has established multiple residence districts, which allow a development density of about 10 units per acre. A multi-unit project can be organized either as a rental complex or a condominium and the physical possibilities could include attached townhouses or garden apartments.

"Affordability" is a relative condition. The state defines affordable housing at Section 8-39a of the Connecticut State Statutes: "Affordable housing means housing for which persons or families pay thirty percent or less of their annual income, where such income is less than or equal to the

area median income for the municipality in which such housing is located as determined by the U. S. Department of Housing and Urban Development."

New Milford's established policies have stated a concern to maintain and encourage housing variety and economic diversity. But the CGS 8-30g land use appeals regulations open the door to potential abuse of local regulations by developers under the guise of providing affordable housing.

The existing plan, local regulations and ordinances and state statutes identify the scope of public interest items to be considered in evaluating zoning and development proposals. Under state statutes and enabling zoning and subdivision regulations, there are numerous specific considerations which the regulatory commission can consider in evaluating a proposal. These considerations include:

Height	Lessen congestion in the streets
Stories	Secure safety from fire, panic, flood
Size	Prevent overcrowding of land
Lot Coverage	Avoid undue concentration of population
Yards	Facilitate adequate provision for
Open Spaces	transportation,
Location	Adequate water, sewerage, schools, parks
Public Health	Conserve value of buildings
Public Safety	Appropriate use of land
Public Welfare	Energy Efficiency
Property Values	Wetlands

What is not so clear is, when there is a conflict between "affordability" and adherence to the adopted policies regarding these items, what should be the guidelines as to how to weigh the opposing concerns.

Consideration should be given to guidelines along the following lines of reason. First, New Milford's Zoning Ordinance has included in multi-family districts a potential 20% unit bonus for affordable housing. The state had a 20% ratio for a project to qualify as affordable, which they recently increased to 25%. It seems logical that variation from established standards and practice should be consistent with the ratio of affordable units being provided, so that a variance up to 25% might be considered reasonable in the density regulation applying to a site. However, beyond that level an undue concentration of population and overcrowding of land sets in and public interests in underlying policies and principals of land use planning would outweigh provision of additional affordable housing. Additionally, while the density standards might be loosened, other site layout and planning standards should be maintained for the benefit of the future project residents as well as their neighbors.

A second consideration is the profile of the community housing inventory including rental rates, sales prices, vacancy and availability factors. While the assisted and restricted housing inventory in New Milford is only 359 units, the need for additional units is ameliorated by the fact that the market profile is such that 35% of the inventory is affordable to households with incomes as low

as 80% of the statewide median and among recent sales about 20% were at prices affordable to low-income households and 55% to households at moderate incomes.

Availability is another factor to weigh in evaluating the need for new units. The vacancy rate in a community considered adequate to support turnover and selection is considered 5%. If the vacancy factor in the community is at or above the 5%, the need for additional units is lessened. The vacancy rate can differ by type of unit, such as apartments versus single family homes and the appropriate factor should be applied. In the single-family market, the actual vacancy factor should also be increased to reflect the number of occupied homes for sale.

Another measure of need might be whether the median rental rate or the median home sales price in a community is affordable to the household with a median income. It seems reasonable to infer that if the median priced home is affordable at the median income level, the need for more affordable units is not so great as if an income substantially in excess of median is required to afford the median priced home. Additionally, it seems reasonable to infer that a project at rentals or prices at or above the median in the local market is less of a need than projects with rates and prices below 80% of the local market median. Current information on the local market prices is generally available through the local Board of Realtors and historical sales data is published by The Commercial Record.

New Milford should continue its established policies to maintain and promote housing diversity and economic choices in housing but, when projects are proposed which disregard established planning and zoning standards in the name of "affordability", the foregoing measures of need should be considered in weighing the benefit of the project against the need to protect the public interest represented by the established standards.

E. COMMUNITY FACILITIES

For the most part, community facilities are proposed to be located within the Central Development Area. The exceptions are the Northville and Schaghticoke Schools, the Northville and Gaylordsville Fire Stations and several active recreation areas.

Schools

As discussed in the introduction, a significant planning process for school facilities has been conducted by the Building Committee concurrently with the plan update process. This school building program includes construction of a new high school and renovation of the existing high school for a grades 4 thru 6 intermediate school. The Planning Commission has endorsed this proposal and the voters have approved the program at referendum. Therefore, the new high school location on the Larsens Farm parcel is included on the Land Use Plan.

Sewers

The Land Use Plan designation of the Central Development Area is based upon the assumption that the sewer service district boundaries will be generally coterminous. Within this sewer service district, the New Milford Water Pollution Control Authority will establish policies for the use of sewer capacity. It is recommended that priority for use of available and future capacity be given to non-residential uses which will strengthen the tax and employment base of the community. However, the connection of residential uses at densities consistent with the residential districts with the Central Development Area would be permitted.

Recreation Facilities

The Land Use Plan recreation facilities component focuses on the multiple use of recreation facilities at school sites and the addition of active recreation facilities at current public parks. The construction of a new high school and renovation of the existing high school will result in the addition of active playing fields to the existing inventory. A swimming pool at the site of the existing high school should be considered as part of that project. The potential for additional recreation facilities on the Sullivan Farm and Lutinsky properties should be examined as part of a specific update to the Parks and Recreation Plan. In addition, the potential for playing fields at the United Water property surrounding Reservoirs 1, 2, 3, and 4 should be considered. All of the existing school sites and parks as well as the proposed high school site and the Lutinsky, Sullivan Farm and Reservoir properties are shown on the Land Use Plan.

Road Network

The Land Use Plan presents major road network improvement proposals as follows:

-Route 7 reconstruction as a four-lane with turning lanes boulevard.

-New Lanesville Connector between Route 7 and Grove Street.

-Re-alignment of the Grove Street and Route 67 intersection.

In addition to the major road network improvement proposals listed above, there will be specific proposals for improvement to collector and local roads within the suburban and semi-rural residential areas. These improvements will be coordinated with and made part of the Capital Improvement Plan. The Five Year Capital Improvement Plan (1997-2000) identifies specific road and bridge improvements at an estimated cost of $15,600,000 for 43 projects. For the most part, these improvements will involve intersection improvements, improvement of sight distances, creation of standardized pavement widths within existing right-of-ways, improvement of existing bridges and miscellaneous roadway projects. No major new rights-of-way are proposed.

G. CONSISTENCY WITH STATE PLAN OF CONSERVATION AND DEVELOPMENT

The 1997 Draft State Plan of Conservation and Development has been circulated for comment and is in the final stages of approval. The Regional Growth Guide Map prepared by the Housatonic Valley Council of Elected Officials has been integral to the preparation of this revised State Plan. The 1997 State Plan has been revised from the 1992 Plan to limit expansion of urban growth along Route 202/Route 109, to narrow the growth belt in the Route 7 corridor and to extend the growth area from Veterans Bridge to the Brookfield town line. The outlying areas of town are shown either as conservation or rural density. In sum, the Location Guide Map included in the Draft State Plan of Conservation and Development and the Proposal Land Use Plan are consistent. Furthermore, the State Plan includes a Route 7 widening; preservation of farmland, and a coordination of land use and wastewater management. These recommendations

are all consistent with proposals contained in New Milford's Plan of Conservation and Development.

H. AREAS OF CONCERN

Throughout the process of the updating of the Plan of Conservation and Development, several areas within New Milford were the focus of discussion in terms of various conservation and development issues. These areas have been identified as "Areas of Concern". It is not say that other areas in town are not of concern, but these are areas about which extensive community dialogue will occur in the future. The following lists these areas and briefly summarizes the plan direction for each area.

Route 7 Corridor (Brookfield Town Line in Veterans Bridge)

This area serves as the gateway to New Milford with the potential for significant economic base activities. The plan proposes high quality development in this area with a recognition of the need for Route 7 to serve as a major transportation route. The plan proposes an emphasis on non-retail economic base activities south of the Lanesville Connector and community/regional commerce north of the Lanesville Connector.

Pumpkin Hill Area

This is a transitional area between the Route 7 Corridor to the west and residential areas to the east. The plan proposes this area as a restricted economic development area where low-density, high-quality economic development may be permitted as part of a planned development district in accordance with Article V, Planned Development District of the New Milford Zoning Ordinance. Continued residential zoning of the area is anticipated subject to the possible consideration of planned development proposals.

Candlewood Lake

As a major natural asset, Candlewood Lake should be protected from negative impacts resulting from the development of surrounding areas. In this regard, the creation of Candlewood Lake District should be considered. This district should address issues such

as ridge line protection, restriction on clear cutting, erosion control and other applicable provisions to protect the environmental quality of the Lake.

Candlewood Lake Road/Airport Area

This area is shown in the 1986 Plan of Development as an Airport Zone surrounded by low density residential and open space areas. The zoning designation for the area includes an Airport Zone, B-3 (Lake Business) Zone and R-60 Residential Zone. During the time period of preparation of this (1997), a concept was proposed for a conference center with supporting golf and retail facilities in this area. This concept would include the conservation of significant open space areas. While any specific development proposal must be reviewed in accordance with applicable regulations, such a comprehensive planning approach is appropriate. Furthermore, such a comprehensive planning approach is encouraged for large tracts of land throughout the town.

Downtown, Gaylordsville and Northville

As discussed in the Plan, these three areas, which are the historic location of commerce and community services, should be the focus of specific attention to assure their long-term vitality and strengthen their defined role within New Milford.

Housatonic, East and West Aspetuck and Still Rivers

These water bodies and their tributaries represent an important natural resource for New Milford. The long-term preservation of these waterbodies with sensitive development in the areas of influence surrounding them is presented throughout the plan.

IV. OPEN SPACE

A. CURRENT INVENTORY

As discussed earlier, recent state legislation has changed the term Plan of Development to Plan of Conservation and Development. There is no community where this newly placed emphasis on conservation is more important than New Milford. In the largest land area town in Connecticut with extensive natural features such as rivers, wetlands, mountains and ridge lines, New Milford residents are provided examples of the beauty of nature on a daily basis. Throughout the plan update, the value placed upon the natural environment by New Milford residents has been stated clearly and forcefully. At the same time, there has been a recognition that the financial resources available for conservation will limit the scope of such programs. The issue of the cost of conservation and the threat to the natural environment is further magnified in New Milford because of the town's attractiveness for development among communities within the region.

TABLE 12
PUBLIC OR NON-PROFIT OWNED OPEN SPACE

TOWN OWNED/LEASED	ACRES	USE
School Playgrounds	21	Recreation
Undeveloped school lands	42	Open Space
Ferris Park	1	Recreation
Young's Field	14	Recreation
Addis Park	3	Recreation
Town Green	2	Open Space
Clatter Valley	87	Recreation & Open Space
Sega Property	44	Recreation & Open Space
Baldwin Park	14	Recreation
Washburn Subdivision	5	Recreation
Carlson's Grove	17	Recreation
Emmanuel Williamson Park	6	Recreation
Rolling Glen	2	Recreation
Bleachery Dam	20	Recreation
Squire Hill Road	150	Open Space
Donna Drive	2	Open Space
Holly Lane	7	Open Space
Meadowland Drive	2	Open Space
Sullivan Farm	104	Recreation & Open Space
Helen Marx Park	6	Recreation
Pickett District	23	Recreation
Lynn Deming Park	13	Recreation
Wheaton Road (80-68)	X	Open Space
Subtotal	**585**	

STATE OWNED	ACRES	USE
Zalesky Tract Sanctuary	294	Conservation
Hurd Property, Lover's Leap Park	40	Recreation

State Boat Launch	1	Recreation
Development Rights, Smyrski Farm	210	Conservation, Agriculture
Subtotal	**545**	
NON-PROFIT OWNED (Tax Exempt)	**ACRES**	**USE**
Harrybrooke Park	38	Recreation
Weantinoge Heritage Lands (Fee Owned)	930	Conservation
Weantinoge Heritage Lands (Easements)	270	Conservation
Nature Conservancy/Sunny Valley	400	Conservation, Agriculture
Roxbury Land Trust	35	Conservation
Steep Rock Association	25	Conservation
Elliot Pratt Outdoor Recreation Center	193	Conservation, Recreation
Audubon Society of Connecticut	25	Conservation
Subtotal	**1,897**	
TOTAL	**3,027**	

TABLE 13
OPEN SPACE-NOT PERMANENTLY DEDICATED

UTILITY OWNED		**ACRES**	**USE**
CL&P Forestlands		849	P.A. 490
Other CL&P Lands	770	Power Supply & Transmission	
United Water Connecticut, Inc Lands		340	P.A. 490, Water Supply Reserve
Other United Water Connecticut, Inc Lands		4	Water Supply
Subtotal		**1,963**	

PRIVATE RECREATION LANDS		**ACRES**	**USE**
Rackett Club		4	Recreation
Ella Foh's Foundation Camp		125	Recreation (formerly)
Candlewood Lake Golf Course		101	Recreation, P.A. 490 Forest
Candlewood Valley Country Club		157	Recreation, P.A. 490 Open Space
Buck's Road Camp	121	Recreation	
Newtown Fish & Game Club		155	Recreation, P.A. 490 Forest
Subtotal		**663**	

PRIVATE "USE ASSESSED" LANDS	**ACRES**	Total 15,299
P.A. 490 Farmlands	7,207	Agriculture
P.A. 490 Forestlands (other than above)	6,256	Forest Management (Total 7,680)
P.A. 490 Open Space (other than above)	255	Conservation (Total 412)
Subtotal	**13,718**	

TOTAL16,342

As can be seen from Tables 12 and 13, the vast majority of open space land in New Milford is not permanent open space and is vulnerable to development pressures. The amount of open space under public ownership or permanent easement is only 3,027 acres. The Connecticut Statewide Comprehensive Outdoor Recreation Plan (SCORP) states that the average is 6 persons per acre of open space. This means that New Milford would need an additional 1,140 acres of open space to achieve the state average. Given the limited amount of land under some form of permanent open space conservation, the amount of land worthy of preservation and the limited

resources available for acquisition, it is necessary to establish priorities for open space preservation and to establish a variety of approaches to preservation. The priorities must establish the most important areas or types of open space and must attempt to achieve the highest level of benefit.

B. PROPOSED OPEN SPACE AREAS

These areas shown on the Land Use Plan and Open Space Plan are locations found to have significant natural resources worthy of conservation. They are not necessarily areas to be municipally acquired, but purchase is one means of conservation. Development of these areas is possible consistent with their general location, but they are identified to alert owners, developers and Town officials that special care should be paid to development density and design to be sure that valuable natural attributes of the sites are not compromised. It should be noted that the proposed open space designations shown on the Land Use Plan and Open Space Plan are intended to show general locations. However, since a parcel Geographic Information System (GIS) has been used for mapping, entire parcels are included in such designations. It is not intended to imply that the entire parcel contains significant open space features.

C. OPEN SPACE FEATURES

The 1986 Plan of Development contains a specific listing and mapping of areas of New Milford that should be preserved as open space as part of both the Open Space Plan and the Land Use Plan. The focus of major open space areas as proposed in the 1986 plan is on prominent topographic features, major wetland areas (swamps) and the river system. The issues of linkage and multiple usage of open space are also addressed in the 1986 plan. The concepts and recommendations for open space contained in the 1986 plan are still valid and have been reviewed and refined for inclusion in the updated plan. The Open Space Plan map shows two categories of open space – existing open space and proposed open space. The existing open space category is comprised of publicly owned sites and sites under ownership by non-profit organizations or other entities which assure the long-term retention of these areas as open space. Within this open space inventory there are both passive and active recreation areas. The proposed open space category includes areas that have specific attributes as described below which make these areas important assets in the town. These areas have been identified in order to focus attention on their importance in future long-range planning and conservation efforts.

The protection of these valuable assets can be accomplished through a variety of methods including:

- Σ ownership of land in fee simple
- Σ ownership of a conservation easement
- Σ ownership of development rights
- Σ covenants and restrictions running with the title
- Σ land use regulations (both local and state)
- Σ Public Act 490

It should be made clear that designation of a parcel as proposed open space on the Open Space Plan and Land Use Plan does not mean that public acquisition is proposed or recommended. What it means is that these areas should be monitored to assure maximum feasible protection and conservation. Various land use control proposals are contained in this plan which would provide the framework for this process. In addition, public and not-for-profit agencies and organizations should use the Open Space Plan as a guide for possible acquisition strategies if appropriate. Such strategies might include the purchase of right of first refusal or other ownership methods outlined above.

Public Act 490 is a significant tool for open space preservation and conservation. As noted earlier, some 15,000 acres in New Milford are currently in this use category. Forest and farmland under Public Act 490 have site specific criteria that must be met to qualify for designation. However, the open space category has no such criteria, but must be identified in the Plan of Conservation and Development. Due to the extensive amount of 490 land in New Milford such a designation on a map is difficult to show. Therefore, it is proposed that all residential zoned land in addition to land shown as open space on the Open Space Plan be designated as eligible for open space designation under Public Act 490 with the following provisions:

- Σ The amount of land must be in excess of the minimum lot area allowed for that zone and only the area in excess of the minimum lot is eligible.

- Σ Any land for which formal application for subdivision has been made at the time of adoption of this Plan of Conservation and Development is not eligible.
- Σ Any land for which formal application for subdivision is made in the future shall lose its open space designation. The designation may be restored if the application is denied or withdrawn.
- Σ Any land sold as part of an approved subdivision may be designated as open space to the extent it exceeds the minimum area allowed for that zone.

All requests for open space designation under Public Act 490 shall be referred by the Assessor to the Planning Commission for review for conformance with the provisions outlined above.
The following describes specific assets worthy of open space conservation.

Ridge Lines and Highlands

The most distinctive features in New Milford are the ridge lines and highlands which, in conjunction with the valleys and watercourses, form the natural platform of the community. As shown on the Land Use Plan, the ridge lines and highlands comprise a system of proposed open space running in a north-south spine in the western portion of the town, generally parallel to Danbury Road and Kent Road. This area forms a scenic backdrop as viewed from Route 7 and also provides for dramatic vistas as viewed from more distant highlands (Chestnut Lands) across the valley in the eastern portion of Town. The highlands portions of this open space network is in the northern part of town and encompasses Long Mountain (part), Peet Hill, Bear Hill, Mount Tom and Iron Hill.

Much of the property within these ridge lines and highlands would remain underdeveloped due to steep slopes. However, individual home sites could be accommodated on selective sites and by grading. While the number of homes built would be limited, the visual effect of such development could be significant. This situation is the case when the natural ridge line or slope of a hill is altered by clearing and grading. Such development not only affects the character of the area in the vicinity of the site, but also affects the view from more distant vistas. The specific location, extent and

methods of ridge line protection should be investigated by the town with the involvement of appropriate town commissions and the Town Council.

Waterbodies, Rivers and Streams

As New Milford is defined by its ridge lines and highlands, it is also defined by its system of waterbodies and watercourses. Candlewood Lake and the Housatonic River are regional water resources and have a major impact on development patterns and the nature of the community. Of almost equal importance within New Milford are the East and West Branches of the Aspetuck River as well as the Still River. These water bodies and adjacent land present the opportunity for a necklace of open space which can be integrated with and enhance overall development in the town. The location of the Still River and Housatonic River in relation to the Route 7/202 corridor provides an opportunity for open space preservation and use within an area where substantial activities will occur.

The Housatonic River north of the Central Development Area as well as the two branches of the Aspetuck River provide opportunities for linked open space with less active use and more conservation and nature education value. In terms of linkages of open space the extensive electric and gas transmission line easements provide opportunities for connections. These easements are particularly important for wildlife to avoid the danger related to the street network. In addition, opportunities are provided for use of these easements by hikers to connect open spaces in a trail network.

Recently, another opportunity for open space preservation and possible active recreation use has emerged with the decision of United Water Connecticut, Inc. to plan for the re-use of its holdings surrounding Reservoirs #1, #2, #3, and #4. This area represents the opportunity for a substantial open space and recreation area in the eastern portion of town. This is the area of town which has been experiencing the fastest rate of residential development and is projected to continue to be an area of substantial residential development. Therefore, the preservation of open space to some extent in this area

possibly coupled with residential, recreational and/or municipal use would be of long-term value.

Farmland

Farming has been a significant part of New Milford's heritage. In addition to serving as an economic base activity, farms have provided open space areas and scenic vistas. To the extent feasible, New Milford should strive to conserve farm land for the future through the various open space conservation approaches outlined in this plan.

D. OTHER OPEN SPACE FEATURES

In addition to the key open space areas designated for preservation in the Open Space Plan, there are numerous parcels of land throughout New Milford which, in their non-developed or sparsely developed status, help to maintain the rural environment. Many of these parcels are located along arterial or collector roads which magnifies their visual impact. As part of the research in the update process, significant vegetated parcels along such routes were mapped. In the long term, the most practical approach to the preservation of these areas is the use of conservation zoning and subdivision regulations. This approach can maximize conservation whereby most of the parcel is maintained as open space within areas experiencing residential development. By use of such methods, natural wooded buffers along streets can be maintained. Hedgerows, stone walls and wooded areas on sites along with the wetlands and steep slopes, which would be left underdeveloped in accordance with other land-use regulations would be conserved. Combined with the more substantial open space areas proposed for conservation, the rural qualities of New Milford could be preserved without excessive public cost or unreasonable restraints on the property owners rights.

E. REGULATORY STRATEGY FOR RURAL CONSERVATION

One approach to rural conservation is to reduce overall development potential by increasing the minimum lot size in the rural conservation areas. However, most such areas already are designated as two-acre minimum and surrounding rural communities do not typically have a minimum lot dramatically greater than that. Also, New Milford's original zoning districts were

established with some attention to the ability of the underlying soils type and slope to accommodate development and septic waste disposal in particular. Given the long established nature of the existing districts and concerns over property rights issues, rezoning to larger lot requirements should be pursued only if there is a widespread grass-roots neighborhood support for such revision, with the minimum lot size being increased in such areas to three (3) acres.

However, an analysis of development potential by neighborhood under existing zoning suggests rural densities likely to be achieved without change. For purposes of analysis, we compared total acreage in each census tract to housing units recorded in the 1990 Census and potential additional housing units based upon current zoning and the amount of buildable land remaining. The following summarizes this information.

Census Tract	Total Acreage	1990 Housing Units	Potential Housing Units	Total Housing Units	Acres Per Housing Unit @ full build-out
2531	1,500	1,786	956	2,742	.55
2532	7,800	2,109	1,717	3,826	2.04
2533	2,700	1,264	548	1,812	1.49
2534	9,600	2,220	1,933	4,153	2.31
2535	19,000	1,916	4,705	6,621	2.87

The census tract geographies have been superimposed on the plan to relate the densities outlined above to the Land Use Plan. Census Tract 2535 which has the largest area designated as Rural Density, has the lowest density at 2.87 acres per unit. Census Tract 2534, which has the second largest area in such designation, has the second lowest density at 2.31 acres per housing unit. If open space proposals included in the Plan of Conservation and Development are implemented, the densities in these neighborhoods will be even lower due to less units being produced. The resulting densities at full build-out would then be well within the ranges described in the Land Use Plan.

The approach recommended as more attentive to rural character is increased conservation design standards in the details of zoning and subdivision layout.

Listed below are suggestions for a more active conservation-oriented zoning and subdivision regulations, review and approval process. These suggestions are conceptual. Specific ordinance revisions should be drafted by the Planning and Zoning Commissions working together with input from conservation and wetlands commissions and subject to a separate public participation and hearing process.

* Maintain established "soil-based" zoning districts, but add supplemental criteria for the design and layout of subdivisions located in areas shown as Rural Density Area on the Plan of Conservation and Development.

* Subdivision applications should include a map of existing conditions, which identifies items of importance to rural conservation: farmlands, woodlands, wetlands, steep slopes, large diameter trees and mature tree groups, stone walls, historic bridges or buildings; established trails and wood roads, scenic views, ridge lines, floodplains and water supply watersheds. The map also should identify adjoining features such as trails or designated open space to which linkages might be made.

* Proposed subdivision development plans should illustrate the planned conservation of the key rural features on the existing conditions map.

* Subdivision development in rural conservation areas should include at least 20% of the original site to be dedicated as protected open space, with conservation and access easements for proposed lots as appropriate to protect key features and facilitate linkages.

* A "buildable area" definition could be added to zoning to identify areas with no wetlands or steep slopes (over 25%).

* The review and approval of subdivisions in rural conservation areas in the plan should require minimum buildable area or each lot to be no less than 50% of the standard minimum lot area.

* Only 50% of wetlands, floodplains or steep slopes (over 25%) should be attributable to satisfy minimum lot area requirement.

* The review and approval of subdivisions on older "country roads" through rural conservation areas should require the long side of a standard lot to run along the road. The minimum front yard along such roads should be greater than current standards as appropriate.

* The review and approval of subdivisions should aim to minimize any adverse visual effect of new construction. The subdivision review should encourage home-sites to be situated in forested areas with pastures and cultivated fields remaining as open space. The review of proposed development might stipulate minimal disturbance of natural vegetation and could require lots proposed in open fields to be oversized to enhance privacy and reduce visual effects.

* Limit consideration of PRD subdivision proposals in rural conservation areas to detached single-family homes. Further limit their consideration to sites which will not create an adverse visual effect along the older "country road" network. Apply the same design approaches as noted above with respect to conservation. Calculate maximum home sites allowed by dividing the minimum requirement of the zone into the total tract area minus 50% of the area in wetlands, the area in floodplains and the area in steep slopes, also minus 20% of the tract normally set aside as open space, and minus 10% of the tract as might normally be used for roadways. The permitted number of lots and home sites could then be developed to conform to health regulations regarding water supply and sewage disposal and the established standards in Article VI of the existing Zoning Code. Criteria for approval of an appropriately designed PRD would be provision of at least 50% of the original tract in dedicated open space. If soil conditions are suitable, a bonus

of 10% additional home sites might be provided for each additional 10% of the tract dedicated to open space.

* Planning Commission draft language for proposed "Forest Conservation" zoning district and forward to Zoning Commission for consideration and action. The proposed district would be analogous to the existing Housatonic River Zone and might include uses such as tree farming, game management, forest management, pastures, trails, fishing, hunting, camping and picnicking. The minimum acreage to qualify as "forestland" under P.A. 490 is 25 acres and residential use would also be allowed at a density of one home per 25 acres. The Assessor would notify all owners of lands designated as forestlands under P.A. 490 and located in a rural conservation area on the Plan of Conservtion and Development that a "Forest Conservation" zoning district had been established (subject of course to Zoning Commission approval of above) and offer to reduce assessment by 50% on properties for which owners petition and obtain a change to the FC category.

* In addition to the zoning and subdivision recommendations listed above, the Planning Commission should designate the following as "rural country roads" and recommend to the Zoning Commission that along "rural country roads" as identified in the town of New Milford Plan of Conservation and Development the minimum lot frontage and the minimum front yard setback shall be established in a manner which protects the rural character of the areas.

Stilson Hill Road*
Church Road
Squash Hollow Road
Judd's Bridge Road *
North Road*
Mine Road*
Long Mountain Road
(north of utility easement)*
Hine Road*
Bass Road*
Front of the Mountain Road (east of Ridge Road)
Indian Trail*
Mud Pond Road*
West Meetinghouse Road
(north of utility easement)*
South Kent Road
Old Stone Road
Reservoir Road
(east of Ridge Road)
Ridge Road
Route 109
Walker Brook Road
Sawyer Hill Road
Cherniske Road*

* These roads are already designated in whole or in part as scenic roads.

(Note: zoning already establishes on roads with right-of-way less than 50 feet, the setback shall be 125 feet from the centerline). The roads listed above are shown on the Rural and Scenic Roads Map.

The use of the regulatory strategy outlined above combined with implementation of Open Space Plan proposals will accomplish the long-range objectives of a suitable level of development while maintaining the rural character of many sections of New Milford. The details of ordinance revisions are beyond the scope of the Plan of Conservation and Development. The revisions should be given adequate attention in their own right to evaluate the practicality of their application and their effect on development and conservation.

V. SEWER PLAN

A. BACKGROUND

The expansion of the sanitary sewer service area in New Milford has been an evolving process wherein sewer service has expanded outward from the original sewer area (1959) in the downtown and surrounding area. As part of this expansion, the Waste Water Treatment Plant capacity was increased from its original 500,000 gallons per day to 1,000,000 gallons per day (1988). In addition, lines were extended to the west side of the Housatonic River to serve densely developed commercial and residential areas and the high school and Pettibone School as well as north of the downtown along the Route 202 corridor (Great Brook Interceptor Sewer). These expansions were undertaken by the New Milford Water Pollution Control Authority (WPCA) in accordance with the Facilities Plan approved in 1983.

The 1986 Plan of Development generally incorporated the recommendations of the 1983 Facilities Plan, with expansion of the sewer service area west of the Housatonic River and north in the Route 202 area. The 1986 Plan established the following priorities:

-Infill activities and minor extension east of the Housatonic River on a case by case basis.

-Expansion west of the Housatonic River along Route 7 from the traffic circle to vicinity of Stop and Shop.

-Extension down Pickett District Road to Lanesville.

-Expansion north along Route 202 after the impact of generation from previous extensions, infill activity and other minor extensions on plant capacity have been analyzed.

These priorities were established with the explanation that 91% of the area proposed to be served in the 1983 Facilities Plan was zoned for one-acre single-family residential development. The priorities as proposed in the plan were intended to achieve growth management and balance land uses. The plan acknowledged that the issue of sewer service is inexorably tied to growth management.

B. CURRENT SITUATION

New Milford WCPA has established a sewer area to plan and manage sewer service. The boundaries of this sewer area are shown on the Sewer Plan. This area includes the original central area (1959), as well as expansions undertaken in accordance with the 1983 Facilities Plan. Within this sewer area there are locations where sewers are committed, but yet to be built. In addition, potential future remediation areas have been identified which are located outside the sewer area. It should be noted that this sewer area is not an officially adopted sewer district but rather is an area used for planning purposes as described above.

Based upon an estimate prepared by the New Milford WCPA, there is potential for 950,000 gallons per day of effluent from the sewer area and potential remediation areas. This amount of effluent effectively uses the 1,000,000 gallons-per-day treatment plant capacity. Currently, approximately 600,000 gallons per day are being treated. Therefore, the potential for additional effluent is more than 50% of the amount currently being treated. When 90% of plant capacity is reached there is a requirement to start plant expansion. The 1992 bond issue for extension of lines contained funds for plant expansion design work. Preliminary estimates indicate that the maximum plant expansion on site could double capacity.

C. THE FUTURE

The statement in the 1986 Plan of Development that sewer service is inexorably tied to growth management has never been truer than it is today and for the future. The HVCEO Regional Growth Guide Map, in the designations of various areas, relies heavily on sewer service as a growth management tool. The Growth Guide recommends sewer availability in the Regional Center, Near Central Developed and Primary Growth Areas. This approach is intended to centralize growth in these areas to address the growth management issue highlighted in the 1986 Plan of Development. In this regard, the Land Use Plan and the Sewer Plan for New Milford recommend the sewer area be expanded to encompass the current sewer service area and the limits of the Near Central and Primary Growth Areas as shown on the Regional Growth Guide Map. The expansion portion of this area is comprised primarily of the Route 7 corridor from the current southern limit of the sewer service area to the New Milford/Brookfield town line, including the Pickett District Road Area. The proposed sewer service area generally follows

property line boundaries. However, in the area east of Route 7, the Still River has been used as the easterly boundary. The second expansion area is in the Boardman Road Area to the northwest of the Central Area on the east side of the Housatonic River as well as an industrial area on the west side of Route 7 in the Boardman Bridge vicinity.

From a growth management aspect, not only is this proposed expansion consistent with the Regional Growth Map, but the area also is zoned primarily for non-residential use. The expansion of sewer service into this area would support the capital investment to be made in the improvement of Route 7 between the town line and Veterans Bridge as well as the Lanesville Connector and Grove Street improvements. The long term tax base and employment benefits accruing to this investment will have a positive effect on New Milford's future.

A key issue related to the expansion and ultimate cost/benefit is the need for and costs related to increased treatment plant capacity. Estimates by the WCPA clearly show that capacity requirements for future growth within the existing sewered area, plus potential remediation areas and future expansion areas, ultimately will exceed the existing capability. Investment in additional treatment facilities as growth takes place should be considered fiscally sound since predominately non-residential development would be served. A sewer facilities plan update should be undertaken to coordinate sewer planning with the Plan of Conservation and Development and to establish location and sizing for a plant expansion.

VI. CIRCULATION PLAN

A. BACKGROUND

The Circulation and Traffic component of the 1986 Plan of Development contained a general description of traffic flows based upon a Connecticut Department of Transportation modeling forecast; traffic volumes for Route 7 and a listing of highway classification and design standards. In discussion of Route 7, a 1980 traffic count of 16,500 vehicles at the Brookfield line is mentioned. Based upon 1994 ConnDOT counts, the number of vehicles at this same location had increased to 22,800, almost a 40% increase in the 14 years. The plan also discussed the proposed expressway Route 7 and its status as a low priority project with ConnDOT despite local

and regional interest. ConnDOT's intention at the time to study the feasibility of constructing a lesser facility is discussed.

The 1986 plan then moved into an extensive listing of roads within the town with existing pavement widths less than required to meet design standards. These roads were classified as arterials, major collectors and minor collectors. The plan also listed some 27 road improvements identified in the 1972 plan and the status of these recommended improvements in 1986. The Circulation Plan Map identified arterials, major collectors and minor collectors as well as the proposed improvements.

B. CURRENT SITUATION

Clearly, the most dramatic change since the 1986 plan in terms of the Circulation Plan has been the re-design of Route 7 in a boulevard configuration as opposed to the previously proposed expressway. This design change has implications for the Route 7 corridor as well as the previously proposed east-west access provided by a new Housatonic River crossing and link to Route 202 north of the downtown. The new design of Route 7, when combined with recommendations contained in the HVCEO Access Management Plan prepared will provide a combination of more efficient traffic movement and opportunities for significant economic development within a new gateway to New Milford.

While the dramatic change represented by the Route 7 re-design has occurred, the improvements to local streets and general upgrading to design standards included in the 1986 plan have generally not. New Milford still is plagued by poor sight distances and hazardous intersections due to the condition of the road network and the topography. These problems continue to increase as subdivisions are approved and built in the more rural sections. Many roads are changing in classification from local roads to minor collectors, and from minor collectors to major collectors based upon increasing traffic volumes.

C. THE FUTURE

To address transportation needs during the next ten years, there will be a need to implement major as well as local improvements. In addition, there will be a need to encourage alternate transportation modes. At the same time, road network improvements should be consistent with overall growth management and not adversely affect the natural environment or rural character of New Milford. The Circulation Plan shows the classification of the street network, major road improvements and an alternative transportation mode in the re-establishment of passenger rail service.

As shown on the plan, the major improvements are as follows:

-Improvement of Route 7 as a four lane, with turning lanes, divided boulevard.
-Completion of the Lanesville Connector linking Route 7 with Grove Street.
-Improvement of the Grove Street/Route 67 intersection and the Route 202/Route 67 intersection.

During the update of the plan, there has been discussion concerning the need for an additional crossing of the Housatonic River as part of an east-west connector. Such a crossing and connection was proposed in the 1986 Plan of Development in conjunction with the proposed limited access Route 7 in a corridor parallel to the existing Route 7. This connector would have linked the new Route 7 and Route 202 and would have required the construction of a new road through the generally undeveloped and topographically challenging area.

While it is recognized that there is a need to access industrial areas in the vicinity of the Boardman Bridge, absent the limited access Route 7 proposal, the need for the connection with Route 202 is not a priority circulation need. The improvement of Route 7 within its existing corridor in combination with Lanesville Connector and Grove Street improvement will facilitate the split of traffic with people wishing to connect with Route 202 using this route. Based upon 1990 Census data, there are only about 1,600 persons living in the area west of the Housatonic River and north of Candlewood Lake Road. The demand for east-west local access generated by this population does not support a major connector as envisioned in the 1986 Plan. The use of

the improved Boardman Bridge for this connection as well as access to the industrial area adjacent to the bridge is most logical. In addition, there is a need to study whether congestion in the vicinity of Veterans Bridge can be alleviated. One concept to address this issue would be the possibility of an additional bridge crossing in that area. The HVCEO recently has commissioned a study to address this issue. This is of lower priority than the other improvements. Initial conceptual and planning work needs to be done, with probable construction in the 2005-2015 period.

The second need for the street network is the improvement of roads to serve as major and minor collectors in accordance with the Circulation Plan. The 1986 plan was reviewed as to classification of roads. This classification was updated based upon recent growth patterns to designate additional roads as collectors. The roads include Second Hill Road, Sunny Valley Road, Dorwin Hill, South Kent, Green Pond and Pumpkin Hill. To implement this network improvement program, improvements have been identified in the Capital Improvement Plan. The use of the Capital Improvement Plan process is appropriate in that it establishes a systematic program for improvements while providing flexibility during the period this Plan covers. The following is a list of the 43 road and bridge improvements contained in the Capital Improvement Plan.

Roads		***Bridges***
Second Hill		Lovers Leap
Candlewood Lake Road North		Cedar Hill
West Meetinghouse Road		Walker Brook
Merryall Road	Old Mill	
Aspetuck Ridge Road - Curve		West Street
Long Mountain Road		Merryall Road
Housatonic Avenue		Merryall Road II
Indian Trail		Waller Road
Wellsville Avenue		Aspetuck Ridge
Erickson Road	Indian Trail	
Grove Street Realignment		Riverview Road
Aldrich Road		Gaylord Road
Taylor Road		Long Mountain
Ridge Road		Cherniske Road
Littlefield Road		Old Northville Road
Brookside Avenue		Chapin Road

New Preston Hill Road
Cherniske Road
Barker Road
South Kent Road
Buckingham Road
Sawyer Hill Road

Chinmoy Lane
Walker Road II

The street network and its use by vehicles is the primary travel mode in New Milford and will remain so for the foreseeable future. However, it is important to provide alternative modes. Such alternative modes are particularly appropriate for the Central Development Area of New Milford, since there is a density of development to use transit. Transit includes buses operated by Housatonic Area Region Transit (HART) as well as the potential for passenger rail. The Circulation Plan shows the rail line as it parallels Route 7 as a potential transit resource. Studies previously prepared by HVCEO support this rail concept. The inclusion of rail transit in the Plan of Conservation and Development is appropriate. The concept of the use of the train station as a multi-modal transportation center should be pursued. In addition, the town currently has a private airport located in the Candlewood Lake area. This airport offers an additional transportation facility.

An issue which relates to both the town's circulation system and the conservation of community character is the designation of specific roads as scenic roads by town ordinances. The conflict between scenic road designation and the need to provide safe access within the town will become more common as development occurs. The Plan of Conservation and Development includes specific recommendaitons for rural conservation. Similar attention should be given to the design of any improvements to designated scenic roads. Design guidelines should be prepared to establish minimum standards for circulation needs within a framework compatible with the surrounding environment.

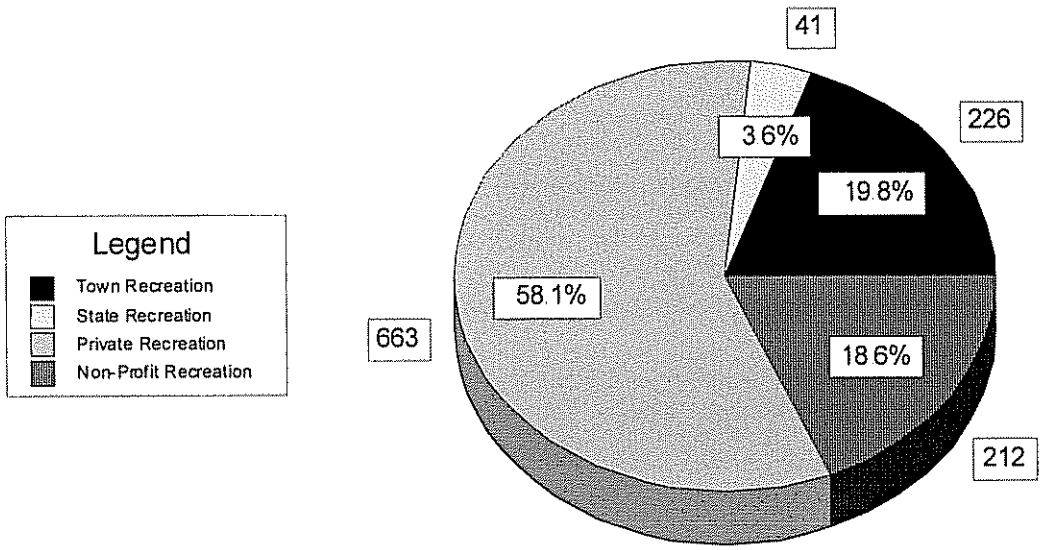
VII. RECREATION PLAN

A. EXISTING CONDITIONS - RECREATION FACILITIES

Background material assembled as part of the plan update process inventoried recreation facilities within New Milford. These facilities included public facilities, semi-public facilities and private facilities made available to town residents for recreation.

NEW MILFORD, CONN.

RECREATION AREA DISTRIBUTION



New Milford owns and operates a wide array of active recreational facilities. In addition to town owned facilities, there are also sites on private property such as Canterbury School or Nestle that are available to the town, subject to certain restrictions.

The 1996 inventory of municipal recreation facilities is presented below.

Boating:

Boat launch facilities are available at Addis Park on the Housatonic River and at Lynn Deming Park on Candlewood Lake.

Beaches:

Lynn Deming Park offers sandy beaches plus rest rooms, showers, dressing rooms and lockers. Amenities include a playground and picnic areas. The beach is protected by lifeguards from Memorial Day to Labor Day.

Tennis Courts:

New Milford operates 5 tennis courts at the New Milford High School and two at Young's Field.

Athletic Fields:

There are eight Town athletic field complexes distributed throughout New Milford for team play including track, baseball, soccer, football, field hockey and softball. Locations include both parks and school sites. The inventory obtained from the town listed the following fields. The soccer category there are three different sized facilities, small, mid-sized and full size.

1. New Milford High School - Track, 1 football, 2 soccer, 2 baseball, 1 softball, 1 field hockey
2. Schaghticoke - 1 baseball, 3 soccer, 1 softball, 1 field hockey
3. Pettibone - 2 softball, 1 soccer
4. Hill & Plain - 1 soccer
5. Northville - 1 soccer
6. Youngs Field - 2 softball, 2 touch football, 3 soccer
7. Carlson's Grove - 1 soccer
8. Clatter Valley - 1 soccer

A summary of the athletic field inventory would be Football (1), Soccer (11), Softball (6), Field Hockey (2), Baseball (3), Multi-purpose/touch football (2).

The town also enjoys the use of playing fields at the Nestle property, where there are five Little League fields, one baseball field and one football field. Canterbury School allows the town some restricted use of their fields which include one baseball, one full size soccer, one football and one multi-purpose field and two tennis courts.

B. EVALUATION OF EXISTING FACILITIES AS COMPARED TO STANDARDS

Historic and conventional standards for minimum park and recreation area ranged from 10-15 acres per 1,000 population, depending on the reference source. For New Milford, such standards would indicate a desirable park and recreation acreage ranging from 236-354 acres. These areas would include tot lots, playgrounds, playfields, neighborhood parks, plus town-wide parks, recreation complexes and special purpose areas such as beaches and golf courses. The town's inventory of recreation areas totals about 226 acres. This suggests the active recreation inventory may be slightly below the acreage ratio standard and with no further development of active facilities, the town may fall substantially behind the standard ratio as population grows.

More recent publications of the National Recreation and Park Association indicate the acres/population type standard should be given less weight than the desires and resources of the community, and the difference in priorities applied to open space by different communities should be considered. By any measure, the New Milford inventory of total open space has to be considered at least satisfactory since it encompasses over 20,000 acres. However, only about 3,027 acres are permanently protected as open space. There are numerous outstanding natural features in the community that warrant active preservation and the inventory of municipally owned active recreation facilities - playing fields and developed parks - is only a small part of the total open space inventory.

These facilities were then compared to national standards to determine if a shortfall existed in any facilities. This comparison resulted in the conclusion that, based upon New Milford's current population and a projected population of 30,000, there would be a deficit for baseball fields, a swimming pool and tennis courts. However, it was further agreed that this comparison with national standards rather than a local needs assessment is not the most valid approach to a

quantification of recreation needs. For example, although the inventory of soccer and softball fields are at standard, compared to national standards, a local assessment based upon demand and growing levels of participation leads us to the conclusion that there are un-met needs in specific active recreation facilities. Specifically, there is a need for additional soccer, softball and baseball fields, as well as a community swimming pool. Demand beyond established standards is not unusual in many towns, since girls and womens sports have expanded and local sports leagues foster teams additional to school leagues.

The location of additional recreational facilities in combination with other town facilities, particularly schools, is a sound approach. The Building Committee has integrated this concept into its planning efforts for New Milford schools. In this regard, it is recommended that the new high school or existing high school site include a swimming pool for school and community use. This arrangement is common throughout Connecticut and it would be logical to include a swimming pool in the design of the high school or the renovation of the existing high school for intermediate school use.

In terms of playing fields for soccer, baseball and softball, the plan is to build a new high school and renovate the existing high school for a grade 4 - 6 intermediate school, which will result in a net increase of playing fields as follows:

Baseball	1
Softball	5
Field Hockey	1
Football	1
Football Practice	1
Soccer	2
Baseball Practice	1

This program would address the shortage of softball fields most significantly with some effect on the soccer shortfall. However, the issue of little league and soccer fields for youth leagues would not be fully addressed. It is assumed that the baseball fields at the new high school and renovated high school would be regulation size and not appropriate for little league use. Also, the soccer fields would be regulation size and maybe not appropriate for younger players.

Finally, in most cases, soccer fields are overlays on other types of playing fields which results in scheduling and maintenance problems. On balance, it would appear that, even with the high school construction and renovation of the old high school there will still be an un-met need for soccer and little league fields.

Information provided by the Parks and Recreation Department indicates this need for little league and soccer facilities will be addressed in part by increased facilities at Pickett District Field and the Lutinsky Property (Marx Park). In total, four little league fields and two soccer overlays will be provided at these two sites. Also, the New Milford Soccer Club has expressed the need for fields that can be a center for programs to develop around. The use of numerous scattered sites doesn't meet this need.

To provide a centralized facility for the soccer program as well as the possibility for additional little league fields, a new site could be considered. This site would be a portion of the land currently owned by United Water surrounding reservoirs #1,#2,#3 and #4 in the vicinity of Reservoir Road and Second Hill Road. United Water owns approximately 340 acres which will become excess to their water supply needs. Recent discussions with United Water indicate the company is in the early stages of planning for disposition of this property. Prior to disposition of this land to a private party, the town must be offered an opportunity to purchase. The company has expressed a desire to work closely with the town in the re-use planning for the property. This site offers the opportunity for active recreation fields as well as possible use of one or more of the reservoirs for passive or active recreation. This area is designated as an open space area in the 1986 Land Use Plan as well as the Open Space Plan. However, this designation related to the fact that the property was water supply land. The proposed Land Use Plan still shows this area as open space. However, it should be assumed some portion of the land may be proposed for development.

From a locational standpoint, a recreation facility on the United Water parcel is logical based upon development and demographic trends. Census Tract 2532, within which the reservoirs are located, is the town's growth area. The population in that area increased by 47% between 1980 and 1990. This tract also had the largest number of children under 16 years of age in 1990.

While detailed planning of this site is necessary, it is assumed its large size could accommodate soccer fields as well as youth baseball fields.

C. THE FUTURE

Recreation facility needs should be met by expansion as part of the high school project, additional fields on Pickett District Road, purchase and improvement of the Lutinsky property (Marx Park) and purchase and improvement of a portion of the United Water property. The proposed purchase of Sullivan Farm offers an opportunity for additional playing fields. The use of the Sega property should be determined based upon an analysis of access and specific site capacity issues.

The Recreation Plan shows the location of both existing recreation facilities and potential additional facilities. This Plan involves the multiple use of properties as well as the continued use of private facilities such as Canterbury School and Nestle property. While the majority of the facilities are within the Central Development Area designated on the Land Use Plan, there is geographic distribution of facilities to provide service to all areas of town.

Finally, it is recommended that the Parks and Recreation Commission undertake a facility use and design study to determine specific needs. This study would focus on each site at a level of detail not appropriate in a Plan of Conservation and Development. In addition, operational issues would be addressed to maximize multiple use of facilities.

VIII. PUBLIC FACILITIES PLAN

New Milford has a full range of public facilities to meet its residents' needs. These facilities include schools, fire stations, general government service facilities and facilities such as the waste water treatment plant. The Public Facilities Plan shows the location of these various types of facilities. For the most part, these facilities are located within the Central Development Area. The exception to this centralized location are the Northville and Gaylordsville fire stations as well as the Schaghticoke and Northville Schools.

As discussed earlier, school facilities have been the subject of a comprehensive study which has resulted in specific recommendations. The key components of the strategy are construction of a new high school and renovation of the existing high school as an intermediate school. This program will meet school facility needs for at least the next decade. Over the longer term, a school located in the southeastern portion of town might be necessary to address the impact of additional residential growth in that area.

In terms of sewer facilities, there is extensive discussion of the current capacity and projected expansion needs for the waste water treatment plant in the Sewer Plan section. The present plant appears to have the potential for on site expansion to a capacity which meets projected needs for the next decade. These needs will relate to the extent to which the sewer service is expanded and the rate at which development occurs. However, if the recommendation to limit the sewer service area to the Central Development Area in the Land Use Plan is implemented, it is estimated that there will be sufficient capacity with an expansion from the present 1,000,000 gallons per day capacity to 1,500,000 gallons per day. However, the specifics of the expansion would be determined based upon an update of the sewer facilities plan.

While the extent and location of fire stations appears to be adequate for the near term, the possible location of an additional station in the eastern portion of the town should be considered. As discussed throughout this Plan, it is this area of town that has experienced the greatest residential growth over the last decade; this is expected to continue over the next decade. Therefore, the need for a fire station in this area will increase accordingly. A possible site for a fire station in this area could be on a portion of United Water Company property near the reservoirs.

The last category of public facilities house a variety of uses and functions such as general government offices as well as more client-focused services such as the senior center and teen center. Currently, these functions are spread in three buildings; Town Hall, Richmond Center and the Teen Center. The only active proposal for expansion of public facilities is a new recycling facility and salt storage area on Young's Field Road. Over the long term, there may be some efficiencies and improvement in services provided by consolidation of these functions. A location within the Central Development Area within the downtown or directly adjacent to the

downtown would be logical for such functions. In this regard, a detailed facility utilization and space needs study is recommended. Similar to the recreation study discussed earlier, a good part of this study should focus on operational aspects of programs and client groups to match needs with facilities.

IX. ECONOMIC DEVELOPMENT

The Land Use Plan, in its designation of the Central Development Area has established the land-use parameters for the focus of economic base activities in New Milford. This land-use designation is supported by the recommendation that the sewer area be generally coterminous with the Central Development Area. In addition, the major circulation recommendations including Route 7 improvements, the Lanesville Connector, Grove Street/Route 67 improvements and the re-establishment of passenger rail service within this same area are supportive of economic base activities.

The Economic Development Areas Map shows the component areas of the Land Use Plan where economic base activities would be primarily located. These areas generally include: the downtown as a mixed commerce area; the Boardman Road industrial area; the Pickett District industrial area; Route 7 north between the Lanesville Connector and Veterans Bridge as a retail/service based commercial area; and Route 7 south between the Lanesville Connector and the Brookfield line as an industrial/office/flex-space area. These designations are based upon land use characteristics, traditional development patterns and a forecast of market trends.

Three additional industrial areas are shown on the Land Use Plan and Economic Development Area Map. These sites are the Advance Drive industrial area in the vicinity of Boardman Bridge and the area on the west side of Route 7 south of Boardman Bridge (Roger Sherman Industrial Park). An area which is designated for industrial use on the Land Use Plan which had such designation in the 1986 plan is the area near of Pumpkin Hill Road. This area is within a Lower Density Neighborhood Area in the HVCEO Regional Growth Guide Map and is outside any proposed sewer area. The Pumpkin Hill and Aldrich Road vicinity is continued in its "industrial" designation in this plan update. However, the commission notes that this area will

not be served by sewers, is zoned for residential use and in the plan update the use classification is revised to "Restricted Economic Development".

The Commission believes the area offers the possibility for high quality, high image economic development at a very low density which could be designed to conserve a greater portion of the area in open space than traditional residential subdivision. This could be a development of unique appeal that could attract economic activity of unusual merit which prefers to be off the Route 7 corridor, but convenient to it. Any such development should be one which provides for a well-planned transition between the residential area to the east and the non-residential uses in the Route 7 corridor.

No current industrial or commercial zone classification in the New Milford Zoning Ordinance is considered to match this development concept and the Commission anticipates continued residential zoning of the property subject to potential future consideration of planned development proposals which represent the low-density, high-quality development described above. The Zoning Commission could consider such proposals under the Planned Development District regulation.

The only other two economic development base activity areas are the village center designation for Gaylordsville and Northville. These areas are perceived to be small centers of service and retail facilities as well as supportive public uses to serve the surrounding communities. Economic development activities in these areas would be focused on strengthening this community center aspect.

Economic development base areas have been established to be consistent with the Regional Growth Guide Map to encourage centralization of activities. Such centralization will maximize the benefits of capital investment within the framework of sustainable growth management. The acreage designated for economic development greatly exceeds the forecast requirements of recent new construction activity. But the excess supply is beneficial in providing location choices and competitive pressure on land prices. In addition, long-term economic development

policy should encourage a diversity of enterprises that support New Milford's traditional role as an economic center.

The focus of economic development activities in terms of targeted business and industry clusters is the role of the Economic Development Commission in conjunction with the Town Council, Mayor's Office and other town agencies and boards. Industry clusters which have shown growth in the region might be logical areas to pursue. These include photonics, instrumentation and medical products as well as other high tech industries. Another important business cluster with potential in New Milford is tourism. The natural environment of New Milford combined with its access makes the town attractive for tourism related businesses. The scale of such tourism activities should be consistent with community character. In order to maximize the cost/benefit aspects of infrastructure investment (particularly sewer extensions), the concept of planned industrial/commerce parks should be investigated. Such parks could be either publicly or privately sponsored with possible financial assistance from the State of Connecticut. In addition, where appropriate, economic development programs should support the re-use of existing vacant or underutilized properties.

X. ACTION PLAN

Implementing the Plan of Conservation and Development will involve actions and agencies beyond the jurisdiction of only the New Milford Planning Commission. The Planning Commission has prepared the plan as a vision and guide to New Milford's future. Compliance with the Plan of Conservation and Development will be a concern of the Planning Commission whenever municipal proposals are submitted for review under C.G.S. 8-24 and whenever the Commission reviews private development proposals. But the plan will need to be embraced by all town departments and agencies to fulfill its vision. Below are listed a series of action items that will contribute to plan implementation. Some of these activities are already in progress. Along with each item is listed the municipal agency or agencies which would have primary responsibility.

Land Use

* Zoning Ordinance review and adjustment to foster Route 7 gateway economic development.
  Zoning Commission

* Zoning Ordinance review and adjustment to foster rural conservation.
  Zoning Commission

* Zoning Map review and adjustment to make zone district designations consistent with proposed Land Use Plan.
  Zoning Commission

* Zoning Ordinance and Subdivision Regulations adjustment to possibly incorporate standards and needs assessment for affordable housing applications.
  Zoning Commission

* Subdivision Ordinance review and adjustment to implement conservation and open space development design.
  Planning Commission

Open Space

* Solicit donations of conservation easements on properties identified as desirable open space and on any land designated as "forest", "farm" or "open space" under P.A. 490.
Conservation Commission

* Study means to require "right of first refusal" to be granted to town as a condition of Assessor's approval of P.A. 490 "Use Assessment".
Town Attorney, Assessor

* Encourage the cooperative efforts between the public and semi-public sectors to maximize open space benefits through joint acquisition of adjacent properties. Build on the strength of existing non-profit groups currently serving this function.
Town Council, Conservation Commission, Finance Board, Non-Profit Organizations

* Incorporate an annual allocation for park and open space acquisition in the Capital Improvements Budget, with priority on high visibility/image-making sites and on a greenbelt along the Housatonic River.
Town Council, Conservation Commission, Finance Board

* Investigate the establishment of historic districts in the downtown and adjacent areas as well as the Gaylordsville area.
Town Council, Historic Properties Commission

Community Facilities, Schools and Parks

* ~~Larsen Farm site acquisition and construction of a new New Milford High School~~
~~*Board of Education, Town Council*~~

* Renovation and reuse of existing high school for an intermediate school.
Board of Education, Town Council

* Consider construction of a new swimming pool at the renovation of the existing high school to serve both educational and community recreational needs.
  Board of Education, Town Council, Parks & Recreation Department
* Include construction of active playing fields at the new high school to serve the combined needs of physical education, competitive school team sports and community recreation.
  Board of Education, Parks & Recreation Department

* Construct additional playing fields as recommended in the plan at existing Town parks and pending/proposed site acquisitions.
  Parks and Recreation Commission, Board of Education

* Prepare an overall Parks and Recreation Facilities Plan to include location, type and quantity objectives and to include detailed site development plans for specific facilities. Also, incorporate coordination of scheduling, management and maintenance of recreation facilities at school sites.
  Parks and Recreation Commission, Board of Education

Utilities

* Adopt the limits of the Central Development Area as the official sanitary sewer service district.
  New Milford Water Pollution Control Authority

* Update Sanitary Sewer and Wastewater Treatment Facilities Plan based on new service area and proposed land use.
  New Milford Water Pollution Control Authority

Circulation

* Fund and construct recommended local road and bridge improvement projects.
  New Milford Public Works Department, Finance Board, Town Council

* Promote and monitor progress on reconstruction of Route 7 by Connecticut D.O.T.
  Route 7 Technical Advisory Committee

* Review and evaluate findings of HVCEO traffic study and needs analysis of an additional Housatonic River crossing in area between Bridge Street and Boardman Bridge.
Planning Commission, Route 7 Technical Advisory Committee, New Milford Department of Public Works, Town Council

Public Facilities

* Conduct a space needs and facilities evaluation of general government administration functions and develop a plan consistent with the New Milford Village Center Plan.
Mayor's Office, Public Works Department, Assessor's Office

Economic Development

* Adopt New Milford Village Center Plan as a component of the Plan of Conservation and Development.
Planning Commission

* Investigate potential for State Department Economic and Community Development or special act funding of Village Center Improvement Program.
Mayor's Office

* Investigate alternative possible sites for a municipally sponsored, planned industrial park - Route 7 south, Pickett District, Boardman District. Pursue State planning and development funds.
New Milford Economic Development Commission

* ~~Develop marketing plan to identify and attract appropriate business in New Milford.~~
New Milford Economic Development Commission, Mayor's Office

* Develop incentives (fiscal and administrative) to encourage appropriate development.
New Milford Economic Development Commission, Zoning Commission, Planning Commission, Assessor's Office, Town Council, Mayor's Office

APPENDIX A
PREPARATION MEMOS AND STATUS REPORTS

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