

Newtown, Connecticut

PLAN OF CONSERVATION AND DEVELOPMENT

2014 Update

ACKNOWLEDGEMENTS

NEWTOWN PLANNING AND ZONING COMMISSION

Lilla Dean, Chairman
B. Jane Brymer, Secretary
Robert Mulholland, Vice-Chairman
Michael Porco, Sr.
Rudolph Pozek

Alternate Members

Frank Corigliano
Peggy Fillion
Benjamin Spragg
James Swift
Margaret Wilkin, Clerk

NEWTOWN BOARD OF SELECTMEN

NEWTOWN LEGISLATIVE COUNCIL

TOWN STAFF

George Benson, Director of Land Use and Planning
Robert Sibley, Deputy Director of Land Use and Planning
Ann Mazur, Land Use Agency Administrative Assistant
Tammy Hazen, Land Use Agency Secretary

TABLE OF CONTENTS

	<u>Page</u>
I. EXECUTIVE SUMMARY.....	1
II. VISION STATEMENT	6
III. NEWTOWN IN PERSPECTIVE – Growth, Change and Trends	7
A. Introduction.....	7
B. Population Growth	7
C. Population Changes.....	7
D. Household Characteristics.....	10
E. Housing Growth	11
F. Development Patterns and Trends	12
IV. INTRODUCTION AND PURPOSE.....	13
A. What is a Plan of Conservation and Development.....	13
B. The Process of Updating Newtown’s Plan of Conservation and Development.....	13
C. Updating Newtown’s Plan of Conservation and Development:	
What is Legally Required.....	14
D. Geographical Information System (GIS) Mapping	15
V. ACHIEVING THE VISION.....	17
A. Community Character	17
1. Introduction	17
2. Defining Newtown's Character	17
3. Design Advisory Board.....	25
B. Conservation and Natural Resources	26
1. Introduction.....	26
2. Defining Newtown's Natural Resources	26
3. Natural Resources Inventory.....	27
4. Preservation	47
5. Sustainable Energy	48
C. Open Space	50
1. Introduction.....	50
2. Present, History and Future.....	50
D. Housing	61
1. Introduction.....	61
2. Existing Housing Conditions	61
3. Affordability of Housing.....	64

4. Incentive Housing Zones Considerations	66
5. Elderly Housing (EH-10) Zones	70
E. Economic Development	73
1. Introduction.....	73
2. Existing Conditions.....	73
3. Recent Economic Development Activity in Newtown	75
4. Capacity for Future Growth	79
F. Community Facilities	83
1. Introduction.....	83
2. Existing Conditions and Future Needs	83
G. Transportation	110
1. Introduction.....	110
2. Functional Classification of Newtown's Roadway	110
3. Existing Conditions.....	111
4. Public Transportation Bus and Rail Service	127
5. Pedestrian Circulation and Bikeways	128
6. Access Management	130
H. The Borough	132
1. Introduction.....	132
2. Background.....	132
3. Village Center Plan	134
4. Recommendation	136
I. Special and Overlay Districts and Corridors.....	137
1. Introduction.....	137
2. Fairfield Hills Adaptive Reuse Zone	137
3. Sandy Hook Center Design District.....	142
4. Hawleyville Center Design District	146
5. South Main Street Village Design	147
J. Future Land Use Plan.....	152
1. Introduction.....	152
2. Newtown's Future Land Use Plan.....	152
3. POCD Goals and Implementation Strategies.....	152
4. Residential Land Use Categories	153
5. Non-Residential Land Use Categories.....	155

VI. ISSUES, GOALS AND STRATEGIES

THE PLAN

A. Community Character - Issues, Goals and Strategies	158
B. Conservation and Natural Resources - Issues, Goals and Strategies	160
C. Open Space initiatives - Issues, Goals and Strategies.....	164
D. Housing initiatives - Issues, Goals and Strategies	166
E. Economic Development - Issues, Goals and Strategies	167
F. Community Facilities - Issues, Goals and Strategies	167
G. Transportation - Issues, Goals and Strategies	169
H. The Borough - Issues, Goals and Strategies	170
I. Special and Overlay Districts and Corridors - Issues, Goals and Strategies.....	171

VII. MANAGEMENT OF THE PLAN.....	171
---	------------

LIST OF FIGURES

1.	Section IIIB	Population By Census Tract 2010
2.	Section VA2	Pastoral and Rural Landscapes
3.	Section VA2	Image Corridors
4.	Section VB3	Map "Endangered, Threatened and Special Concern Species" and "Wildlife Corridors"
5.	Section VB3	Map "Farmland Soils"
6.	Section VB3	Map "Aquifer Recharge Areas"
7.	Section VB3	Map "Erodible Soils"
8.	Section VB3	Map "Extractable Resources"
9.	Section VB3	Maps "Drainage Basins" and "Aquatic Resources"
10.	Section VB4	Natural Resource Areas for Open Space Consideration
11.	Section VF2	Parks and Open Spaces Resources
12.	Section VF2	Map of Sewer System
13.	Section VF2	Map of Public Water System
14.	Section VG	Current Functional Road Classification
15.	Section VG	Current ConnDOT Functional Road Classifications
16.	Section VG	ConnDOT Proposals for Improvements to I-84 Exits 9 & 10
17.	Section VG	ConnDOT Proposals for Improvements to I-84 Exit 11
18.	Section VG	Town of Newtown Sidewalk Plan
19.	Section VG	Newtown Access Management Plan Sub-Areas for Study
20.	Section VII	Fairfield Hills - Master Plan Map
21.	Section VI2	Sandy Hook Design District Future Boundaries
22.	Section VI3	Hawleyville Design District with Future Sewer Expansion

23. Section VI4 South Main Street Village Design District Map
24. Section VJ2 Zoning Map

LIST OF TABLES

1. Section IIIA Population Change 1880 - 2010
2. Section IIIB Newtown, CT Census Tract Population Data
3. Section IIIC Median Age by Connecticut Town
4. Section IIIC Household Change 1970 - 2010
5. Section IIID Occupied Housing Units 2000 - 2010
6. Section VB3 Farmland Soils Summary
7. Section VC Open Space Inventory
8. Section VD2 Housing Inventory Characteristics
9. Section VD2 Housing Units by Structure Type in 2010
10. Section VD5 Age Restricted and Affordable Housing Resources
11. Section VE Newtown's Top 20 Employers
12. Section VE Economic Development Market Demand Assessment
13. Section VE Newtown's Top 20 Taxpayers
14. Section VE Estimate of Future Economic Development Potential
15. Section VF Student Enrollment
16. Section VF Town Maintained Recreation Facilities and School Fields
17. Section VF Calls for Service and Crime Statistics
18. Section VF Staff Statistics
19. Section VF Police Department Motor Vehicles
20. Section VG Average Daily Traffic Trends for Route 25
21. Section VG Average Daily Traffic Trends for Route 6
22. Section VG Average Daily Traffic Trends for Route 302

CHARTS

1. Section IIIC Age Distribution 2000 – 2010
2. Section IIIE Housing Units Added 1960 - 2010
3. Section IIIF 2010 Current Land Use
4. Section VD2 Age of Housing Units
5. Section VE Newtown Businesses - Employment Range
6. Section VG Average Daily Traffic Trends for Route 25
7. Section VG Average Daily Traffic Trends for Route 6
8. Section VG Average Daily Traffic Trends for Route 302
9. Section VG Average Daily Traffic Trends for Route 34

SUPPORTING DOCUMENTS

1. Demographic Overview
2. Development Patterns and Trends
3. Conservation and Natural Resources/Natural Resource Inventory October, 2011
4. Fairfield Hill Master Plan Review Committee Final Report
5. Parks and Recreation
6. Incentive Housing Survey
7. Economic Development
8. Town of Newtown Curb Cut and Access Management Plan
9. Community Planning Survey
10. Open Space Conservation Subdivision Study
11. GIS System Development for the Town of Newtown
12. Land Use by Tax Assessor Codes
13. Space Needs Assessment for the Newtown Police Department August, 2008
14. Strategic Plan for Economic Development Dated November 16, 2011

I. EXECUTIVE SUMMARY

On December 14, 2012 Newtown became the epicenter of a tragedy whose ripple effects reached around the globe. Newtown immediately went from a small quaint New England town that few people had heard about to a destination for thousands of people. Despite being in the spotlight of the world's attention for many months after this horrific event occurred, Newtown maintained its strong New England character and responded to the event in an exemplary fashion under the pressure of intense grief and massive public and media attention. This tragedy will leave its impact on the future of Newtown.

Over the past decade Newtown's population growth has slowed down and the average age has increased. Applications for single-family subdivisions with large lots are currently non-existent.

To revitalize Newtown with younger adults, the Town may decide to attract businesses or industries that tend to hire younger adults and encourage housing construction that is in a attractive price range for younger adults like multi-family housing and open space conservation housing developments that tend to be profitable with smaller housing sizes.

The Board of Education school enrollment projection is a slow decline for the foreseeable future and no new educational facilities are required for the next 10 years. This was the position until the December 14, 2012 tragedy occurred at the Sandy Hook Elementary School. The Town has decided to replace the Sandy Hook Elementary School and the Sandy Hook School Building Task Force made its recommendation in May of 2013 to construct a new facility on the site of the existing school with a new entrance at 12 Riverside Road.

Newtown's natural environment is documented in the "Town of Newtown Natural Resource Inventory" and summarized in this 2014 POCD by these sections: wildlife; plants and trees; soil resources; watersheds, wetlands and watercourses; and water production and surfaces water quality.

Over the past 8 years, conservation work and the town's commitment of approximately \$10 million have led to many accomplishments for Newtown's open space goals. The Town of Newtown and the Conservation Commission also seek available grants to help with property purchases. Newtown has already received several grants for open space purchases under the State Open Space Matching Grant Program. The Town of Newtown has been awarded \$138,775 for the Pole Bridge Preserve, \$157,000 for the Laurel Trail Property. A State grant of \$500,000 supported a portion of the purchase of development rights for the Ferris Farm property while a grant of \$326,000 from the Housatonic River Natural Resource Damage Fund supported purchase of access and stream corridor on the Halfway River.

Several key properties added to the Town open space roster include the Eichler's Cove Marina, the Pond Brook Preserve, the Pole Bridge Preserve, the Point O'Rocks Preserve, Ferris Farm, Stone Bridge Preserve, and several smaller properties. Open space set asides from significant real estate developments such as development rights at Fulton's airfield have also been added to the protected listing.

Between 2004 and June 2012, forty-six new commercial/industrial buildings were constructed and a number of additions, building upgrades and tenant fit-outs occurred. The development was concentrated along the South Main Street corridor, the Borough of Newtown, Turnberry Lane and Sandy Hook Center. A number of approved projects are under construction or have not broken ground yet. A lot of vacant retail and office space is gradually being filled.

The Hawleyville area continues to be attractive for the next wave of growth. A planned sewer extension to the east will provide reasonable opportunities for hundreds of acres of commercial and industrial land.

The Sandy Hook Design District can be strengthened by expanding its boundaries and increasing residential density in this small hamlet.

Newtown still feels the effect of the national economic recession that began in December of 2007. The slowdown in economic activity and construction continues to lag into 2013 with no new applications being submitted. Continuing commercial and industrial development is critical to keeping the residential tax base from escalating and attracting younger adults to Newtown.

Some development has occurred on the Fairfield Hills property since the Town purchased it from the state in 2004. The Municipal Center or Town Hall was relocated into the renovated Bridgeport Hall in 2009. The ever-popular Newtown Youth Academy was the first new structure built on the campus in 2008. A 90-foot base-path baseball field complete with lights has also been constructed at Fairfield Hills. Ground has been broken for the new Newtown Volunteer Ambulance Facility. A new Senior Center located on the Fairfield Hills campus has been programmed into the Town's 2016 – 2017 Capital Improvement Program.

In 2011, the Fairfield Hills Master Plan Review Committee was formed to update the existing Fairfield Hills Master Plan based on current economic and social conditions.

A new 3100 square foot Animal Control Facility opened in 2013 on Old Farm Road Extension, behind the Governor's Horse Guard at Fairfield Hills, and was named after the late Newtown veterinarian Dr. Brian J. Silverlieb.

Monies based on an architectural design to accommodate the police department's space needs in a new building are included in the 2016-2017 Capital Improvement Plan.

Newtown will probably consolidate its emergency communications into a centralized facility located in a long-established regional call center Northwest Connecticut Public Safety Communication Center, or Northwest CMED, located in Prospect in the near future. Northwest has a state-of-the-art computer aided dispatch system that enhances operational capabilities both on a daily basis as well as under extreme circumstances such as natural disaster, mass casualty incident, or national crisis.

The Hook and Ladder Company located behind Edmond Town Hall plans to relocate to a new facility in a central area of Newtown.

Recreational facilities and activities in Newtown have evolved significantly during the past 30 years in an effort to keep pace with rapid population growth and ever changing community recreational desires. Today, organized sports and formal recreational program offerings are the focus of active youth, adolescent, senior and special needs recreation. High participation rates in an increasing variety of recreational activities and programs, combined with extended sports seasons, requires dedicated facilities capable of meeting community expectations for publicly offered recreational services. A table is provided that summarizes in a matrix the municipal facilities supporting active recreation.

The Parks and Recreation Department is currently discussing options for a Community Center that would support the variety of non-playing field recreational programs provided to residents on a year round basis. Trades Lane is also the approved location for a future off leash Dog Park.

Perception by most Newtown residents is that traffic has increased especially on the state owned roads, but actually average daily traffic volume measurements show both increases and decreases along stretches of these roads between 2001 and 2010. Installation of turning lanes and access ways between commercial properties help to relieve some of the traffic congestion.

Newtown has 268 miles of local roads. While Newtown has many miles of new roads built to serve the numerous subdivisions developed during the past thirty years, most of Newtown's local collector roads serving the new subdivisions are considerably older. These older, narrower collector roads were originally built to handle low volumes of traffic traveling at relatively low speeds.

The top three priorities for the Newtown Traffic Unit are:

- Route 34 – I-84 Exit 11: A direct link to the I-84 onramps through a redesigned intersection with Toddy Hill Road would address the morning peak hour congestion and safety issues on this roadway segment.
- Realignment of Edmond Road and Commerce Road: A realignment of these two roads into a four-way intersection would alleviate the conflict at the existing intersections and improve traffic flow.
- South Main Street Turning Lane: Turning lanes at frequent bottlenecks would permit the free flow of traffic in the areas of businesses which draw a large amount of vehicular traffic.

Sidewalks have been constructed on Main Street, Glover Avenue, and parts of Queen Street and Church Hill Road. The Town and the Borough have completed a planning process that resulted in proposals for improved pedestrian movement along Queen Street.

A planning study for the revitalization of the Sandy Hook Village area has been completed with recommendations calling for improvements that will result in enhanced pedestrian mobility and safety. The Planning and Zoning Commission has endorsed recommendations for pedestrian improvements to Queen Street in the Borough and the Sandy Hook Village area to be incorporated in the POCD.

An amendment to the Subdivision Regulations was passed in 2012 requiring the sidewalks by provided for all new subdivisions.

Since 2004, the Fairfield Hills Authority, a Sustainable Energy Commission and the Architectural Design Review Board has been formed and an invaluable state-of-the-art GIS mapping system has been implemented.

This 2014 update of Newtown's Plan of Conservation and Development is the result of the dedicated efforts of the Newtown Planning and Zoning Commission, the Town Staff, the Parks and Recreation Commission and the Conservation Commission who have worked to craft a document that can be used to guide future municipal actions and policies. Newtown's updated Plan of Conservation and Development proposes a vision of Newtown in 10 years and a series of goals and action recommendations to manage change toward the achievement of this vision.

The Plan evolved from analyzing and documenting practices, changes and trends that have occurred in Newtown over the past few decades. Much of the data was derived from the 2010 United States Census Data and the Town's GIS System.

The Plan of Conservation and Development contains a Generalized Future Land Use Plan, to be used as an advisory and policy-guidance tool to direct the Town's future efforts to manage change. Key to the successful implementation of this Plan is the use of Zoning and Subdivision Regulations, the Town's GIS System, and the design guidelines and/or implementation techniques that explicitly enable the achievement of the overall Vision through the implementation of the Plan's many recommendations.

Plan Goals

The following is a sampling of Plan goals. Each goal is backed-up with an Action Agenda that specifies recommended actions and assigns responsibility for implementation.

1. Community Character:

- Maintain the scenic characteristics of Newtown's "Pastoral and Rural Areas,"
- Preserve the mixed-use functions and enhance the visual appearance of Newtown's commercial corridors and Villages.
- Preserve Newtown's historic sites and archeological resources.

2. Conservation and Natural Resources:

- Continue to preserve and protect Inland Wetlands and Watercourses from potential sources of contamination or development.
- Achieve and protect high water quality classifications throughout Newtown.
- Regulate development and storm water management activities within flood hazard areas to protect life and property and to preserve the natural storm retention functions of the watershed.
- Protect prime agricultural land resources and promote agricultural uses.
- Conserve and protect natural systems and their functions in order to maintain indigenous wildlife and plant life.

3. Open Space

- Achieve the preservation and protection of Newtown's key natural resource features.
- Newtown will achieve or exceed the State's goal for 21% open space.
- Enhance opportunities for passive recreation.

4. Housing

- Strive for a more balanced supply of housing types that will accommodate the housing needs of Newtown residents and those working in Newtown.
- Manage residential development to enhance Newtown's present community character.

5. Economic Development

- Grow Newtown's commercial property tax base at a rate at least equal to the Town's growth in its residential tax base.
- Increase the inventory of viable economic development sites.
- Prioritize the clean-up and re-use of Newtown's brownfield sites.
- Facilitate the maintenance and development of agricultural businesses in scale with Newtown.

6. Community Facilities

- Strive for a more organized and efficient approach for municipal office buildings.
- Define long-range school facility requirements.
- Maintain and support recreational facilities for townspeople of all ages.
- Provide sufficient space for the operations of the Newtown Senior Center.
- Maintain the capacity of Newtown's public sewer system.
- Continue to provide for a high level of police, fire and emergency services.

7. Transportation

- Achieve the appropriate functional classification of State roads in Newtown.
- Alleviate areas of congestion and address safety issues.
- Improve opportunities for pedestrian circulation.
- Initiate "fixed route" bus service in Newtown on a trial basis.
- Maximize rail mobility opportunities.

This Plan is not a static document. The Action Agenda section of the Plan was created to enable the annual evaluation of progress made in accomplishing specific plan recommendations. This will enable an annual report to the community on the status of the Plan.

The Planning and Zoning Commission will hold an annual meeting each May to receive updates from each Town Commission to analyze the progress they have made in implementing the Plan's goals.

II. VISION STATEMENT

A. The Purpose of the Vision Statement

The purpose of the Vision Statement is to provide a commonly agreed to understanding of what life should be like in Newtown in 10 years. This statement leads to an understanding of the types of actions Newtown will need to undertake during the coming decade to achieve these goals.

B. A Vision of Newtown in 2024

The goal of the Town of Newtown is to protect and enhance its picturesque, rural, historic New England setting and attributes. The architecture and landscaping of all types of properties will be designed to protect the image of a rural and historic town. Over the next ten years various town agencies will work in concert to maintain a suitable variety of homes for its citizens taking into account varying lifestyles and economic capabilities while providing and developing equal recreational activities and facilities for all age groups. We will work together as a town to promote and protect open space, farmland and trails throughout the town always maintaining an environmentally active position protecting our aquifers, wetlands and other ecologically sensitive areas. Education for Newtown's children will continue to excel in quality and efficiency. Newtown will succeed in attracting commercial businesses at a rate equal to its growth and the design of the town's roads and traffic patterns will enhance business development while minimizing traffic congestion for the residents. Fairfield Hills will evolve to a vibrant area that provides facilities to serve municipal government, recreational activities, community and cultural arts, and commercial activities while still maintaining open space.

III. NEWTOWN IN PERSPECTIVE - Growth, Change and Trends

A. Introduction

To plan for the future of Newtown, it is important to understand how the Town evolved to its current state and to recognize and comprehend the magnitude and character of the forces of growth and change that are likely to act upon the Town in the foreseeable future. This information provides the basis for developing plans that will enable the achievement of the Vision for the Town's future.

The following provides a summary description of the demographic and physical changes that have taken place in Newtown, followed by a description of likely trends given current market forces and municipal regulatory and investment practices.

B. Population Growth

The understanding of demographic and socio-economic trends, characteristics and forecasts is important to the process of updating Newtown's Plan of Conservation and Development. This information provides indications of trends and changes that have an effect on a variety of the Town's planning activities.

As shown in Table 1, Newtown has experienced population growth in every decade since 1940. The Town's population has now exceeded 27,000 people, with population growth between 2000 and 2010 recorded by the Census at 2,529 persons or nearly 10.1%. Putting this growth in perspective, numerical growth in the Town's population over any one decade was most dramatic between 1960 and 1970, when Newtown grew by 5,568 persons. Newtown's population growth between 2000 and 2010 slowed to 10.1% that is about half the 20.5% growth rate experienced between 1990 and 2000.

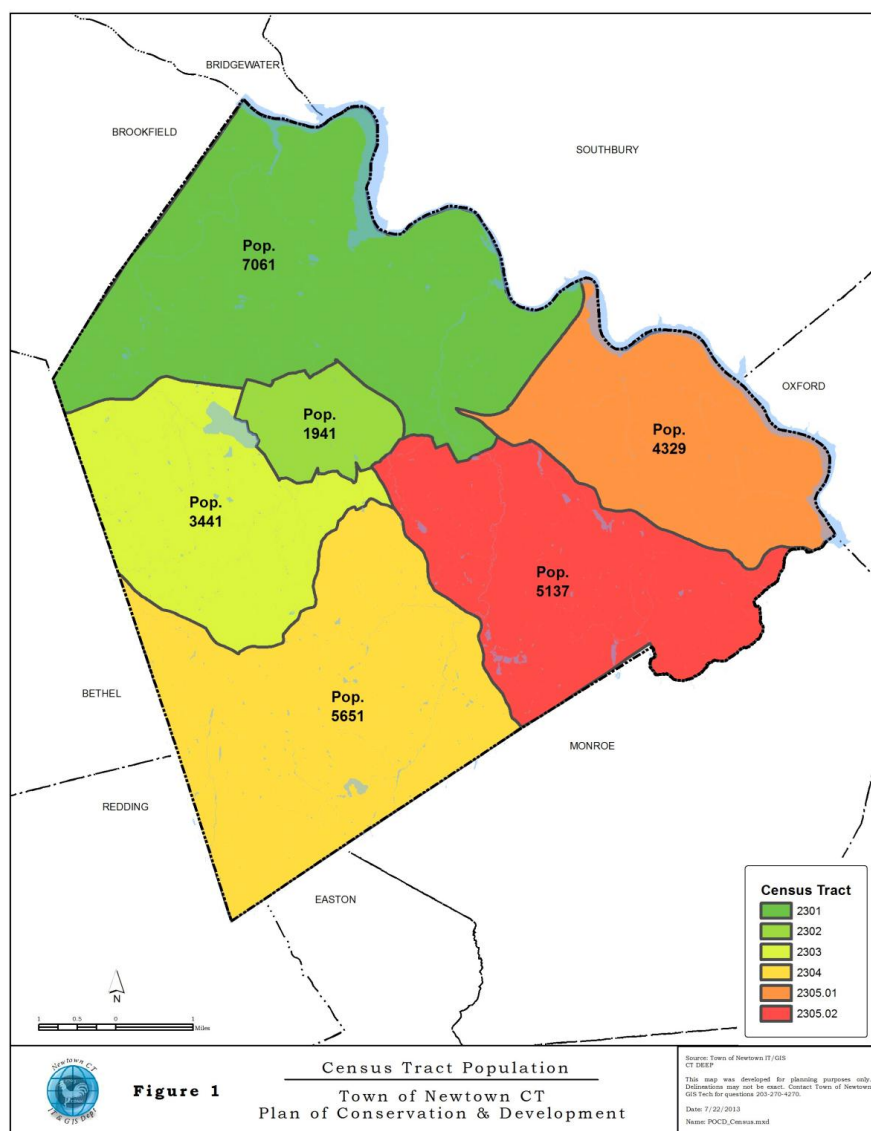
As shown in Table 2 between 2000 and 2010, the majority of the population growth in Newtown continued to occur in the northern and eastern areas of Town, or Census Tracts 2301 and 2305, impacting the Town's educational, recreational and transportation systems, among others. The Census Tracts geography is shown in Figure 1.

http://www.hvceo.org/tables/TABLE_P3.php

Table 1 Population Change: 1880 to 2010 Newtown, CT		
Census	Population	% Change
1880	4,013	-
1890	3,539	-11.8
1900	3,276	-7.4
1910	3,021	-7.8
1920	2,751	-8.9
1930	2,635	-4.2
1940	4,023	52.7
1950	7,448	85.1
1960	11,373	52.7
1970	16,942	49.0
1980	19,107	12.8
1990	20,779	8.8
2000	25,031	20.5
2010	27,560	10.1

Table 2 Newtown, CT Census Tract - Population Data			
Census Tract	2000¹	2010¹	% Change
2301	6,103	7,061	15.7%
2302	1,843	1,941	5.3%
2303	3,425	3,443	0.5%
2304	5,218	5,651	8.3%
2305	8,442	9,466	12.1%
Total	25,031	27,562	10.9%

Data from the 2000 and 2010 Census Tract Data recorded by the U. S. Census Bureau.



C. Population Changes

Newtown's population aged over the decade between the 2000 and the 2010 Census as also occurred during the prior 1990 to 2000 decade. The median age of Newtown's population in 2010 was 42.9 years compared to the median age of 37.5 years in 2000. The population was about equally divided between males and females with only 254 more males than females.

As shown in Table 3, Newtown's median age of 42.9 in 2010 is about the same as those of most adjacent communities, except much younger than the median ages of Bridgewater at 51.3 and Southbury at 49.9 years. The 2010 median age for the State of Connecticut is 40.0. Newtown's Median Age in 2010 was similar to the State average but lower than all of the adjacent communities, with the exception of Bethel.

**Chart 1: Age Distribution: 2000 & 2010 Census
Newtown, CT**

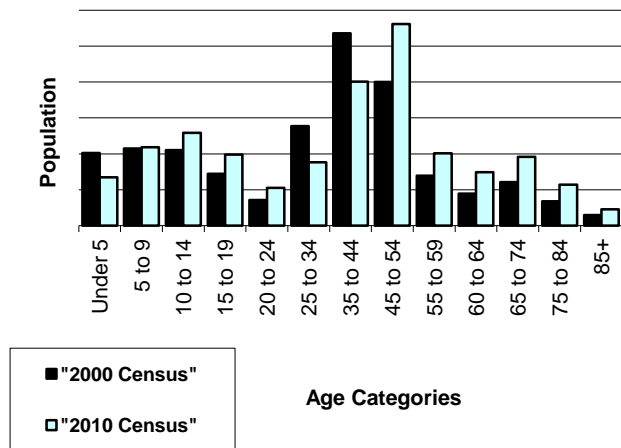


Table 3	Median	Age
Town	Population	Median Age
	2010	2010
Bethel	18,584	41.8
Bridgewater	1,727	51.3
Brookfield	16,452	43.5
Easton	7,490	45.1
Monroe	19,479	42.7
Newtown	27,560	42.9
Oxford	12,683	43.4
Redding	9,158	46.4
Ridgefield	24,638	43.5
Southbury	19,904	49.9
Trumbull	36,108	43.9
Connecticut	3,574,097	40.0

The Pre-School age population decreased by 33.5% or 677 fewer children under 5 years old between the two censuses. The elementary and middle school age population (ages 5 to 14) increased 12.1% by more than 500 children. The high school age population (ages 15 to 19) increased 37.5% by more than 500 children. The growth in the older children was due both to aging and an influx of families into Newtown. From a planning perspective, these changes in school-aged population impact school enrollment, park and recreation facility planning and youth services planning.

The Town's greatest losses in population occurred in the 25 to 34 years of age and 35 to 44 years of age categories that shrank at a rate of about 36% and 25% respectively or a loss of 2,350 people in total. In contrast, the population in the 45 to 54 years of age and 55 to 59 years of age categories grew significantly by more than 40% for each age group or a total of 2,240 people. Population between 60 and 64 years of age increased almost 68% or by 1492 people between 2000 and 2010. The population in the over 65 year old age category increased by 60.3% or 3,509 people during the last decade. Changes in the Town's elderly population will impact planning for senior facilities, senior housing and senior support services.

In summary, during the past decade Newtown's adult population aged, consequently fewer babies were born. If this trend continues, then the overall population of Newtown will start decreasing over the next few decades. Newtown has benefited from the volunteer efforts and community spirit mindedness of its population thus having sufficient volunteer fire fighters, ambulance association members, and town government board, commission and council members. As the Newtown population ages, volunteers for emergency services could dwindle and the Town may be forced to hire these fire fighting and ambulance association services in the future. Newtown's focus may become providing a Newtown Senior Academy versus the Newtown Youth Academy that exists today and providing rehabilitation facilities for older adults recovering from medical situations.

To revitalize Newtown with younger adults, the Town may decide to attract businesses or industries that tend to hire younger adults and encourage housing construction that is in a attractive price range for younger adults like multi-family housing and open space conservation housing developments that tend to be profitable with smaller housing sizes. http://www.hvceo.org/tables/TABLE_P3.php

D. Household Characteristics

As shown in Table 4, the number of households in Newtown increased by almost 125% or more than doubled from 4,209 to 9,459 between 1970 and 2010. The decade between 1970 and 1980 experienced the greatest change of 36.6% and a numerical increase of 1,541 new households formed. Between 1980 and 1990 the Town added 1,048 households and between 1990 and 2000 Newtown gained another 1,527 households at a growth rate of 22.5% and then slowed from 2000 to 2010 to a growth rate of 13.6% that added 1,134 households. All of Newtown's neighboring communities recorded household increases during the period of 2000 to 2010. Only Oxford and Redding far exceeded Newtown's growth rate while Southbury had about an equivalent growth rate. During the previous decade, Newtown had the highest rate of growth. Such gains are reflective of area residential development trends and an indication of the attraction these communities hold for residential growth. Growth in most of these towns includes construction of the more densely populated active adult communities.

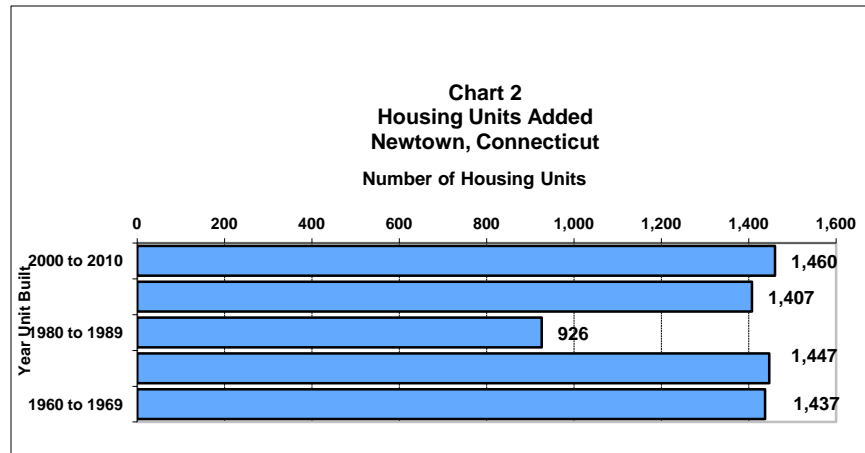
Table 4		
Household Change: 1970 to 2010 Newtown, CT		
Census	Households	% Change
1970	4,209	-
1980	5,750	36.6%
1990	6,798	18.2%
2000	8,325	22.5%
2010	9,459	13.6%

Table 5					
Occupied Housing Units					
	2010	2000	Change	% Change	2010 Avg Size*
Bethel	6,938	6,505	433	6.66%	2.65
Bridgewater	735	703	32	4.55%	2.34
Brookfield	6,129	5,572	557	10.00%	2.68
Easton	2,715	2,511	204	8.12%	2.90
Monroe	6,735	6,481	254	3.92%	2.88
Newtown	9,459	8,325	1,134	13.62%	2.83
Oxford	4,504	3,343	1,161	34.73%	2.81
Redding	3,470	2,918	552	18.92%	2.63
Ridgefield	8,801	8,433	368	4.36%	3.24
Southbury	8,213	7,225	988	13.67%	2.33
Trumbull	12,725	11,911	814	6.83%	2.90

*Average number of people in household of owner-occupied units

The following information shown in Table 5 is offered to put changes in the average size of Newtown households over time into context. In 1960, Newtown's average household size was 4.51 persons per household. By 1970 the average had dropped to 3.47 persons, in 1980 it was 3.32 persons, in 1990 it was 2.94 persons and in 2000 it was 2.90 persons per household, and continued to decrease to 2.83 persons in 2010. While average household sizes have decreased, Newtown and many of its adjacent communities, continue to have a relatively high average household size when compared to the 2010 State wide average of 2.52, which is about the same as the 2000 State-wide average of 2.53. According to the 2010 Census, Newtown's households containing individuals with children under the age of 18 fell to 40.1% from the 46.1% recorded in the 2000 Census.

Drops in average household size have occurred throughout the country over the past several decades as the dynamics of our Nation's households have changed. Household sizes have tended to decrease as a result of an increase in single person households, an increase in divorce and separations, the tendency for young professionals to delay marriage and families, and an increase in the number of elderly who remain in their own homes as opposed to residing with family or moving into group quarters. In Newtown's case the aging of the population has contributed significantly to the shrinkage of the average household size.



E. Housing Growth

Sixty-six per cent of Newtown's housing stock was constructed between 1960 and 2010. Housing developed between 1990 and 2010 accounts for 28.5 % of Newtown's housing stock, while 37.9% of the Town's housing was developed between 1960 and 1990. As shown in the accompanying Chart 2, with the exception of the 1980's decade, Newtown has experienced a very constant housing growth rate of between 1,407 and 1,460 dwelling units per decade.

Even though the number of housing units developed over the past decade ending in 2010 is 53 units more than the previous decade ending in 2000, the public perception is that the rate of housing development within the community has decreased during the past decade as the growth occurred primarily in the first half of the decade.

Newtown's housing stock, as described by the 2010 Census, consists of 90.8% single-family detached housing compared to 92.8% recorded in the 2000 Census. Newtown's occupied housing stock is 94.0% owner occupied as recorded in the 2010 Census that has increased from the 91.9% owner-occupied housing stock recorded in the 2000 Census.

Over the past 2 decades the trend has been to the "large lot" nature of housing development, which has resulted in acceleration of the amount of land consumed by residential development on a per house basis. Historically, residential development in Newtown has taken the form of single-family detached, owner-occupied housing. Generally the larger houses constructed on the larger lots are purchased by older middle age adults towards the peak of their careers.

http://www.hvceo.org/housing_market_assessment.pdf

F. Development Patterns and Trends

Current Land Use: The Town of Newtown has total land area of approximately 58 square miles (37,110 acres). The Town includes a diversity of land use types including agricultural, commercial, government, industrial, institutional, open space, residential, transportation, and vacant areas as indicated on the accompanying chart. The data for the chart is derived from the Tax Assessor Codes as included in the Supporting Documents and the corresponding areas are derived from the GIS system. Future POCDs should consider using the same basis so changing land uses in Newtown can be tracked.

The predominant land use in Newtown is for residential housing representing 48% of the land area. Agricultural lands is the second largest land use at 16%. Federal, State, and Town government lands comprise 10% of the land area in Newtown. Transportation, which includes interstate I-84, state and local roads and their respective right-of-ways, makes up 6% of Newtown's land area. About 9% of Newtown's lands lies vacant.

Land Use Trends: Newtown's residential market has traditionally been cyclical, responding to the ups and down of the supporting regional economy and mortgage interest rates. Since the recession began in 2008, housing prices have dropped significantly and as a result foreclosures have risen. The market inventory for homes has continued to increase and is near its peak in 2012. Applications for new single-family subdivisions for construction on the large lots is currently non-existent.

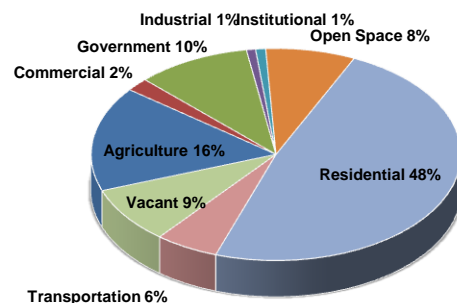
Three EH-10 developments were built in the last decade and a fourth is now under construction. The market may be saturated at this level so future EH-10 developments are not predicted.

Newtown's municipal regulations controlling residential development traditionally have resulted in the creation of large lots supporting single-family detached housing. In anticipation that the future housing needs will be for smaller houses or at least houses with lower maintenance lots, amendments to the regulations have been passed for the Open Space Conservation Subdivision and proposed for a Multi-Family Housing Development.

Several parcels of residential land in the Design Districts have been rezoned to permit both business and residential uses on these lots.

Several industrial sites are vacant, but recently some of the larger buildings are being converted to different uses. One such conversion is for a high tech application that could become a magnet to attract similar or supporting high tech companies.

Chart 3
2010 Current Land Use Newtown, Connecticut



IV. INTRODUCTION AND PURPOSE

A. What is a Plan of Conservation and Development?

The purpose of a Plan of Conservation and Development is to record the best thinking of the Town as to how Newtown should continue to evolve in the future and to give direction to both public and private elements of change. Chapter 126, Section 8-23, of the Connecticut General Statutes requires that a planning and zoning commission “**prepare, adopt and amend a plan of conservation and development for the municipality**” at least every ten years.

http://www.lawserver.com/law/state/connecticut/ct-laws/connecticut_statutes_8-23

Newtown’s Plan of Conservation and Development is an advisory document that offers a Vision of the community and provides guidance for municipal decision making. The process of updating the POCD enables public participation in shaping the future of the Town and provides an opportunity to prioritize goals and implementation strategies and to set the course to achieve the Vision of Newtown.

While future oriented, Newtown’s Plan of Conservation and Development reflects the goals and objectives of a community at a certain point in time and provides guidance for municipal decisions affecting the Town’s conservation and development.

Newtown’s updated POCD responds to the 1995 amendments to the State’s General Statutes that increased the emphasis on conservation in municipal plans and to incorporate reference for greenway protection. In 2001, the Statute was further amended to include referral of updated and amended POCD’s to the local legislative body for review and comment prior to adoption by the Planning and Zoning Commission. <http://www.cga.ct.gov/2007/ACT/Pa/pdf/2007PA-00239-R00HB-07090-PA.pdf>

The Planning and Zoning Commission fulfilled one of the requirements of Section 8-23 in the fall of 2013 by referring the draft plan to the Newtown Legislative Council for their review and comment. The Legislative Council reported back to the Commission with recommendations that were incorporated into this final plan.

The requirement that the plan note any inconsistencies with the State Plan of Conservation was also accomplished. The Newtown Plan of Conservation and Development is generally consistent with the State plan and the “Locational Guide Map”. Most of the discrepancies noted in the 2004 Plan of Conservation and Development have been resolved. Newtown presented its changes, notably the mixed use corridor for the southern section of Route 25 and the potential growth area in Hawleyville along Routes 6 and 25. http://www.ct.gov/opm/lib/opm/igp/org/cdupdate/municipal_and_rpo_responses.pdf
http://www.ct.gov/opm/lib/opm/igp/org/cdupdate/2013-2018_draft_cd_plan.pdf
http://www.ct.gov/opm/cwp/view.asp?A=2990&Q=385382&opmNav_GID=1807

B. The Process of Updating Newtown’s Plan of Conservation and Development

In early 2011, the Newtown Planning and Zoning Commission began the process of reviewing and updating the Town’s 2004 Plan of Development. During the past two years, the Newtown Planning and Zoning Commission has compiled and/or written this various sections of this 2014 Plan of Conservation and Development with input from the Town of Newtown Staff Members, Department Personnel and Commission and Board Members. Data was extracted from the 2010 U.S. Census for preparing many of the Tables and Charts. Assistance in obtaining more obscure data was provided by the State of Connecticut IT Staff. <http://2010.census.gov/2010census/data/>

As part of the process of updating the POCD, the Planning and Zoning Commission received input from Town Departments and Commissions. Each of the reports received were presented by the representative Commission members and discussed in Public Hearings held by the Planning and Zoning Commission during regularly scheduled and warned meetings of the Commission.

These reports are listed in the Appendix under Supporting Documents and can be obtained from the Land Use Agency.

The key components of the updated Plan of Conservation and Development include a description

of past growth and change within Newtown as it relates to future trends, a Vision Statement of what is desired for Newtown in 10 years and a description of the actions required to achieve this Vision, with an assignment of responsibilities for implementation. Important community issues are discussed, goals are described and strategies to achieve the goals are recommended. An assessment is made of the resources required to achieve implementation and responsibilities for implementation activities are assigned.

Community goals and objectives are established as a means to present clear and concise direction to guide future conservation and development actions. These goals take into consideration the recommendations of previous Town plans, the information compiled from planning and existing condition analyses; reports and study elements presented during the Plan of Conservation and Development Update process; existing land use patterns; future projections and community input. The identified goals will serve to guide Newtown's conservation and development activities over the next ten years and beyond.

C. Updating Newtown's Plan of Conservation and Development: What is Legally Required

As defined by Connecticut General Statutes, http://www.lawserver.com/law/state/connecticut/ct-laws/connecticut_statutes_8-23

the POCD shall:

- Be a statement of policies, goals and standards for the physical and economic development of the municipality;
- Show the (Planning and Zoning) Commission's recommendations for the most desirable use of land for residential, recreational, commercial, industrial, conservation and other purposes and for the most desirable density of population in the municipality;
- Promote coordinated development and the general welfare and prosperity of its people;
- Make provision for the development of housing opportunities, including multifamily dwellings, for all residents of the municipality and the planning region;
- Promote housing choice and economic diversity in housing and encourage the development of housing which will meet the housing needs identified in the regional housing plan and the State's Plan of Conservation and Development;
- Encourage open space conservation subdivisions versus the traditional large lot subdivision;

- Take into account the State's Plan of Conservation and Development and note any inconsistencies with said State Plan.

http://www.ct.gov/opm/lib/opm/igp/org/cdupdate/municipal_and_rpo_responses.pdf

http://www.ct.gov/opm/lib/opm/igp/org/cdupdate/2013-2018_draft_cd_plan.pdf

The Connecticut General Statutes require that the preparation of the POCD shall consider the following:

- The need for affordable housing;
- The need for protection of existing and potential public surface and ground drinking water supplies;
- The use of open space conservation subdivision development and other development patterns to the extent consistent with soil types, terrain and infrastructure capacity of the municipality;
- The State and Regional Plans of Conservation and Development;
http://www.ct.gov/opm/cwp/view.asp?a=2990&q=389822&opmNav_GIS=1807
- Physical, social, economic and governmental conditions and trends;
- Energy efficient patterns of development, renewable energy and energy conservation;
- The needs of the municipality including: human resources, education, health, housing, recreation, social services, public utilities, public protection, transportation and circulation, and cultural and interpersonal communications.

D. Geographical Information System (GIS) Mapping <http://maps.newtown-ct.gov/>

The State of Connecticut has realized the benefits of performing aerial acquisitions. In 1939 it was one of the first states to perform flyovers using the revolutionary Fairchild Aerial Camera and it has not looked back since. The town of Newtown has amassed its own collection of aerial photography with sets of prints for the whole town in 1948, 1957, 1971, 1998, 2002, and 2007. In addition to these full sets, there are aeriels that were done in support of special projects like the sewer and water line improvements in the 1990's and for the Fairfield Hills Campus. Generally these aerial images have been used for assessment, public works, highway, and land use. Parcel mapping was one of the most widely used applications as

parcel lines were hand drawn on copies of the aeriels from 1957 and 1971. All of these products were hard to use, maintain, and distribute freely and storage was difficult. After the town completed its sewer project in the late 1990s it was clear to the community that the whole town could benefit from a digital mapping solution.

After a failed attempt to get a mapping program going in 1998, the town successfully funded and entered into a contract with Golden Aerial Surveys in 2002. Black and white conventional film based aerial imagery was acquired for the entire town. In addition to the flyover, the commitment was made to orthorectify the imagery, derive planimetric and topographic datasets, and create a "start from scratch" parcel layer. The process of orthorectification takes a "flat digital image" and corrects that image for the curves of the earth's surface. The end result is a much more accurate representation of the hills and valleys in the resulting corrected digital photo. These photos can then be used in GIS and CAD packages and help answer questions for town staff and the public like "Is my shed on my neighbor's property? What zone is my property in? Has that property owner filled in the wetland?" .

The derivation of line and point based planimetric features (building footprints, road edges, parking areas, utility poles, etc) and topographic features (contours, spot elevations, etc.) creates the ability to answer questions with respect to spatial position. You could now ask how many residences are within a Special Flood Hazard Area and then generate a mailing list within minutes. Since we are all playing in the same geographic space, we can take federal and state data, overlay it with the town data, and create alternate universe where all levels of government can work together. Utilizing the geographic component enables the answering of questions that were previously seen as laborious and near impossible prior.

Since the 2002 flyover, the town has continued to add data and functionality to the GIS and to create tools to facilitate the dissemination of the data. Responding to the changes in the past 5 years, in 2007 the town did an aerial only acquisition in coordination with the revaluation. This was such a success that the spring of 2012 we again performed an aerial acquisition. This imagery supports just about every function of the town. More recently the town launched a web portal at maps.newtown-ct.gov that allows the user to create custom maps and access assessor data through the internet. This portal allows for sales and abutters searches and feature identification. We continue to develop tools that will empower the end user to ask and answer questions.

In 2012 town staff performed a complete update of the zoning layer for the town. <http://maps.newtown-ct.gov/> This project required the review of all zoning actions since the advent of zoning in 1957. The existing zoning maps were more akin to artistic renderings that became difficult to discern the intent of the original zoning map. This painstaking review resulted in the creation of a digital zoning map that can now be shared with all interested parties. This zoning map helps with the review process and the public to understand what they can build on their property.

One of the powers that GIS provides is enabling geographic components of flat tabular databases in use throughout the town. So, say you have a question like, “What is the most dangerous intersection in town?” The GIS can connect to the police department database, map out all of the traffic accident information, and create a map showing the areas with the most traffic accidents. One of the most used aspects of the GIS is the parcel layer joined with the assessor’s database. This function unlocks one of the most valuable databases in use and allows for a myriad of analyses. This join also unlocks the ability to perform abutters’ lists which supports many aspects of government. Prior to the implementation of the GIS, the creation lists were laborious and costly and now the process is as easy as a few clicks on our online portal from start to printed labels.

Newtown’s Geographic Information System continues to grow in its uses and applications. In adopting technology solutions to government problems the Town is innovating a system to better serve its citizens’ needs.

V. ACHIEVING THE VISION

A. COMMUNITY CHARACTER

1. Introduction

Over the past thirty years the citizens of Newtown have successfully used the Plan of Conservation and Development to guide Newtown's growth. The community and the officials continue to refer to the Plan in order to preserve and enhance the desired aspects of Newtown's community character.

What is Community Character?
"It's a little hard to define,
but I know it when I see it."



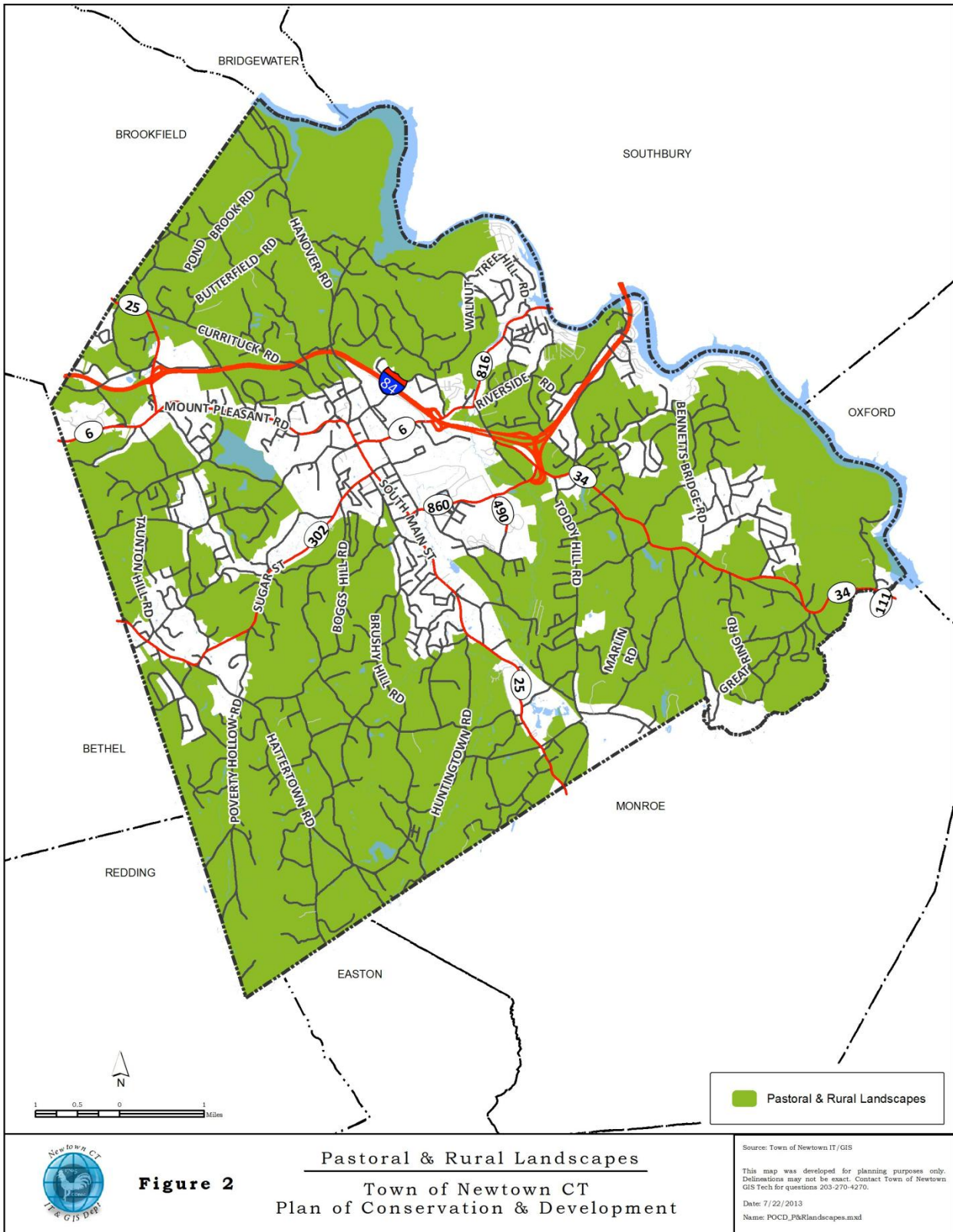
2. Defining Newtown's Community Character

Community character is defined by both the natural and built environment as well as the activities that take place within Newtown's borders.

- **Pastoral and Rural Landscape:** Newtown's visual character is derived in great part from its lovely non commercial Main Street as well as its few remaining farms. There is still a sense of openness derived from the large forested areas that still remain. Areas of Newtown that possess strong pastoral and rural characteristics are indicated on Figure 2 the map of Pastoral and Rural Landscapes.



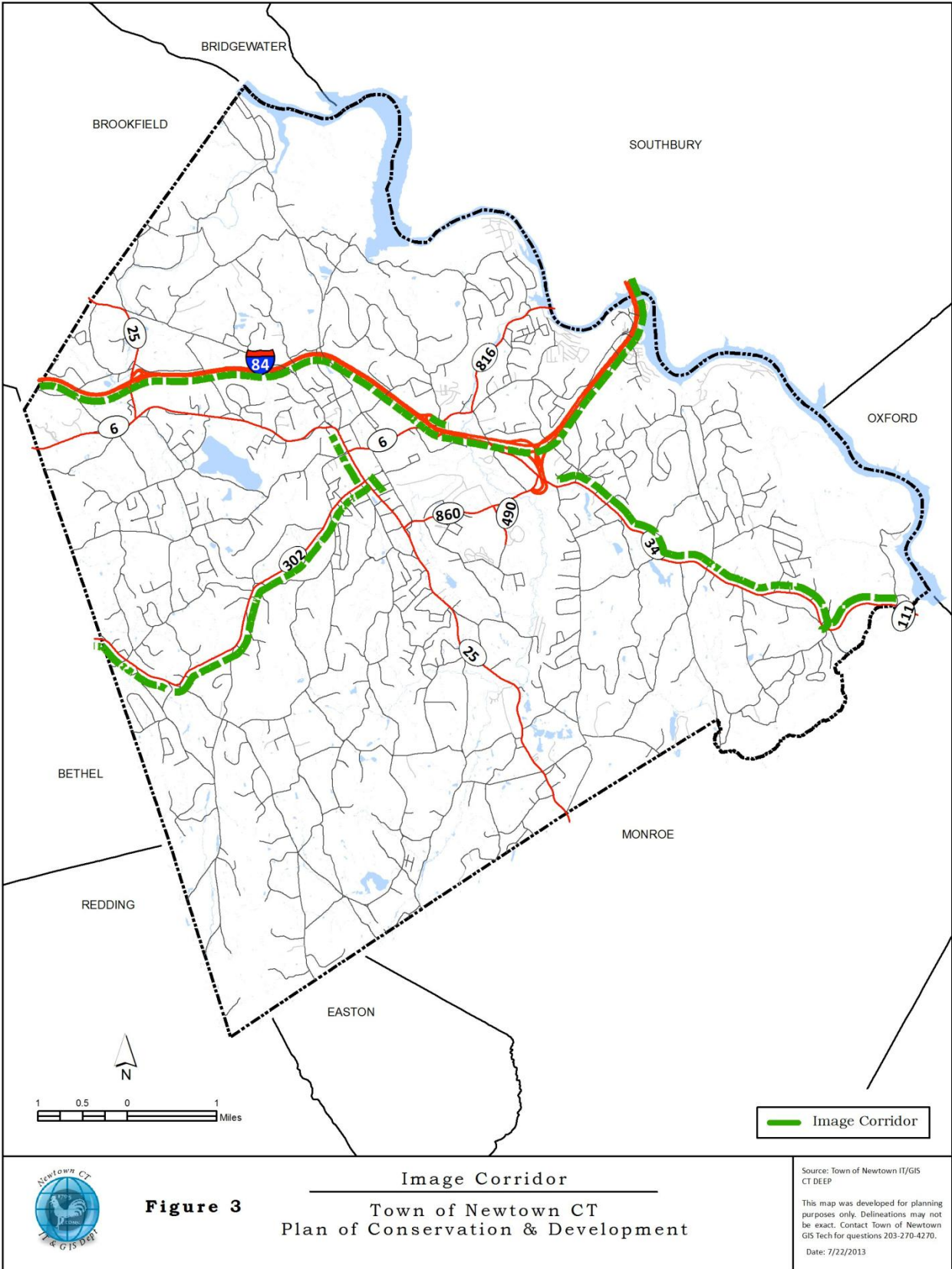
- **Natural Features:** Newtown's terrain is largely rolling, punctuated by steep hills and deep valleys, rock outcroppings, flood plains and wetlands. Newtown contains several significant natural and manmade water features including: Lakes Zoar and Lillinonah on the Housatonic River; the Pootatuck River, which flows northward across Newtown, emptying into the Housatonic River; Taunton Pond, a beautiful upland water body; Pond Brook; Deep Brook; Limekiln Brook; the Upper Aspetuck River; and the Halfway River, on Newtown's southeastern boundary with Monroe.





- Newtown's Image Corridors:** Some of Newtown's well traveled roadways possess particularly picturesque views of the Town's "countryside." These areas have been identified as Image Corridors, where the views from the roadways establish lasting images of the town's natural beauty and contribute to the formation of Newtown's community character. Identified Image Corridors are highlighted on Figure 3 the Map of Image Corridors.





- **Open Space:** Publicly owned open space and land protected by non-profit land trust organizations contribute to Newtown's uncrowded appearance. The Connecticut Department of Energy and Environmental Protection controls acres of State forests and public and private open space holdings total more than acres.

The perception of Newtown's community character is very significantly influenced by the visual qualities of the manmade elements of Newtown's landscape. These elements include:

- **The Borough of Newtown:** The Borough contains shopping areas, numerous local businesses, municipal facilities, churches and the Flag Pole. Portions of the Borough, especially Main Street, and the views of the Flag Pole from many different vantage points within town, form very powerful visual images which strongly influence the collective perception of Newtown's community character. These manmade features of Newtown's built environment combine to provide a key focal point of "community" within the Town. Newtown has long placed a high priority on maintaining the historic character of the Borough.



- **Newtown's Design Districts and Hamlets:** In addition to the Borough, Newtown has three design districts, Sandy Hook, Hawleyville, and South Main Street, as well as the hamlets of Dodgingtown and Botsford. Each area has a mixed-use center that serves the surrounding neighborhood. These centers also serve to provide a sense of community within the context of the larger Town. Each area is distinct and boasts its own history and character. The hamlets may be considered for design district designation in the future.

- **Fairfield Hills:** This former 185-acre state mental hospital was purchased by the Town in 2004 after it had closed almost 9 years before. The 2005 Master Plan for this site has been slowly implemented and it now houses the Town Municipal Building, a 90-foot baseball field complete with lights, and a privately run youth sports facility. There are currently 9 playing fields, paved trails and a community garden on this site. A popular farmers market is held here weekly from June through October and this is a unique opportunity for community interactions.



- **Public Buildings and Community Character:** The elements of the built environment created through public investment play an important role in defining Newtown's community character. The environment created through public investment, which includes public buildings, parks, streets, and monuments are visible elements of the manmade environment which influence the perception of community image, as well as the perception of the collective value which Newtown residents place on their community.



- **Public Streets:** Newtown has miles of local roads covering approximately acres of Newtown's landscape. What happens on, within and along this public realm significantly affects the perception of Newtown's community character.
- **Public Parks:** Newtown has seven Town parks and playing fields totaling acres. In addition to their physical presence, these facilities have an impact on the perception of the quality of services offered by the Town, which in turn contributes to the development of community character.

- Residential Neighborhoods:** The largest category of Newtown's built environment, in terms of land area affected, is the Town's housing stock. The predominate type of housing in Newtown is single family detached houses surrounded by landscaped yards. Newtown's newer residential neighborhoods elicit a suburban quality to the visual environment, making it an increasingly significant element of the Town's community character. The overall character of Newtown's housing stock is one of very good quality, a very positive element of the Town's community character.
- Newtown's Commercial Corridors:** Most of the commercial uses serving the needs of Newtown's residents are located along Route 25 and Route 6 and within the Borough. The common visual characteristic of many of Newtown's commercial uses, often located side by side, is a parking lot fronting the highway, which elicits a character of strip suburban development. Because commercial uses front on the most heavily traveled roadways in Newtown, their appearances contributes significantly to the daily perception of Newtown's community character, for residents and visitors alike.
- Newtown's Business Centers:** The appearance of businesses visible from Newtown's heavily traveled entry ways has been helped by the formation of a Design Advisory Board to assist commercial developers. This Design Advisory Board helps developers and property owners to understand the specific elements of building and site design that will contribute to maintaining Newtown's character.



The quality of life experienced by those living and working in Newtown helps to form a perception of the Town's community character. In addition to considerations of the quality of the Town's natural and manmade environments, the quality of services provided by the public, private and institutional sectors contributes to an assessment of the quality of life afforded to town residents and those working within Newtown. The quality of services, including education, transportation, health, recreational, police, fire, emergency and retail can vary substantially from town to town and are the aspects of community often discussed by residents when describing the quality of life within their town.

- **Community Gathering Places and Focal Points:** Public gathering places and community focal points contribute positively to a Town's self image and function to provide a sense of community. Places of this nature in Newtown include churches, schools, playgrounds, parks, municipal buildings and public monuments. Community gathering places and focal points afford opportunities for residents to interact and provide important visual reference points.



- **Sense of Place:** The quality of Newtown's natural and built environments, the level of community activities and the availability and quality of services helps residents and visitors to formulate an impression of the Town's community character. These are the special and unique characteristics which set Newtown apart and make it a memorable place.





3. Design Advisory Board

In 2004 the Legislative Council recognized the important role that community appearance and character has on the social and economic well being of the community and thus created a Design Advisory Board for the purpose of reviewing proposed commercial development in the Town's designated design districts.

Membership consists of 3 volunteer members plus 2 alternates each of whom has expertise and knowledge in one or more of the following fields: architecture, landscape architecture, urban design, urban planning or civil engineering. Members are appointed by the First Selectman with the approval of the Board of Selectmen to serve for a two-year term.

The Design Advisory Board is responsible for assisting property owners, design professionals and others understand the specific elements of site design and building appearances that are desired within the various design districts located in the Town of Newtown as designated by the Newtown Planning and Zoning Commission. The Design Advisory Board utilizes the design guidelines adopted for each design district.

The Design Advisory Board reviews an applicant's proposal within 30 days of submission and recommends any changes to the Planning and Zoning Commission.

V. ACHIEVING THE VISION

B. CONSERVATION AND NATURAL RESOURCES

1. Introduction

The quality of life in Newtown is influenced by the quality, quantity and distribution of its natural resources. The protection of Newtown's natural resources is a difficult task due to the many competing interests for the use of land. Proper allocation of Newtown's finite natural resources is a balancing act that involves consideration for private property rights, the economic development needs of the community and public health and safety requirements.

Basic to the protection of Newtown natural resources are the following precepts:

- Growth will continue to take place, but probably at a pace slower than in the past;
- Land is a basic and finite resource and control of its use is essential to the public welfare;
- The town has the power and the responsibility to preserve critical natural resources through planning and the regulation of land use;
- The Town has the legal authority to acquire open space and to administer and maintain acquired property in the public interest.

The Plan of Conservation and Development is a municipal tool to preserve and protect those elements of Newtown's natural environment that contribute to the Town's character and quality of life. It establishes goals, strategies and implementation recommendations for protecting and preserving Newtown's natural environment.

Those elements of Newtown's natural environment are defined through a natural resource inventory. Key natural resource elements as well as a section on open space resources have been described in detail in a document entitled "Town of Newtown Natural Resource Inventory", first developed by Malone and MacBroom in 2011 under the direction of the Newtown Conservation Commission and Land Use Department, and updated from time to time by that Commission. Newtown's NRI can be found at the Land Use Office and soon will be available on -line.



This section is derived from the NRI and other available tools including the important Geographic Information System (GIS) technology to map and analyze information.

2. Defining Newtown's Natural Resources

The process of protecting Newtown's natural environment starts with a description of the town's natural resources, including the geologic (soils, bedrock and surficial geology), hydrologic (rivers, streams, lakes and ponds) and biodiversity (plant and animal habitat) characteristics of Newtown's natural landscape.

The NRI includes descriptions of wildlife, plants, soil resources, landscape features, watersheds, wetlands and watercourses, important water resources, and other features such as dark night sky and open space parcels. The following watersheds were evaluated as part of the NRI: Housatonic River, Pond Brook, Deep Brook, Pootatuck River, Halfway River, Limekiln Brook, and the Aspetuck River.

Numerous resources were accessed to develop a database of information for the Natural Resource Inventory including the Town 's GIS system, the CT DEEP GIS, as well as limited data collection and ground truthing efforts. The mapping of these natural resources serves to provide an opportunity to observe, on a town-wide scale, the distribution of the elements that help define Newtown 's natural landscape. This helps to ensure that the development of policies affecting natural resources and open space will be appropriate for the Town as a whole. Using this information, policy recommendations designed to ensure adequate protection of the town's natural features have been developed.

3. Natural Resource Inventory

A brief description of the elements in the NRI follows, with the recommendations for each element.

a. Wildlife Inventory

A healthy and diverse wildlife population is a positive indicator of overall environmental quality. Wildlife benefits the community in many ways that are not

easily quantified but include educational, aesthetic, and scientific values. A winter's day view of our nation's symbol, the bald eagle, soaring loftily over the Housatonic River is an experience available to every Newtown resident.

The inventory includes both upland and wetland dependent wildlife species. The wildlife inventory is an important component of the NRI because it identifies



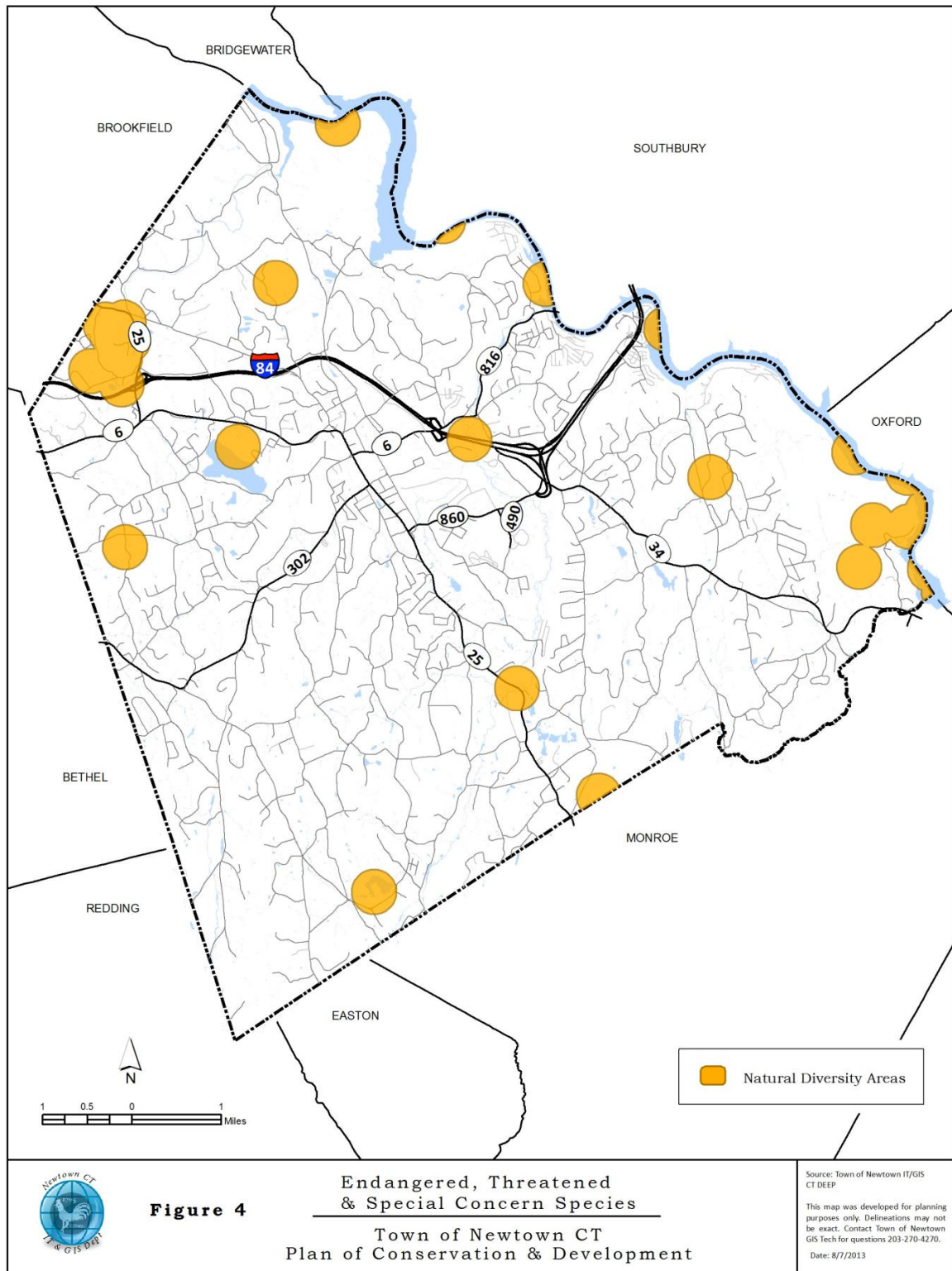
Box Turtle found at Stone Bridge

important wildlife habitat, significant corridors, documents the species/populations of state- and federally-listed wildlife, and includes wildlife survey data from field reconnaissance from sensitive areas within Town.

Lists of observed and potential wildlife are included. Mention of the State Natural Diversity Database as well as specific sighting locations are included.



Figure 4 is a map entitled 'Endangered, Threatened and Special Concern Species' and "Wildlife Corridors".



b. Plants and Trees Inventory

Trees, forests, and plants create the "green" skin of the Town just as the cliffs and ridges provide the boney frame of the Town. Individual trees often have historic or anecdotal importance to residents, and many of us view the passage of the seasons through the changing foliage of a particular tree. The plant and tree inventory includes analysis of species of special concern, threatened/special habitats and communities, trees of significance, and invasive plant species.



A tree at Pond Brook memorialized

Nonnative invasive plant species are understood to threaten native plants and natural habitats in undesirable ways, reducing overall biodiversity. The state and other interested parties such as the Invasive Plant Atlas of New England (IPANE) have published lists of nonnative invasive plants, both terrestrial and aquatic, in an effort to slow their spread and prohibit their inadvertent use in landscaping design. Appended to the NRI are lists of these species and a map where examples of nonnative invasive plants have been identified within the Town. Examples of these invasive species are Eurasian milfoil (aquatic) and mile-a-minute vine (terrestrial).



Japanese Barberry

The red shrub pictured here is Japanese barberry. An invasive species, it makes up a large component of the forest understory invasive species surveyed among all properties.

Charts of observed and typical plant species are included.

Concerns for plants and trees (not listed in NRI specifically):

1. Invasive plants are seen as a major issue in Newtown. Of greatest concern are:
 - Bittersweet which girdles trees, choking them and creating a heavy burden which makes them more susceptible to wind and snow damage.
 - Barberry, which has proliferated in many untended areas, using its aggressing behaviors to replace native species.
 - Eurasian milfoil that threatens the health and recreational use of Taunton Pond.
 - Mile-A-Minute which is being addressed by use of weevils but remains a threat to large tracts of public and private land.
 - Bamboo, which spreads rapidly from one yard to adjacent yards and is extremely difficult to eradicate.
2. Tree issues are:
 - The Emerald Ash Borer has been identified in Connecticut. Federal monitoring has taken place in some areas.
 - Woolly Adelgid is threatening some hemlock stands in Newtown.

c. Soil Resources

Although the geologic factors that led to soil development and differentiation occurred long before settlement, soil utilization plays a critical role in historical and economic growth of the Town. Prudent land use planning and future development patterns as well as land preservation and conservation must consider soil properties and extent during the process. As part of this NRI, several important soil characterizations were analyzed such as the occurrence of farmland soils, aquifer recharge areas, steep slopes, erodible soil, and extractable resources (sand and gravel).

- **Farmland Soils**

Agriculture was, and is today, an important component of life in Newtown. The Town has approximately 11,454 acres of prime farmland and statewide important farmland soils. Maintenance of local farms is an important statewide goal. Open tracts of land increase regional biodiversity by providing special habitat for plants and animals that are uncommon in forested tracts of land. They also can improve surface and groundwater quality by filtering water, and reducing flooding by slowing runoff and providing recharge areas.

Currently Newtown has 27% farmland soil (11,554 acres) within the town, with most of that being located in the Pootatuck River watershed, with lesser acreage in the Deep Brook and Pond Brook watersheds.

The State of Connecticut has its goal a total of 130,000 acres of farmland to be protected in the state with 85,000 acres dedicated to growing crops. Since inception of the program, development rights have been acquired, or are under contract for acquisition, on 283 farms totaling 37,262 acres (29% of goal). (Source: State publication "Farmland Restoration Program," April 2011)

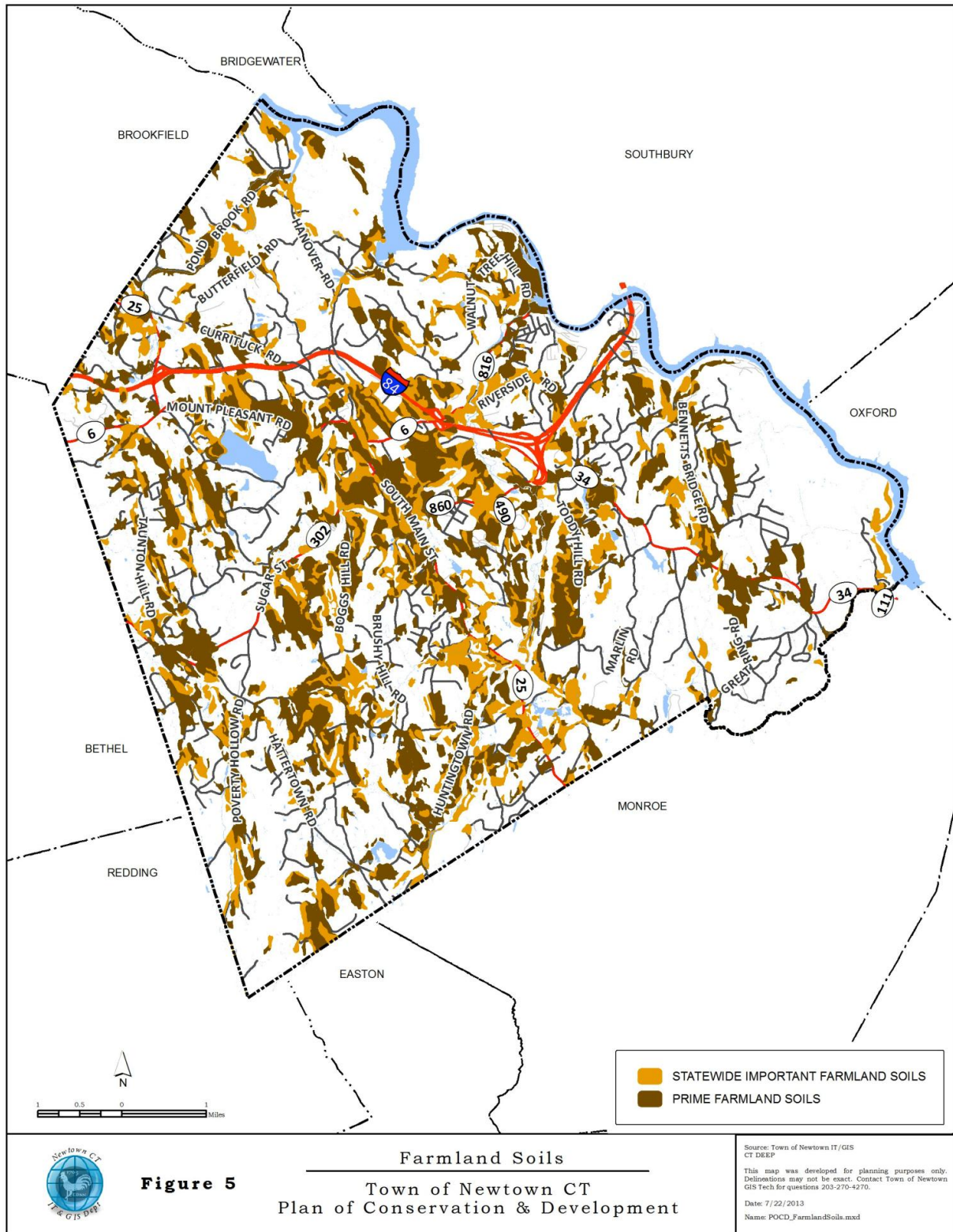
Often, farming use and farmlands can be supported through conservation easements and community supported farms (CSA's). In this way, farmland can be preserved through economic downturns, and soil resources are less likely to be squandered through development that could be sited elsewhere.

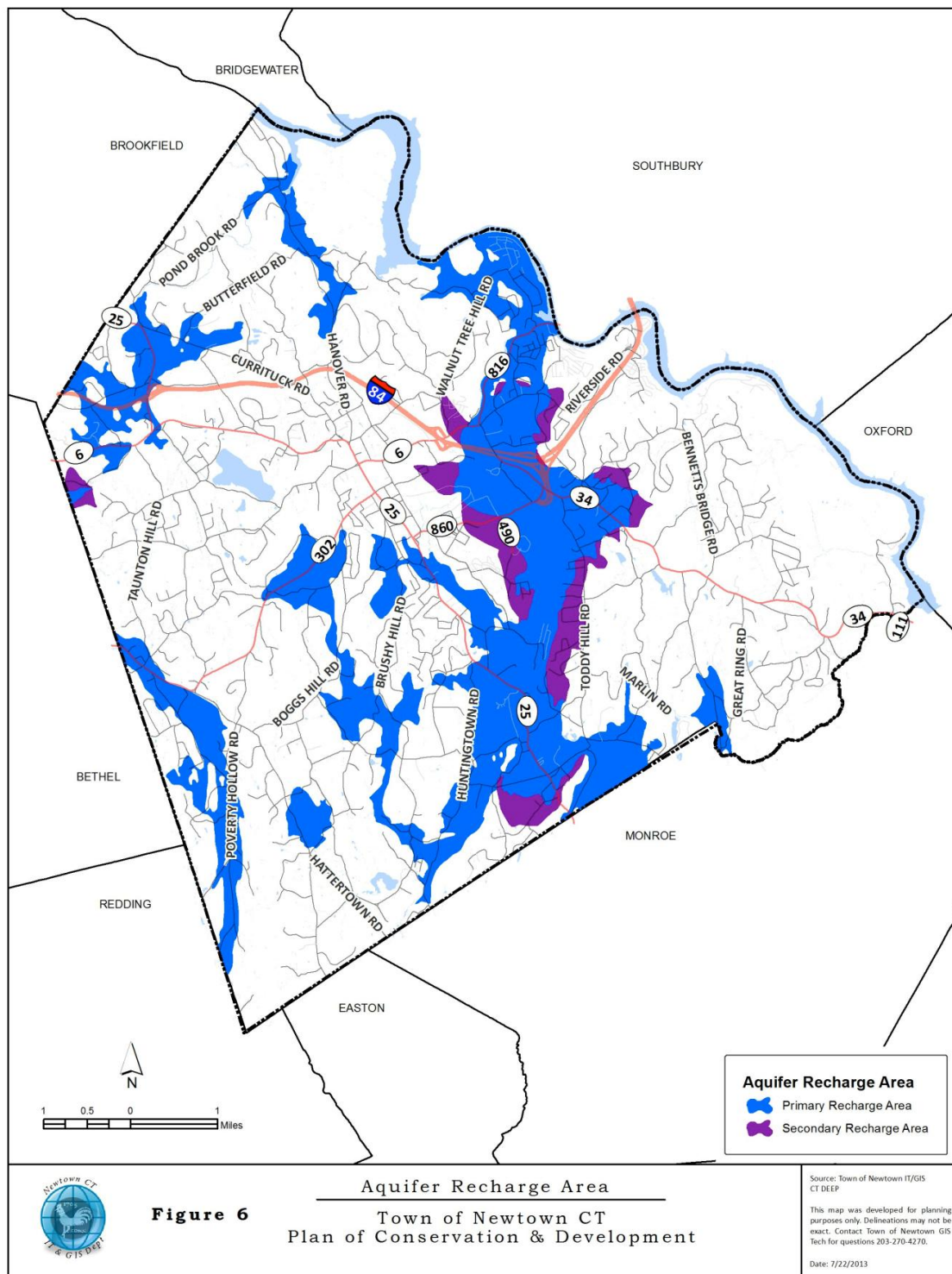
Figure 5 is a map of Newtown's farmland soils.

- **Aquifer Recharge Areas**

Aquifer recharge areas are primarily associated with land areas that are underlain by stratified drift materials (i.e., sand and gravel). Aquifer recharge areas are critically important to the Town for water production and are very sensitive to pollution from a variety of sources including accidental spills, improper storage and disposal of materials, storm water runoff, erosion, and poor land use management. Careful planning through regulation of land use and rigorous permit monitoring are necessary tools to protect aquifer integrity. Aquifer recharge areas are also critical to preservation of wetlands and watercourses and the biota they support. The seasonal relationship between aquifer recharge and discharge is an important factor in aquatic ecology.

Figure 6 is a map of Newtown's aquifer recharge area.





- **Steep Slopes and Soil Erodibility**

Both steep slopes and soil erodibility were analyzed within the Town. For the NRI, steep slopes were defined as those slopes that exhibit a slope of 15 percent or greater. This corresponds to typical land use constraints such as road grades or driveway grades. Prospective development on steep slopes requires careful planning and regulation to avoid threats of erosion, slope instability caused by clearing, grading, and/or other land management practices. Best Management Practices (BMPs) are needed to protect adjoining property owners, public lands and resources, wildlife, wetlands, and watercourses from the negative effects of uncontrolled runoff and erosion. Similarly, careful planning is required for the safe development of soils that are particularly subject to erosion.

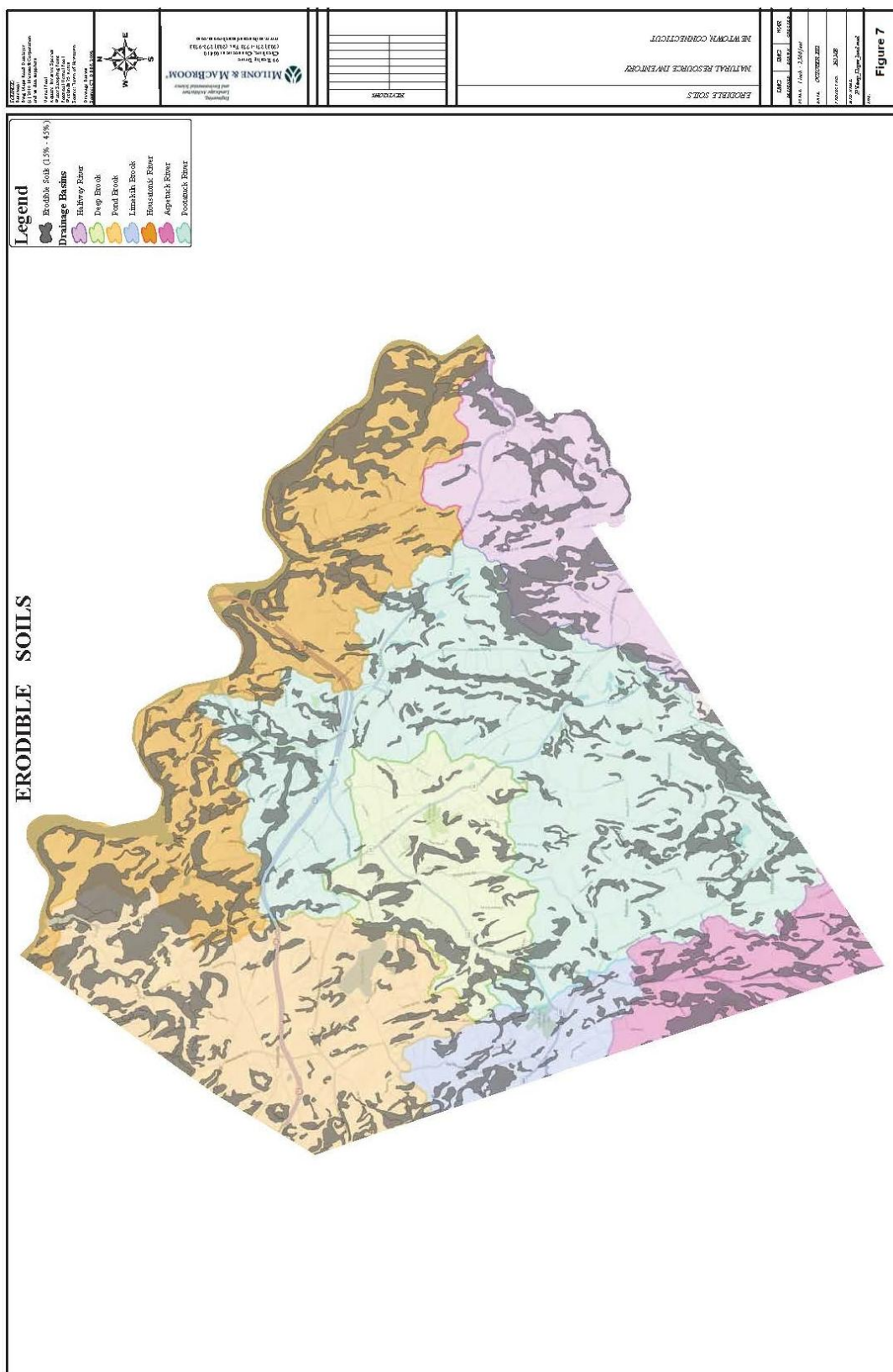
Figure 7 is a map entitled "Erodible Soils".

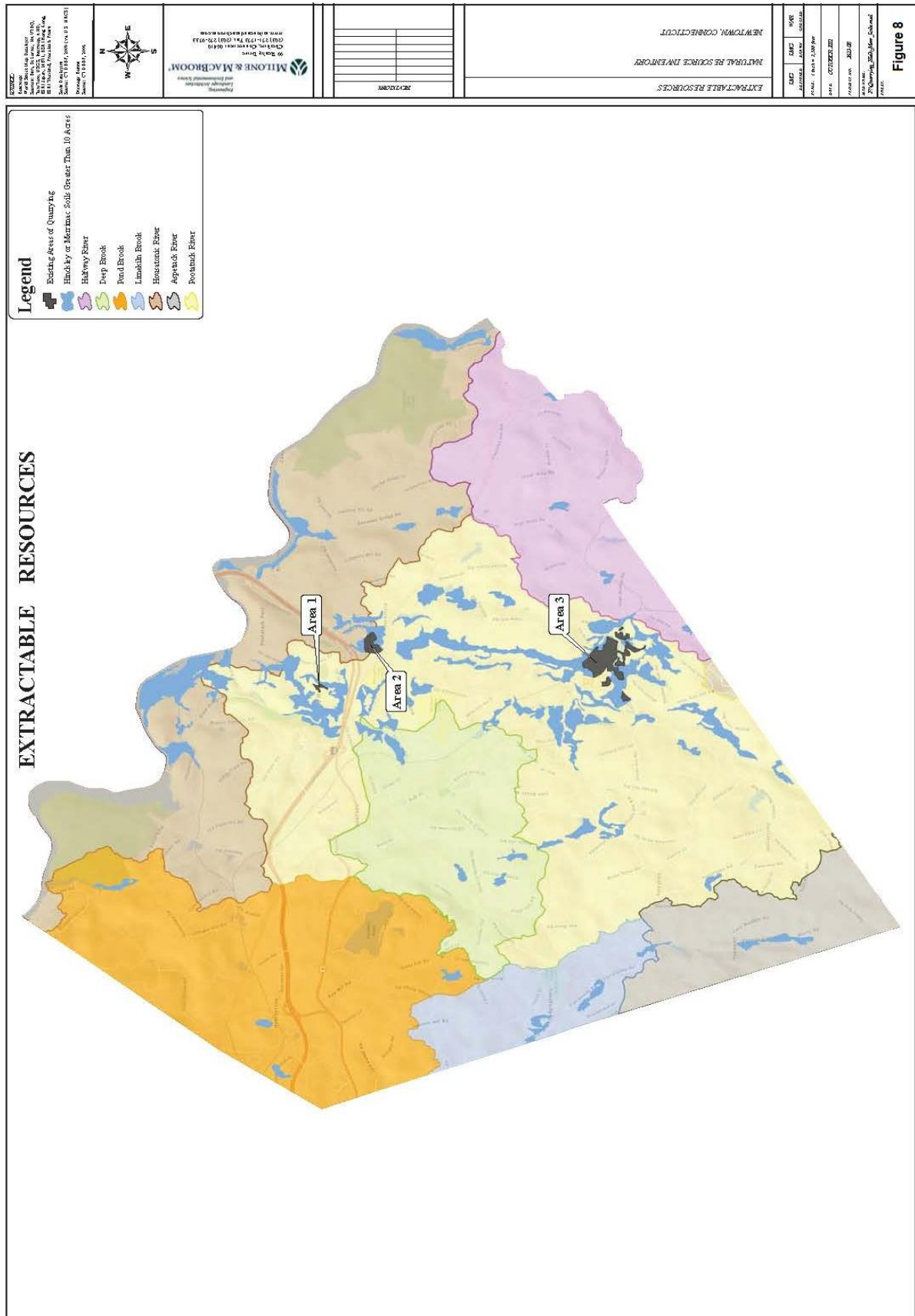
- **Extractable Resources**

Extractable resources are those materials that can be mined from the earth for monetary gain and profit. Examples within Newtown include sand and gravel quarries and bedrock quarries.

Although many areas have been used in the past for both large-scale and small-scale extraction operations, there are currently three active sand and gravel quarries within the Town. They are found within the Pootatuck River watershed. There are other sand and gravel resources that have yet to be extracted within the Town including large bands of Hinckley and Merrimac soils located along the Pootatuck River and Housatonic River. Figure 8 is a map that illustrates examples of the extent of these soil deposits (10-acre minimum). Some smaller sand and gravel resource areas occur within Deep Brook, Pond Brook, Limekiln Brook, Halfway River, and Aspetuck River watersheds.

Newtown was an historic mining location. Several sites are noteworthy including Rocky Glen State Park (gold, platinum, feldspar, etc.).





d. Watersheds, Wetlands, and Watercourses

As part of the NRI, each watershed within the Town was evaluated separately, including its physical aspects, water quality, fishery resources, recreational opportunities, wetland systems, impervious coverage, open space, and other aspects. Newtown is fortunate to have a number of watersheds that are of high quality and have some level of protection for that water quality. However, as development progresses, these watersheds are continually endangered through the "death of 1000 small cuts" with many small and large changes over time. Continued careful diligence will be required to preserve the quality of Newtown's watersheds and watercourses. Watershed summary tables with management recommendations for land use and/or protection are included as part of the NRI process.

The following watersheds were evaluated as part of the NRI:

- Aspetuck River Watershed
- Deep Brook Watershed
- Halfway River Watershed
- Housatonic River Watershed (limited)
- Limekiln Brook Watershed
- Pond Brook Watershed
- Pootatuck River Watershed

The Pequonnock River watershed was excluded from analysis because most of the watershed occurs outside of the Town.

Detailed information about each watershed can be found in the NRI. Only the important features that may have a need for setting priorities for management policies/actions are included here. Such management actions may include protection through land acquisition, conservation easements, adaptive management, regulations, development restrictions, implementation of LID development practices, etc. Figure 9 displays Newtown's "Drainage Basins" and "Aquatic Resources".

Aspetuck River Watershed

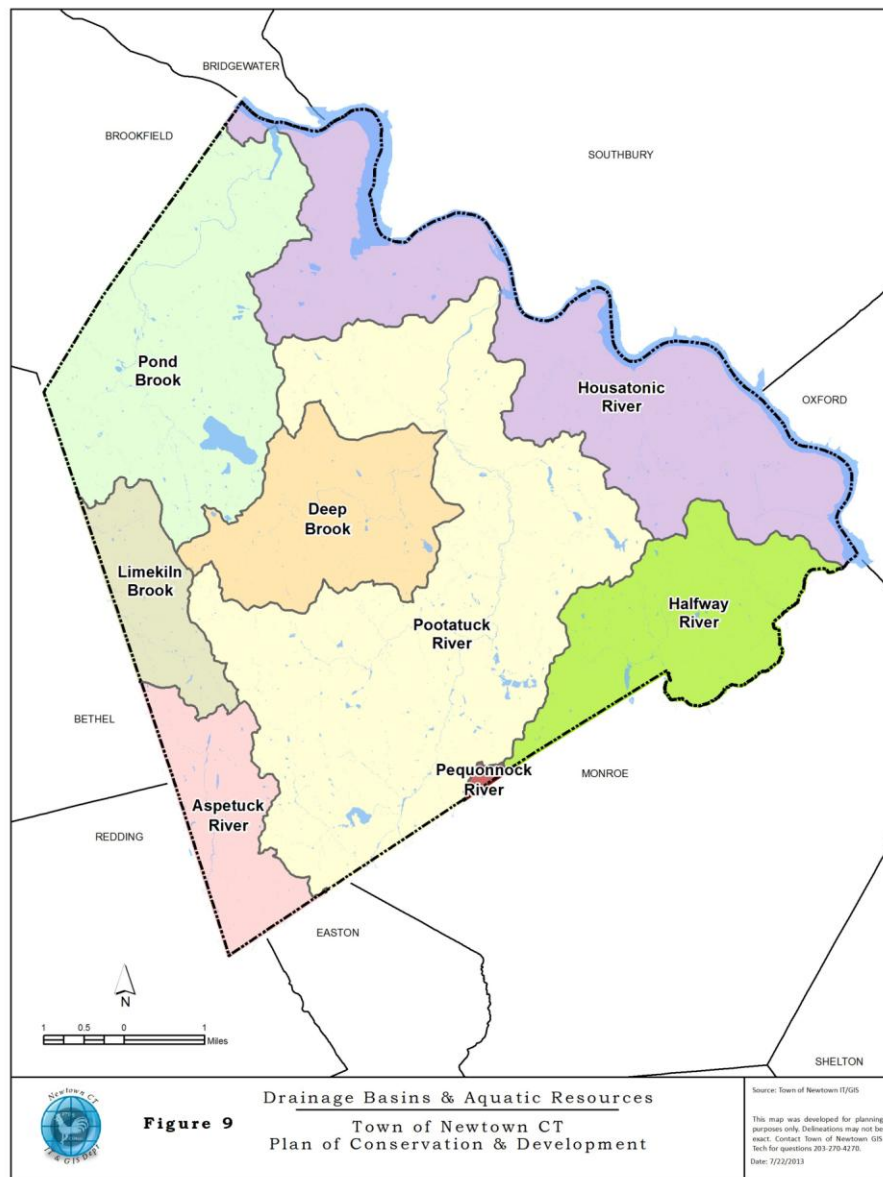
The Aspetuck is a major river corridor in western Connecticut with its origins in Newtown. The overall watershed is large (approximately 14,754 acres), flowing through several towns. The Aspetuck is the source for the Easton Reservoir. The Town portion of the watershed is approximately 70 percent forested uplands with only eight percent of the watershed classified as developed (buildings, homes, roads, etc.). Remaining land uses consist of a combination of open areas (i.e., lawn), agriculture, forested and non-forested wetlands, and water bodies.

Reaches within the Aspetuck River are classified as Class B/AA and/or Class AA water resources, and they provide both coldwater and warm water fishery resources. Wild brook trout populations are found within this river.

The Aspetuck River watershed does not support any APA areas, community wells, and/or non-community wells. The watershed is predominantly glacial till soils and is shallow to bedrock. Some stratified drift is present, and these areas are located along the floodplain of the river. The ground water classification for this watershed is GA. This watershed can support private wells. There have been no reports of vernal pools within this watershed.

Important attributes of the Aspetuck River watershed:

- Class A water quality throughout watershed
- Some stratified drift deposits present
- Variety of recreational opportunities present
- FEMA flood zones present
- High percentage of wetland habitat (22%) with 12 large five-acre wetlands
- High percentage of undeveloped land and protected open space.
- High biodiversity areas present (see Wildlife and Plant Inventory Sections)



Deep Brook Watershed

The Deep Brook watershed is approximately 3,420 acres in size and is entirely contained within the Town. The watershed includes much of the "developed" areas of the town including busy roadways (Routes 25 and 302), municipal buildings, higher-density residential areas, pasture, and farmland. The watershed is approximately 40 percent forested uplands with 24 percent of the watershed classified as developed (buildings, homes, roads, etc.).

Remaining land uses consist of a combination of open areas (i.e., lawn), agriculture, forested and non-forested wetlands, and water bodies. The Deep Brook greenway has a significant portion of the lower stream protected via open space and other protected lands. This greenway is the start of Newtown's Al's Trail and is used extensively by Newtown citizens for a variety of recreational activities.



The upper reaches of Deep Brook are classified as Class A with lower sections classified as B/A. Impairment is reportedly due to impacts from a closed landfill facility in the Fairfield Hills Campus. Deep Brook is listed on the 2008 Impaired Waters list for the following designated impaired use: contact recreation due to high levels of the bacteria *E. coli*. Total Maximum Daily Load (TMDL) priority is high for this impairment.

The Deep Brook watershed does not support any APA areas and/or non-community wells. Two community wells exist within this watershed and support the Meadowbrook Terrace Mobile Home Park. The watershed is predominantly glacial till soils and is shallow to bedrock. A large band of stratified drift is present along the floodplain of Deep Brook. The ground water classification for this watershed is GA and GAA. This watershed can support private wells.



While there are no mapped vernal pools within this watershed, there are several other special wetland types.

Important attributes of the Deep Brook watershed:

- Some stratified drift deposits support GA/GAA ground water designations
- Water Quality impairment due to landfill
- Variety of recreational opportunities present including Class I Wild Trout Management Area and Al's Trail

- FEMA flood zones present
- High percentage of wetland habitat (19%) with five large five-acre wetlands
- Several large flat wetlands provide good flood control and hydrologic support
- Good percentage of undeveloped land and protected open space
- High biodiversity areas present (see Wildlife and Plant Inventory Sections)

Deep Brook is listed on the 2008 Impaired Waters list for the following designated impaired use: contact recreation due to high levels of the bacteria *E. coli*. Total Maximum Daily Load (TMDL) priority is high for this impairment.

Halfway River Watershed

The Halfway River watershed is approximately 6,901 acres in size, with approximately 52 percent or 3,565 acres occurring within the Town. In Newtown, the watershed is approximately 71 percent forested uplands with only 14 percent of the watershed classified as developed (buildings, homes, roads, etc.). Remaining land uses consist of a combination of open areas (i.e., lawn), agriculture, forested and non-forested wetlands, and water bodies. Much of the Halfway River watershed is protected area and the river serves as the clean water baseline for Newtown water quality studies.

The Halfway River is classified as Class A throughout the watershed providing both coldwater and warm water fishery resources. Wild brook trout and brown trout populations are found within the river, and the CT DEEP stocks brook trout, brown trout, and rainbow trout within other sections of this river. Tributaries to the Halfway River are classified as Class A water resources.



The Halfway River watershed does not support any APA areas, community wells, and/or Non-community wells. The watershed is predominantly glacial till soils and is shallow to bedrock. Some stratified drift is present, and these areas are located along wetlands and water bodies. The ground water classification for this watershed is GA. This watershed can support private wells.

The Halfway River watershed supports several special wetland types including vernal pools and forested floodplains. Vernal pools (four confirmed in watershed) are an important wetland type because they support vernal pool obligate amphibians. Vernal pools are sensitive to development, especially changes to uplands, pool fragmentation, and water quality. Forested floodplains are an important wetland system for function and values such as flood flow attenuation, biodiversity, nutrient retention, sediment retention, production export, and shoreline stabilization.

Important attributes of the Halfway River watershed:

- Class A water quality throughout watershed
- Some stratified drift deposits present
- High Water Quality baseline for Newtown water quality studies
- Variety of recreational opportunities present
- FEMA flood zones present
- Moderate percentage of wetland habitat (16%) with six large five-acre wetlands
- Good percentage of undeveloped land and protected open space
- High biodiversity areas present

Limekiln Brook Watershed

The Limekiln Brook watershed is approximately 5,611 acres in size, with approximately 30 percent or 1,674 acres occurring within the Town. The town portion of the watershed is approximately 54 percent forested uplands with 17 percent of the watershed classified as developed (buildings, homes, roads, etc.). Remaining land uses consist of a combination of open areas (i.e., lawn), agriculture, forested and non-forested wetlands, and water bodies.

Limekiln Brook and its tributaries are classified as Class A water resources, and they provide both coldwater and warm water fishery resources. Wild brook trout populations are found within this brook. The Limekiln Brook watershed does not support any APA areas and/or community wells. One non-community well exists within this watershed and is located near the intersection of Taunton Hill Road and Dodgingtown Roads. The watershed is predominantly glacial till soils and is shallow to bedrock. A large band of stratified drift is present along the floodplain of the Limekiln Brook. The ground water classification for this watershed is GA. This watershed can support private wells. There are no impaired watercourses and/or water bodies within the watershed.

Important attributes of the Limekiln Brook watershed:

- Class A water quality throughout watershed
- Some stratified drift deposits present
- Variety of recreational opportunities present
- FEMA flood zones present
- High percentage of wetland habitat (23%) with four large five-acre wetlands
- Good percentage of undeveloped land and protected open space
- High biodiversity areas present



Pond Brook Watershed

The Pond Brook watershed is approximately 8,898 acres in size, with approximately 86 percent or 7,677 acres occurring within the Town. The watershed is approximately 62 percent forested uplands with 19 percent of the watershed classified as developed (buildings, homes, roads, etc.). Remaining land uses consist of a combination of open areas (i.e., lawn), agriculture, forested and non-forested wetlands, and water bodies.

Taunton Lake is the primary source for Pond Brook. Water quality in the pond is classified as B/A. The invasive aquatic plant (Eurasian milfoil) has been identified in Taunton Lake. There are six first-order streams feeding the lake including the stream from Carp Pond. Downstream of Taunton Lake, another 13 tributaries join to form Pond Brook. Pond Brook and its tributaries are classified as a Class A water resource, and it provides both coldwater and warm water fishery resources. Wild brook trout and brown trout populations are found within Pond Brook.

Pond Brook Boat Launch

A state boat launch extensively used by paddlers and fishermen is located where Pond Brook flows into Lake Lillinonah.

The Pond Brook watershed does not support any APA areas. There is a non-community well that supports the Newtown Professional Building. Four other community wells exist within this watershed.

The Pond Brook watershed is predominantly glacial till soils and is shallow to bedrock. A large band of stratified drift is present along the floodplain of Pond Brook. The ground water classification for this watershed is GA and GAA. There are no impaired watercourses and/or water bodies identified within the watershed.

Important attributes of the Pond Brook watershed:

- Some stratified drift deposits support GA/GAA ground water designations (see aquifer mapping)
- Variety of recreational opportunities present including the Lake Lillinonah boat launch
- FEMA flood zones present
- Taunton Lake is a significant town resource to be monitored and protected.
- Moderate percentage of wetland habitat (15%) with six large five-acre wetlands
- Good percentage of undeveloped land and protected open space
- High biodiversity areas present

Pootatuck River Watershed

The Pootatuck River watershed is the largest contributing watershed in Newtown with 12,548 acres. The watershed is approximately 56 percent forested uplands with 20 percent of the watershed classified as developed (buildings, homes, roads, etc.).

Remaining land uses consist of a combination of open areas (i.e., lawn), agriculture, forested and non-forested wetlands, and water bodies. Significant portions of the Pootatuck are protected by open space, state farmland properties, and a local fish and game club.

The Pootatuck River watershed has two significant water production areas within its watershed including the Aquifer Protection Areas (APA) known as Fairfield Hills and South



Main Street -United Water Company wellfields. The EPA has designated the aquifer in the Pootatuck River Watershed as the "Pootatuck Sole Source Aquifer" which means that the Pootatuck Aquifer is the sole source of drinking water for the residents of that area; there are no viable alternative sources of sufficient supply. If contamination were to occur, it would pose a significant public health hazard and a serious financial burden to the area's residents. According to the CT DEEP Groundwater Classification data, the Pootatuck River Watershed is classified as supporting both GA and important GAA ground water classifications.

The Pootatuck River is classified as a Class B/A water resource and provides both coldwater and warm water fishery resources. Along with a portion of Deep Brook , approximately one mile of this river (centered near the Interstate 84 cross culvert) is designated as a Class 1 Wild Trout Management Area, one of only 8 in the State. Wild brook trout and brown trout populations are found within this section of the river. The CT DEEP stocks brook trout, brown trout, and rainbow trout within other sections of this river. In addition, the Local Fish & Game Club also stocks trout within this river.

The Pootatuck River watershed does support several special wetland types including vernal pools and forested floodplains. Vernal pools are an important wetland type because they support vernal pool obligate amphibians. Vernal pools are sensitive to development, especially changes to uplands, pool fragmentation, and water quality. Forested floodplains are an important wetland system for function and values such as flood flow attenuation, biodiversity, nutrient retention, sediment retention, production export, and shoreline stabilization.

Important attributes of the Pootatuck River watershed:

- GA/GAA groundwater supplies public supply wells - see Aquifer Mapping
- Several impaired water bodies contribute to public water supply areas
- Water Quality data corroborates
- Fishery and Benthic invertebrate data corroborate
- Variety of recreational opportunities present
- FEMA flood zones present
- Good percentage of wetland habitat (16%), 19 large five-acre wetlands
- Special Wetland Types (Vernal Pool, Forested Floodplain)
- Good mix of large headwater wetlands and lowland wetland types
- Good percentage of undeveloped land and protected open space
- 20% estimated impervious surface coverage is at mid-range of desirable
- High biodiversity areas present



Housatonic River Watershed Overview

The Housatonic River watershed is approximately 399,066 acres in size, with approximately two percent or 7,932 acres occurring within the Town. The watershed within the Town is approximately 66 percent forested uplands with 14 percent of the watershed classified as developed (buildings, homes, roads, etc.). Remaining land uses consist of a combination of open areas (i.e., lawn), agriculture, forested and non-forested wetlands, and water bodies. The Housatonic is a major source of recreation for Newtown residents with three boat launches in and parks on Lakes Lillinonah and Zoar and much of the shoreline protected by State Forests and other open space.

The Housatonic River watershed does not support any APA areas and/or non-community wells. Nine community wells exist within this watershed; seven wells support the Olmstead Water Supply Company and the other two wells support the Cornerstone of Eagle Hill. The mid to upper areas of the watershed are predominantly glacial till soils and shallow to bedrock. Bands of stratified drift are present along the floodplains of the Housatonic River and contributing tributaries. The ground water classification for this watershed is GA and GAA. This watershed can support private wells.



Park located at the end of Hanover Road in Newtown on Lake Lillinonah

The Housatonic River is listed on the 2008 Impaired Waters List, specifically Lake Zoar and Lake Lillinonah. Lake Zoar has the following impaired designated uses: recreation due to high levels of E. coli and fish consumption due to high levels of Polychlorinated Biphenyls (PCBs). Lake Lillinonah has the following impaired designated uses: recreation due to high levels of Chlorophyll-a, excess algae growth, nutrient/eutrophication biological indicators, debris/floating trash, and taste and odor as well as fish consumption due to high levels of PCBs. Total Maximum Daily Loading priority is listed as high for most of these impairments. Sections of the river have been colonized by the invasive zebra mussel.

The Housatonic River watershed does support several special wetland types including vernal pools and forested floodplains. Vernal pools are an important wetland type because they support vernal pool obligate amphibians.

Vernal pools are sensitive to development, especially changes to uplands, pool fragmentation, and water quality. Forested floodplains are an important wetland system for function and values such as floodflow attenuation, biodiversity, nutrient retention, sediment retention, production export, and shoreline stabilization.



Glen Road Bridge

The state plans to rehabilitate the aging truss-style Glen Road bridge, which links Sandy Hook to Southbury at the Lake Zoar section of the Housatonic River.

Newtown makes up a small portion of the Housatonic River watershed, however, the Housatonic provides an important recreational resource to the Town. Both impoundments provide significant recreational uses for the town and the region.

e. Water Production and Surface Water Quality

In Newtown, the Pootatuck River has two significant water production areas within its Water shed. They are the Aquifer Protection Areas (APA) known as Fairfield Hills and South Main Street, both United Water Company well fields. According to the CT DEEP Groundwater

Classification data, the Pootatuck River Watershed is classified as exhibiting both GA and GAA ground water classifications.

The Fairfield Hills and South Main Street well fields are located within stratified drift deposits consisting of alluvial floodplains with both hydric and nonhydric soil designations. The South Main Street APA has a protection area of approximately 336 acres and the Fairfield Hills APA of approximately 370 acres. It will be important that the town regulate development within these APAs for long-term protection of ground water quality and production. Any proposed development within these zones should be designed using Low Impact Development (LID) practices.

Pootatuck Aquifer and Public Water Supplies

The presence of the stratified drift deposits along the Pootatuck River and the reliance on the aquifer for water supply is a significant matter to the Town, and aquifer protection has become a priority for the Town. United Water Company maintains a public water supply well field off South Main Street, and another public water supply well field is located near the Fairfield Hills Hospital campus, which is currently owned by the Town of Newtown.

Connecticut Aquifer Protection Program

Connecticut's Aquifer Protection Program is designed to protect active public water supply wells that serve more than 1,000 people and that are developed in sand and gravel aquifers. "Aquifer protection areas" will be delineated for these well fields, comprised of the ground water recharge and contribution areas. Land use controls are imposed in the aquifer protection areas to minimize the potential for contamination of the drinking water supply. These controls must be based on the state's Aquifer Protection Land Use Regulations.

The United Water Company and Fairfield Hills well fields were mapped to Level B standards in the late 1980s or early 1990s under the Connecticut Aquifer Protection Program. Level B maps are not based on detailed hydrogeologic analysis, and they depict the preliminary aquifer recharge and contribution areas to public water supplies. Level A Aquifer Mapping is required and due for both stratified drift well fields. In most mapping projects thus far submitted to the DEEP in the State of Connecticut, Level A areas have been smaller than the Level B areas. This is likely to be the case in Newtown as well.

Parallel to the Level A mapping program, the Town will be required to implement any elements of Connecticut's Aquifer Protection Land Use Regulations that are not already included in the zoning regulations.

Connecticut Source Water Assessment Program

As required by the Safe Drinking Water Act Amendments of 1996, DPH and DEEP have completed source water assessments for all public water supplies in the State of Connecticut. Assessments were completed for the United Water Company and Fairfield Hills well fields in the past few years, and Source Water Assessment Reports were published in 2004. As stated in the reports, the assessments can be used to target and implement enhanced source water protection measures such as inspections, land use regulations, land acquisitions, septic system maintenance, and education.

The United Water Company well field has a "low" rating for environmental sensitivity based on proper well construction and the absence of contaminants; a "moderate" rating for potential risk factors based on the amount of developable land in the source area and the presence of potential contaminant sources; and a "high" rating for source protection needs based on the fact that the 200-foot sanitary radius around each well is not fully controlled, although local aquifer protection regulations are in place. The overall susceptibility is "moderate."

The main listed strength is that local aquifer protection regulations are in place. Recommendations of the source water assessment report include completing the Level A mapping, monitoring commercial and industrial activities, working with local officials to ensure that only low-risk development occurs in the source water area, and acquisition of open space in the source water area.

The Fairfield Hills well field has a "low" rating for environmental sensitivity based on proper well construction and the absence of contaminants; a "low" rating for potential risk factors based on the amount of developable land in the source area and the presence of potential contaminant sources; and a "moderate" rating for source protection needs based on the fact that less than 10% of the land in the source area is preserved open space, although local aquifer protection regulations are in place. The overall susceptibility is "low."

The main listed strengths are that local aquifer protection regulations are in place and that commercial and industrial land uses comprise less than 10% of the source area. Recommendations of the source water assessment report include completing the Level A mapping, monitoring commercial and industrial activities, working with local officials to ensure that only low-risk development occurs in the source water area, and acquisition of open space in the source water area.

Sole Source Aquifer Designation

Although very similar to other public water supply aquifers in numerous other communities, the U.S. Environmental Protection Agency has determined that the "Pootatuck Aquifer" satisfies all determination criteria for designation as a sole source aquifer, pursuant to section 1424(e) of the Safe Drinking Water Act. The designation was granted in the late 1980s or early 1990s in response to a petition from State Representative Mae Schmide of the 106th District of Connecticut. The designation means that the Pootatuck Aquifer is the sole source of drinking water for the residents of that area; there are no viable alternative sources of sufficient supply; the boundaries of the designated area and project review area have been reviewed and approved by EPA; and, if contamination were to occur, it would pose a significant public health hazard and a serious financial burden to the area's residents.

As a result of this designation, all federal financially assisted projects proposed for construction or modification within the Pootatuck River Watershed will be subject to EPA review to reduce the risk of ground water contamination from these projects. Because most projects in the Town will not be federally financed, state and local land use controls will continue to be applied as needed.

4. Preservation

The protection of Newtown's natural resources is a difficult task due to the many competing interests for the use of land. Proper allocation of Newtown's finite natural resources is a balancing act that involves consideration for private property rights, the economic development needs of the community and public health and safety requirements.

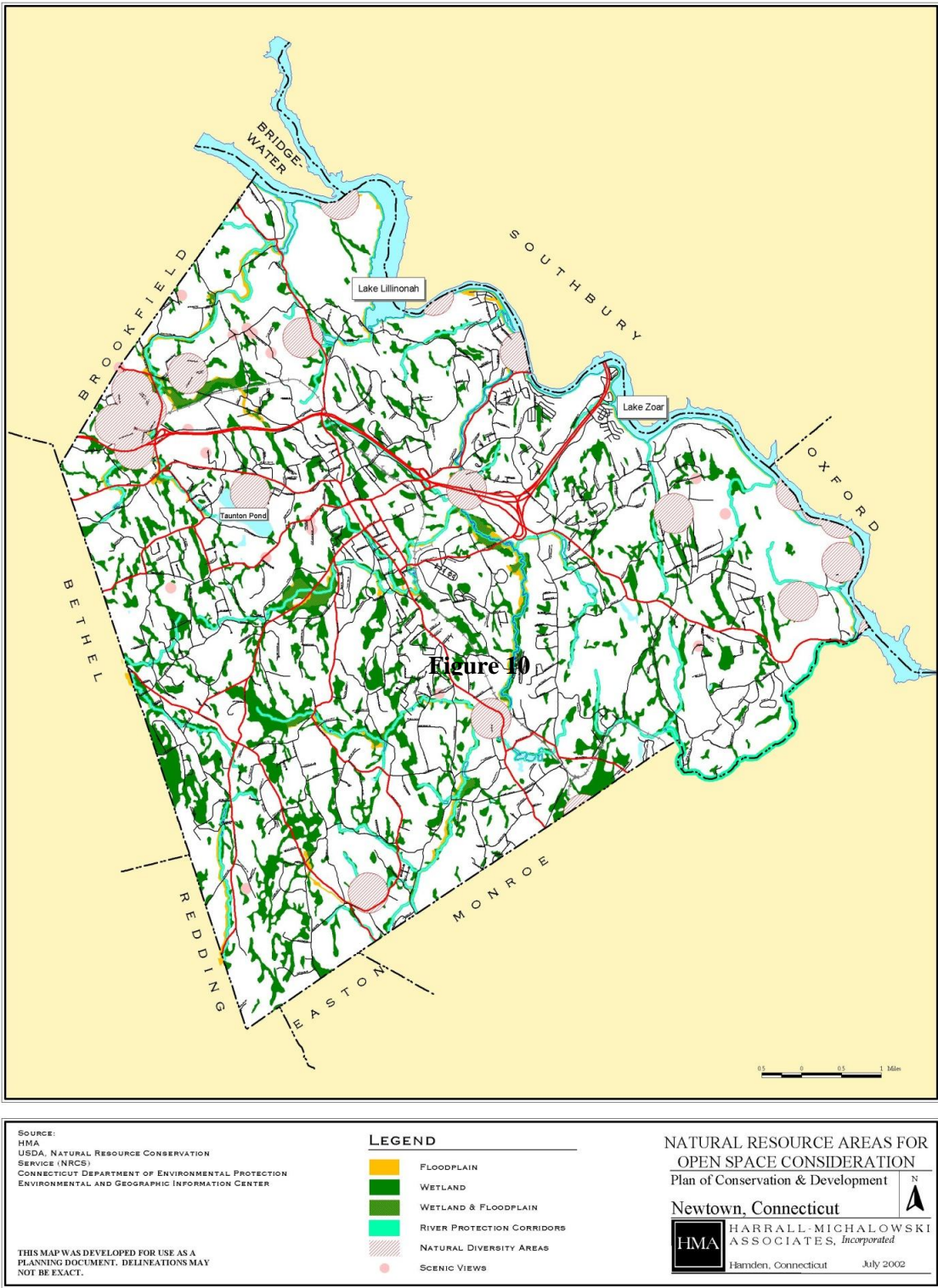
In recent years, an approach to natural resource protection and open space planning has gained a focus that involves the linkage or expansion of existing open space resources with other protected open space in the town and the surrounding region. This approach transcends town borders and looks more broadly at regional open space networks to find opportunities for linkage. Greenway planning, as it is often referred to, has been embraced by the State in the formation of the Connecticut Greenways Council, a part of the Connecticut Department of Environmental Protection. This approach not only provides a regional open space network, but also improves the communities' natural infrastructure by providing close-to-home recreational opportunities.

Basic to the protection of Newtown natural resources are the following precepts:

- Growth will continue to take place, but probably at a pace slower than in the past;
- Land is a basic and finite resource and control of its use is essential to the public welfare;
- The Town has the power and the responsibility to preserve critical natural resources through planning and the regulation of land use;
- The Town has the legal authority to acquire open space and to administer and maintain acquired property in the public interest.

The process of updating Newtown's POCD identifies the key issues concerning the Town's important natural resources and the need for their protection.

Figure 10 Natural Resource Areas for Open Space Consideration



5. Sustainable Energy

Since the 2004 POCD was printed, a Sustainable Energy Commission was formed with the mission to identify, implement and support renewable energy use, energy efficiency and energy conservation programs from which Newtown residents, businesses, organizations and town agencies can participate and benefit.

Newtown signed a pledge in 2012 to participate in the new Clean Energy Communities Program. This initiative is funded by both the Clean Energy Finance and Investment Authority (CEFIA) and the Connecticut Energy Efficiency Fund. The goal is to develop programs to help municipalities reduce energy use and increase support for clean, renewable energy. The Communities Program provides qualified cities and towns with performance-based incentives that include free clean energy systems from CEFIA and grants that can be used for energy-saving projects from the Energy Efficiency Fund. As a result of these plans a solar energy array has been installed behind the Town of Newtown Wastewater Treatment Plant and is now operational.

As a participant in this program, Newtown pledges to reduce municipal building energy by 20% by 2018. The baseline fiscal year for benchmarking has yet to be determined. The town will work with companies, contractors and other entities to benchmark all municipal buildings, including schools, to determine energy costs. This information will be tracked using the EPA's Energy Star Portfolio Manager Program. A Municipal Energy Action Plan (MAP) will be prepared by 2015 that will document our strategies for achieving our reduction goals. Energy Usage data and the MAP will be made available to CEFIA, the Connecticut Energy Efficiency Fund and the general public. The town also pledges to purchase 20% of its municipal building electricity from clean, renewable energy sources that Newtown has been doing already as part of the original Clean Energy Communities Program.

V. ACHIEVING THE VISION

C. OPEN SPACE

1. Introduction

The views of open land and forested landscapes within Newtown lead to a public perception that large areas of the Town are “open space,” without distinction as to the ownership characteristics of the viewed landscape. During the thirty years ending in 2012, 14,000 acres of open land (35% of Newtown’s total land area) were developed for residential subdivisions. Through 2008, Newtown was one of the faster growing towns in Connecticut. While the residential land development pressures which consumed 35% of the Town’s landscape during the past thirty years have slowed with the recession of 2008, Newtown continues to be a prime area for development as economic growth resumes in Connecticut. As a consequence, future development will continue to consume open land, affecting the Town’s visual character and natural resources.

This document strives to encourage developers, citizens, and municipal staff to keep the principles of the Plan of Conservation and Development firmly in mind prior to submitting, approving, and developing plans. Once an area is developed, it’s largely developed for all time. Before development is the time to think carefully about the area proposed and determine if it’s the best use in the best location for Newtown’s sustainability in the long term.

2. Present, History, and Future

a. Open Space in Newtown

As noted above, the views of open land and forested landscapes within Newtown may lead to a perception that large areas of the Town are “open space,” i.e., that all land without development is in some way, open space. However, a field, meadow, forested, or wetlands parcel that is not developed cannot be considered as open space unless it is protected in some formal way.

An open space parcel may be protected from development by ownership, legal conservation easements filed on the land records with proper development restrictions, purchase of development rights, or other regulatory mechanism. The highest level of protection is ownership by the town, state, land trust, enforceable conservation easements or purchased development rights. Lower level of protection is offered by fish and game clubs, water companies, recreational lands such as golf courses and country clubs, and lands designated as wetlands.

Public access may or may not be allowed on protected lands and is not a necessary requirement for property to become protected open space. For example, privately owned property with enforceable conservation restrictions may be considered as open space, even though it is managed for private use. It is important to remember that the term open space implies some level of protection. Without protection, land is simply land, which may be developed or otherwise changed at some point.

b. The Importance of Open Space

Open space adds character, economic value, recreational opportunity, and environmental protection. While the State of Connecticut has several open space mandates and directives, a

straightforward way to look at open space lands is that they make Newtown more attractive to residents, potential residents, visitors, and investors. Traditional New England scenic beauty and attractive view scapes that can be enjoyable and shared with future generations.

Open space encourages interaction and bipartisanship with neighboring towns, counties, private property owners, residents, land trusts, and the State of Connecticut. By working together, these entities can foster protected areas, establish wildlife corridors, and preserve areas of environmental concern.

- **Agricultural Integrity**

Open spaces uniquely tied to Newtown's character include Fairfield Hills' High Meadow, the Queen Street agricultural fields, and Ferris Farm. Farming has a long history in Newtown and views of the fields and meadows are valued by Newtown's residents. Having these open spaces preserved emphasizes Newtown's commitment to fostering local farms and protecting them from development. These preserved parcels and others combine to preserve Newtown's agricultural integrity.

- **Economic Sense**

Open space increases town property values by its mere presence. Residents, potential residents, visitors and investors appreciate open space lands and value towns with established open space practices. In addition, open space lands demand little to no infrastructure.

Managed open spaces also contribute to local sustainable economy from food, timber products, and fiber production. These parcels also attract tourists for passive recreation or seasonal foliage excursions.

Wetlands filter pollutants from soils and water. Bacteria and oils break down in wetland environments and result in cleaner water supplies. These open space lands provide free water filtration services otherwise obtained through costly remediation activities.

- **Recreation and Environmental Education**

Not everyone in Newtown has fields, meadows, forest, wetlands, or waterfront property. Open space with public access provides residents a unique opportunity to experience natural spaces that they may not otherwise experience .

Water access is highly valued, especially during the summer months. The public can access many Town water bodies including Deep Brook, the Pootatuck River, Lake Zoar, Lake Lillinonah, Curtis Pond, and Taunton Lake via open space parcels.

Trails for hiking, running, bird watching, dog walking, cross country skiing, and horseback riding are present on many open space parcels.

- **Native Plant and Wildlife Preservation**

Open space parcels provide important habitat for native plants and trees. In other parts of Newtown, large expanses of lawn are fostered. These lawns do not provide habitat (food, shelter, or breeding areas) for native plants, insects, or wildlife. Birds and bees are

negatively affected by pesticides and herbicides that many people apply to lawns. Open spaces provide the essential habitat needed for the continued existence of native creatures.

Many native plants which need certain soil types or moisture requirements can thrive in open space areas where non-native grasses, nutrients, and herbicides are absent. Native flowers seldom seen in manicured landscapes survive in open spaces where town residents can discover and appreciate them.

In addition, the Conservation Commission's goal of linking open space parcels would aid in the creation of longer wildlife corridors. Wildlife corridors are places where birds and animals can safely move in protected places to feeding, shelter, or breeding areas. Many animals will avoid roads when they can safely move through open space wildlife corridors.

- **Environmental Sustainability**

Open space lands in floodplains and adjacent protected uplands minimize flooding, stream bank degradation and control stormwater runoff. The result of these natural processes ultimately improves water quality.

Forested open space lands and meadows provide water catchment and groundwater recharge. The breakdown of organic materials such as leaves, plants, and branches help create topsoil and increase soil fertility.

Species diversity is encouraged and threatened or endangered species are provided habitat, such as breeding areas, food, and shelter. A diversity of open space landscapes fosters species richness and a biodiversity of plant and animal species.

c. History

Over the past 8 years, conservation work and the town's commitment of approximately \$10 million have led to many accomplishments for Newtown's open space goals. A few of the open space accomplishment over the last years include:

- Protection of over 375 acres through property purchases and conservation easements.
- Securing public lake access.
- Linking existing Open Space owned by Town or Newtown Forest Association Land Trust, particularly along Al's Trail.
- Promotion of the conservation of soils, wetlands, water supplies and other natural resources.
- Preservation of the entrance views to the Town.

The Town of Newtown and the Conservation Commission also seek available grants to help with property purchases. Newtown has already received several grants for open space purchases under the State Open Space Matching Grant Program. The Town of Newtown has been awarded \$138,775 for the Pole Bridge Preserve, \$157,000 for the Laurel Trail Property. A State grant of \$500,000 supported a portion of the purchase of development rights for the Ferris Farm property while a grant of \$326,000 from the Housatonic River Natural Resource Damage Fund supported purchase of access and stream corridor on the Halfway River.

Several key properties added to the Town open space roster include the Eichler's Cove Marina, the Pond Brook Preserve, the Pole Bridge Preserve, the Point O'Rocks Preserve, Ferris Farm, Stone Bridge Preserve, and several smaller properties. Open space set asides from significant real estate developments such as development rights at Fuller's airfield have also been added to the protected listing.

d. Acquisition Process

Land Use Staff and the Conservation Commission are advised of potential open space acquisition opportunities, which might be by outright gift, purchase of property, purchase of a conservation easement, a new real estate development, or a combination of these. The Conservation Commission also works proactively to identify potential open space opportunities.

Commissioners walk potential open space and rate it as to desirability for the town using a standardized rating scale including scenic and aesthetic value, protection of water quality, links to other protected lands, ecological conservation, heritage/recreation, active recreational uses, and development potential. The Commission then discusses the various properties at the regular Commission meetings, ranks the properties in order of desirability for the town, and presents the results to the Board of Selectmen with recommendations as to acquisition. In some cases, grant applications to support property purchases are developed.

In addition to simple purchase of open space, any subdivision development in Newtown is required, under Planning and Zoning regulations, to give 15 percent of buildable land as open space or provide a fee in lieu of such property. The Conservation Commission, in its advisory capacity, works with the Planning and Zoning Commission to identify the most desirable areas of a subdivision proposal for the open space

e. Town Interactions with Other Key Stakeholders

An important strategy is to work closely with other key stakeholders in the process of acquiring and maintaining open space parcels. Such stakeholders include area land trusts, private property holders (including farm and large property owners), regional planning authorities, municipal commissions and agencies, environmental organizations, neighboring towns, and the State of Connecticut. State of Connecticut guidelines and directives will drive some agendas, but the Commission sees the need to work with other partners as well to achieve its goals.

Area land trusts, such as The Newtown Forest Association, are important property owners sharing similar open space goals. Sharing information and acquisition strategies can help purchase decisions as well as improve techniques to foster and maintain larger open space parcels.

Private property holders often hold large tracts of undeveloped land in a municipality. The Town needs to work in conjunction with these property holders regarding options they have for the future of their property. These include tax incentives, conservation easements, advice regarding invasive non-natives (e.g., plants and insects such as the Emerald Ash Borer, etc.), protection of natural resources, and future plans for open space or development.

The Conservation Commission works actively with other municipal agencies and commissions understanding their goals and striving to incorporate its mission with theirs through methods that are environmentally sustainable.

Establishing greenways and wildlife corridors are essential to the long-term sustainability of native plants and animals. The Conservation Commission plans to work with regional planning authorities, neighboring towns, and environmental organizations to determine whether larger tracts of open space can be acquired. These larger tracts have the potential to span town and county lines giving animal and plant communities the opportunity to benefit from larger ranges. Opportunities for improved water absorption and filtration, soil regeneration, and species richness can also benefit from larger, contiguous parcels.

f. State Initiatives/Goals and Direction

In the “Conservation and Development Policies, A Plan for Connecticut” draft the State lists Growth Management principles including the following list. These principles are incorporated where environmentally sustainable:

- Revitalize and redevelop regional centers and areas with existing or currently planned physical infrastructure while protecting environmentally sensitive areas;
- Expand housing opportunities and design choices to accommodate a variety of household types and needs
- Concentrate development around transportation hubs and along major transportation corridors where possible
- Conserve and restore the natural environment, cultural and historical resources and traditional rural lands
- Protect and Ensure the integrity of environmental assets critical public health and safety
- Ensure development in the aquifer protection areas are in accord with the preservation of the town’s sole source aquifer
- Protect public and private public water supply areas

Goal 4 is particularly important when considering preservation of open space in Newtown. Within Goal 4 there are a number of suggested performance indicators for measuring progress that apply to Newtown including:

- Acreage of preserved/protected open space
- Acreage of land being farmed in Connecticut
- Acreage of preserved farmland
- Acres of Inland Wetlands affected by activities subject to local or state permits
- Miles of stream supporting wild brook trout

Future collection of data on these parameters may be important.

Farmland Preservation

The Farmland Preservation Program, as administered by the Department of Agriculture, has as its goal preservation of 130,000 acres, with 85,000 acres of cropland. Since inception of the program, development rights have been acquired, or are under contract for acquisition, on 283 farms totaling 37,262 acres. Obviously, more farmlands in the state need to be protected,

some of which could be in Newtown. Seventy-four acres of prime agricultural land were protected in 2007 when the Town purchased a conservation easement on the Ferris family-owned, working farm which had been in existence since 1864. The purchase was greatly aided by a grant of \$500,000 from the Connecticut Open Space and Watershed Land Acquisition Grant Program. It is recommended that the Town continue cooperation with local farmers to seek additional protections of key farmlands.

Open Space Preservation

The State of Connecticut has set goals in CPA 12-152 for 21% of State's land to be preserved as open space. CPA 12-152 also established overall state plans to work with municipalities such as Newtown. While these are statewide goals, if applied directly to Newtown's 38,644 acre area they would result in preservation of 8115 acres in Newtown.

g. Current Status

Newtown currently maintains information of at least some of the State suggested performance indicators. For example, data are maintained of the acreage of preserved/protected open space as noted below. Information on some of the other recommended indicators may be needed in the future to assess progress in open space protection. Currently preserved/protected open space as of December, 2012 is shown in Table 7.

A definitive listing of Town Conservation Easements is not included on the list of protected lands as this listing is in the process of development. Some of the difference between Town owned open space in the 2004 POCD and the December 2012 inventory is due to property acquisition while some may be due to the reclassification of certain properties as open space and the more advanced status of the GIS system.

h. Future Open Space Needs and Plans and Types – A Specific Plan is Needed to Identify Key Parcels

As the Newtown open space preservation activity becomes more mature, it is necessary to be more targeted in selection of possible parcels or parcel types for preservation. A town wide plan examining attributes of parcels and addressing specific needs with input from citizens and various constituencies would be most desirable. Some of the attributes which might be of key importance could be:

- Important wildlife corridors
- Preservation of Town character/view spaces
- Connectivity of parcels including trail ways
- Parcels to protect critical elements such as threatened species, important wetlands, vernal pools, etc.
- Greenways

Table 7
Town of Newtown Open Space Inventory

Open Space Category	2004 POCD	12/31/12
Town Parks		
Dickenson	29.91	20.91
Eichler's Cove	0.00	14.65
Lake Lillinonah	3.10	3.10
Oakview Field	3.60	3.88
Orchard Hill Park	24.30	24.30
Treadwell Park	60.00	59.44
Liberty Field	13.00	13.05
Walnut Tree Field	46.76	46.76
Alpine Drive Beach Reserve	0.00	2.10
Subtotal	180.67	188.19
Town Owned Open Space (not including Town Parks or Conservation Easements)	1108.86	1659.14
Private Organizations		
Newtown Forest Association (not including conservation easements of 91A)	1000.00	1042.39
Brookfield OS Legacy	3.69	3.69
BSA – Cullens Youth Association	17.53	20.33
Fairfield Fish and Game	301.03	306.09
Nature Conservancy	49.44	49.44
Pequot Fish and Game	81.08	81.08
Pootatuck Club	80.90	80.90
Pootatuck Land Company	282.20	338.60
Sandy Hook Athletic Club	7.85	6.85
Weantinoge Heritage	35.57	35.57
Subtotal	1859.29	1964.94
State of Connecticut		
Collis P Huntington State Park	38.09	38.04
Department of Agriculture	341.00	300.31
Kazan Property	162.02	213.20
Paugussett State Forest North	752.50	796.30
Paugussett State Forest South	1099.88	1092.94
Rocky Glen Park	44.17	46.17
Centennial Watershed State Forest (Former Bridgeport Hydraulic Properties)	637.55	128.80
Subtotal	3075.21	2615.76
Public Utilities		
Bridgeport Hydraulic	45.50	0
Northeast Utilities Generation	233.00	559.36
Rocky River Realty	55.00	56.02
Aquarion (formerly United Water of Connecticut)	8.12	533.91
Iroquois Gas Transmission System	0.00	76.76
Subtotal	341.62	1226.05
Golf Courses		
Newtown Country Club	40.00	41.77
Rock Ridge Country Club	60.00	63.84
Subtotal	100.00	105.61
Open Space Inventory Total	6665.65	7759.69

i. Origination of New Open Space and Newtown Select Process for New Parcels for Protection

Opportunities for new open space parcels can originate from a variety of possible sources including:

- Property from subdivisions: Currently 15% of a sub-division must be set aside for protected open space.
- Open Space Conservation subdivisions: Open Space Conservation Subdivision (OSCS) are defined as a pattern of subdivision development that results in a concentration of lots on a particular portion of a parcel in order to preserve the unique natural features of the parcel and which preserves the remaining land for open space. The town's regulations for Open Space Conservation Sub-divisions were revised in 2011, to encourage greater use of these regulations.. Hopefully, this mechanism will be used often in the next decade. .
- Donations of property to the Town or private land trusts
- Purchases of specific properties or conservation easements using Town capital funds, individual donations, or grants including purchases of key properties identified as environmentally important
- Land exchange
- Abandoned unused roads as connectors or trails

Once a specific plan is in place which identifies key parcels and types for preservation, it will be necessary to link those parcels to possible property acquisitions. Some open space opportunities are linked to a specific project or opportunity such as a potential development or the donation of a specific parcel. The criteria for selection and acceptance of these properties are driven by the situation of the parcel and project. However, the decision to purchase a property or conservation easements should be driven by comparison with an overall plan for protection of key parcels or attributes.

Rocky Glen State Park: Fire Hose Co from Cliff AND Old Mill Ice on Waterfall



Pootatuck River



Deep Brook



Newtown Forest Association: Holcombe Hill



Newtown Forest Association: Hattertown Pond Reserve



Newtown Forest Association: Wasserman Preserve - The Glen



Paugussett State Forest



Newtown Country Club



Rock Ridge Country Club



V. ACHIEVING THE VISION

D. HOUSING

1. Introduction

Section 8-23 of the Connecticut General Statutes establishes the requirements for the housing section of a municipal plan of conservation and development as follows: “Such plan shall make provision for the development of housing opportunities, including opportunities for multi-family dwellings, consistent with soil types, terrain, and infrastructure capacity, for all residents and the planning region in which the municipality is located.... Such plan shall also promote housing choice and economic diversity in housing, including housing for both low and moderate-income households....” The type, condition, layout, cost of housing and future housing needs are factors that play an important role in determining the quality of life for Newtown residents. Housing needs and trends are ongoing considerations of the Planning and Zoning Commission and are summarized in this update for Newtown’s Plan of Conservation and Development (POCD).

2. Existing Housing Characteristics

The 2010 Census recorded 10,061 housing units in Newtown. Of these, 94.0% were occupied. The resulting vacancy rate of 6.0% is low, but almost twice the 3.2% vacancy rate recorded in 2000 for Newtown. Owner-occupied housing units comprised 89.5% of Newtown’s total housing units and renter-occupied units comprised the 10.5% balance in 2010. The 2010 Census counted 602 vacant housing units in Newtown, of which one-third were classified as seasonal, recreational or for occasional use. The number of owner-occupied housing units fell about 2% in percentage points from those in year 2000 and consequently the rental units rose 2% from those in 2000.

Occupancy and Vacancy Characteristics:

Table 8 describes the occupancy characteristics of Newtown’s housing stock compared to its neighboring communities and the State of Connecticut in 2010. Newtown’s vacancy rate of 6.0% was lower than that of the State average at 7.9%. In comparison to neighboring communities, Newtown’s vacancy rate of 6.0% is about at the mean of neighboring towns’ vacancy rates that range from 2.6% at the lowest and 16.6% at the highest. As described in Table 8, the nearby communities surrounding Newtown, with the exception of Easton, Monroe, and Oxford have more rental housing than Newtown as recorded by the 2010 Census.

Table 8
Housing Inventory Characteristics in 2010
Newtown, Adjacent Communities, and the State

	Total Housing Units	% Occupied	% Vacant	Total Occupied Units	% Owner Occupied	% Renter Occupied
Newtown	10,061	94.0%	6.0%	9,459	89.5%	10.5%
Bethel	7,310	94.9%	5.1%	6,938	77.4%	22.6%
Bridgewater	881	83.4%	16.6%	735	88.3%	11.7%
Brookfield	6,562	93.4%	6.6%	6,129	87.3%	12.7%
Easton	2,577	94.9%	5.1%	2,715	93.4%	6.6%
Monroe	6,918	97.4%	2.6%	6,735	92.3%	7.7%
Oxford	4,746	94.9%	5.1%	4,504	91.7%	8.3%
Redding	3,811	91.1%	8.9%	3,470	83.7%	16.3%
Ridgefield	9,420	93.4%	6.6%	8,801	84.0%	16.0%
Southbury	9,091	90.3%	9.7%	8,213	85.7%	14.3%
Trumbull	13,157	96.7%	3.3%	12,725	87.9%	12.1%
Connecticut	1,487,891	92.1%	7.9%	1,371,087	67.5%	32.5%

Source: U.S. Bureau of the Census; % may not add due to rounding

Housing Inventory Characteristics

According to the Census, a net of 1,460 new housing units were added to Newtown's housing stock between 2000 and 2010 bringing the total housing units to 10,061. According to the American Community Survey (ACS) 5-Year estimates from 2006 to 2010, the total housing units in Newtown were 9,450 with 8,331 or 88.2% being single-family detached homes, 625 or 6.6% being single-family attached homes and 494 or 5.2% being located in buildings containing 5 to 9 units of housing.

The reason the numbers of housing units by town in the ACS data presented in the last column of Table 8 don't add up to the totals in the first column of Table 7 is that the latter numbers are derived from the housing unit counts in the 2010 Census. The 2010 Census used a master address file compiled and updated to be as accurate as possible for a "snapshot in time" in which the 2010 Census was conducted (i.e. April 2010), while the ACS 5-year count of housing units is more or less an "average" number of units in existence during the 2006-2010 survey period for each town, and thus the totals are all lower than those for the 2010 Census period. The 2010 Census sent the same short questionnaire to every household, and only asked whether the unit was owned or rented, and no other questions about the physical characteristics of the structure thus we must use the American Community Survey data instead.

As described in Table 9, a high proportion or greater than 80% of detached single-family housing types found in Newtown are similar in composition to many of the adjacent communities, including Brookfield, Monroe and Redding. The housing stock characteristics of the adjacent towns of Bethel and Southbury are quite dissimilar from Newtown's, with high proportions of over 20% of the housing units categorized as single family attached, indicating the presence of condominium-type housing, and these percentages are closer to the overall State of Connecticut percentage for this type of housing structure.

Table 9
Housing Units by Structure Type 2006-2010 5-Year Estimates
Newtown, Adjacent Communities and Connecticut

	Single-Family Detached		Single-Family Attached & 2 to 4 Units		Multi-Family 5 or More Units & Other		Total Housing Units
	Number	% Total	Number	% Total	Number	% Total	
Newtown	8,331	88.2	625	6.6	494	5.2	9,450
Bethel	4,647	68.2	1,396	20.5	775	11.4	6,818
Bridgewater	816	94.7	31	3.6	15	1.7	862
Brookfield	5,027	80.1	763	12.2	484	7.7	6,274
Easton	2,534	98.9	18	0.7	9	0.4	2,561
Monroe	5,640	83.5	701	10.4	414	6.1	6,755
Oxford	4,112	93.5	240	5.5	48	1.1	4,400
Redding	3,219	87.0	55	1.5	428	11.6	3,702
Ridgefield	7,299	82.0	1030	11.6	573	6.4	8,902
Southbury	4,656	58.5	2,579	32.4	730	9.2	7,965
Trumbull	10,683	87.9	687	5.7	782	6.4	12,152
Connecticut	874,259	59.2	328,921	22.3	272,477	18.5	1,475,657

Source: U.S. Bureau of the Census; % may not add due to rounding

The 2000 Census questionnaire had an entry for types of housing structures, but the 2010 Census did not so the 5-year estimates from the Census data are used to complete Table 5.

Housing Growth and Age

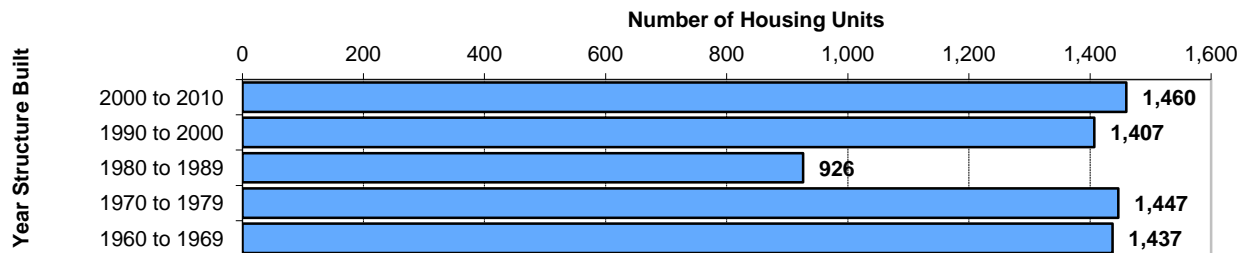
Housing construction within Newtown during the past two decades has been primarily the “large lot” subdivision development, and this in turn has accelerated the consumption of land for housing development. Around 2008, however, housing construction slowed considerably and by 2012 new applications for subdivisions were essentially nonexistent. Trends indicate that future housing development will be on smaller lots and/or multi-family structures.

During the last decade, three age-restricted housing developments were constructed and essentially all units sold on a timely basis. A fourth age-restricted housing development has been approved and should start construction in the Spring of 2012. After this we believe that demand for elderly housing will be saturated and their development will slow down.

One affordable housing complex was built during the past decade and a second began construction in early 2012. A third affordable housing complex was approved under the original affordable housing development regulations, but will probably be reconfigured based on the newer affordable housing regulations that permit a greater density or the proposed multi-family housing regulations.

A potential indicator of housing condition in a community is the age of the housing stock. In the past 50 years between 1960 and 2010, 66.4 per cent of Newtown’s housing stock has been constructed. As shown in the chart below, with the exception of the 1980’s decade, Newtown has experienced a very constant rate of housing productivity of between 1,407 and 1,460 dwelling units per decade. Housing developed between 1990 and 2010 accounts for 28.5% of Newtown’s housing stock, while 23.6 % of the Town’s housing was developed between 1970 and 1990.

**Chart 4
Age of Housing Units
Newtown, Connecticut**



3. Affordability of Housing

Section 8-23 of the Connecticut General Statutes requires that a municipality “shall consider” the need for affordable housing in the preparation of a plan of conservation and development. Housing affordability is a many faceted issue. Some aspects of housing affordability are beyond the control of a local municipality, while others are directly affected by a municipalities land use policies and regulatory practices.

Housing costs are largely the result of the following factors: the demand for housing relative to the available supply; the location (time/distance) of housing relative to the sources of demand; the availability and cost of buildable land for the spectrum of market desired housing choices; labor and material costs; the age, quality and supply of existing housing inventory within the competitive housing market area; the development of new housing product as it affects available inventory; and housing carrying costs, including mortgage interest rates, utilities and real estate taxes.

Local, state and federal government and non-profit organizations have created a variety of housing programs to reduce housing costs in their efforts to increase the production of housing that is affordable to the broad spectrum of society. One common characteristic among most of these programs is that they employ a form of financial subsidy to defray the cost of the units being produced, renovated, or occupied. While these programs serve to provide solutions to the need for affordable housing, they do not address underlying economic factors that affect housing costs and therefore have a very limited effect on overall housing market conditions and affordability.

Multi-Family and Affordable Housing in Newtown:

Multi-family affordable housing development (AHD) is permitted in Newtown, subject to the granting of a special exception, in Farming, R-1/2, R-1, R-2 and R-3 zones.

The first development under Newtown’s first set of AHD Regulations is the Riverview. The Riverview Condominium Complex is located on Bryan Lane behind Sand Hill Plaza and contains 49 total condominium units with 13 units of “set-aside,” owner occupied affordable housing.

A second project approved under the original AHD Regulations was Riverwalk located off Washington Avenue in Sandy Hook. Riverwalk was approved for 24 total units of which 8 are designated affordable. This project was never built and the Owner is considering reapplying

under newer multifamily regulations that provide greater housing density.

The third affordable housing development was Edona Commons whose Owner won a court case to build a condominium complex with greater housing density than permitted by Newtown's original AHD Regulations along Church Hill Road in Sandy Hook. This project when complete will have 26 total units with 8 being affordable. The revised more lenient AHD Regulations written by the developer of this project and endorsed by the Judge have become de facto Newtown's current Affordable Housing Regulations.



Riverview



Edona Commons

The former Affordable Housing Regulations have become the model for a proposed Multi Family Housing Regulation under consideration currently that will not require an affordable housing component. A multi family complex built under these proposed regulations can only be built on property serviced by both sewer and water but will permit up to a maximum of 100 Units. Housing units in a multi family complex are expected to be in a price range that would attract younger adults back to Newtown. Also a multi family complex provides a life style that is more suitable for younger adults just starting their professions. The loss of this young working-age population over the past decade may have resulted from the price and/or type of housing available, although the location of jobs is also a factor for this demographic trend.

A maximum of 24 units of multi-family housing, associated with commercial uses, is permitted in the Hawleyville Center Design District-East (HCDD-E), subject to the granting of a special exception permit. The Sandy Hook Design District (SHDD) permits the development of up to three dwellings per lot when associated with commercial uses, subject to obtaining site development plan approval or a special exception permit. The special exception process plays an important role in that it allows the Town to maintain control over the siting of multi-family housing, which helps ensure that a proposed project will work well within the context of surrounding land uses. Accessory apartments are also permitted in owner occupied dwellings located in R-1 and larger residential zoning districts throughout the Town.

4. Incentive Housing Zones Considerations

In October, 2012 an Incentive Housing Zone (IHZ) study was completed for the Town of Newtown under a state grant.

The Study pointed out that the majority of people working in Newtown do not live in town. Of the commuters into Newtown, about 21% come from other Housatonic Valley towns. Another 21% originate from outside Fairfield County. Newtown attracts, on a percentage basis, a large

number of commuters from Waterbury, Southbury, Naugatuck, Oxford, West Haven and Milford, all of which are in New Haven County. This partially reflects Newtown's location on the fringe of the Housatonic Valley region and adjacent to New Haven County. However, more than any other community in the Housatonic Valley region, Newtown relies on sources outside the region for employees. This commuting population may be priced out of living in Newtown.

Also only 24% of Newtown's working residents were employed within Newtown. About 26% of Newtown's working residents work in other Housatonic Valley regional communities. About 31% commute to other Fairfield County communities outside the Housatonic Valley region. Another 11% work in other Connecticut communities. Eight percent work in New York. Again, Newtown is heavily linked to areas beyond the Housatonic Valley region in its commuting patterns.

While both multi-family and single-family housing types experienced growth from 2000 to 2008, 80% of new units were single-family detached units. Given that only 10% of housing units in Newtown are renter-occupied and 94% of all housing units are in single-unit structures, there is a clear lack of diversity in the housing stock that is available in Newtown.

Housing production in Newtown boomed in the 1990s, when the Town consistently ranked among the top 10 in the state for the number of units permitted. While the rate of growth has declined, especially in the latest recession, the Town nevertheless added approximately 900 units from 2000 to 2008, an 11% increase so most of the owner occupied housing stock is relatively young. The 2008 data indicates that about 64% of the 946 rental units were built prior to 1960. By comparison, only about 25% of owner-occupied units in 2008 were built before 1960. Again, Newtown has experienced limited growth in multi-family and rental units in recent decades. When compared against neighboring communities in 2008, Newtown consistently accounts for about 30% of single-family sales, and less than 10% of condominium sales, in the area.

The median sales prices for both single-family homes and condos peaked in Newtown in 2006. However, the sales price for single-family homes appears to be leveling off more quickly in Newtown than in surrounding towns. Single-family sales prices in Newtown decreased about 3.2% in 2007, 4.1% in 2008 and 1.1% in 2009; whereas in Brookfield, prices increased 3.3% in 2007, but declined 8.2% and 10.1% in 2008 and 2009 respectively. Likewise, in Bethel, sales prices declined 1.0%, 5.4% and 12.9% in the last three years. Only Easton and Redding have higher median sales prices for single-family homes than Newtown, as they have consistently throughout the decade. The median sales price for condominiums in Newtown is more variable, again because of the limited number of units and sales. While housing sales prices fell in the latter half of the 2000 to 2010 decade, rental prices continued to increase.

Household incomes are key components to supporting housing and rental prices. The 2009 median family income for the Danbury Fair Market Rent Area was \$107,100. At this income, a family could afford to pay \$2,678 per month on housing costs (30% of income). The 2009 monthly costs of the median sales price home in Newtown was \$3,123, assuming a 30-year mortgage at 6% interest, a 20% down-payment, a mill rate of about 23 and an annual \$1,500 for insurance. Given these assumptions, the median sales price home in Newtown was affordable only to those making almost 120% of the Danbury area median family income, or \$125,000 annually. The 2009 average salary for a police officer in Newtown is \$58,800, less than half the salary needed to afford the median-sales price home. The 2009 average salary for a teacher in Newtown was about \$52,600. This was only 49% of the median family income in Newtown, and

the Board of Education is the largest employer within the community. Even in dual-income households, housing prices in Newtown are out of reach for moderate-income workers.

According to HUD's 2010 Comprehensive Housing Affordability Strategy (CHAS) data for Newtown, 1,760 households that earn less than 80% of the area median family income pay more than 30% of income on housing costs. That number constituted about 20% of occupied units. In addition, the 2008 regional housing market assessment adjusted affordable housing needs for elderly and non-elderly based on employment and assisted housing supplies to redistribute assisted housing more equitably around the Housatonic Valley and in proportion to employment. That adjusted calculation suggested that Newtown has the following needs:

	Elderly	Non-Elderly	Total
Earning 50% AMFI			
Paying >30% of Income	440	206	646
Paying >50% of Income	450	100	550
Earning 80% AMFI			
Paying >30% of Income	567	220	787
Paying >50% of Income	517	110	627

Based on this data, Newtown needs to provide 787 affordable housing units to fulfill its share of the region's need for affordable and/or assisted housing. Of those units, 550 are needed for the most severely cost-burdened (households earning 50% of the area median family income, paying more than 50% of income on housing). An additional 96 units are needed for households that are severely cost-burdened, that is, earning 50% of median income while paying between 31% and 50% on housing. For those more moderately cost-burdened households that earn 80% of the area median income, 627 units are needed for those paying more than 50% for housing, and another 160 are needed for those paying 31% to 50% of income on housing.

The DECD Affordable Housing Appeals list for 2009 shows the number of affordable housing units (according to Section 8-30g of the Connecticut General Statutes as:

8,601 Total Housing Units

139 Government Assisted
16 CHFA Mortgage
16 Deed Restricted

This leaves Newtown with a total of 1.98% of its housing stock considered affordable, and vulnerable to affordable housing development appeals under the Statutes. While Newtown will likely never reach the 10% threshold established by the Statutes due to the sheer number of new units that would be required to do so, identifying appropriate locations in which to increase the supply of more affordable units and providing incentives such as density bonuses for such development can help steer development.

To achieve the type of mixed-use, multi-family development envisioned, the Town may need to consider extending sewer service to, or allowing certain parcels to connect in strategic locations. Newtown is readily accessible by Interstate 84 and several State routes, including Routes 6, 25, 34 and 302, allowing for access to employment within the region. It does not have a transit line, though the Housatonic Area Regional Transit does operate a bus line along Route 6 in neighboring Bethel.

None of Newtown's current multi-family regulations allow for the density that is required under the State of Connecticut's Incentive Housing Zone (IHZ) legislation, which is 6 units per acre for single-family, 10 units per acre for duplex/townhouse, and 20 units per acre for multi-family housing. The statutes also require at least a 25% increase in density over the underlying zoning district regulations when drafting Incentive Housing Zone regulations.

Newtown's population and household numbers are projected to increase, but at a slower rate than before, over the next twenty years. The Town continues to lose young working-age residents possibly due to inadequate diversity in the housing stock. As the population ages, Newtown also risks losing older residents who can no longer afford, or no longer desire the type of housing that is available in Town. A broader range of housing types can help current residents remain in Town through various stages of life.

Newtown needs more workforce housing. The Town is externally focused, when it comes to employment. A significant number of jobs in Newtown are filled by people living in New Haven County communities, where housing prices are generally lower. The top employer in Newtown is the Board of Education, and the average teacher's salary is only 49% of the median family income.

The current housing stock is relatively young, and geared towards the lifestyles of the married-couple families that comprise the majority of Newtown's residents. The stock consists primarily of detached single-family, owner-occupied units. Moreover, recent development has primarily been large-lot, single-family housing. Newtown needs more diverse housing that is attractive to other household types, including single-parent renters.

While housing sales have fallen over the course of the current recession, the median sales price of a single-family home in Newtown is still unaffordable to households earning up to nearly 120% of the area median family income. Newtown needs more housing that is affordable to moderate-income households.

Newtown cannot easily supply the 1,433 affordable units suggested by the 2008 Regional Housing Market Assessment to equitably address the needs of cost-burdened households in the region. Infrastructure constraints alone make that an unlikely achievement in the near future; however, there are opportunities to provide denser and more affordable housing, especially in mixed-use village center locations with the capacity to accommodate that type of development in a manner that is consistent with the Town's overall character.

A municipality may adopt IHZs only in certain eligible areas to qualify for the incentive payments. Eligible areas include:

- Sites that are consistent with the State's Conservation and Development Policies Plan, this includes Regional Centers, Neighborhood Conservation Areas and Growth Areas as depicted on the Locational Guide Map;
- Near transit stations, or along transit lines;
- Locations of concentrated development, such as existing village districts or commercial centers; and,
- Places suitable for incentive housing development because of existing or proposed infrastructure, transportation access or under-used facilities.

The area of any single designated IHZs cannot exceed 10% of the total land area in the municipality, and the aggregate of all IHZs cannot exceed 25% of the total land area of the municipality.

Incentive housing developments may be residential or mixed-use. Each Incentive Housing Development must restrict the sales or rental prices of at least 20% of the total dwelling units to affordable levels for those earning 80% or less of area median income. The area median income is that determined by the U.S. Department of Housing and Urban Development (HUD) for the municipality, and is adjusted for household size. Sales and rental prices for affordable units must be protected by deed restrictions, covenants or other restriction, for at least 30 years after initial occupancy.

The program also establishes a minimum allowable density for IHZs. The density is per acre of “developable land,” which excludes wetlands and watercourses, land in public use, parks and open space, areas with a contiguous half-acre of steep slopes, and land with development restrictions on it. The minimum densities are:

- Six units of single-family detached;
- Ten units of duplex or townhouse; and
- Twenty units of multi-family housing.

These requirements limit the possible locations for IHZs in Newtown. The Connecticut Conservation and Development Policies Plan 2005-2010 Locational Guide Map for Newtown indicates areas concentrated around interstate 84 interchange areas, and Routes 6 and 25. As IHZs must be consistent with the State Plan, especially in order to receive incentive funding, the investigation of potential IHZ locations should focus in these areas.

While Newtown does not currently have any public transit lines, Housatonic Area Regional Transit (HART) has recommended adding a stop in Newtown, at Exit 10 off of Interstate 84, to a fixed-route Peter Pan commuter bus that runs between Danbury and Waterbury. In addition, HART has recommended creating an inter-regional bus route from Bridgeport to Danbury, through Newtown on Routes 6 and 25. Newtown also has a commuter parking lot in the Hawleyville section near Exit 9 off of Interstate 84, and another near Exit 11, on Route 34. The potential for transit and availability of park and ride lots directs potential IHZ locations to Routes 6 and 25, as well as interstate interchange areas.

The availability of sewer and water service is another important factor in the location of IHZs. The residential densities required under the Housing for Economic Growth program are more easily achieved when served by public sanitary sewer and water. This map shows current sewer service areas and public water supply lines in Newtown. The sewer service area along Route 6 on the west side of Town has the potential to expand, but does not have a public water main. Current land use further supports potential IHZ locations along Routes 6, 25, and 34. The most dense and diverse development in Newtown exists along these primary corridors. The majority of the community is in single-family residential, agricultural, open space and public institutional use. An IHZ located in an “area of concentrated development would generally require location along a State highway. More dense and diverse zoning districts are concentrated along the rail line parallel to Route 25, in the Borough, the I-84/Route 34 interchange, along Route 6 on the west side of Town and the nearby I-84/Route 25 interchange.

Based on these program parameters, the Town's Plan of Conservation and Development and Planning staff, five areas of the community were identified for further investigation as possible IHZ locations. These five areas are discussed and shown on Maps in the Report.

Zoning Regulations for an Incentive Housing Zone has been put on hold for now due to local and state budgetary restraints, but this study should be consulted for guidance whenever this program is revived.

5. Elderly Housing and Assisted Living Facilities

As the median age of the population of Connecticut and Newtown continues to increase, housing for the elderly is a critical concern for most communities. As the population of a town ages, it is important that a community provide alternative living arrangements, from single-family detached homes to multi-unit communities, as options for seniors. This gives the elderly population opportunities to continue to reside within the community where they have spent the majority of their years and not be forced-out by escalating housing costs and limited housing choices. Housing product for the elderly spans a broad range of types and supporting services. From housing designed to promote mobility e.g., one-level, grab bars, ramps, etc., to provision of medical and support of daily living functions, there are many variations of elderly housing product. The main distinguishing characteristics of the housing types are the level of medical assistance and the extent of communal facilities provided. Newtown's housing inventory provided the following types of housing for Newtown's senior residents: Assisted Living Facilities, Congregate Living Facilities, Continuing Care Retirement Community, Government Assisted Independent Living Facility, Nursing Homes, Residential Care Homes, and Age Restricted Housing.

Age restricted multi-family housing (62 years of age or older, or 55 if the project meets defined requirements of the U.S. Code and Code of Federal Regulations) is permitted in the EH-10 zone, subject to the granting of a special exception.

EH-10 Regulations are frequently under review and have been amended several times to remain current with desires of the homeowners for changing lifestyles since they were first passed. Examples of these amendments include walkout basements and lofts with electrical service for lifts.

Currently there are six EH-10 housing developments located in Newtown with a seventh planned for construction this year. Two of these facilities are classified as Nursing Home and Assisted Living while the other four are classified as Independent Living Age-Restricted Housing. Table 10 provides details about the existing and planned age restricted facilities and the number of units associated with each.

Nunnawauk Meadows was created to provide private living accommodations for the elderly and persons with disabilities who are generally able to take care of themselves. Nunnawauk Meadows in Newtown, CT is a private company categorized under Residential Care. Records show it was established in 1976.

Nunnawauk Meadows

The past decade saw the development of assisted living facilities and age restricted condominium housing in Newtown, as well as the expansion of skilled nursing home resources for the frail elderly. These housing resources are described in Table 9.



Lockwood Lodge Masonicare at Newtown



Walnut Tree Village



Liberty at Newtown



Regency Newtown



Newtown Woods

Table 10
Age Restricted and Affordable Housing Resources Newtown, Connecticut
Age Restricted, Assisted Living, Elderly, Affordable & Frail Elderly Housing Resources

AGE RESTRICTED (55 and Older)		
Type	Facility	No. Units
Constructed		
Condominiums	Regency at Newtown	54
Condominiums	Walnut Tree Village	190
Condominiums	Liberty at Newtown	96
SUB-TOTAL		340
Under Construction		
Condominiums Town House	Woods	67
Condominiums One Level	Woods	111
SUB-TOTAL		178
TOTAL AGE RESTRICTED		518

NOT AGE RESTRICTED			
Type	Facility	Not Affordable	Affordable
Constructed	Riverview	36	13
Under Construction	Edona Commons	18	8
Approved*	River Walk	16	8
Other	Housatonic Habitat for Humanity		2
SUB-TOTAL		70	31

*Approved but not under construction

TOTAL NOT AGE RESTRICTED **101**

GERIATRIC (62 and Older) or Handicapped		
Type	Facility	No. Units
Skilled Nursing Home	Masonicare	156
Assisted Living	Masonicare Lockwood Lodge	56
Geriatric or Handicapped	Nunnawauk Meadows	118
Skilled Nursing Home	Maplewood	100

TOTAL GERIATRIC and/or Handicapped **430**

V. ACHIEVING THE VISION

E. ECONOMIC DEVELOPMENT

A. Introduction

The purpose of this memorandum is to describe the existing conditions and characteristics of Newtown's economy, discuss the changes in the Town's economic base since the preparation of the previous Plan of Development in 2004, describe Newtown's future economic development potential and provide a discussion of economic development issues.

B. Existing Conditions

Between 2005 and 2011, the latest year that annual averages are available, Newtown's labor force grew from 13,935 to 14,733 yet the number of employed residents only increased from 13,428 to 13,769. During the same period, Newtown's unemployment rate peaked at 6.8 percent in 2010 from 3.6 percent in 2005. The 2011 unemployment rate is 6.5 percent that is a slight decrease from its peak.

In 2000 Newtown averaged about 684 business enterprises with 7,424 people employed in Newtown. The number of employers grew over time to more than 770 by 2011 yet employment remained relatively flat at 7,461. During the period between 2000 and 2011, the number of employers in Newtown peaked at 798 in 2010 while the number of people employed in Newtown peaked in 2008 at 7,866.

A review of the industries figures for 2011 shows that there are three major sectors of employment in Newtown. These include 23 government agencies employing 1,595 people, 65 retail trade enterprises employing 914 people and 62 health care and social assistance enterprises that employ 897 people. A fourth sector providing Newtown with significant employment is the Information sector. This sector remained relatively stable with 12 enterprises having 621 employees in 2000 and 14 enterprises with 574 employees in 2011. The data also shows a slide in manufacturing that started off with 39 businesses employing 677 in 2000 to 22 businesses employing only 426 people by 2011.

It is important to note that there are a significant number of cottage industries or home businesses in Newtown that are not represented in these figures. According to the Newtown Tax Assessor, there are more than 1,200 businesses located in Newtown.

The Newtown Economic Development Commission prepared and distributed an online business survey in the fall of 2010. The responses to the survey helped to understand the local economy better. This survey was conducted over a period of several weeks and while all businesses were encouraged to participate, an overwhelming number of responses came from small retailers and home business enterprises providing insight into the cottage industry sector in Newtown.

The survey highlighted several issues that were a concern of the businesses. Generally, responses indicate that Newtown is a community of small, longtime businesses whose owners are generally satisfied with the climate for operating here. Eighty-three percent of the respondents are either a sole location or home-based business with from one to nine employees. Nearly half (48 percent) have operated in Newtown for more than 10 years, 18 percent from five to 10 years, and 23 percent from one to four years. Additionally, seventy percent plan to stay in town for the next three years; five percent do not. The respondents cited proximity to home, character of the town

and location in the state as the top three reasons for locating here.

Generally, the economic activity within the Newtown continues to be influenced by the demands for goods and services generated by residents, businesses and government activities within and beyond town borders. Newtown's economy is influenced by several surrounding economic regions including Fairfield County, the New York metropolitan area, the Waterbury region and the New Haven region.

In 2005 the State of CT shifted the town of Newtown labor market from the Danbury Labor Market Area (LMA) to the Bridgeport-Stamford LMA. Newtown continues to maintain strong interdependence and economic ties with the Danbury and Waterbury market areas via Interstate 84.

A significant and growing number of Newtown residents commute to jobs in New York State. This factor is influenced by New York's larger labor market and Newtown's proximity to the area and Interstate 84. The attached charts show the various worker destinations and changes that occurred between 2002 and 2010.

The major employers in Newtown are contained in the table below.

MAJOR EMPLOYERS IN NEWTOWN, CT

Employer	Number of Employees
Town of Newtown, Board of Education	767
State of CT-Department of Corrections	294
Masonicare at Newtown.....	291
Taunton Press	240
Charter Communication	175
Stop and Shop	174
Town of Newtown	166
Big Y Supermarket.....	165
Curtis Packaging Corporation	148
Hubbell Wiring Devices-Kellems	131
Caraluzzi's Newtown Market	130
Newtown Savings Bank.....	127
Quickcomm, Inc.	115
UConn Health Ctr. at Garner Correctional Facility.....	81
Rand-Whitney Corporation.....	77
Sonic and Materials, Inc.....	75

Source: HART Transit District, March 2013

Taunton Press

A quick review of the current major employers with the former table from 2002 clearly illustrates the shift in employment in Newtown. Pitney Bowes who employed 308 workers in 2002 now have about 20 employees in Newtown, CL&P who had 120 workers in 2002 now have fewer than 50 based in Newtown, TR Paul is no longer a major employer and DeVivo Industries is out of business. On the up side, Masonic care has about 40 more employees and Caraluzzi's Newtown Market, Newtown Savings Bank and Quickcomm, Inc. are new to the list with close to 375 employees between them.



It is also worthy of mention that Newtown is well positioned in terms of access to a regional work force that is comprised of a diverse and skilled labor force. This factor is a strong selling point for Newtown.

C. Recent Economic Development Activity in Newtown

Like the rest of the nation, Newtown continues to feel the effect of the national economic recession that began in December 2007 and ended in June 2009. The slowdown in economic activity and construction continues to lag into 2013.

Between 2004 and June 2012, forty-six new commercial/industrial buildings were constructed and a number of additions, building upgrades and tenant fit-outs occurred. The development was concentrated along the South Main Street corridor, the Borough of Newtown, Turnberry Lane and Sandy Hook Center. Hawleyville experienced a share of the development as well and has a new post office and several small retail and service businesses occupying available space in the center near the railroad tracks.

Architectural Glass Industries LLC



Along South Main Street the former Fireside Inn property was converted from a banquet hall into a multi-building neighborhood shopping center with 58,000 square feet of commercial space. Plaza South was built over a number of years adding 72,000 square feet of commercial space adjacent to Sand Hill Plaza. A new 15,000 square foot Walgreens was constructed, the Black Swan redeveloped their property into a modern showroom and LMT built a new headquarters building. A 35,000 square foot flex industrial building received approvals for construction at 352 South Main Street however, the project (Marcus Dairy) did not move forward. The growth along the South Main Street / Rt. 25 corridor is enhanced by the South Main Street Village Design District overlay which permits development utilizing a unique zoning tool. The Special Development District tool provides opportunities for reuse of existing homes for commercial and mixed use and the redevelopment of properties for appropriate land uses that will enhance the corridor by maintaining traffic flow and community character.

Highland Plaza



SBC Office Building



A number of new commercial buildings were constructed and renovated in the Borough along Church Hill Road. Caraluzzi's Market moved into the redesigned Eton Shopping Center as an anchor while a new Wells Fargo Bank, Toro Restaurant and a 6,500 square foot professional office building were constructed along the corridor. St. Rose School also expanded their private school. A new 6,500 square foot dental office building was approved for construction on Queen Street and the Gas Stop

received approval for a new gas station and 3,200 square foot convenience store. In addition, the former Lexington Gardens site has been approved for new commercial development and a new 6,500 square foot medical office building was approved for Queen Street. The three schools located in the commercial area of the Borough provide the community with civic activities that in turn support the commercial activities there. They work together in mutual support and the changes that have been made to the infrastructure and streetscape have contributed to the enhancement of ongoing economic and civic activities in the district.

Sandy Hook saw the creative expansion of two historic buildings on Church Hill Road. Figs Restaurant expanded a number of times and Betts Square, a new office complex was developed. A new phase of the streetscape project has taken place further enhancing the village. Quickcomm, Inc., Architectural Glass and several other businesses new to Newtown constructed and occupy industrial buildings in the Curtis Corporate Park located off Toddy Road.

Quickcomm Inc.



The many commercial projects that received land use approvals during the period between 2004 and 2013 created many shovel ready sites. While the economic recession slowed the scheduled development of many projects, it also created an opportunity for Newtown to implement quick tracks permitting for sites where land use approvals are in place. The Fairfield Hills campus is another location where a quick tracks program is possible. Five duplexes and the Stratford building are clear of hazardous materials and are now ready for commercial or community based uses. The Newtown Technology Park located directly off Commerce Road near Charter Communications received approvals from the Inland Wetlands Agency for a 100,000 square foot multi-building development. The property continues to be farmed while a corporate tenant is sought for the town-owned park.

Curtiss Packaging



Pitney Bowes who formerly occupied two major industrial buildings on Edmond Road relocated their facilities out of Connecticut. Advance Fusion Systems (AFS) purchased the larger 211,000 square foot building and is in the process of renovating it for its headquarters and a new research and development operation.

Advanced Fusion Systems



The second building was sold to Clancy Moving Systems and was renovated for a climate controlled moving and storage facility and has a smaller office tenant occupying the site as well. Tier One purchased the former Dupont facility on Pecks Lane and the building has been reborn with the addition of many new businesses occupying the buildings. The conversion from a single owner/tenant in large older industrial buildings in Newtown is an example of the changing patterns in manufacturing. This shift provides new opportunities for business growth and the town has been responsive and flexible to the need to repurpose the buildings for multiple tenants. As the number of smaller companies grows in Newtown, the potential that they will grow and expand their businesses locally also increases.

Mt. Pleasant Road (Rt. 6) in Hawleyville is another area that has many commercial sites that are shovel-ready with land use approvals in place. An example includes a 17,000 square foot medical office building at 183 Mt. Pleasant, a 26,400 square foot mixed commercial building at 164 Mt. Pleasant and a 20,000 square foot office building at 174 Mt. Pleasant. Liberty at Newtown, Newtown

Woods and the Maplewoods Assisted Living community are contributing to an interest in commercial development in the area. The Hawleyville area continues to be attractive for the next wave of growth. A planned sewer extension to the east will provide reasonable opportunities for hundreds of acres of commercial/industrial land.

D. Capacity for Future Growth

Newtown continues to have a variety of opportunities suitable for its future commercial and industrial growth. Hawleyville has the potential for significant economic growth provided certain steps are taken to embrace growth by extending the public sewers and enhancing the development potential in the area. Future economic growth and development should focus on existing corridors and zoned districts and can be enhanced with appropriate changes to lot coverage, building height and landscaping requirements. Newtown can also sustain economic growth and development by focusing on enhancing the small commercial nodes that exist in its neighborhoods. Recognizing and strengthening the linkage between residential neighborhoods and their small commercial areas should be long term goals for Sandy Hook, Hawleyville, Dodgingtown, Botsford, and the Borough.

Several steps have been taken to encourage development along South Main Street where the Village overlay district provides flexibility. The former Blue Linx facility which has freight rail access is a valuable and attractive site for a major development project. Several properties along the corridor provide opportunities for reuse as many are currently under-utilized. Land to the east of Sand Hill Plaza is an example of the opportunity that exists. This corridor is likely to see additional growth into the future as land use controls are in place to encourage such.



Sandy Hook Center is undergoing a major public investment in the streetscape. Improvements include landscaping, sidewalks, drainage and a redesigned intersection for safer vehicular and pedestrian traffic flow. The sidewalks along Riverside, Glen, Church Hill Road and Washington Street provide the link between neighborhoods, commerce, civic and school activities. The sidewalks and the attractive look and feel of Sandy Hook welcome residents and visitors into the village. The community and nearby residents are embracing this new opportunity where they can leave their car behind, walk out their door and stroll into the center. Hikers along Al's Trail and Rocky Glen State Forest can jump off the trails and walk into Sandy Hook center for a refreshing lunch or to just enjoy the natural resources and views that are found in the area. The many historic and ornate buildings contribute to this character. New development should be required to contribute significantly to this character. Newtown may continue to take steps to strengthen the area by expanding the Sandy Hook Design District and increasing residential density in this small hamlet. The district has the capacity to absorb growth and can flourish by the growth. New residential development within the district will

help diversify housing options and provide the critical mass necessary for economic strength and sustainability of the area. A combination of residential and commercial growth with linkages to the Pootatuck River, hiking trails, the senior center and Sandy Hook Elementary School will enhance the attractive character, enjoyment and natural beauty of Sandy Hook.

Betts Square



A full review of Newtown's economic base was completed in February 2011 and is highlighted in a report entitled Industrial Market Update & Targeted Economic Development Strategies

Newtown, CT. http://newtown.org/documents/NewtownIndustrialMarketUpdate_final.pdf

The purpose of the research was to test the strength of the strategy for attracting technology based business investment to Newtown and in particular to the Newtown Technology Park. The Newtown Technology Park is located to the south of Commerce Road on 37 acres of land that was deeded to the Town of Newtown by the State of Connecticut when the Town purchased the Fairfield Hills Campus. The land was combined with 4 acres of land acquired by the Town that have frontage on Commerce Road. The 37 acres are deed restricted for purposes of economic development. As noted previously, this land has not yet been developed.

The report concludes that Newtown has the appropriate labor force needed to attract high technology businesses, the transportation and infrastructure systems are adequate to support development and the housing is diverse enough to support workers.

In addition to land use controls, the town adopted new policies and initiatives to help improve the economic climate of the community. The Economic Development Commission launched a Buy Local – The Newtown Way campaign in 2013 to help get the word out to residents and businesses of the importance of supporting local businesses including farmers, shop owners, services and manufacturers. The town approved a business incentive program that permits tax assessments to phase in over time for improvements to commercial and industrial properties among other things. We also passed a resolution to join the C-PACE program that provides financial incentives for energy efficiency improvements to existing commercial and industrial buildings. Working with the land use agency and town administration the Economic Development Commission also helped to enhance a Fast Track permitting process for commercial and industrial development. Recognizing that time is money Newtown is working with applicants to help speed up the approval process.

The town has also taken steps to recover lost revenue from properties that have environmental issues or which are behind in taxes. Among others, such properties include the Batchelder Company site on Swamp Road, the former Watkins and the Sandy Hook Auto & Marine properties on Glen Road.

A policy to identify and take action where properties are abandoned and underutilized will help the environment, can create jobs and tax revenue. Problem real estate can be recycled and brought back to life.

The Town of Newtown was invited to join seventeen municipalities in the Naugatuck Valley Corridor Comprehensive Economic Development Strategy (NVC CEDS). The CEDS is designed to guide the economic growth of the region providing a mechanism for coordinating the resources of individuals, organizations, local governments and private industry. Required by the U.S. Commerce Department's Economic Development Administration (EDA), the CEDS allows the region to qualify for EDA assistance. The eighteen municipalities encompass cities and towns between Waterbury and Shelton. (http://www.sheltonedcorp.org/ceds/ceds_2012/ceds_ann_rpt_2012.pdf) In 2012 the Commissioner of the CT Dept. of Economic and Community Development designated the NVC CEDS as an Economic Development District (EDD) elevating the opportunities for assistance.

Newtown is currently working with the ten towns in the Housatonic Valley on a Comprehensive Economic Development Strategy (CEDS) for western Connecticut. The process for the Western Connecticut Economic Development Alliance (WCEDA) should be completed by the end of 2013. At some point following the completion of the WCEDA CEDS, Newtown will have to decide whether to continue with the NVC CEDS or to partner with a different regional force. Newtown has identified the extension of sewers to support development in Hawleyville as its priority for both of the regional CEDS.

Around the same time that Newtown joined the NVC EDD, it became a member of the Regional Brownfields Partnership of West Central CT (RBP) that has 25 municipal members. The RBP provides financial and professional staff for municipal members and Newtown has benefitted from the regional approach to brownfields redevelopment. Newtown identified local properties that are abandoned or underutilized due to known or perceived contamination and is working to turn the properties around so that they will provide the community with economic benefits including job generation and community character.

The Economic Development Commission and the Legislative Council adopted a Strategic Plan of Economic Development in November 2011
http://www.newtown.org/documents/STRATEGICPLANFORECONOMICDEVELOPMENTFinal_000.pdf that should be utilized as a reference for the goals and policies for economic development that may be set by the Planning and Zoning Commission .

The Strategic Plan outlines the following six goals:

The six major Goals the commission will pursue in the next five years are, in order of perceived importance:

1. Reduce the burden of taxes on individual homeowners by increasing the commercial/industrial assessment portion of the Newtown Grand List from 6.94 percent by one percent or approximately \$43 million over the next five years. This requires a market investment of about \$62.6 million in land and/or buildings.
2. Promote economic development of town-owned commercial and industrial properties and facilitate lease/sale options.
3. Attract new business and commercial endeavors to develop vacant tracts of land and assist in bringing suitable businesses into existing vacant commercial and industrial spaces.

4. Increase the development potential of existing commercial and industrial properties by enhancing opportunities for economic growth within these areas. Explore opportunities for expanding into new areas where commercial and industrial development would be appropriate.
5. Nurture the hundreds of existing small enterprises in Newtown by fostering multifaceted efforts to encourage their growth.
6. Better serve Newtown's existing commercial base.

V. ACHIEVING THE VISION

F. COMMUNITY FACILITIES

1. Introduction

Newtown has a wide array of public, non-profit and private community facilities. These include general government services housed in a variety of public buildings: administrative, emergency, educational, recreational, library, sewer and water services, etc.

The purpose of this portion of the Plan is to provide a summary of Newtown's community facilities and to recommend ways in which the POCD can address maintaining and making improvements to those resources in light of expected future changes to the Town.

2. Existing Conditions and Future Needs

- **General Government Facilities**

The provision of municipal infrastructure and community facilities is one of the primary functions of town government. The availability, condition, capacity, and cost of municipal infrastructure and community facilities affect Newtown's land use, the density of development and in general, the quality of life of the community. General government functions in Newtown are administered from a variety of locations, including the Municipal Center at Fairfield Hills, Edmond Town Hall on Main Street, Town Hall South on Main Street, the Multi-Purpose Building on Riverside Road in Sandy Hook, the Public Works Building on Turkey Hill Road, and the Sewer and Water Treatment Plant on Commerce Road.

Newtown Municipal Center

The Newtown Municipal Center opened in November of 2009 and consolidated many municipal government services under one roof that had formerly been located at Edmund Town Hall and the Tier One Facility on Pecks Lane. The uses currently housed within the new Municipal Center located on the Fairfield Hills campus include: Assessor, Community Development Office, Finance, First Selectman's Office, Human Resources, Registrars of Voters, Tax Collector, Town Clerk, Building Department, Town Engineer, Director of Public Works, Conservation, Fire Marshal, Health District, Land Use Agency and Board of Education. Other municipal services, such as the Senior Center currently located in the Sandy Hook Multi-Purpose Building may also be relocated to Fairfield Hills.



A new 3100 square foot Animal Control Facility opened in 2013 on Old Farm Road Extension, behind the Governor's Horse Guard at Fairfield Hills, and was named after the late Newtown veterinarian Dr. Brian J. Silverlieb.

Animal Control Facility



- **Newtown's Public Schools**

The Newtown Public School system consists of four elementary schools serving grades pre-kindergarten through 4, an intermediate school serving grades 5 and 6, a middle school serving grades 7 and 8 and a high school serving grades 9 through 12. In addition, adult continuing education classes are offered at the high school in the evenings.

The Newtown Board of Education administrative offices are located in the new Municipal Center on the Fairfield Hills Campus.

Student Enrollment: The school population has now reached a plateau of 5,277 students for the 2011/2012 school year after steadily rising from 3,711 students in the 1993/1994 school year to 5,201 students in the 2002/2003 school year, an increase of 1,490 students in about a decade. The past large increase in student enrollment necessitated several school improvement and expansion projects, including the construction of the Reed Intermediate School on the Fairfield Hills Campus, which opened in January of 2003. The Reed Intermediate School houses fifth grade students, who were previously taught in the Town's four elementary schools and sixth grade students, who were previously taught in the Middle School. As a result of the opening of the new Intermediate School and moving grade 6 from the Middle School to the Intermediate School, enrollment in the Middle School has decreased by approximately 1/3. Moving grade 5 from the Town's four elementary schools to the new Intermediate School had the affect of freeing-up additional classrooms at each of the elementary schools.

The Board of Education school enrollment projection is a slow decline for the foreseeable future and no new educational facilities are required for the next 10 years. This was the position until the December 14, 2012 tragedy occurred at the Sandy Hook Elementary School. The Town has decided to replace the Sandy Hook Elementary School and the Sandy Hook School Building Task Force made its recommendation in May of 2013 to construct a new facility on the site of the existing school with a new entrance at 12 Riverside Road. State funds and grants will be awarded to offset some of the costs to rebuild the Sandy Hook Elementary School to current codes. During the interim the Sandy Hook Elementary School students will attend school in Monroe at the refurbished Chalk Hill Elementary School from January 3, 2013 until the new Sandy Hook Elementary School is rebuilt.



Hawley School



Head of Meadow School



Middle Gate School



Reed Intermediate School



Newtown Middle School



Newtown High School

School Facilities Needs: The Newtown Board of Education has the responsibility for planning for future school facilities. At the present time no other school facilities are needed.

Since the last POCD was published in 2004, these new facilities have been constructed. The athletic fields behind the High School underwent major new reconstruction in 2004. New baseball, softball, soccer, and football fields were built. Renovations began in 2009 for a 77,000 square foot addition to the High School which was completed in 2012 and has brought the total area of the High School to 376,000 square feet.

- **Newtown's Private Schools**

There are 20 private schools in Newtown. Of these, 17 are preschool only. These three schools offer education through Fraser Woods Montessori School, Housatonic Valley Waldorf School, and St. Rose.

The Fraser Woods Montessori School began in 1968 with 20 Lower School students learning in a rented church basement in Newtown, Connecticut and then as it grew moved it moved to the small red schoolhouse on Route 302 and in 2000 relocated to the present site at 173 South Main Street, the former location of the Gordon Fraser Gallery, a stationery, gift wrap, and greeting card company. The school is a modern 42,000 square foot gallery like setting that includes a Zen Garden, gymnasium and nature trails situated on an 8-acre campus. Currently the school has enrolled 200 students from 18 month through 8th Grade and serves 20 area towns with 50% of the student body from Newtown. The faculty and staff include 34 full and part-time personnel.

Fraser Woods Montessori School / Housatonic Valley Waldorf School



The Housatonic Valley Waldorf School located at 51 Dodgingtown Road was founded in 1989 and offers a full parent- toddler through eighth grade curriculum at our campus in Newtown. The Housatonic Valley Waldorf School is based on the ideas of educator, artist and philosopher, Dr. Rudolf Steiner (1861-1925) who founded the first Waldorf School. At the core of the Waldorf philosophy is the belief that knowledge is best learned experientially as well as academically. Education is an artistic process.



St. Rose School is a private Catholic school that serves students in pre-kindergarten through eighth grade. It was built in 1957 and now draws students from Newtown, Bethel, Brookfield, Danbury, Shelton, Monroe, Southbury, Bethlehem, Oxford, Roxbury and Woodbury. In 2009, the school was recognized with a prestigious Blue Ribbon award from the U.S. Department of Education, recognizing academically superior schools.



St. Rose of Lima School

- **Parks and Recreational Facilities**

Recreational facilities and activities in Newtown have evolved significantly during the past 30 years in an effort to keep pace with rapid population growth and ever changing community recreational desires. Today, organized sports and formal recreational program offerings are the focus of active youth, adolescent, senior and special needs recreation. High participation rates in an increasing variety of recreational activities and programs, combined with extended sports seasons, requires dedicated facilities capable of meeting community expectations for publicly offered recreational services.

Existing parks and recreation facilities and programs provide a wide array of recreational opportunities for Newtown's residents. These physical facilities and recreational programs are maintained and provided by the Newtown Parks and Recreation Department. The Parks and Recreation Department has a staff of 16 full time employees and 2 part time employees and is under the municipal direction of the Newtown Parks and Recreation Commission. Table 12 provides a summary matrix of municipal facilities supporting active recreation.



Treadwell Park Swimming Pool



Dickinson Park Tennis Courts

Table 12 TOWN OF NEWTOWN Plan of Conservation and Development - 2012 MATRIX OF TOWN MAINTAINED RECREATION FACILITIES AND SCHOOL FIELDS																				
Facility Name	Play Equipment	Picnic Area	Tennis Court	Basketball Court	Baseball Field	Youth Baseball	Softball Field	Soccer Field	Field Hockey	Lacrosse Field	Football Field	Swimming	Walking Trails	Skatepark	Volleyball	Pavilion	Artificial Turf Field	Multi-purpose Field	Boat Launch	Additional Facilities, Features and Comments
Dickinson Park	1	2	5	1		1							1	1	1	1	1	1		Outdoor Concert Area
Treadwell Park	2	1	4	1		1					1				1	2	2	1		Pool, Multi-Purpose Field - softball and baseball
Orchard Hill Park/Nature Center													X							
Walnut Tree Fields																		1		Multi-Purpose - baseball and soccer
Liberty Fields						1	1													
Oakview Fields																		1		Multi-purpose -2 small or 1 large field
Fairfield Hills					1	5	1											2		Multi-Purpose - soccer and lacrosse
Lake Lillinonah	1																		1	
Sandy Hook Athletic Club						1														
Hawley school	1			1		2												1		Multi-Purpose - soccer, lacrosse and football
Sandy Hook School	1					1												1		Multi-Purpose - soccer, lacrosse and football
Head O'Meadow School	1						1													
Middle Gate School	2						1													
Reed School	1			1			1											1		Multi-purpose - soccer and lacrosse
Middle School					1		1											1		Multi-purpose - soccer, lacrosse and football
High School		4			1	1	1					1					1	3		Outdoor track, Multi-purpose - baseball, field hockey, soccer , lacrosse and football
Pole Bridge Preserve													X							
Eichler's Cove		1										1							1	Beach and Marina

Source: Newtown Parks and Recreation

Newtown has developed a recreational service approach of concentrating its recreational resources in large centralized locations. The examination of pocket parks in small neighborhood sized facilities throughout the town will be done when funding is available. In addition, the town has developed a policy of maximizing available recreational resources by utilizing school playing fields and gymnasiums for activities sponsored by the Newtown Parks and Recreation Department and other community organizations. Conversely, Newtown's school system has utilized Parks and Recreation Department playing fields to support school sports programs. The Town of Newtown also has a lease agreement with the Newtown Youth Academy and must rent the equivalent of 14,000 hours of facility time per year in this building.



Dickenson Skate Park



Lake Lillinonah Boat Launch



Treadwell Memorial Park



Dickinson Memorial Park



Orchard Hill Nature Center



Newtown Teen Center: The Garage

A Community Garden supporting Newtown's food pantries was started the summer of 2011.

An opportunity arose in 2005 for the Town to purchase Eichler's Cove Beach and Marina, a beautiful piece of property located on Lake Zoar at 11 Old Bridge Road in the southeastern corner of Newtown. In 2011 the facility went from contracted management to management by the Parks and Recreation Department. This entire property has had many upgrades, a boat launch, 76 boat slips, 12 slips for dry boat storage, lights, grills, picnic tables, security, parking, fencing, stairs and the establishment of a beautiful sandy beach complete with swimming and lifeguards. Eichler's Cove is the only public access to Lake Zoar for Newtown residents. Future plans include a changing and bath facility, a pavilion, improved parking, and a concession stand.



Eichler's Marina



Eichler's Beach

Additional Recreation Playing Fields

Newtown's active Parks and Recreation facilities are in good condition. Some fields have seen improvements while several others, such as elementary school playing fields utilized by the Parks and Recreation Department are reported to be in need of improvements to make them more usable.

In the 2004 Plan of Conservation and Development the Newtown Parks and Recreation Commission identified the additional recreation facilities required to support the level of recreational activities desired by Newtown residents for the next ten years. As a part of the process to purchase the 185 acre former Fairfield Hills Hospital campus, the Parks and Recreation Commission identified the need for 7 additional recreation/ playing fields to be constructed on the Fairfield Hills property. The Fairfield Hills campus is in the geographic center of the town and is well served by the state and local road network to make it accessible to town residents. Since then one lighted 90' base path baseball field has been built. There was the plan for two such fields but the Newtown Youth Academy was built in the location where the other was slated.

The Parks and Recreation is still requesting the addition of 6 more fields (roughly 12.5 acres) and associated parking for the future.



Blue & Gold Stadium Newtown High School



Middle School Softball Field



90' Lighted Baseball Field at Fairfield Hills

Additional Recreational Building Facilities

The Parks and Recreation Department is currently discussing options for a Community Center that would support the variety of non-playing field recreational programs provided to residents on a year round basis. This facility has a schematic design paid out of the Capital Improvement Plan on file with the Town of Newtown designed by Ames & Whitaker plans and funding in the 2016/17 Capital Improvement Plan to develop a Community Center for additional recreational services and programming for the town of Newtown. This plan includes “zero-entry” and competitive-style pools, a teen center, a multipurpose space with dance studio, additional classroom space to support a variety of programming needs, and offices for the Parks and Recreation Department. At this time, the center is considered a part of the ongoing implementation of the current master plan of Fairfield Hills and so will be considered “existing” with regards to future planning.

http://www.newtown-ct.gov/Public_Documents/NewtownCT_Finance/LC%20Approved%20CIP%202013-14.pdf



Ames & Whitaker Schematic Design Newtown Parks & Recreation Community Center.

Trades Lane is also the approved location for a future off leash Dog Park. Athletic fields, a community center and an expansion to the already existing walking trail are all being considered in the current master plan of the Fairfield Hills Campus.

Additional Recreational Improvements

These are the planned improvements by the Newtown's Park and Recreational discussed by facility and associated activities.

Lake Lillinonah Town Park: Improve the town boat ramp, expand parking for boat trailers and construct a new access road into Lake Lillinonah Town Park, which would be entirely within Newtown. There are two points of public boating access to Lake Lillinonah in Newtown. One is the Lake Lillinonah Town Park on the Brookfield town line and the other is the nearby Pond Brook State Boat Launch, on Hanover Road. The possibility of a marina with boat slips and a pavilion are also ideas that may be examined further.

Eichler's Cove Beach & Marina: Improve parking, additional parking, a pavilion and bath house are all improvements needed for this facility

Dickinson Park: Provide a new playground to replace the current dilapidating Funspace. Funding has been approved in the 2012 Town Capital improvement plan. Additional improvements to this facility are the plans for a splash pad water element to fill the void of a water feature from the loss of Dickinson Pond, along with a bath house and concession stand and parking and pavilion improvements.

Dog Park: Provide an off leash dog park which has been approved on Old Farm Road off of Wasserman Way and Trades Lane, near the Reed Intermediate School. Working in conjunction with the Newtown Parks and Recreation Department, a group of Newtown dog lovers called Friends of Newtown Park and Bark has been working towards a goal of raising enough money to open the park.

Treadwell Park: Build new tennis courts and a new basketball courts, a new basketball court, and a new renovated pool house. The need for parking, access, sidewalk and driveway improvements are also in the works.

Alpine Pavilion/Beach Reserve: Improve the Town of Newtown recently acquired waterfront facility at 49 Alpine Drive in Sandy Hook. This property currently has a very old pavilion and a small beach area without swimming. This property will need future funding for maintenance support and development to be a viable asset to the town.



Alpine Property

Access, Parking and Signage: Provide adequate signage, access and parking, because most of Newtown’s recreational facilities are primarily accessed by motor vehicles. Several existing facilities, such as the three complexes of recreation fields at Fairfield Hills and the Oakview Fields have poor access and parking facilities. The safety and convenience of those using these facilities needs to be addressed. In the case of Glander Fields, on-street parking is also an inconvenience to adjacent neighbors and may present safety issues.

School Facilities: Improve playing fields at Newtown’s elementary schools and middle school to facilitate their improved utilization to support organized sports.

Fairfield Hills: Utilize the Fairfield Hills campus as a key resource for the recreational facility needs of the town over the next ten years.

Community Parks: Develop a study to examine passive and active areas for facilities and programs at different areas in the town: such as pocket parks and connectivity. Proximity and accessibility to parks will increase the probability of active healthy lifestyles.

Trails and Transportation: Advocate for trail systems as recreation and transportation needs that will give health, safety and economic benefits to the community. Develop a plan that places trails where people want to live, where they can walk or bike to both work and play. The Newtown Trail Committee meets monthly to reach these goals and to continue growing the trail system in Newtown.

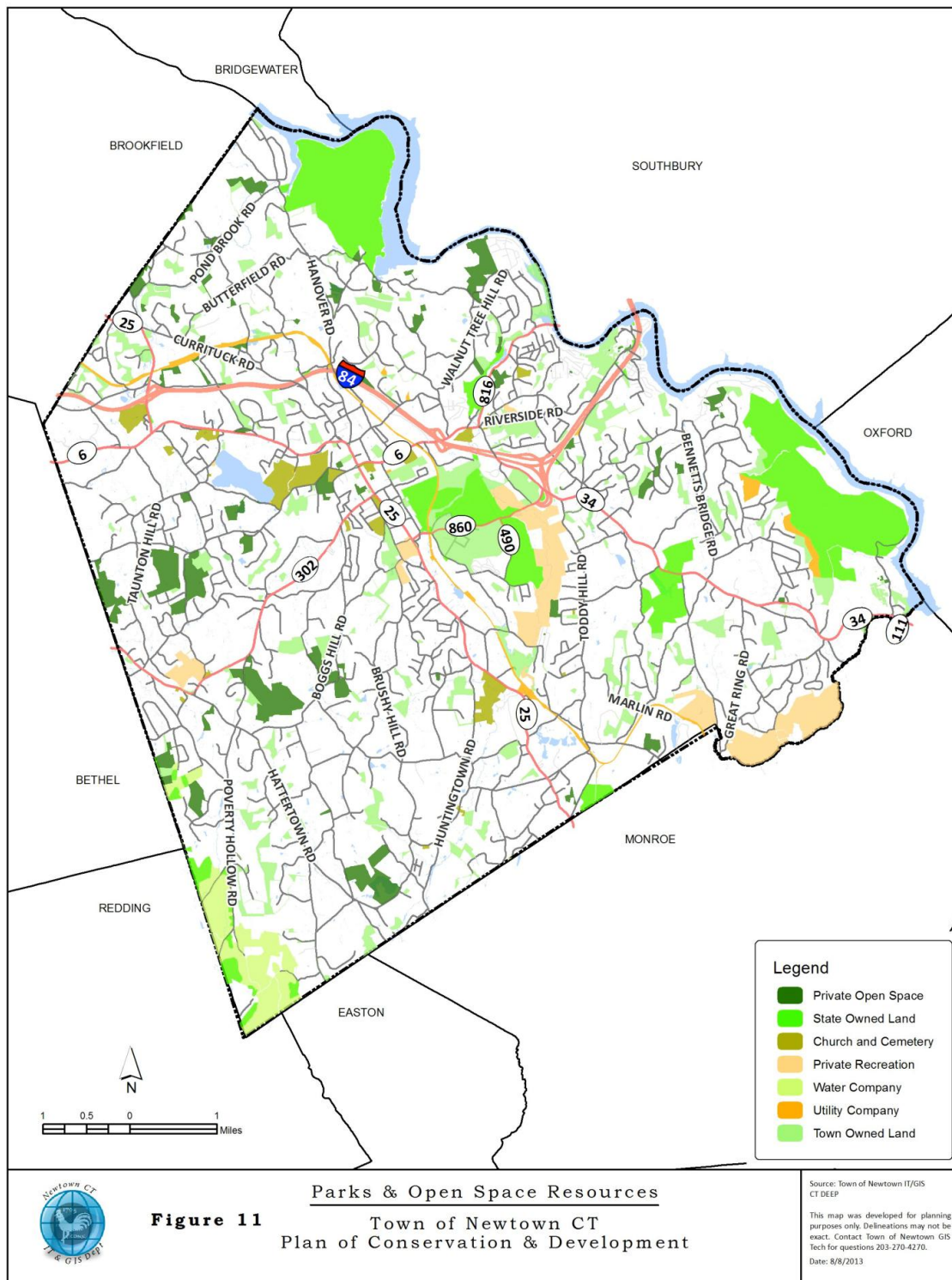
More detail information about the current Park and Recreation facilities and activities is contained in the Supporting Document “Updating Newtown’s Plan of Conservation and Development / Parks and Recreation” dated March of 2012.

Private Recreational Facilities

The Newtown Youth Academy (NYA) located on the Fairfield Hills Campus opened in November of 2008. The NYA is a privately-owned and operated, not-for-profit 501(c)(3), indoor 86,000 square foot multi-sports facility used by both the public through membership and by the Town through contract. The NYA building comprises two wings: a Field House with 1/9-mile track and three courts and an Indoor Turf, both of which can be used year-round, as well as an 8,000 square-foot, fully equipped Fitness Center on the second floor. This community-centered organization offers indoor soccer, basketball, baseball, softball, lacrosse, field hockey, football, volleyball, tennis, track and more. The Academy offers exercise and agility classes to children and adults.



Newtown Youth Academy



Senior Center

The role of municipal senior citizen centers have changed over the years to keep pace with the changing needs of our aging population. At one time senior centers were predominately social and recreational facilities. While continuing to serve those functions, senior centers have evolved to become a base for the provision of a variety of informational and social services to senior citizens.

Newtown's Senior Center is the focal point for distribution of elder services. These services include intergenerational programs, health screenings, monthly blood pressure, HICAP/CHOICES counseling, informational speakers, recreation, daily programs, exercise, crafts, travel, educational and living skill seminars, monthly book discussion group and New Horizons widow and widower support group.

The Senior Center is also a station for R.S.V.P., host for C.A.C.D. a federal funded senior aide program, and A.A.R.P. volunteers during tax season and a 55 alive driving course.

Bus service is available to carry senior citizens between their home and the Senior Center Monday through Friday by sweetheart mini bus.

The Town's 60 and older population increased from 3078 by 5,001 persons between 2000 - 2010, representing a 62.5% increase in this age group and the 55 to 59 age category increased by 44.9% from 1389 to 2012 during the same period, indicating a continuation of the growth in Newtown's senior population.



Newtown Multi-Purpose Building



Multi-Purpose Building Addition

Newtown's Senior Center is located in the Town's Multi-Purpose Building on Riverside Road in Sandy Hook. The Senior Center was expanded from approximately 800 to 3100 square feet of space during the 2007 to 2008 time period. The 2300 square foot addition included a new community meeting room and handicapped accessible bathrooms. A new Senior Center located on the Fairfield Hills campus has been programmed into the Town's 2016 – 2017 Capital Improvement Program.

Library

The Cyrenius H. Booth Library was a posthumous gift to the Town of Newtown by Mary Hawley and was opened in 1932. Miss Hawley, in addition to donating money with which to construct the building, left a quarter of a million dollar trust fund to generate operating revenues from the interest it earned. Until the early 1980s the taxpayers of Newtown paid nothing for the library.

In the summer of 1996, the library began construction of an addition to the rear of the old building that doubled the available floor space. The new addition was dedicated on January 11, 1998. The expanded space provides areas for meetings as well as displays of art and historical artifacts of Newtown from the library's extensive collection.

In addition to an extensive collection of traditional library resources, the Booth Library also offers connectivity to a variety of “on-line” digital resources and 12 computers with internet access available for use by library patrons. The library offers wifi and the ability for patrons to download ebooks.



A core group of about 25 devoted volunteers meets twice a week to select, categorize, alphabetize and store books, tapes, CD's, etc. When time comes around for the annual book sale, the volunteer force expands to over 100. Their 2011 book sale included over 120,000 items.

Newtown Youth and Family Services

Newtown Youth and Family Services, Inc. (NYFS) is a dynamic nonprofit agency that combines clinical services and positive youth development programs to provide a continuum of care to residents of the greater Newtown area.

NYFS is a licensed, non-profit, mental health clinic and youth service bureau that provides outpatient individual, couple and family counseling and substance abuse treatment services. In addition NYFS offers prevention initiatives, after school, evening and weekend programs and support groups to promote individual and community wellness.

For over 30 years, NYFS has offered specialized programs and services to individuals of all ages. Newtown Youth & Family Services' vision is to become a recognized leader in providing mental health and support services.

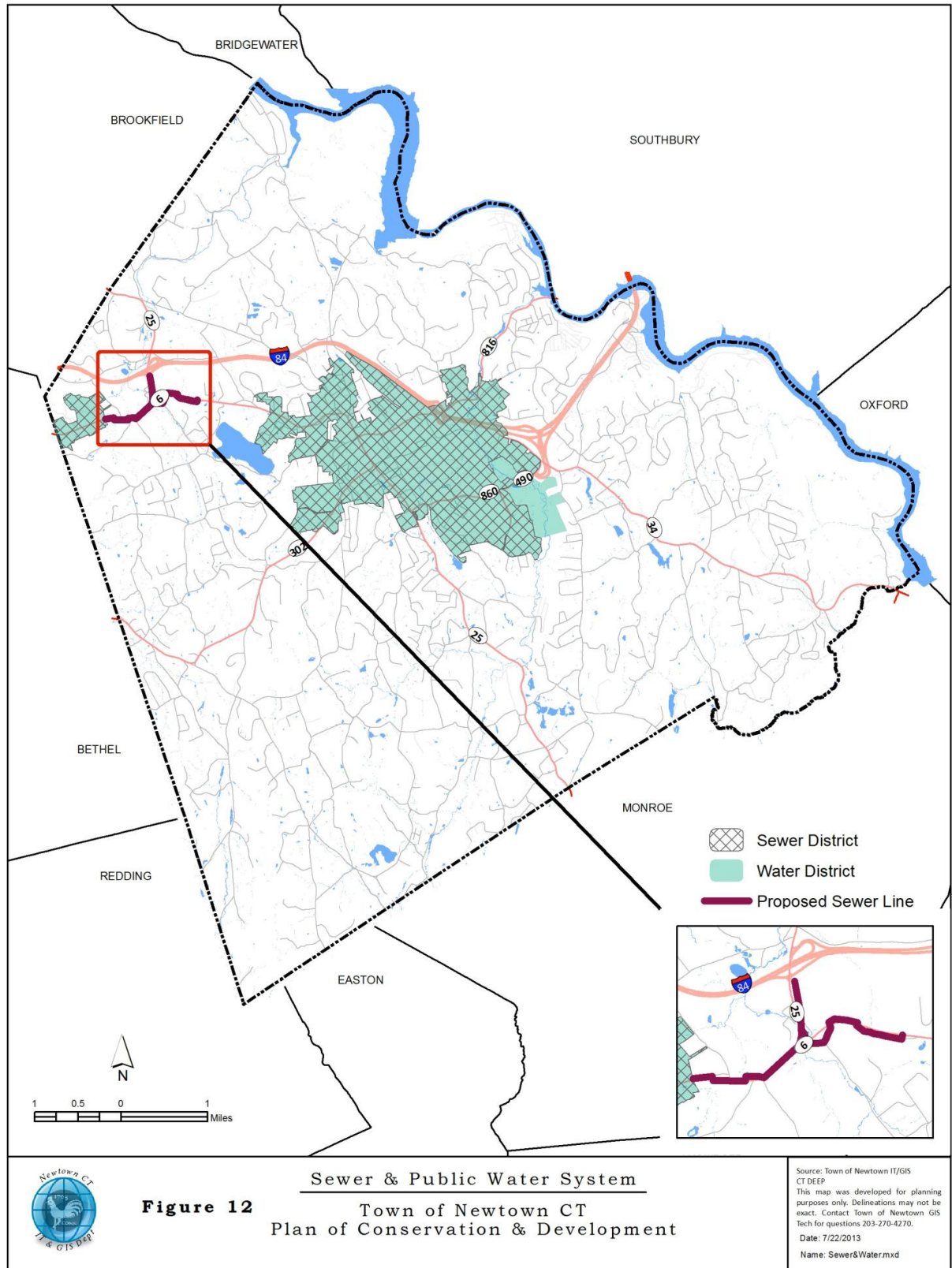
Newtown Youth & Family Services is a 501(c)(3) Non Profit Organization.

Sanitary Sewer System

Public sewer service plans and policies are the responsibility of the Town's Water Pollution Control Authority, which amended the Water Pollution Control Plan in 1999. Public sanitary sewer service has been available less than 20 years in Newtown. Newtown's public sewer system was developed in conjunction with a municipal sewer avoidance program. The municipal sewer system was designed to address sewage disposal problems and the Town's sewer avoidance program is designed to eliminate the need to extend the municipal sewer system to serve additional residential areas in the future.

The intent of the Town's sewer avoidance policies are to foster the maintenance of existing onsite septic systems outside of the sewer service areas and avoid the need to extend sewer service beyond the current limits of service to serve failed systems.

Newtown's municipal sewer system serves the central area of the Town, including most of the Borough and Sandy Hook Center, as described on the attached map shown in Figure 12. The system's treatment plant was developed jointly with the State of Connecticut and was designed to serve Town needs, the State's Garner Correctional facility and the Fairfield Hills campus. The sewer system contains approximately twenty miles of piping, four pump stations and a treatment facility located at the end of Commerce Road with the capacity to treat 932,000 gallons of sewage daily. Current sewage treatment at the plant averages 500,000 – 600,000 gallons per day. The system was completed in 1997.



A United Water operating company, known as United Water Suez, operates Newtown's sewage treatment plant on Commerce Road, and also operates the town-owned Fairfield Hills water supply system. This company was not purchased by Aquarion in 2012.

Public sanitary sewer service is also provided within the Route 6 corridor in the Hawleyville area of Town, extending toward the Bethel town line. Sewer service within this area is pumped into the City of Danbury's municipal sewer system and treated at the City's Plumtrees Road treatment facility, as per an inter-municipal agreement that provides Newtown with the treatment capacity of up to 150,000 gallons of sewage per day. The sewer service provided within the Hawleyville area pursuant to this agreement is intended to primarily serve economic development activities. To date, approximately 30,000 gallons of this capacity has been allocated for two area uses.

The current users of the Hawleyville sewer system include the 100-unit Maplewood at Newtown assisted-living apartment building and the 96-unit Liberty at Newtown age-restricted condominium complex, both of which are on Mt Pleasant Road. Also, the adjacent planned 178-unit Woods at Newtown age-restricted condo complex plans to connect to the Hawleyville sewer system.

The Public Works Department is studying the various issues related to expanding the Hawleyville sewer system and will prepare a report with its recommendations by mid 2012. Further development in the Hawleyville area will require an extension of the sewer and water lines from Route 6 to Route 25. The plan is to bring the sewer to Exit 9 off Interstate 84, Barnabas Road, and Hawleyville Center.

Newtown, CT Water Supply

Aquifers:

- 1) **Pond Brook Aquifer:** Along the western edge of Newtown is the Pond Brook Aquifer in the Hawleyville section. This aquifer extends from I-84 Exit 9 north to Currituck Road and includes an extension into Brookfield.
- 2) **Limekiln Brook Aquifer:** Then well to the south along Route 302 in the Dodgingtown section is found the Limekiln Brook Aquifer extending into Bethel.
- 3) **Upper Aspetuck Aquifer:** Further to the south, in the southwest corner of Newtown along the Redding line is the Upper Aspetuck Aquifer, following the Aspetuck River along Poverty Hollow Road.
- 4) **North Branch Pootatuck Aquifer:** Moving easterly to central Newtown is found the small North Branch Pootatuck Aquifer under a level area adjacent to the North Branch of the Pootatuck River. This resource is bounded on the south by Palestine Road and Platts Hill Road and is crossed by both Beaver Dam Road and Brushy Hill Road.
- 5) **Deep Brook Aquifer:** The next Newtown aquifer is nearly due north, the Deep Brook Aquifer. It lies along wetlands on Route 302 starting near Head of Meadow Road.
- 6) **Pootatuck Aquifer:** We then proceed east to the very large and important Pootatuck Aquifer, following the south to north river valley of that name. It extends from the

intersection of Botsford Hill Road and Route 25 on the south northerly along the Pootatuck to the Sandy Hook section north of I-84.

- 7) **Newtown at Housatonic Aquifer:** The remaining aquifer in Newtown is the smaller Newtown at Housatonic Aquifer, located on the west shore of the Housatonic River just upstream from its confluence with the Pootatuck River, under the level area east of Walnut Tree Hill Road.

Public Water Service:

Aquarion Water Company: In 2012 Aquarion Water Company of Bridgeport purchased United Water Connecticut, Inc. including the central public water supply system formerly operated by United in Newtown as well as those in Bethel, Brookfield, New Milford, and Woodbury.

Most of Newtown's 9,459 households and 800+ businesses obtain their drinking water from private on-site wells. Aquarion Water Company is the largest provider of water service in Newtown with 1,419 residential customers and 231 commercial and 15 industrial customers in 2012. In addition, Aquarion provides fire hydrant services for the Town and the Borough, as well as to private parties. Aquarion is a private water company regulated by the State of Connecticut.

The Pootatuck Aquifer is the source for the Aquarion Water system, which supplies water to central Newtown, Sandy Hook Center, Mt Pleasant Road, and South Main Street. The aquifer also is the source for the town-owned water system that supplies the Fairfield Hills area and Garner Correctional Institution.

Aquarion obtains water supplied to its Newtown customers exclusively from two wells located in the Pootatuck Aquifer. These wells are located in the southern area of Town on the east side of Route 25, just north of the Sand Hill Plaza Shopping Center. Aquarion's Newtown wells have a sustained yield of 1,500,000 gallons per day with Well 1 having a capacity of 500,000 gallons per day and Well 2 having a capacity of 1,000,000 gallons per day.

Currently, Aquarion pumps an average of 435,000 gallons per day, with peak pumping demand of around 830,000 gallons per day. Aquarion's Reservoir Road storage tank has a capacity of 538,000 gallons.

A map showing the water supply lines for the Town of Newtown is shown in Figure 13.

Pootatuck River Aquifer: The 26.1 square mile Pootatuck River watershed, which supplies the 7.9 square mile Pootatuck Aquifer, lies mainly within Newtown, with small portions located in the towns of Easton and Monroe. In 1990, the U.S. Environmental Protection Agency designated the Pootatuck Aquifer as a "sole source aquifer," indicating that there are no viable alternative sources of sufficient water supply. In making this determination the U.S. EPA concluded "...the aquifer is capable of yielding approximately 4.0 million gallons per day (mgd). At least half of the amount will be required to maintain stream quality and to support waste assimilation and the cold water fishery. The State of Connecticut's diversion control law would, in all likelihood, prohibit withdrawals in excess of 2 mgd."

**From HISTORIC BASE LINE DATA: 1980
HVCEO REPORT ON POOTATUCK AQUIFER:**

Considered of perhaps the highest priority in the Region for urgent protection measures, the Pootatuck Valley is characterized by both major water supply potential and imminent hazards from potential development.

Located in east-central Newtown, this northward draining stream valley comprises about 3.9 square miles of direct recharge area and 4.8 square miles of indirect recharge. U.S. Geological Survey studies, including a recent special hydrological investigation of this valley, indicate that a very large portion - perhaps 80% - of this large aquifer is composed of coarse-grained materials. Saturated depth appears to reach 100 feet or more, and water quality is generally favorable.

The evaluation by USGS of the Pootatuck aquifer's characteristics produced major conclusions as follows. Estimated yield capacity of the stratified drift aquifer, under "long-term average conditions", and based on two favorable potential well locations plus capacity use (1.5 mgd) of the existing Fairfield Hills Hospital wells, would be a total of about 4 million gallons per day.

Under conditions of capacity pumping (4 mgd), about 65% of the withdrawn water would be derived from the Pootatuck River as induced recharge (and 35% derived from ground water recharge).

**From UPDATE ON POOTATUCK
AQUIFER AS OF 2004:**

"The Town is currently considering making a request to the U.S. Geological Survey (USGS) to update the 1978 USGS study of the Pootatuck Aquifer and further evaluate the affects of ground water withdrawal on aquatic habitat within the sole source Pootatuck Aquifer." A Plan goal includes "updating the research and mapping of the Pootatuck Aquifer that was originally done in the late 1970's and early 1980's." Note also that the Town of Newtown has obtained water withdrawal rights along a segment of this aquifer. Users of this water supply include the Town Offices at Fairfield Hills, the Garner Correctional Institution, Read Intermediate School and the Nunnawauk Meadows senior housing. Additional future users may include businesses locating at the redeveloped Fairfield Hills Campus. Aquarion Water Company serves as system operator for the Town of Newtown.

The Pootatuck Aquifer, which is a federally designated sole source aquifer since 1990, is susceptible to contamination because of its relatively high permeability and its shallow water table, which is recharged mainly from precipitation that percolates from the land surfaces lying within the aquifer's watershed, according to the town.

The Newtown Planning and Zoning Commission first adopted aquifer protection regulations in 1981. To safeguard the water resources located in the Pootatuck Aquifer, the Planning and Zoning Commission adopted Aquifer Protection regulations in 1994, that were subsequently updated in 1999. The Inland Wetlands Commission has been designated to act as the Town's Aquifer Protection Agency for both local and state aquifer regulations. In 2000, the PZC rezoned land in support of aquifer protection and sewer avoidance.

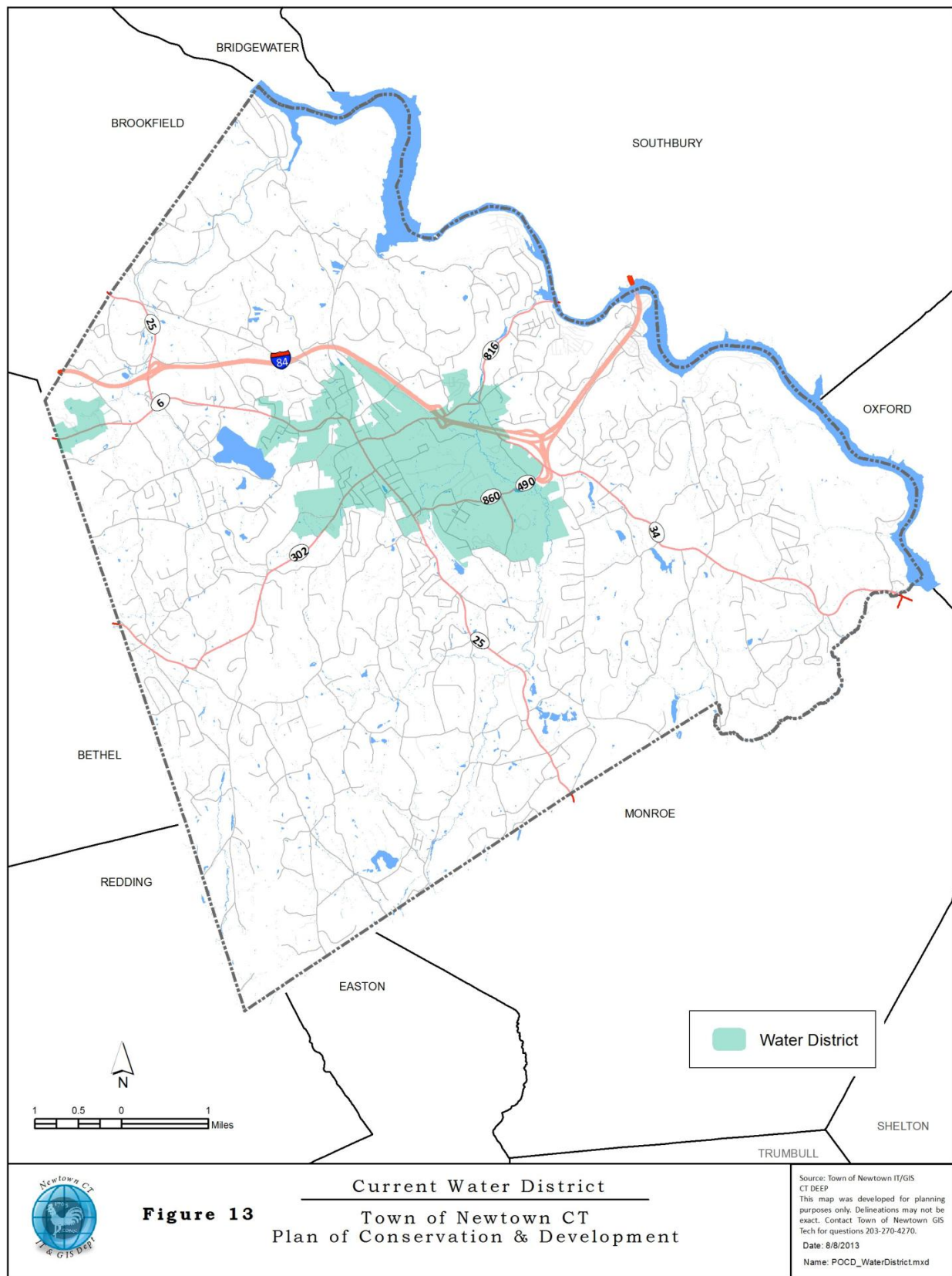
The town's aquifer regulations prohibit land uses which can contaminate groundwater. The rules also regulate certain other land uses that may have the potential to contaminate groundwater.

The new State Aquifer Protection Regulations will be available by the end of 2012. These regulations will serve as a guide to strengthening Newtown's policies as appropriate. Newtown currently uses the 2010 United States Geological Services report to form the basis of our current projections for water availability.

http://www.newtown-ct.gov/Public_Documents/NewtownCT_Land/forms/APA-Regulations.pdf

The state's aquifer protection program focuses its efforts on the areas relatively close to the wellheads of public water supplies, while the Town's aquifer protection program covers much broader terrain, extending outward from the wellheads in the form of the town's Aquifer Protection District (APD). The state's aquifer protection area in Newtown covers roughly one-fifth of the geographic area of the town's APD. Newtown's municipal aquifer regulations apply only to proposed activities, the state's aquifer rules also regulate some existing activities.

The Pootatuck Watershed Association was formed to protect the Pootatuck Aquifer as a clean, safe, and abundant source of drinking water as well as other environmental protection and watershed management objectives.



Fire Protection and Emergency Medical Services

Newtown Volunteer Fire Departments

Fire protection and emergency medical services in Newtown are provided on a volunteer basis. Newtown has five volunteer fire departments and one volunteer ambulance organization. These organizations are staffed by approximately 197 area residents who volunteer their time to serve the Town. Volunteers serve in a number of capacities, from fighting fires and rendering emergency medical services to providing training, maintaining equipment, record keeping, etc. The volunteer fire companies responded to 2,919 calls in 2011.

The location of Newtown's volunteer fire departments reflects the fact that Newtown is one of the largest towns in Connecticut and fire protection has evolved over the years to provide coverage to Newtown's central Borough and historic hamlets and neighborhoods, extending coverage to the entire Town. Each volunteer fire department has a defined service area and the Newtown Board of Fire Commissioners functions to coordinate services between the five departments and helps to allocate municipal financial support.



Sandy Hook Fire Department



Dodgingtown Fire Department



Botsford Fire Department



Hawleyville Fire Department

The Hook and Ladder Company located behind Edmond Town Hall plans to relocate to a new facility in a central area of Newtown.

By volume, as measured across a three-year span from 2009 to 2011 there were 5,407 fire calls overall with the percentage of calls handled by fire department were: Hook & Ladder, 33



Newtown Hook & Ladder

percent; Sandy Hook, 29 percent; Botsford, 17 percent; Hawleyville, 11 percent; and Dodgingtown, 10 percent.

Physically, the largest fire district is Sandy Hook at 18 square miles, with Hook and Ladder at 13 square miles, Dodgingtown at 11, Botsford at 10, and Hawleyville at 7.

The number of residences in the districts is: Sandy Hook, 3,500; Hook and Ladder, 2,090; Botsford, 1,516; Dodgingtown, 1,358; and Hawleyville, 1,205.

The number of existing occupied business parcels in each district are: Hook and Ladder, 94; Botsford, 37; Sandy Hook, 32; Hawleyville, 22; and Dodgingtown, 6.

Each fire district has one firehouse, except Sandy Hook, which has two. All firehouses are owned by their respective fire companies, except the Hook & Ladder Firehouse, which is owned by the town. The number of town-owned/fire company-owned fire vehicles in use in each district in 2012 was: Sandy Hook, 6/4; Hook & Ladder, 4/2; Botsford, 2/5; Hawleyville, 2/2; and Dodgingtown, 2/2. Also in 2012 the number of active fire company members were: Sandy Hook, 60; Hook & Ladder, 40; Dodgingtown, 36; Botsford, 33; and Hawleyville, 28.

Fire companies responsible for covering calls on Interstate 84 are: Hook & Ladder, Sandy Hook, and Hawleyville.

Newtown Volunteer Ambulance Corp

The Newtown Volunteer Ambulance Corp provides emergency medical services for the Town. Operating from a station located on Mt. Pleasant Road (Routes 6 and 25) this organization has nearly 50 volunteers with EMT certification. In 2011, volunteers donated more than 30,000 man-hours of service and responded to 2,351 medical calls.



Current Newtown Volunteer Ambulance Facility, Mt. Pleasant Rd



Ambulance Facility at Fairfield Hills (under construction)

NVAC is a private nonprofit organization made up of trained emergency medical technicians who volunteer their time to help others in their community. The NVAC covers an area of more than 60 square miles and is one of the most active volunteer EMS providers in the region.

Corps members provide "basic life support" services to the public. To provide "advanced life support" service, the corps contracts for a paramedic to be housed at the ambulance garage around-the-clock, seven days a week. The group, which was founded in 1940, is privately funded by donations and bequests.

Plans to construct a new garage/headquarters building for the Newtown Volunteer Ambulance Corps off Wasserman Way at Fairfield Hills were approved on June 21, 2012 by the Planning and Zoning Commission. Construction began in 2013.

The new Volunteer Ambulance Association facility lies west of the Fairfield Hills tennis court and Newtown Hall. The 14,559-square-foot ambulance facility would have garage space for six ambulance corps vehicles, two more than the current facility. There would be three double-depth garage bays, each of which would be able to house two vehicles. Each double-depth bay would have garage doors on both the north and the south sides of the garage wing of the building.

A 150-foot-long driveway for the ambulance facility would be linked to Wasserman Way. That driveway would connect to Wasserman Way at a 90-degree angle. Four trees would need to be removed to build the new driveway. The town would construct a parking lot at the rear of the ambulance garage/headquarters.

The former main entrance road to Fairfield Hills, which is now closed to traffic, would be used as an area for stormwater flow control for the ambulance site.

Police Protection

The requirements for municipal police services in Newtown have continually evolved to meet the changing needs of a growing and changing Town during the Newtown Police Departments 39 years of existence. These changes result from the growth of the Town as well as societal changes. At the present time the Newtown Police Department has a staff of approximately 46 sworn officers and 4 civilian employees. The Department handled 25,207 calls for service, including traffic stops and holiday checkpoints, during 2011.

The police department is housed in Town Hall South, on a 1.2 acre lot at the intersection of Routes 25 and 302 and Glover Avenue. The 18,528 square foot structure was built in 1950 as a retail establishment for farm and construction equipment. The last renovation to this building occurred in 1980 with only building improvements and additions over time. In the Department's Five Year Plan released in July of 2001, this facility was termed "generally inadequate and lack(s) the design specifications to meet the operational needs of the force." While the building's location provides good accessibility to the general public and is structurally sound, it lacks adequate space for parking and will continue to require periodic interior and exterior repairs to address problems created by the presence of building materials that are not durable. The Five Year Plan calls for a "comprehensive environmental space needs study for the police department. Architectural drawings of a modified, rehabilitated police department or a new police department which adequately addresses the needs of the department for the next 20 years."

In 2008, a space needs assessment for the Newtown Police Department was performed by Jacunski Humes, Architects, LLC of Berlin, CT. The data in the following tables is derived from their August, 2008 Report. Monies based on their design for a new police department are included in the 2016-2017 Capital Improvement Plan. http://www.newtown-t.gov/Public_Documents/NewtownCT_Police/Ad%20Folder/sna

The Police Department has a substation at Fairfield Hills.

Table 16: Calls for Service and Crime Statistics

Year	1971	1980	1990	2000	2007	2015	2025
Calls for Service	5,398	14,922	11,621	12,463	18,711	23,280	28,800
Investigations	1,102	1,060	2,707	2,584	3,158	3,500	4,000
Arrests-Adults	210	430	330	292	472	566	685
Juvenile Offenses	NR	NR	46	72	44	80	120
Traffic Accidents	352	776	900	857	1,055	1,500	1,800
DWI/DUI	NR	NR	81	54	82	120	160

NR=No Report

Table 17: Newtown Police Staff Statistics

Year	1971	1980	1990	2000	2007	2015	2025
Sworn Positions	17	25	31	38	47	56	63
Avg. Sworn/1000	1.0	1.31	1.39	1.52	1.74	1.9	1.0
Civilian Positions	6	8	9	12	16	22	23
Avg. Civilian/ Sworn Per 1000	1.36	1.72	1.8	1.99	2.33	2.6	2.5

Note: The average current staffing levels of Connecticut Towns with Populations between 25,000 to 49,000 is 1.9 sworn per 1,00 and 2.3 civilians per sworn per 1,000.

Table 18: Police Department Motor Vehicles

Year	1992	2000	2008	2020	2030
Administrative Vehicle	2	2	3	3	3
Cruisers (marked)	6	8	10	12	13
Detectives	2	2	4	4	5
Traffic Car	0	0	0	2	2
Sergeant Vehicle	1	1	1	2	2
K-9 / DWI Car	0	0	2	2	2
Mobile Command Van	0	1	1	1	1
D.A.R.E. Vehicle	0	0	1	1	1
Motorcycles	0	0	1	2	2
Patrol Bicycles	0	0	2	2	2
Total Motor Vehicles	11	14	25	29	33

Emergency Communications Center

Newtown's Emergency Communications Center is operated by nine staff members that handle an average of 8,000 calls per year. This is a low enough call volume to justify merging dispatch responsibilities into a regionalized center.

The Municipal Opportunities and Regional Efficiencies (MORE) Commission recommends regionalizing or centralizing emergency communications versus the more expensive operation of a multitude of separate centers throughout the state. Newtown has identified a long-established regional call center Northwest Connecticut Public Safety Communication Center, or Northwest CMED, located in Prospect as the most probable destination for consolidation. Northwest has a state-of-the-art computer aided dispatch system that enhances operational capabilities both on a daily basis as well as under extreme circumstances such as natural disaster, mass casualty incident, or national crisis.

Town Roads

There are 34 miles of state roads in Newtown and 268 miles of local roads whose maintenance is the responsibility of the Town. See the Transportation and Circulation element for a description of transportation issues in Newtown. The Town's extensive road system includes a network of older roads that function as collector roads for Newtown numerous newer subdivisions. This extensive road system will require constant attention to maintain the affected Town roads, bridges and 8,500 catch basins. The Town is responsible for 45 bridges and all but 12 bridge improvements have been carried out. The remainder are scheduled.

Newtown has an ongoing road maintenance program to address Town roads exhibiting structural base and drainage problems, as well as a program of annual street sealing to postpone future costly repairs, all done within the limits of available funding. Newtown's draft Capital Improvements Plan through the fiscal year 2017 allocates \$2,000,000 annually, the same amount allocated in the previous decade, for a variety of improvements to Newtown's road infrastructure.

Public Works

The Public Works Department encompasses Highways, the Transfer Station (former landfill) and Recycling Center, Town Garage, Public Building Maintenance, Car Pool, Sanitary Sewer and Engineering.

The primary missions of the Department range from the long-range planning for sanitary sewers to support of safe vehicle traffic town-wide by the repair and maintenance of nearly 300 miles of public and private roadways.

Some major functions include snow plowing and sanding during winter storms; emergency road repairs, and fallen tree removal; design, engineering and management of contracted road and building projects; management of solid waste and recyclable collection and disposal; management of town vehicles; installations, replacement or repair of over eight miles of storm drainage; installation, reconstruction and maintenance of more than 2,000 catch basins; full department reclamation and repaving of more than fourteen miles of roads; repairs and replacement of guide rail posts and cables; the repair, replacement and installation of various street and traffic control signs.



After the winter storms, over 616,884 linear feet of roadway have to be swept of the winter sand and 4,000 catch basins pumped out.

This Department is also used to help with projects for the schools and parks department; moving voting machines; moving furniture in various offices, picking up food for distribution by the Department of Social Services and scores of other odd jobs.

Solid Waste Disposal

The Town closed its landfill in the mid 1990s. As a member of the Housatonic Resource Recovery Authority (HRRA), Newtown hosts a regional transfer station serving station Newtown

and Brookfield from its Ethan Allen Road facility. The Town owns the land under the transfer station and the transfer station facilities are owned by Wheelabrator Technologies Inc, a wholly owned subsidiary of Waste Management Inc. Town residents can use the transfer station during its normal operating hours by showing proper proof of residency or purchase trash collection services directly from private refuse collection companies.

Solid waste from HRRRA member towns is disposed of by Wheelabrator pursuant to a long term agreement between HRRRA and Wheelabrator. The Town is obligated to deliver a minimum tonnage of solid waste annually. The current cost to the Town to dispose of solid waste (tipping fee) is \$80 per ton. This system has the capacity to handle solid waste disposal for the next 10 years.

Newtown participates in the HRRRA single-stream recycling program. The Town operates a recycling center at its Ethan Allen Road facility. The Town includes the cost of recycling collection in its tax base. Residents can also “drop-off” their recyclables at the Town’s recycling center.

V. ACHIEVING THE VISION

G. TRANSPORTATION

1. Introduction

An essential ingredient to maintaining a high quality of life in Newtown is a safe and efficient transportation system, consistent with the Town's desired community character. Newtown's transportation system is primarily comprised of a network of town roads, state highways, a limited sidewalk system, recreational trails, limited mass transit service and rail freight service, all of which combine to provide for intra-town and inter-town travel needs.

This portion of the POCD describes the current conditions of Newtown's transportation system, highlight areas for action and identify future needs.

2. Functional Classification of Newtown's Roadways

There are five levels of roadway classification that are used to define the use characteristics of roads within Newtown. These classifications include:

- Principal Arterial- Interstate,
- Principal Arterial,
- Minor Arterials,
- Collectors Roads- Major and Minor, and
- Local Roads.

The classification of a road may change along different segments of its length and in some instances may operate differently than its assigned functional classification. Roadway classifications are tied to various Federal, State/Regional and local funding programs for planning, engineering, construction and maintenance activities. The Federal/State functional classification process also incorporates urban and rural area designations, which affect the distribution of Federal transportation monies.

Classification Inconsistencies: There are numerous inconsistencies between the functional classification of roads by the Town of Newtown and by the Connecticut Department of Transportation (ConnDOT). This issue was raised in the 1993 POD and has not been resolved. This issue is important to the Town because the functional classification used by ConnDOT can affect transportation planning policies and programming and as well as eligibility for ConnDOT and Federal transportation improvement monies.

Newtown was one of Connecticut's faster growing municipalities between 1990 and 2010. The Town should continue efforts to work with the Housatonic Valley Council of Elected Officials (HVCEO) to pursue adjustments to ConnDOT's functional classification of roads in Newtown to more accurately reflect current highway conditions. Classification of the roadways affects the funding received. The Town will continue to use the functional classification map contained in the 1993 POD until these adjustments have been completed to the Town's satisfaction.

3. Existing Conditions

Route 25

Route 25 is an arterial highway that begins at Route 7 in Brookfield and extends southeast to I-95 in Bridgeport. This approximately 9½ mile long stretch of Route 25 is the longest highway in Newtown and runs from the Brookfield border in Hawleyville along Hawleyville Road and then turns and runs along Main Street to the Monroe border in Botsford. Numerous businesses along Route 25 have created multiple curb cuts that can cause conflicts with traffic. In addition heavy traffic flows along Route 25 from the Danbury area as the main route to the Bridgeport area.

Changes in average daily traffic (ADT) volumes from 2001 to 2010 measured on five sections of Route 25 in Newtown were inconsistent as they both increased and decreased from 2001 to 2010. Traffic between the Flagpole and Route 302 increased 11.72% from 12,800 to 14,300 and traffic at Exit 9W Bound Ramps of I-84 and Barnabas Road increased 5.22% from 11,500 to 12,100. The decade before the traffic between the Flagpole and Route 302 decreased 20.99% from 16,200 to 14,300 while traffic between Exit 9W Bound Ramps and Barnabas Road increased 26.4% from 1991 to 2001. Decreases in traffic volume occurred between I-84 East and West bound exit ramps by a negative 12.15% from 10,700 in 2001 to 9,400 in 2010 and South of Mile Hill Road by a negative 6.93 % from 20,200 to 18,800.

Newtowners would find it hard to believe that traffic decreased on South of Mile Hill Road on the South Main Street portion. Traffic along South Main Street often backs up due to construction and left turning vehicles. New left turn lanes installed to serve the newer shopping centers help combat the congestion, but left turn lanes to serve the older shopping areas would help relieve many of the traffic backups especially during rush hour traffic.

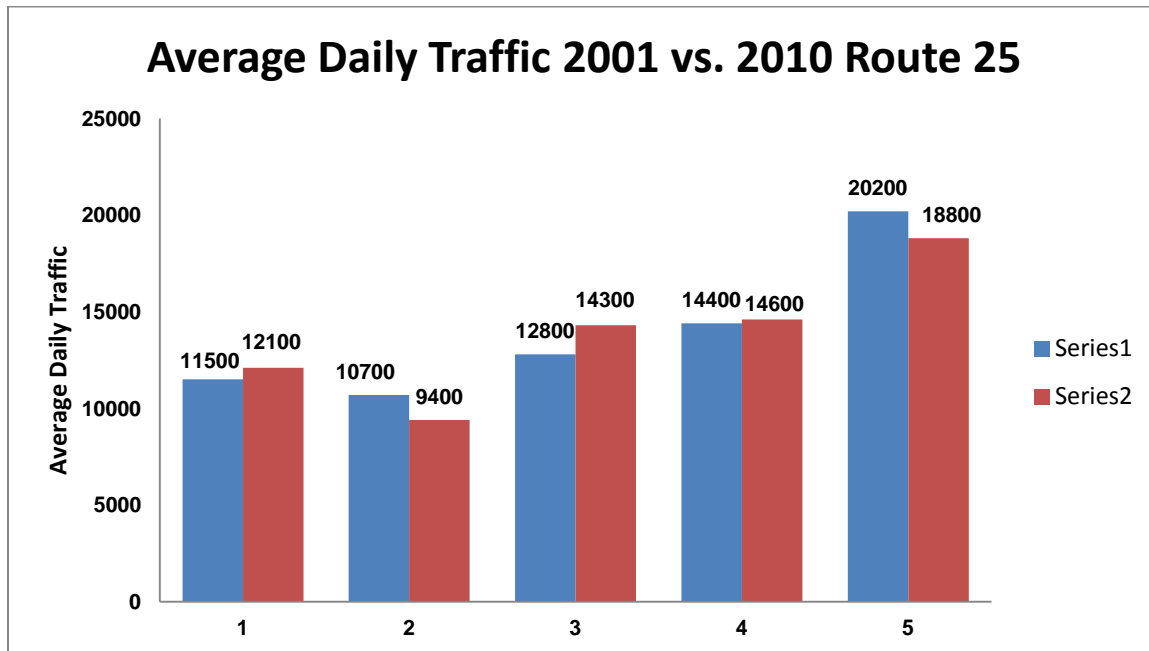
The following table and chart represents Average Daily Traffic (ADT) volumes for selected portions of Route 25 from the Brookfield town line to the Monroe town line.

<http://www.ct.gov/dot/lib/dot/documents/dpolicy/policymaps/adt/2011-10-09pdf/adtpdf.pdf>

Table 20 Average Daily Traffic Trends for Route 25

	Average Daily Traffic Trends	Average	Daily	Traffic	Percent	Change
	ROUTE 25	1991	2001	2010	1991-2001	2001-2010
1	I-84 Exit 9W Bound Ramp and Barnabas Road	9,100	11,500	12,100	26.40%	5.22%
2	Between I-84 Exit 9 E&W Bound Ramps	9,700	10,700	9,400	10.30%	-12.15%
3	Between the Flagpole and Route 302	16,200	12,800	14,300	-20.99%	11.72%
4	Route 302 to Mile Hill Road	15,500	14,400	14,600	-7.10%	1.39%
5	South of Mile Hill Road	17,400	20,200	18,800	16.09%	-6.93%

Chart 6 Average Daily Traffic Trends for Route 25



<http://www.ct.gov/dot/lib/dot/documents/dpolicy/policymaps/adt/2012-11-10pdf/096adt.pdf>
<http://www.ct.gov/dot/lib/dot/documents/dpolicy/policymaps/adt/2003-02-01pdf/096adt.pdf>

ADT volumes ranged from 7,800 ADT at the Brookfield town line, 12,300 ADT just north of the Flagpole, 18,800 ADT just south of Mile Hill Road and 17,800 ADT at the Monroe town line.

While it is classified as a minor arterial from the Brookfield town line to the Flagpole and a major arterial from the Flagpole to the Monroe town line, Route 25 also functions as the Town's Main Street and as a local service road with numerous curb cuts that provide access to the many businesses, institutions and residences located along its length in Newtown.

Route 25 Expressway: For many years, ConnDOT planned for the construction of a Route 25 expressway that would have provided expressway linkage between I-84 in Newtown and I-95 in Bridgeport. Portions of this expressway were constructed, extending from the Route 8 Expressway in Bridgeport to the vicinity of Route 111 in northern Trumbull. Over the years, many route alignment alternatives were considered to complete the balance of the expressway to I-84 in Newtown. Extensive environmental analyses were conducted and there were numerous public meetings to discuss the needs for and consequences of extending the expressway northward through Monroe and Newtown. In 1993, ConnDOT announced that it would no longer pursue the completion of the expressway, due to a lack of sufficient financial resources.

Route 25 Widening: In 1998, ConnDOT proposed the widening of Route 25, within its current ROW, to a four lane cross section from Route 111 in Trumbull to Wasserman Way in Newtown. Neither the Town nor the Housatonic Valley Council of Elected Officials (HVCEO) have supported this proposal. This widening project cannot proceed, using Federal monies, without HVCEO's endorsement. In the 2002 Inventory of Newtown Traffic Issues, HVCEO suggests that Newtown "advocate for intersection oriented safety improvements along the (Route 25) corridor one by one, as can be justified by traffic engineering studies." The intersections identified are

Swamp Road, Botsford Hill Road, Elm Drive North and South, Pecks Lane North and South, Borough Lane, and the Route 302 and Glover Avenue intersection. The Newtown Traffic Unit also recommends identifying curb cut areas with high accident rates and installing turning lanes in those areas. This would help alleviate the numerous rear-end collisions that occur as vehicles make left hand turns into businesses.

Both traffic signals and turning lanes have been added for several new businesses that have been built along the South Main Street portion of Route 25. This also facilitates breaks in the traffic flow that eases the access of cars from side roads onto Route 25. See the Curb Cut Management Plan dated January 20, 2010. http://hvceo.org/transport/transport_newtown_accessmanagementplan.pdf

Route 25 South Safety Issues: Previous analysis of Route 25 from the Flagpole to the Monroe town line resulted in recommendations for intersection improvements and a curb cut management plan to address safety issues. A curb cut management plan was undertaken and the report with recommendations was published in January of 2010. The Newtown Planning and Zoning Commission has adopted the curb cut management plan. The Route 25 intersections recommended for improvements to address safety issues and, in some instances, address intersection capacity issues include: Swamp Road; Botsford Hill Road; Elm Drive, north and south; Pecks Lane, north and south; Borough Lane; and Route 302/Glover Avenue. Several of the recommended intersection improvements are minor in nature, such as re-striping of lanes to improve turning movements and might be accomplished by ConnDOT District 4 working directly with the Town of Newtown.

Route 25- Hawleyville: In 1997 the Town of Newtown, working with HVCEO, completed the Hawleyville Transportation and Development Study. This report addressed the land use and transportation issues associated with the Town's longstanding desire to encourage economic development on the lands near the I-84 Exit 9 interchange. The land use and transportation recommendations of this analysis, including intersection improvements and a curb cut management plan, were subsequently incorporated into Newtown's Plan of Development. ConnDOT's I-84 Corridor Study, completed in 2000, updated recommendations for the configuration of I-84's Exit 9 ramps and associated Route 25 intersection improvements.

In 2000, Newtown applied to ConnDOT for assistance in planning for improvements to the intersection of Route 25 with Currituck and Obtuse Roads. That analysis was recently completed and ConnDOT concluded that signalization of this intersection was not currently needed. Any future improvements to the design of this intersection will be affected by the presence of a former schoolhouse, listed on the National Register of Historic Sites and two natural gas transmission lines, all located on the north side of the intersection.

http://hvceo.org/transport/transport_plan3_majorcorridori84.php

http://hvceo.org/transport/transport_newtown_Exit9HawleyvilleTransportationStudy.pdf

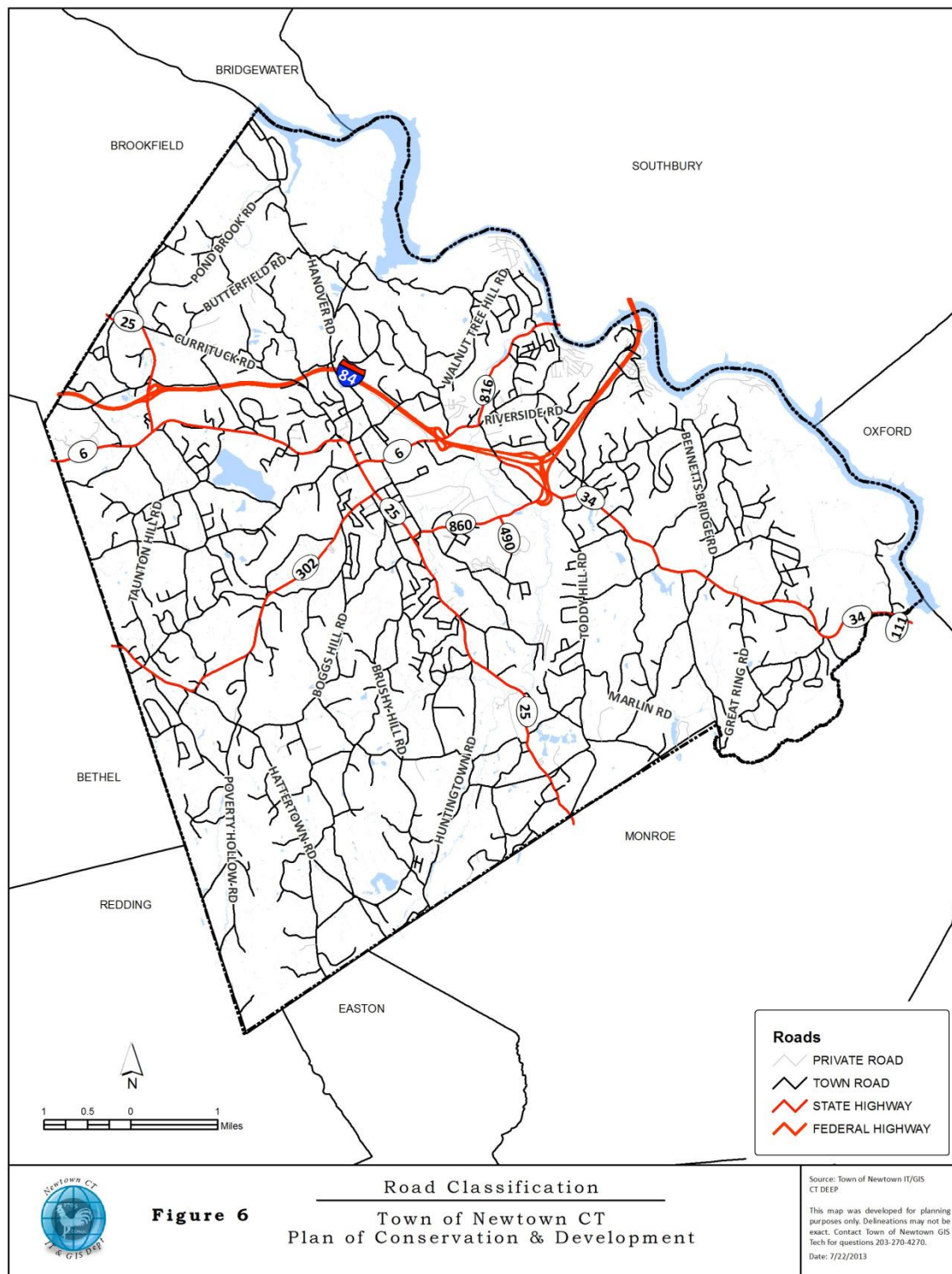


Figure 14 Current Functional Road Classifications

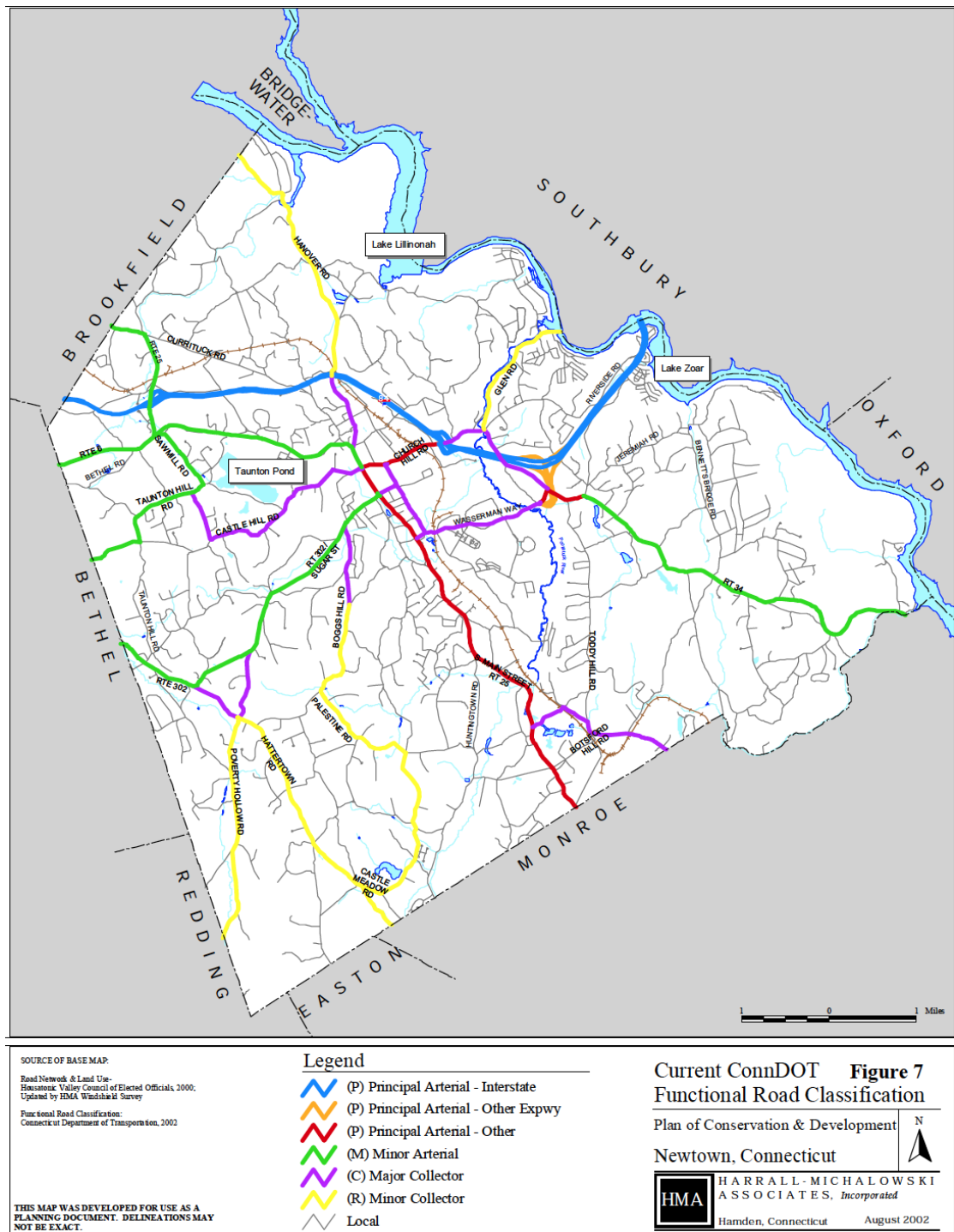


Figure 15 Current ConnDOT Functional Road Classifications

Route 6

Route 6 is a two lane arterial roadway that enters Newtown at the Bethel town line as Mount Pleasant Road and proceeds eastward, joining Route 25 in Hawleyville and becoming Main Street near its intersection with School House Hill Road. At the Flagpole, Route 6 proceeds down Church Hill Road to join I-84 at Exit 10.

Average daily traffic (ADT) volumes on Route 6 in 2010 ranged from 9,900 ADT at the Bethel town line, 12,300 at the northern intersection with Route 25, 16,000 ADT just north of the Flagpole, 8,600 between the Flagpole and Queen Street on Church Hill Road and 16,450 ADT just east of Commerce Road before the I-84 ramps.

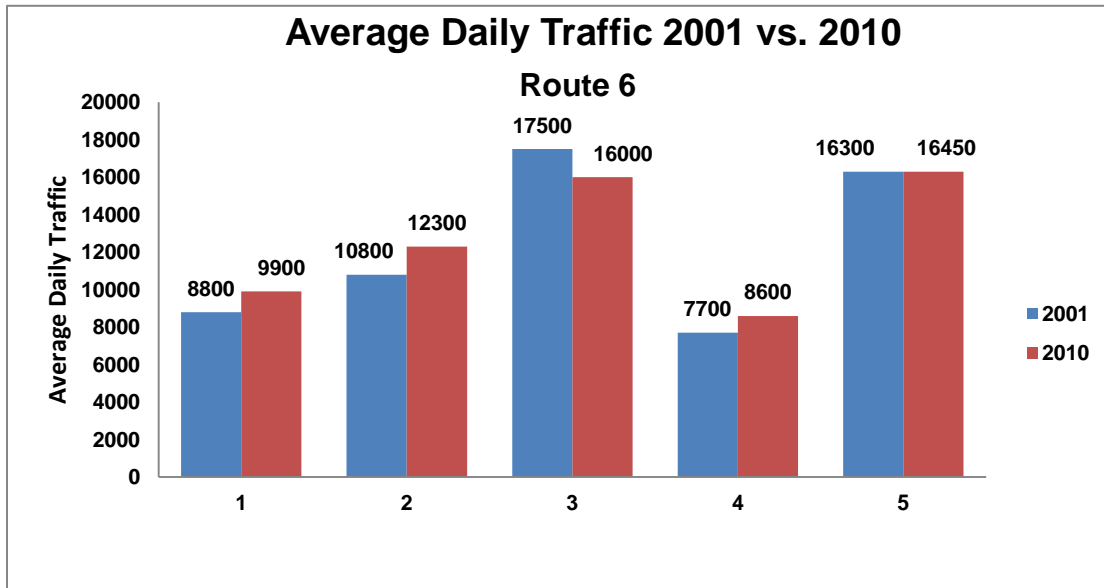
Changes in average daily traffic (ADT) volumes from 2001 to 2010 measured on five sections of Route 6 in Newtown increased on 4 of the 5 sections and by double digits on 3 of the sections as shown in Table 21 and Chart 7. Traffic decreased only along Main Street from Currituck Road to the Flag Pole. The declining traffic since 1991 from Queen Street to the I-84 on ramp is probably due to the recessionary pressures starting in 2008.

<http://www.ct.gov/dot/lib/dot/documents/dpolicy/policymaps/adt/2011-10-09pdf/adtpdf.pdf>

Table 21 Average Daily Traffic Trends for Route 6

	Average Daily Traffic Trends	Average	Daily	Traffic	Percent	Change
	ROUTE 6	1991	2001	2010	1991-2001	2001-2010
1	Bethel Town Line		8,800	9,900		12.50%
2	Route 25 Intersection, West end	9,500	10,800	12,300	13.68%	13.89%
3	Main Street: Currituck Road to the Flag Pole	15,400	17,500	16,000	13.64%	-8.57%
4	Church Hill Rd: Flag Pole to Queen Street	11,000	7,700	8,600	-30.00%	11.69%
5	Church Hill Rd: Queen Street to I-84 Onramp	18,600	16,300	16,450	-12.37%	0.92%

Chart 7 Average Daily Traffic Trends for Route 6



<http://www.ct.gov/dot/lib/dot/documents/dpolicy/policymaps/adt/2012-11-10pdf/096adt.pdf>
<http://www.ct.gov/dot/lib/dot/documents/dpolicy/policymaps/adt/2003-02-01pdf/096adt.pdf>

ConnDOT has given Route 6 the functional classification of Minor Arterial from the Bethel town line to the Flagpole and the classification of Major Arterial from the Flagpole to I-84. While Route 6 has the classification of an arterial road, a portion also functions as the Town's Main Street and as a busy local service road along Church Hill Road, with numerous curb cuts that provide access to the businesses, institutions, schools and residences fronting on this highway.

Route 6 – Hawleyville: The 1997 Hawleyville Transportation and Development Study that addressed land use and transportation issues in this area of Newtown made recommendations for intersection improvements and included a curb cut management plan. This report concluded that the Hawleyville intersection of Routes 6 and 25 will need to be upgraded to accommodate the implementation of the economic development activities planned for this area.

Route 6 – Main Street: ConnDOT's Traffic Accident Surveillance Report (TASR) http://www.hvceo.org/transport/transport_newtowntint.php does not indicate any major problem intersections or road segment issues on Route 6 from the Bethel town line until reaching the Flagpole. The Flagpole intersection also involves Route 25 and is discussed below as a separate road issue. Pedestrian activity is an important Main Street consideration. Main Street has attractive sidewalks setback from Route 6. However, pedestrian crossing of Route 6 is a challenge, due to the width of the road and the volume and speed of traffic. The Town, working with ConnDOT has achieved good pavement markings and signage, alerting motorists of pedestrian activity and encouraging pedestrians to cross in marked crosswalks. The Newtown Police Department has also implemented education and enforcement activities to improve pedestrian safety. Any proposals for the improvement of the Flagpole intersection should include recommendations that address pedestrian mobility and safety along Main Street and Church Hill Road, linking with Queen Street.

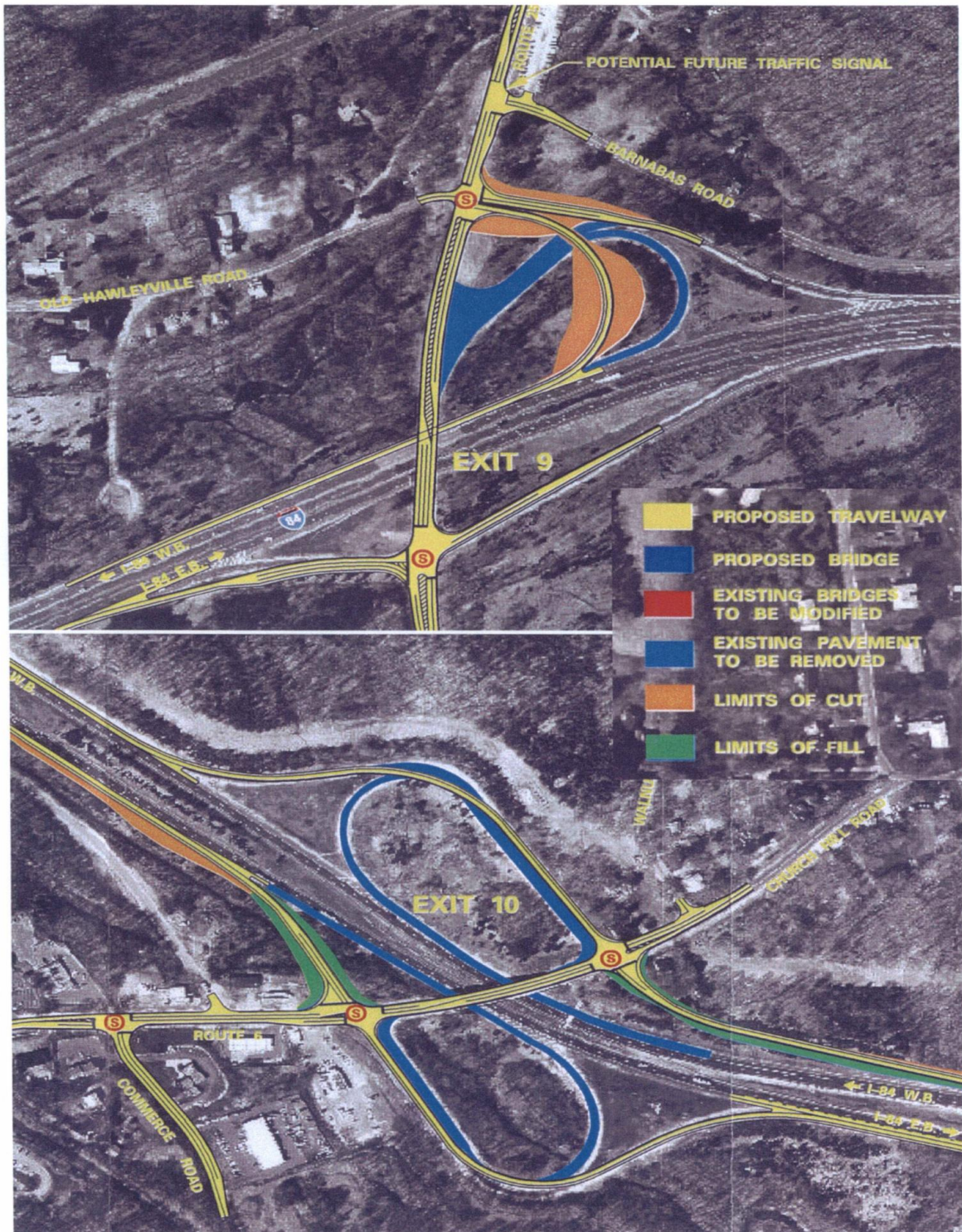
Route 6 – Church Hill Road: The portion of Route 6 between the Flagpole and I-84 is designated by ConnDOT as a major arterial. It also functions as one of Newtown’s busier streets by directly serving many retail businesses, the Hawley School, Queen Street and its shopping areas and by connecting to the many businesses located on Commerce Road and Edmond Road. This portion of Route 6 provides two lanes of travel, with turn lanes provided at the Queen Street and Commerce Road intersections

Route 6 also provides access to Interstate 84 at Exit 10. A curb cut management plan was prepared by HVCEO in 1988 for this segment of Route 6 but has not been incorporated into the Borough or Town’s zoning regulation.

For many years, the section of Route 6/Church Hill Road from Commerce Road easterly to I-84 Exit 10 has been at the top of the Housatonic Valley Region’s list of most problematic road segments, in terms of traffic safety. The high accident rates in this area have been attributed to the combination of high traffic volumes and numerous turning movements. In 2000, Newtown requested State assistance to address this safety issue and ConnDOT subsequently proposed improvements to this segment of Route 6. The proposed design included new on and off ramp configurations, road widening, multiple turn lanes and a median strip extending up Church Hill Road through the new intersection.

The project proposed for Church Hill Road around the Exit 10 on and off ramps to Interstate 84 has been scaled back in 2012. Access Improvements to commercial developments in the area, including the alignment of Edmond and Commerce Roads, however will still occur. Federal earmarks at risk for expiration to fund the original state Department of Transportation initiative are still available for the downscaled project. The balance of any costs will come through a grant from the regional planning agency. Most of the work will involve shifting the course of Edmond Road as it approaches its current Church Hill Road intersection, to a path that will have it intersecting with Church Hill at Commerce Road. Funding is sufficient also for some modest road widening to enhance sight lines and safety between the new intersection and the on and off ramps to Exit 10. An analysis of the scaled back project determined that it will still have sufficient safety impact and improve traffic flow on the state roadway. The new traffic patterns and improvements will boost the commercial appeal of this site. The current configuration has been an impediment to commerce in this area.

Route 6 – I-84 Exit 10: In 2000, ConnDOT concluded an analysis of the need to upgrade I-84 from the New York border to the Housatonic River. This study calls for the widening of I-84 to three travel lanes in each direction, with significant interchange improvements. Improvements proposed for Exit 10 are designed to convert the interchange to a modified “diamond” configuration to address capacity and safety issues. This plan is still in effect but a start date has not been set.



EXCERPTS FROM THE CONN DOT 2000 I-84 UPGRADING
PLAN FOR EXIT 9 (TOP) AND EXIT 10 (BOTTOM).

Figure 16 ConnDOT Proposals for Improvements to I-84 Exits 9 & 10

Source: HVCEO 2002 Inventory of Newtown Traffic Issues

Route 302

Route 302 is a two-lane roadway entering Newtown from the west at the Bethel town line, as Dodgingtown Road, and proceeding east, becoming Sugar Street and ending at Route 25 (South Main Street) in the Borough of Newtown. Average daily traffic (ADT) volumes on Route 302 in 2010 ranged from 6,700 ADT west of Hattertown Road, 4,000 east of Hattertown Road, 6,000 east of Key Rock Road, 8,000 west of Boggs Hill Road, 8,900 east of Boggs Hill Road and 8,900 just west of Elm Drive and Route 25. Traffic on all 6 sections of Route 302 decreased significantly from 2001 to 2010 as shown in Table 22 and Chart 8. The decrease is attributed to the down economy.

ConnDOT has given Route 302 the functional classification of Minor Arterial from the Bethel town line to its intersection with Route 25. As such, this arterial connects the center of Newtown with the center of Bethel. This low volume State road provides access to several small commercial uses and the Dodgingtown hamlet near the Bethel town line. Route 302 also connects with numerous Town roads that provide access to western Newtown and passes through a very scenic area containing two operating dairy farms.

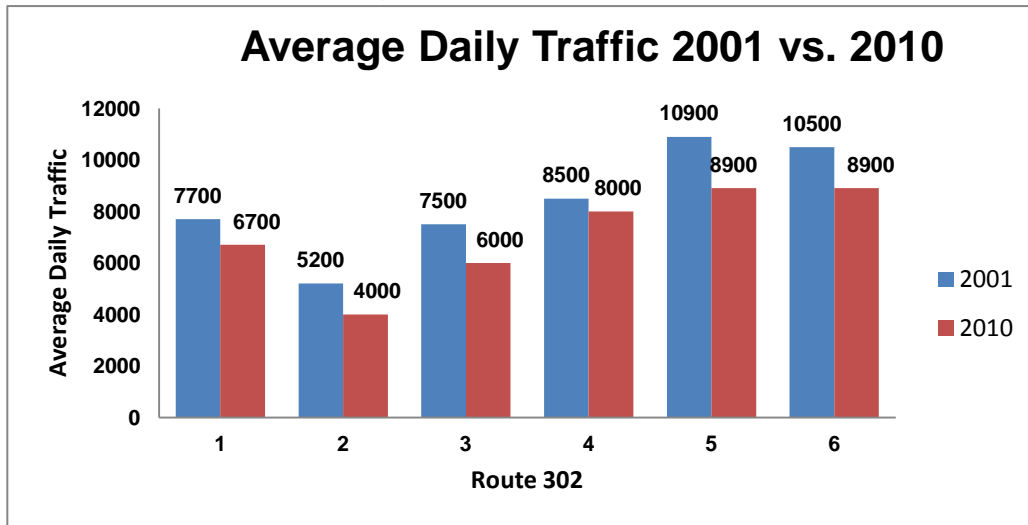
The Route 302 intersections with Hattertown Road and Key Rock Road have been identified as possessing alignment and/or sight line safety issues. These problems are of such a nature that it may be possible to address them through the coordinated efforts of Newtown's engineering and public works personnel working with ConnDOT's District IV staff.

<http://www.ct.gov/dot/lib/dot/documents/dpolicy/policymaps/adt/2011-10-09pdf/adtpdf.pdf>

Table 22 Average Daily Traffic Trends for Route 302

	Average Daily Traffic Trends	Average	Daily	Traffic	Percent	Change
	ROUTE 302	1991	2001	2010	1991-2001	2001-2010
1	West of Hattertown Road	NA	7,700	6,700		-12.99%
2	East of Hattertown Road	NA	5,200	4,000		-23.08%
3	East of Key Rock Road	NA	7,500	6,000		-20.00%
4	West of Boggs Hill Road	NA	8,500	8,000		-5.88%
5	East of Boggs Hill Road	NA	10,900	8,900		-22.47%
6	West of Elm Drive and Route 25	NA	10,500	8,900		-15.24%

Chart 8 Average Daily Traffic Trends for Route 302



<http://www.ct.gov/dot/lib/dot/documents/dpolicy/policymaps/adt/2012-11-10pdf/096adt.pdf>

Route 34

Route 34 is a two lane arterial roadway that enters Newtown from the south at the Monroe town line as Berkshire Road and proceeds northwesterly, ending at the I-84 mainline overpass. ConnDOT has given Route 34 the functional classification of Minor Arterial. Route 34 connects Newtown with the lower Naugatuck Valley, the greater New Haven area and I-95.

Average daily traffic (ADT) volumes on Route 34 in 2010 ranged from 8,900 ADT at the Monroe town line, 12,500 south of High Rock Road, 13,300 south of Pole Bridge Road, 13,800 between Pole Bridge Road and Toddy Hill Road, 20,500 between Toddy Hill Road and Wasserman Way and 7,300 just northwest of Wasserman Way. The changes in traffic volume from 2001 to 2010 is shown in Table 23 and Chart 9. Traffic west of Wasserman Way increased significantly by 28.07% from 2001 to 2010 probably due to the opening of the Reed 5-6 Intermediate School, the Newtown Youth Academy and the Town Municipal Center during this time period.

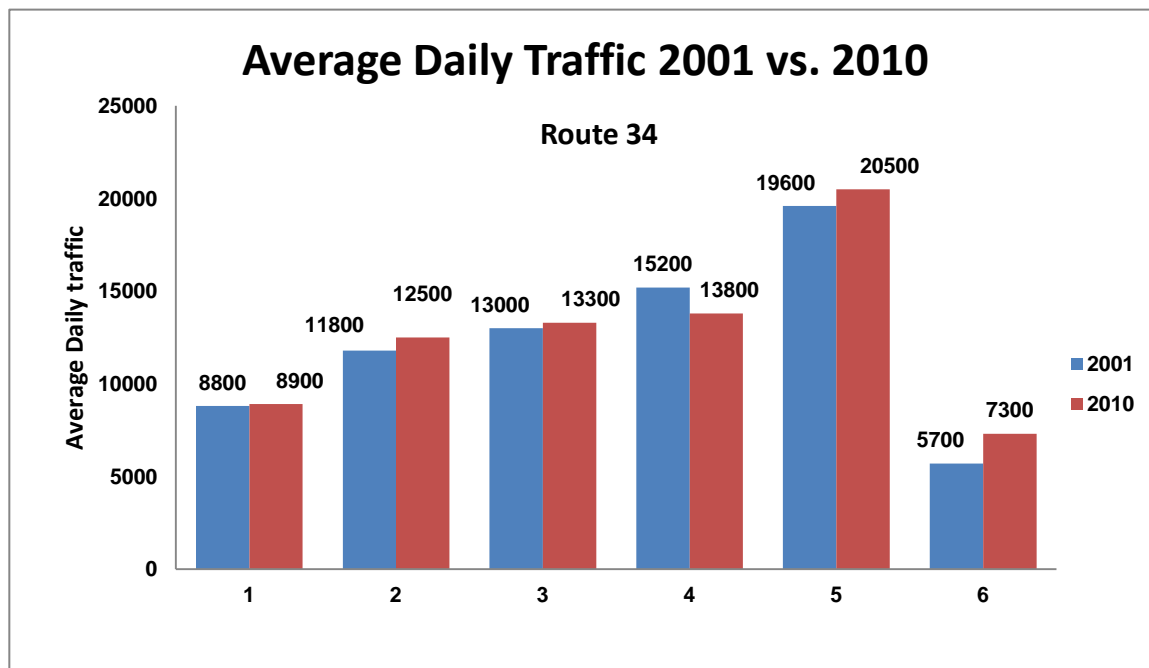
<http://www.ct.gov/dot/lib/dot/documents/dpolicy/policymaps/adt/2011-10-09pdf/adtpdf.pdf>

<http://www.ct.gov/dot/lib/dot/documents/dpolicy/policymaps/adt/2003-02-01pdf/096adt.pdf>

Table 23 Average Daily Traffic Trends for Route 34

	Average Daily Traffic Trends	Average	Daily	Traffic	Percent	Change
	ROUTE 34	1991	2001	2010	1991-2001	2001-2010
1	Monroe Border	NA	8,800	8,900		1.14%
2	High Rock Road	NA	11,800	12,500		5.93%
3	Pole Bridge Road	NA	13,000	13,300		2.31%
4	Toddy Hill Road East	NA	15,200	13,800		-9.21%
5	West of Toddy Hill	NA	19,600	20,500		4.39%
6	West of Wasserman Way	NA	5,700	7,300		28.07%

Chart 9 Average Daily Traffic Trends for Route 34



Route 34 Bridge: An issue that may affect the future utilization of this roadway is a ConnDOT proposal to improve the bridge crossing of the Housatonic River. Route 34 currently crosses the Housatonic River on top of the Stevenson Dam, which is located in Monroe approximately 1.25 miles south of the Newtown town line. The narrowness of the roadway on top of the dam, combined with the short turning radii of the approaches at either end of the bridge and the curve in the roadway near the east end of the dam prohibit the side by side passage of large tractor trailer trucks in these three areas of the bridge. On occasion, opposing trucks must back away from one another to enable passage over the dam. Route 34 represents the most direct route for trucks traveling between the New York State/Danbury I-84 corridor and the New Haven/I-95 area.

The State Department of Transportation (DOT) is now considering building a new, less costly, Route 34 bridge across the Housatonic River downriver of the hydroelectric Stevenson Dam, instead of constructing a new span upriver of the dam, as has been in the planning stages for more

than decade. The DOT's complex existing plans to construct a new bridge about 250 feet upriver of Stevenson Dam in the Lake Zoar section of the river has long been under review by the state Department of Environmental Protection (DEP).

The site upriver of the dam proposed for a new bridge would require the installation of steel-reinforced concrete bridge pylons extending downward through 60 feet of water and also downward through 30-foot-thick river sediments to reach anchoring points in bedrock. The river sediments are contaminated with polychlorinated biphenyls (PCB's), mercury, and lead, thus complicating sediment control during bridge construction. Floating cranes would be needed to construct a bridge upriver of the dam.

The building of a new bridge over the Housatonic River will likely result in increased truck traffic on Route 34.

Route 34 –The Hill: Route 34 is quite unique in Newtown and the Housatonic Valley Region in that there are no commercial businesses fronting on this State highway from the Monroe town line to just east of Pole Bridge Road, a distance of nearly 5 miles. This section of Route 34 passes over a hill that presents a significant climb for heavily loaded trucks traveling north bound. Trucks often slow to 25 miles per hour as they proceed upgrade, causing significant backups of following traffic during morning peak flows. Consideration was given to adding a slow vehicle lane to permit passing, however this option was rejected due to the taking of residential front yards required to accommodate the additional lane. If the proposed upgrade of Route 34's crossing of the Housatonic River does result in additional truck traffic, it can be anticipated that the idea of adding climbing lanes on this section of Route 34 will be raised once again.

Route 34 – Pole Bridge Road to Wasserman Way: The section of Route 34 from Pole Bridge Road to Wasserman Way has Newtown's second highest traffic volumes (for non-expressway roads), as well as two curves, changes in roadway elevation, poor sightlines and intersections with two busy town roads. North bound morning peak hour traffic on Route 34 frequently backs up from south of Pole Bridge Road, through the Toddy Hill Road intersection and through the intersection of Wasserman Way, to the I-84 Exit 11 on-ramp. South bound traffic on Route 34 backs up behind vehicles turning left into Pole Bridge Road, on a narrow corner with poor sight lines.

Route 34 – I-84 Exit 11: In 2000, ConnDOT concluded an analysis of the need to upgrade I-84 from the New York border to the Housatonic River. Significant improvements were proposed for Exit 11, including a ConnDOT proposal to provide a direct link to the I-84 onramps through a redesigned intersection with Toddy Hill Road, addressing morning peak hour congestion and safety issues on this roadway segment. <http://hvceo.org/maps/84exit11longterm.pdf>

Wasserman Way: Wasserman Way is a new State numbered (SR 490 and SR 860) roadway connecting Route 34 and I-84 Exit 11 on the east with Queen Street, Mile Hill Road and Route 25 on the west. ConnDOT classifies Wasserman Way as a collector road. The portion of Wasserman Road from Route 34 to Nunnawauk Road is SR 490. SR 490 continues on Nunnawauk Road from Wasserman Way to the Garner Correctional Facility. The portion of Wasserman Way from Nunnawauk Road to Mile Hill Road is SR 860. A ConnDOT commuter parking lot with 78 spaces is located on the east side of Wasserman Way, between Route 34 and the I-84 ramps.

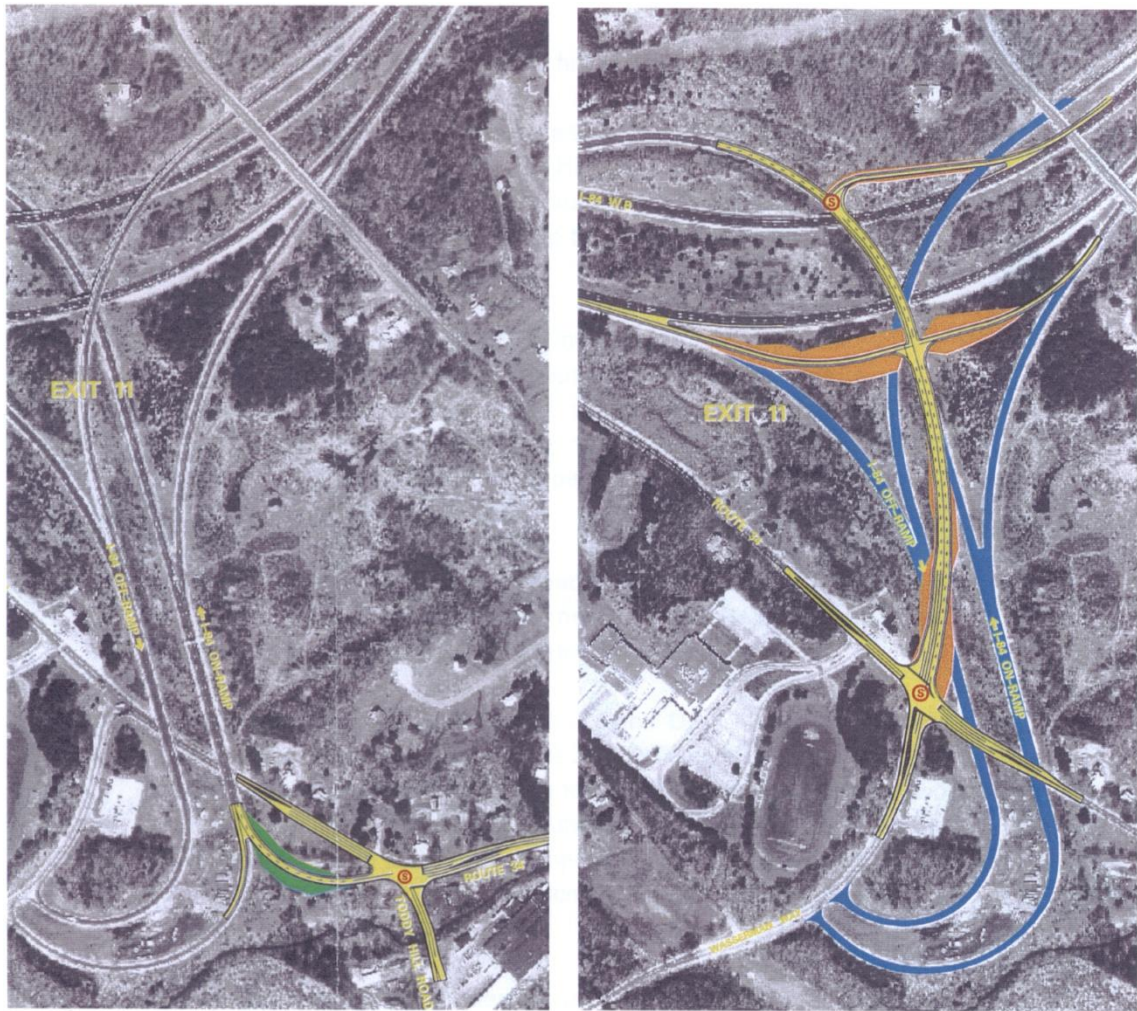
Wasserman Way was constructed at the Town's request to develop an alternate route serving the central area of Newtown. It passes adjacent to the former Fairfield Hills Hospital Campus. Based upon 2001 and 2010 Average Daily Traffic (ADT) volumes recorded by ConnDOT, the

construction of this roadway has been well received by motorists. The need for future improvements to the intersections along Wasserman Way are part of the Fairfield Hills Master Planning process, which should be incorporated into the POCD as they are completed.

Glen Road: Glen Road is a State numbered road (SR 816) and is classified by ConnDOT as a minor collector road. At one time Glen Road was a part of Route 6, the major east-west arterial serving Newtown. Glen Road provides secondary access to Southbury, bridging the Housatonic River. Traffic volumes on Glen Road increase substantially whenever I-84 is clogged up due to accidents or construction activity. Glen Road passes through the narrow northern end of the Pootatuck River valley and this section of roadway has been long recognized for its scenic qualities.

The state Department of Transportation's (DOT) \$6 million project to structurally improve the Glen Road bridge that spans the Lake Zoar section of the Housatonic River from Sandy Hook to Southbury likely will not start until the Spring of 2014. The bridge, which carries the unmarked State Route 816 across the river, is listed as structurally deficient, resulting in the span receiving a "poor" rating from the DOT, requiring that it be rehabilitated. The span was constructed in 1936. The DOT performed a major improvement project on the bridge in 1986. The two-lane, 308-foot-long truss-style bridge is painted a medium-brown color, with extensive patches of surface rust apparent across its steel members. In the past, the bridge was painted a silvery color, giving rise to its nickname of "The Silver Bridge."

The bridge is listed on the Connecticut Historic Bridge Inventory and is eligible for placement on the National Register of Historic Places. The span carries about 3,100 vehicles daily.



EXCERPTS FROM THE CONN DOT 2000 I-84 UPGRADING PLAN CONCERNING EXIT 11 IN NEWTOWN. INTERIM IMPROVEMENT AT LEFT, LONG RANGE IMPROVEMENT AT RIGHT

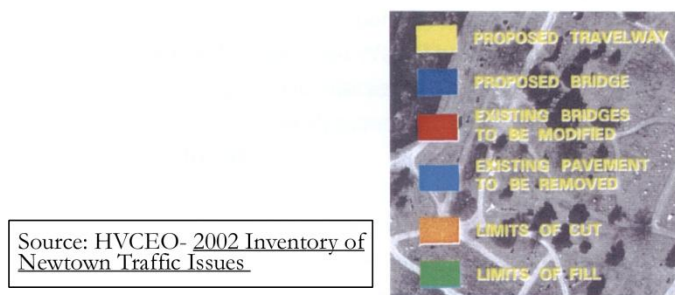


Figure 17 ConnDOT Proposals for Improvements to I-84 Exit 11

“The Flagpole”

The Flagpole in the middle of the Main Street intersection of Route’s 6 and 25 and the two legs of West Street has been described as the “emotional heart” of Newtown. The Flagpole, sometimes referred to as the “Liberty Pole,” and its predecessors date from 1876. The current 100 foot high flagpole was erected in 1950.

Because the Flagpole sits in the middle of a busy intersection with five roadway legs, it has been the site of many accidents, which tragically include fatalities.

Over the years, proposals to improve safety at this intersection, such as moving the Flagpole out of the roadway or signalizing the intersection, have been met with resistance from the Community because they would adversely affect the historic community character of this intersection. One proposal to improve safety and the flow of traffic at this intersection, which has not been formally pursued, is the creation of a modern roundabout that would feature the Flagpole as a prominent community monument in the middle of a landscaped circle, in the middle of the roundabout. Modern roundabouts are not traffic circles or rotaries. They are increasingly used successfully to address the issues of traffic flow, traffic safety and community character. This proposal was advanced by HVCEO in the 2002 Inventory of Newtown Traffic Issues. No action to date has been taken on this proposal.

http://www.hvceo.org/transport/transport_newtown_QueenAreaReport.pdf

Local Road Issues

Newtown has 268 miles of local roads. While Newtown has many miles of new roads built to serve the numerous subdivisions developed during the past thirty years, most of Newtown’s local collector roads serving the new subdivisions are considerably older. These older, narrower collector roads were originally built to handle low volumes of traffic traveling at relatively low speeds.

The Town has recognized the necessity to upgrade its local road network to meet the needs of a growing community, addressing such issues as drainage and bridge improvements, road bed and pavement improvements, road alignments, sightlines and intersections. In a community that has grown as rapidly as Newtown, some local roads and intersections that were once adequate to handle traffic can develop safety issues. When these issues arise, the Town addresses them in a manner that protects the safety of the traveling public. Funds continue to be allocated for this purpose.

The Town can implement traffic flow improvements by installing sequential traffic lights that minimize traffic congestion and reduce energy consumption and emissions.

Delays on traffic lights located at the Borough center will permit pedestrians to cross safely.

The top three priorities for the Newtown Traffic Unit are:

- Route 34 – I-84 Exit 11: A direct link to the I-84 onramps through a redesigned intersection with Toddy Hill Road would address the morning peak hour congestion and safety issues on this roadway segment.
- Realignment of Edmond Road and Commerce Road: A realignment of these two roads into a four-way intersection would alleviate the traffic conflict at the existing intersections and improve traffic flow.

- **South Main Street Turning Lane:** Turning lanes at frequent bottlenecks would permit the free flow of traffic in the areas of businesses which draw a large amount of vehicular traffic, for example the Citgo Station where a high frequency of accidents occur.

Pole Bridge Road: An example of an intersection that is no longer adequate to safely handle increased levels of traffic is the intersection of Pole Bridge Road with Jeremiah and Philo Curtis Roads. The Newtown Police Department, the Town Engineer and the Public Works Director has identified this intersection as possessing safety issues related to sightlines, road alignment and traffic control. These issues have been improved as a result of “traffic calming” stop signs.

Queen Street at Glover Avenue: The Queen Street and Glover Avenue corridor is used as a shortcut for traffic moving between Church Hill Road and Route 25 south and Route 302 west. The problems associated with the intersection of Queen Street and Glover Avenue have been documented by the Town Engineer, the Director of Public Works and the Police Chief. Solutions to the traffic safety issues associated with this intersection have been advanced, including signalization, but none have gained favor as they would have resulted in alterations to the “island” located in the middle of this intersection, altering the character of the adjacent residential neighborhood. It is recommended that an analysis of past traffic accidents and future traffic volumes be performed and that design alternatives for this intersection be prepared, with public involvement, to result in safety improvements to this intersection that are sensitive to the residential characteristics of the adjacent neighborhood.

In 2012 three speed tables were installed in the residential section of Queen Street to slow traffic down.

As Newtown continues to grow, additional segments of the Town’s existing roadways and intersections will need to be improved to handle increased traffic volumes. The process to address these needs appears to be well established.

Scenic Roads: Newtown has a scenic road ordinance for Town roads that was adopted in 1997, with revisions in 1999. The purpose of the ordinance is to “...provide a balance between the need to provide safe and convenient public transportation as well as other public safety needs along with preserving the scenic and rural values.”

Newtown’s scenic roads include: Sanford Road, which is a narrow, winding dirt road extending from Tamarack Road to Echo Valley Road; Zoar Road, also a narrow winding dirt road running from Route 34 to Bennetts Bridge Road; the 4,000’ unpaved portion of Pond Brook Road, between Hanover Road and Lake George Road; and the portion of Sherman Road approved in 2009. <http://hvceo.org/images/routesdesignatedscenic.JPG>

4. **Public Transportation Bus and Rail Service**

The Housatonic Area Regional Transit District (HART) is the entity responsible for providing fixed-route and elderly and disabled public transit service within the Housatonic Valley Region. Newtown is not currently served by fixed-route bus service. The nearest fixed-route bus service ends at the Bethel town line, on Route 6. HART does provide “SweetHART” bus transportation service for Newtown’s seniors (age 60 or older) and persons of any age with disabilities. SweetHART provides door-to-door bus service Monday thru Friday, from 7:00 AM to 6:00 PM, with a dial-a-ride reservation system.

There have been considerations for establishing fixed-route bus service in Newtown. In 1993, HART prepared for HVCEO the Newtown/New Fairfield Bus Service Feasibility Plan. This report recommended a trial demonstration of fixed-route bus service that would serve major traffic generators such as the senior center, Church Hill Road, Queen Street, Main Street, Nunnawauk Meadows and Route 25 as far south as Sand Hill Plaza. This service would represent an extension of HART's Route 6 bus line in Bethel. No action was taken on this proposal.

Rail Service

In the early 1900's Newtown had an extensive system of rail lines and historic accounts indicate 153 freight and passenger trains stopped or passed through Newtown daily. Today, Newtown has one rail line, the Maybrook Line, which originates in Beacon, New York and ends in Derby, Connecticut. This line is used exclusively for rail freight service. The Maybrook Line intersects with other rail lines, which provide connectivity to the national network of rail lines and rail services.

The Maybrook Line enters Newtown in the Hawleyville area, passes through the east side of the Borough, continues east of Route 25 to the Botsford area where it turns southeasterly to the Stevenson section of Monroe. The Connecticut portion of the Maybrook Line is owned by the Housatonic Railroad Company, which currently provides rail freight service to two Newtown companies; Rand-Whitney Containers on Edmond Road and Georgia Pacific warehouse, located at 201 South Main Street. There are four additional railroad sidings connected to Newtown business locations, which are not in current use.

Shepaug Reload Center

The Housatonic Railroad Company also owns and operates the Shepaug Reload and Distribution Center, which is located in Hawleyville, on the east side of Route 25. This facility enables area lumberyards to pick-up bulk shipments of lumber.

Hawleyville Transload Terminal

The Housatonic Railroad Company shut this facility down in 2012 due to environmental concerns and its future is uncertain.

Passenger Service

The 1997 I-84 Hawleyville Transportation and Development Study examined the potential for passenger rail service in Newtown. That analysis concluded that there was not enough potential rail ridership to justify an extension of Danbury Branch Line rail service to Newtown.

5. Pedestrian Circulation and Bikeways

Considerable interest has been expressed for improved pedestrian facilities, especially as it relates to activities within the Borough and the Sandy Hook Village area.

Sidewalks

Sidewalks have been constructed on Main Street, Glover Avenue, and parts of Queen Street and Church Hill Road. The Town and the Borough have completed a planning process that resulted in proposals for improved pedestrian movement along Queen Street.

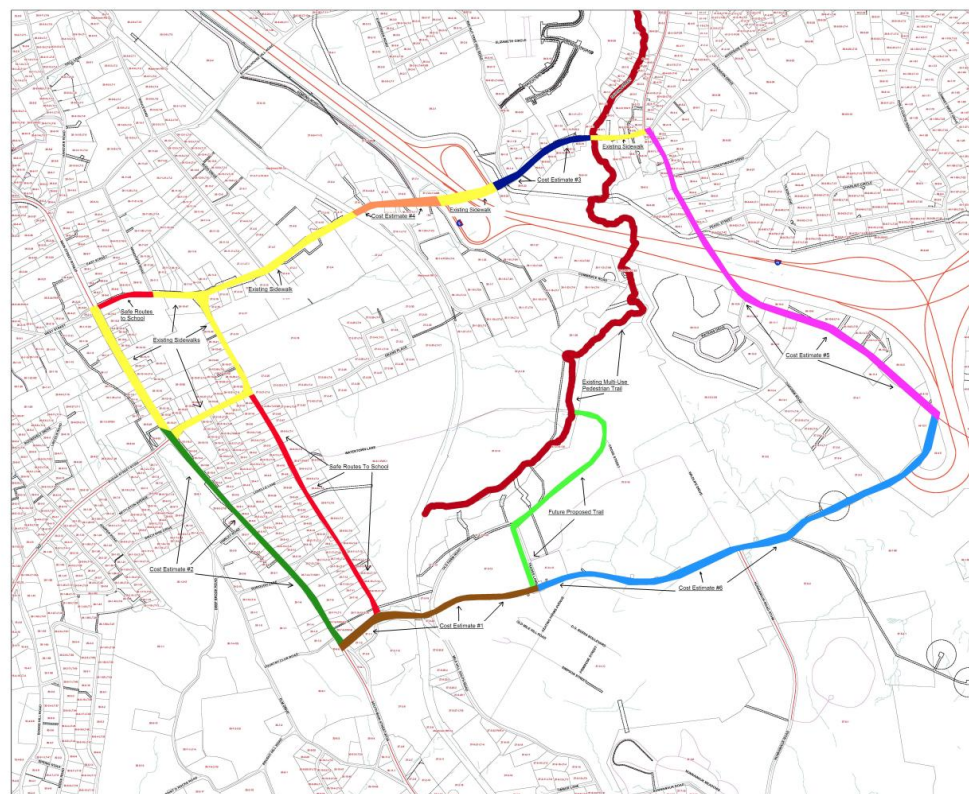
A planning study for the revitalization of the Sandy Hook Village area has been completed with recommendations calling for improvements that will result in enhanced pedestrian mobility and safety. The Planning and Zoning Commission has endorsed recommendations for pedestrian improvements to Queen Street in the Borough and the Sandy Hook Village area to be incorporated in the POCD.

An amendment to the Subdivision Regulations was passed in 2012 requiring the sidewalks by provided for all new subdivisions.

The Town of Newtown Sidewalk Plan is shown in Figure 18. A grant has been requested from the “Safe Routes to School Program” to install the sidewalks that connect schools.

Figure 18

Town of Newtown Sidewalk Plan



Rob Sibley
December 2011



1 inch = 390 feet



Trails

Because of Newtown's low-density character, most local roads do not have sidewalks. However, Newtown has a very extensive network of walking trails that have been documented in a booklet prepared by Mary Mitchell and Albert Goodrich and published by the Cyrenius H. Booth Library. This booklet, titled Newtown Trails Book, contains 18 detailed maps that identify the location and condition of publicly accessible walking trails. <http://www.chboothlibrary.org/boutique.php>

The popular Al's Trail is a multi-purpose trail between Fairfield Hills and the Upper Paugussett State Forest. This trail facilitates a pedestrian connection between Fairfield Hills and the Sandy Hook Village Center, as well as to the Upper Paugussett State Forest.

Bikeways

There are currently no dedicated bikeways within Newtown. Suggestions have been raised concerning the extension of the Monroe rails to trails pedestrian/bikeway facility into Newtown and there was a proposal for the construction of a bike lane on Glen Road (SR 816) that would connect the Sandy Hook Village center with Southbury. This latter proposal has not moved forward, as there are no accurate maps of the right of way along this State numbered road that would permit preliminary engineering work and the development of cost estimates to assess the feasibility of this idea.

6. Access Management

In 2010 an Access Management and Curb Cut Study was completed for Routes 6, portions of Route 25 and Church Hill Road to offer access management tools to help preserve and enhance the character, capacity, and safety of travel along these major travel corridors. This access management plan identifies opportunities to enhance existing access patterns as well as optimal locations for new access points to land along these corridors.

Access management is the process of overseeing access to land development while simultaneously preserving the flow of traffic on the surrounding roadway system in terms of safety and capacity. Its focus is on safety of travel and minimizing conflict points or locations where vehicles can cross paths thus helping to maintain the smooth flow of traffic along a roadway.

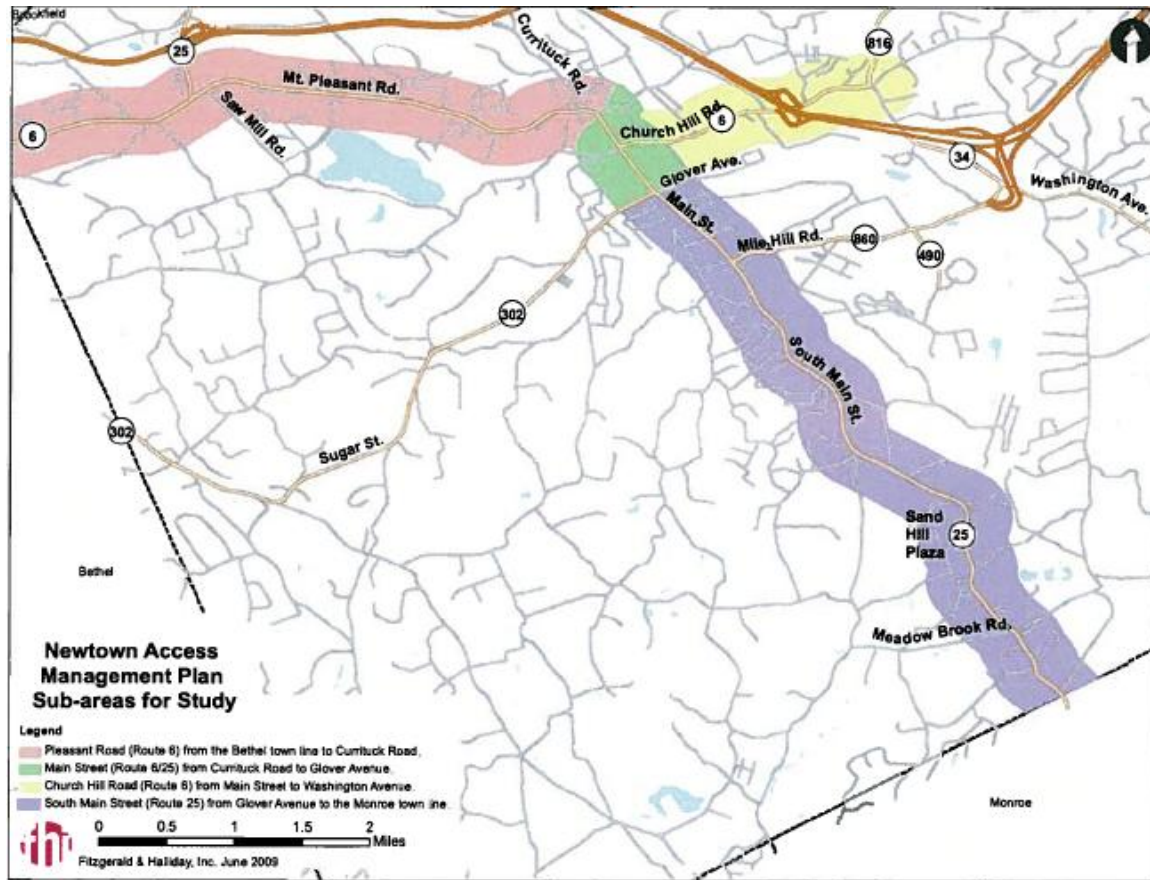


Figure 19 Newtown Access Management Plan Sub-Areas for Study

Access management has been practiced in Newtown with an access driveway between the Big Y Shopping Plaza and the Church Hill Road Office and Retail Complex, a proposed access way between Sand Hill Plaza and Plaza South, and a proposed access way between the Caraluzzi Shopping Plaza and the new planned Lexington Gardens Shopping Plaza.

This thorough analysis is available on the Town web site and the recommendations from this study can be found there.

V. ACHIEVING THE VISION

H. THE BOROUGH

1. Introduction

The Borough is the Historic Heart of Newtown. It contains shopping areas, numerous local businesses, municipal facilities, churches, beautiful single family detached homes and the Flag Pole. The Borough forms a very powerful visual image that adds to the perception of Newtown's community character. Collectively, these features of Newtown's built environment combine to provide a key focal point of "community" within the Town.

2. Background

Existing Conditions: Both the 1993 Plan of Development (POD) and the 2004 Plan of Conservation and Development (POCD) identified the importance of the Borough within the Town. It is important to note that the consistency of the approach from the 1993 POD and the 2004 POCD underscores the fact that Newtown is proud of its central non-commercial Main Street and will keep it preserved. The commercial areas are of a size and scope that suit the needs of a large town like Newtown without being overwhelming.

The intersection of Queen Street and Route 6 (Church Hill Road) developed historically as the main commercial area in Newtown. Over the years, commercial uses have expanded south on Queen Street to the Middle School and both east and west on Route 6 from Wendover Road to the railroad overpass. The Borough is the location of two shopping centers - Eton Plaza, which has become partially vacant since the preparation of the 2004 POCD and the Newtown Shopping Center, which has been substantially renovated since the 1993 POD - as well as numerous shops and offices offering convenience goods and services. In addition to the shopping centers, many businesses are located in small, detached, previously residential buildings or in single or multiple tenant commercial buildings.

There are two public schools and one private school which add to the mixed nature of land uses in the area. The Hawley School is an elementary school located opposite the Eton Plaza. The Newtown middle school is located south of Eton Plaza on Queen Street and the St. Rose of Lima private school is located further east on Church Hill Road (Route 6).

The south side of Church Hill Road is zoned for retail and general business uses. A portion of the north side of Church Hill is zoned for professional uses which permits residences and professional offices. The remainder of the area is zoned for one acre residential uses.

Findings: The area has developed over a three hundred year period which has resulted in a mixture of building types and forms, lack of uniform setbacks and symmetry among building locations which provide a visually interesting backdrop to the many activities the area supports. At present the area is gradually becoming more pedestrian oriented. The presence of a young student population has spurred the Town to request funds from the State government to provide safe routes to school by increasing the availability of sidewalks. With the installation of sewer service, this area has the potential to become a multi-function village center with shops, services, and places of entertainment which serve not only the surrounding neighborhood, but all of Newtown, and visitors to Newtown and to the nearby, historic Main Street area.

Newtown Borough Historic District

A small part of the borough was designated as a historic district on the National Register of Historic Places (NRHP) in 1996. The district area has buildings dating back from 1780. The district includes the separately NRHP-listed Glover House and Caleb Baldwin Tavern. In 1996, the district included 225 contributing buildings, 2 other contributing structures, 1 contributing site, and 2 contributing objects over a 100 acres (40 ha) area. The one contributing site in the district is the "Ram's Pasture", a meadow that was common land.

Glover Budd House (1869)



Caleb Baldwin Tavern (1763)



9 Main Street (1790)



David Johnson House (1865)



Scudder-Smith House (1905)



10 Main Street (1930)



Newtown Meeting House (1812)



3. Village Center Plan

The objectives of a village center plan are to:

- Improve automobile and pedestrian access and circulation.
- Create opportunities for the expansion of businesses and the creation of new businesses.
- Improve the image of the business area for residents and visitors.

A detailed-design plan that takes into account existing and future development and environmental constraints should be prepared. The fundamental elements of a plan for the Village Center are described as follows:

a. Land Uses

- and uses should encourage a broad mixture of small businesses catering to local retail and service needs, and the needs of visitors to Newtown.
- The center would be reinforced with some additional entertainment uses and more public gathering areas such as the Rams Pasture and the Pleasance.
- The area also should feature business, professional and medical offices which may be attracted to smaller scale buildings or converted residences.
- Residential uses should be permitted on the second floor of retail businesses, and home/office combinations should be encouraged.

b. Village Design

- The center should be designed to convey a village feeling. Buildings should be set close to the street with a minimum and a maximum setback to achieve uniformity. Setbacks on Queen Street should be closer to the roadway than those on Church Hill Road.
- As is evident on Main Street, a range of building styles is appropriate. However, the use of natural materials and building forms that draw upon local architectural conventions should be encouraged.
- Overhead utility lines should be removed and placed underground.

c. Circulation

Among the most pressing issues with regard to the village center is access to businesses and pedestrian and vehicular movement throughout the area. The recommendations of the most recent Pedestrian Safety Plan for Queen Street should be implemented and the Borough should consider needed improvements to the area's transportation system during implementation of the Borough's Village District Regulations. In addition the curb cut management plan should be consulted to reduce traffic conflicts. The signalization of the intersection of Church Hill Road and The Boulevard should make access to the new businesses on Church Hill Road easier.

d. Parking

- Major parking areas should be located to the side or rear of buildings. It is recognized that some service parking, loading and unloading may be required adjacent to buildings.
- Parking areas should be consolidated voluntarily by property owners to improve access and efficiency. Service roads between businesses must be encouraged.

e. Streetscape/Landscape

- Tree strips should be preserved along Church Hill Road, Queen Street. Street trees of native varieties should be provided at a minimum of 30 to 40 feet on center.
- Landscaping should be provided at the periphery and within parking areas in order to break up expanses of parking.
- Street trees should be provided in parking areas at a minimum one tree per 300 square feet of area.

- Street furniture, benches, signage and other pedestrian oriented amenities should be incorporated into the plan to encourage drivers to park their cars and stroll around the area.

f. Implementation

To move the plan forward, an entity should be formed that can guide public improvements and encourage appropriate development. A public-private partnership should be formed of business and government interests to advocate specifically for the village center.

A special assessment district is another mechanism for funding improvements. Using this mechanism, businesses would be permitted to tax themselves for the funding of improvements that are in the common interest. As a broader incentive, the Town could offer tax relief through deferrals for improvements. Zoning incentives could also be effective. Density bonuses could be granted to businesses that provide for public amenities.

4. Recommendations

It is recommended that the Borough Zoning Commission and the Newtown Planning and Zoning Commission use the above materials as a reference when considering planning proposals for this area of the Borough. This information should be useful to the Borough's utilization of the recently adopted Village District Regulations as an additional tool to manage change.

Newtown Labor Day Parade Main Street



V. ACHIEVING THE VISION

I. SPECIAL AND OVERLAY DISTRICTS AND CORRIDORS

1. Introduction

This section will cover one special district, the Fairfield Hills Adaptive Reuse Zone, and the three design districts of Sandy Hook, Hawleyville, and South Main Street.

Fairfield Hills Adaptive Reuse Zone is a special district that has been in existence since 2005 and has been guided by its own Master Plan as overseen by the Fairfield Hills Authority.

In addition to the Borough, Newtown has three design districts, Sandy Hook, Hawleyville, and South Main Street, as well as the hamlets of Dodgingtown and Botsford. The South Main Street Design District is an overlay district. Each of these areas has a mixed-use center that serves the surrounding neighborhood. These centers also serve to provide a sense of community within the context of the larger Town. Each area is distinct and boasts its own history and character. The hamlets may be considered for design district designation in the future.

2. Fairfield Hills Adaptive Reuse Zone

History

Fairfield Hills State Hospital was once a psychiatric hospital built in 1931 and operated from 1933 until 1995. At its peak in the 1960s the hospital housed over 2,200 patients and had a staff of about 20 doctors, 150 nurses, 400 psychiatric aides and 700 assorted other employees. The entire facility was owned and operated by the State of Connecticut Department of Mental Health. The facility is just southeast of the center of Newtown.

Fairfield Hills State Hospital was built in several phases. The hospital originally contained 16 colonial-style, red-brick buildings located on 100 acres and included another 670 acres of land around them. Some other buildings were constructed in the 1940s and 1950s. The acreage consisted of large farm meadows and a forest. A circular network of roads connected the buildings. A majority of the staff and utility buildings, along with all of the patient buildings were connected by a series of concrete tunnels.

At the June 2001 Town Meeting, the voters of Newtown approved the bonding for the purchase of a 186-acre southerly portion of the Fairfield Hills Hospital site containing the main campus at its core, a significant amount of undeveloped property, and a small two acre parcel on the north side of Wasserman Way containing the fire station and machine shop. The Town Meeting vote authorized a variety of activities to be undertaken by the Town including preparation of a Master Plan for the 186-acre area.

The Town of Newtown acquired the former Fairfield Hills Hospital property from the State of Connecticut in 2004. A comprehensive strategic plan for the property is presented in the March, 2005 Fairfield Hills Master Plan and updated in 2007. The Town of Newtown established the Fairfield Hills Authority, a municipal development agency, to implement the Master Plan. http://www.newtown-ct.gov/public_documents/NewtownCT_FFHills/MasterPlan2005.pdf

The Fairfield Hills Master Plan calls for reserving a major portion of the 186-acre property for municipal and cultural use, as well as passive and active recreational use. A select number of existing buildings and land parcels have been designated for commercial purposes.

The Town of Newtown renovated Bridgeport Hall, a former hospital building located at the center of the Fairfield Hills campus, for its municipal offices. The newly renovated building is prominent and highly visible at the center of the campus. The building was occupied in the fall of 2009.

A 86,000 square foot new building was constructed on just over 2 acres of the Fairfield Hills campus in 2008 by a private developer to house the Newtown Youth Academy. The youth academy is a not-for-profit, state-of-the-art, indoor multi-sports facility that rents its indoor turf field, track and basketball, tennis and volleyball courts to local leagues and youth sports teams. This community-centered organization has become a destination in that 500 to 1,500 children and adults use the academy every day. In addition to sports, the academy offers a fitness center membership



Present

The Fairfield Hills Campus encompasses 186 acres of land owned by the Town of Newtown, Connecticut. The campus includes areas of passive open space with open fields, walking trails and forested lands, playing fields and a core campus area where redevelopment of the former state hospital facility is underway. The redevelopment of the campus is guided by a Master Plan that was adopted in 2005 by the Board of Selectmen, Legislative Council and Planning and Zoning Commission pursuant to the Fairfield Hills Adaptive Reuse zone. Currently the Newtown Municipal Center, the Newtown Youth Academy, and a 90 foot baseball field complete with lights anchor the campus. Currently on the campus are 9 playing fields, paved walking trails and a community garden. During the summer, a Farmer's Market is held on the Fairfield Hills property once a week and this provides additional chances for community interaction.

The Fairfield Hills Authority (FHA) established in 2005 is responsible for the day-to-day implementation of the Master Plan. The plan includes recreational uses, municipal uses and limited economic development in the core campus area.



Future

A comprehensive reuse vision for the property is presented in the Fairfield Hills Master Plan. A select number of existing buildings and land parcels have been designated for private commercial purposes. A number of commercial uses including retail, offices, restaurants, banks, sports, cultural activities and business services will provide the community with a vibrant multipurpose campus.

The Master Plan identifies other activities that may be implemented with funds not currently available. Some of the environmental remediation and demolition funds may be used to leverage other investments in these activities. It is anticipated that the primary source of other funds will be private investors as well as fund raising activities in the community or from federal, state program and foundation resources. However, future Town approvals of other expenditures would depend on the nature of the activities and the public benefit such as may be the case with Plymouth Hall, a new indoor recreation facility and re-use of Bridgeport Hall.

The Master Plan recommends a preferred course of action for every building on the Campus. The re-use options are consistent with the characteristics of the existing buildings and needs expressed by the community. The assumption is that such re-use will be committed within five years of plan approval. If the five-year period expires and no active, feasible proposals for re-use have been committed, the buildings are recommended to be programmed for demolition. All buildings are listed in the report with a proposed course of action and potential sponsor or investor. In some cases, the recommended re-use assumes a reduction in the square footage of the building. In all cases the land under the buildings will remain in Town ownership and the lease of buildings will depend on the specifics of the re-use.

In 2011, the Fairfield Hills Master Plan Review Committee was formed to update the existing Fairfield Hills Master Plan based on current economic and social conditions. The Committee's Report was provided to the Board of Selectmen in August of 2011. The Review Committee published this vision for the future of the Fairfield Hills Adaptive Reuse Zone:

“We envision Fairfield Hills as a vibrant sustainable destination where all members of the community can go to enjoy recreational, social, cultural, indoor and outdoor activities. The campus provides a home for some municipal services and a gathering place for a variety of town-wide events. Small retail stores, restaurants, and professional offices are nestled harmoniously within the campus. The well-designed campus connects the history of the site with its future, with the town maintaining overall control of the property and preserving the campus environment and architectural style.”

The Review Committee went on to list these supported uses for Fairfield Hills:

- Community Culture and Arts
- Community Recreation
- Town and Community Services
- Open Land:
- Commercial/Economic Businesses

and these potential themes for the property:

- Community Culture and Arts Destination
- Community Recreation Destination
- Agricultural Activity Destination
- In addition, several process and implementation recommendations are presented in the report.

Both the Master Plan and the Master Plan Review Committee report can be accessed on the Town of Newtown's web site.



3. Sandy Hook Design District

History

The Sandy Hook section of Newtown was designated a Design District under General Statutes of Connecticut (Sec. 8-2) that provides for the creation of village districts to regulate new construction, substantial reconstruction and rehabilitation of properties.

Many links to Newtown's history may be found in antique buildings scattered throughout town. Evidence of this early history is still visible in Sandy Hook center where many homes and mills of the colonial period remain. The reason Sandy Hook was established as a Design District is to preserve what remains of a small town commercial center. Development is encouraged that reinforces the unique sense of place for new retail, entertainment, recreational, residential, and commercial uses as well as mixed-use sites.



Present

Located at the crossroads of Church Hill Road, Glen Road, Riverside Road, and Washington Avenue, Sandy Hook center is comprised of a mixture of small businesses, civic organizations, and residences. The Pootatuck River, flowing south to north, crosses through the center and connects with the Housatonic River to the north. Two industrial mills along the Pootatuck River on Glen Road contribute to the employment base and commerce in Sandy Hook. The existing urban pattern of Sandy Hook center includes elements that are characteristic of a compact crossroads hamlet and exhibit an ideal physical form and pattern for urban design.



Sandy Hook center is zoned to encourage the mixed use of properties and buildings and the historic development patterns are recognized as a characteristic of smart growth. Public sewers have been installed and public water service is being built. A small public plaza exists at the crossroads. The plaza acts as a stage for seasonal gatherings that are organized by merchants for the benefit of the neighborhood.

Design Guidelines for the Sandy Hook Design District have been published with these objectives:

- to preserve and enhance the historic and architectural character of Sandy Hook as well as locally significant features, distinctive buildings or vistas from within the District;
- to preserve and enhance the streetscape consistent with the specifications developed by the Sandy Hook Streetscape Steering Committee;
- to improve vehicular movement; and
- to promote pedestrian circulation within the District.

The Sandy Hook Design District is successfully becoming a destination for the local residents as well as people living in other nearby communities. The streetscape project has converted the Sandy Hook Design District into an attractive pedestrian environment with sidewalks, benches and lampposts where people like to stroll especially along the Pootatuck River and visit the local shops and businesses.





Future

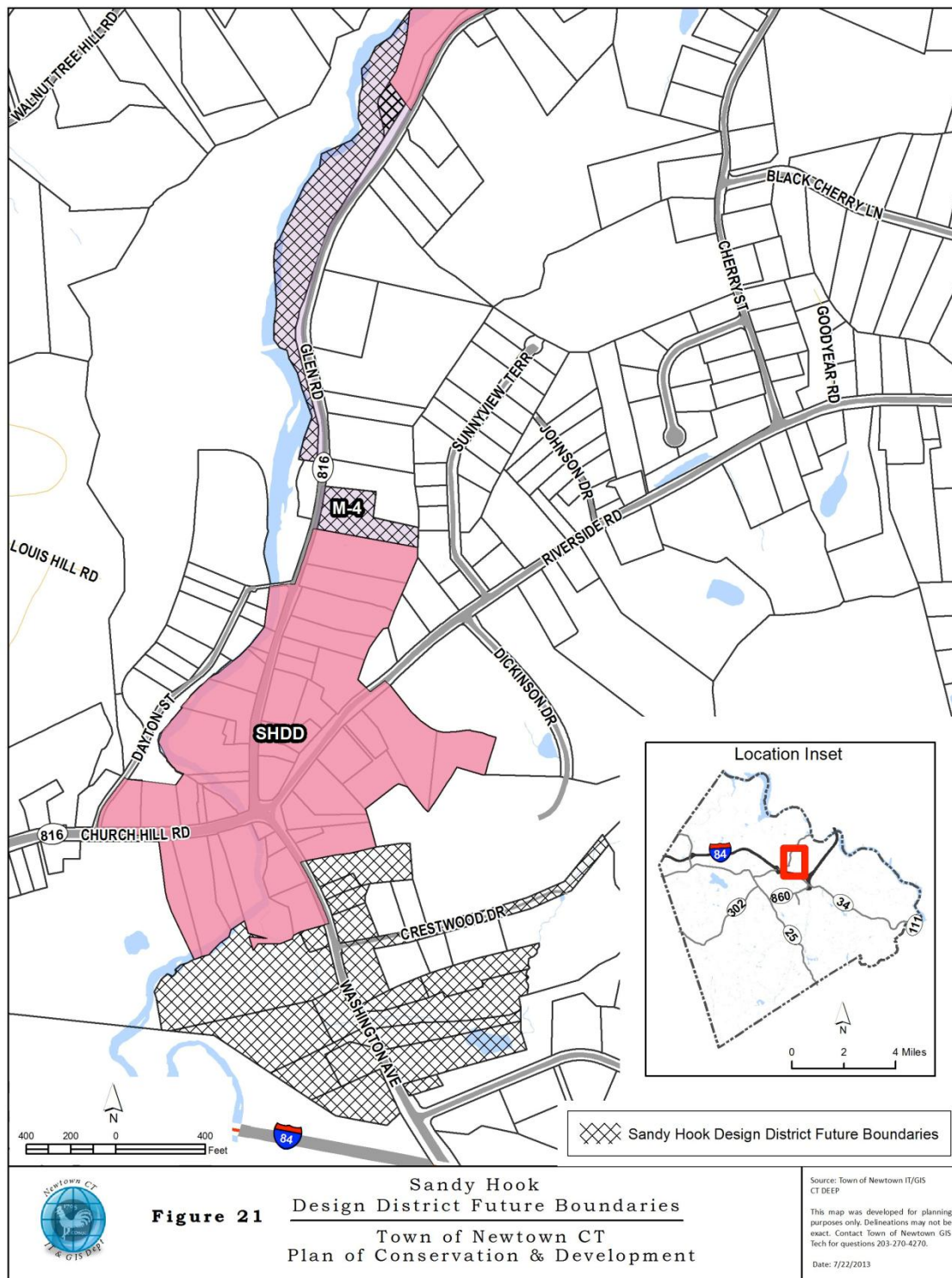
A streetscape improvement project is planned for the future and funds have been provided in the 2010-2011 Capital Improvement Plan (CIP) to support this project. The plan will enhance the character of Sandy Hook center and improve pedestrian access and circulation.

A sanitary sewer serves Sandy Hook center, providing service to the entire District. This allows for the high density of development in the area. However, further development is restricted by a limited public water supply. An extension of the current waterline to serve the Sandy Hook Center is proposed and is included in the 2010–2011 CIP.

The proposed waterline extension that is in the CIP should be installed to improve existing service and provide for future development. The line would be extended up Riverside and Glen Roads to the end of the sewer line. It would also be extended to the end of Church Hill Road and down Washington Avenue.

The Commission believes that in the future the boundaries of the Sandy Hook Design District could be expanded to the areas encompassed in the accompanying map shown in Figure 21. Development in this expanded area will be limited unless both the public sewer and water lines are extended to serve these areas as well. Plans for the expansion of this infrastructure are recommended for incorporation in Newtown's Capital Improvement Plan.





4. Hawleyville Center Design District

History

The Interstate 84 Exit 9 Transportation and Development Study (HVCEO Bulletin 94) performed in 1997 concluded that the Hawleyville Center located in close proximity to Exit 9 is one of the least developed areas around any I-84 Exit in the State of Connecticut.

In the 2009 HVCEO Regional POCD, Hawleyville was designated a “Small Community Center”. These centers are described as “groupings of residential, business, and institutional facilities, often having an historic past, or as traditional centers in semi-rural remote areas....”.

Recognizing the potential for development, the Hawleyville Center section of Newtown was designated a Design District under General Statutes of Connecticut (Sec. 8-2) that provides for the creation of village districts to regulate new construction, substantial reconstruction and rehabilitation of properties.

Present

Located along Route 25 Hawleyville Center is comprised of a mixture of small businesses, civic organizations, residences, a post office, and a railroad yard. In addition, these business activities provide services to the high volume of traffic travelling along Route 25 through Hawleyville Center to and from Interstate 84 and Route 6. The Housatonic Railroad also services this area. Industrial uses along Barnabas Road are fully operational at the present time.

Design Guidelines for the Hawleyville Center Design District have been published that describe the elements of context, scale, site design and amenities that are necessary to achieve a cohesive district consistent with and which reflect the character of a New England Village. The Hawleyville Center Design Guidelines provide examples of specific design elements that have been found to be important and necessary for ensuring a cohesive and functional district.

The HCDD zoning regulations and the HCDD design guidelines identify the importance of the Hawleyville area within the Town and suggest a series of recommendations to create a cohesive neighborhood business district that will include mixed-use activities, improvements and development typical of a village center. A map showing the boundaries of the Hawleyville Design District is shown in Figure 22.



Future

Development in the Hawleyville area will be expected to achieve the highest quality of design that will blend the pedestrian scale of a village center with the functions of Route 25, Interstate 84, and the railroad line for regional transportation linkages. Development will be directed to respect the environmental conditions and history in the area and to contribute to an integrated, cohesive New England village center. On site public amenities will be required to tie the district together and to provide circulation patterns typical of a business center. At a special meeting at the Hawleyville Fire House in October 2010, Hawleyville residents stated that they would like to have sustainable growth for Hawleyville and these projects pursued for Hawleyville Center:

- parks including pocket parks,
- street lamps,
- sidewalks,
- sewers, and
- cross walks.

An increase in the development density in the Hawleyville area will require extension of the sewer and water lines from Route 6 to Route 25. The plan is to bring the sewer to Exit 9 off Interstate 84, but not north of I-84. This infrastructure will support future commercial and residential development along Route 25 and a corporate office or hotel complex constructed on the larger property located on the north side of Route 25. Hawleyville Center could expand its current mixed use to include residential over retail or office.

5. South Main Street Village Design District (SMVDD)

History

The South Main Street Village Design District (SMVDD) was created in 2007 as an overlay zone along South Main Street from the Monroe/Newtown boundary on the south to the Borough of Newtown Boundary on the north to enhance opportunities for adaptive reuse of existing residential structures and to provide for limited infill development that will not generate large volumes of vehicular trips along Newtown's main transportation corridor appropriate to the location and scale of any particular site. Such opportunities are intended to maintain and enhance the unique small town New England character of South Main Street including the residential and natural characteristics that define the corridor, provide economic development, limit the scale and type of uses that will be allowed, encourage historic preservation, limit the amount of traffic that will be generated and to control traffic access by limiting the number, size and location of driveways onto South Main Street.

Present

South Main Street has a distinct landscape and character due to the nature of the resources, uses, and functions in the corridor:

- the corridor serves as a gateway to Newtown from the south and as a transition to and from the Borough on the north;
- it contains large expanses of fields and open lawns, historic homes, open fields and small specialty retail shops that help give Newtown;

- its “New England character” constitutes the major portion of the area; and
- it contains sensitive natural resources such as wetlands and aquifer areas which must be protected

Besides these resources, the corridor contains or is adjacent to several large business and industrial operations or sites where future development has the potential, if not designed sensitively, to fundamentally change the landscape and character of the corridor. Increasing traffic volumes may increase the pressure for alternative uses in the corridor.

Any proposed Special Development District is considered to be a designated design district so that development within the district will be reviewed by the Design Advisory Board. Any proposed Special Development District is considered to be a village district pursuant to CGS Section 8-2j.

Existing criteria of the underlying zone districts and the aquifer protection district regulations as applicable continue to be in force until such time that an application for a Special Development District is made to the Commission for approval of a zone map change and Master Plan for any property eligible under the SMVDD.

Since the creation of the SMVDD, three (3) applications for a Special Design District (SDD) have been approved. One involved adaptive reuse of a Victorian home and the other two were for commercial establishments: one a single use within a single building and the other a multi-use, multi-building commercial facility. These three (3) SDDs illustrate the diversity that can be achieved within the SMVDD.

A map showing the South Main Street Village Design District is shown in Figure 23

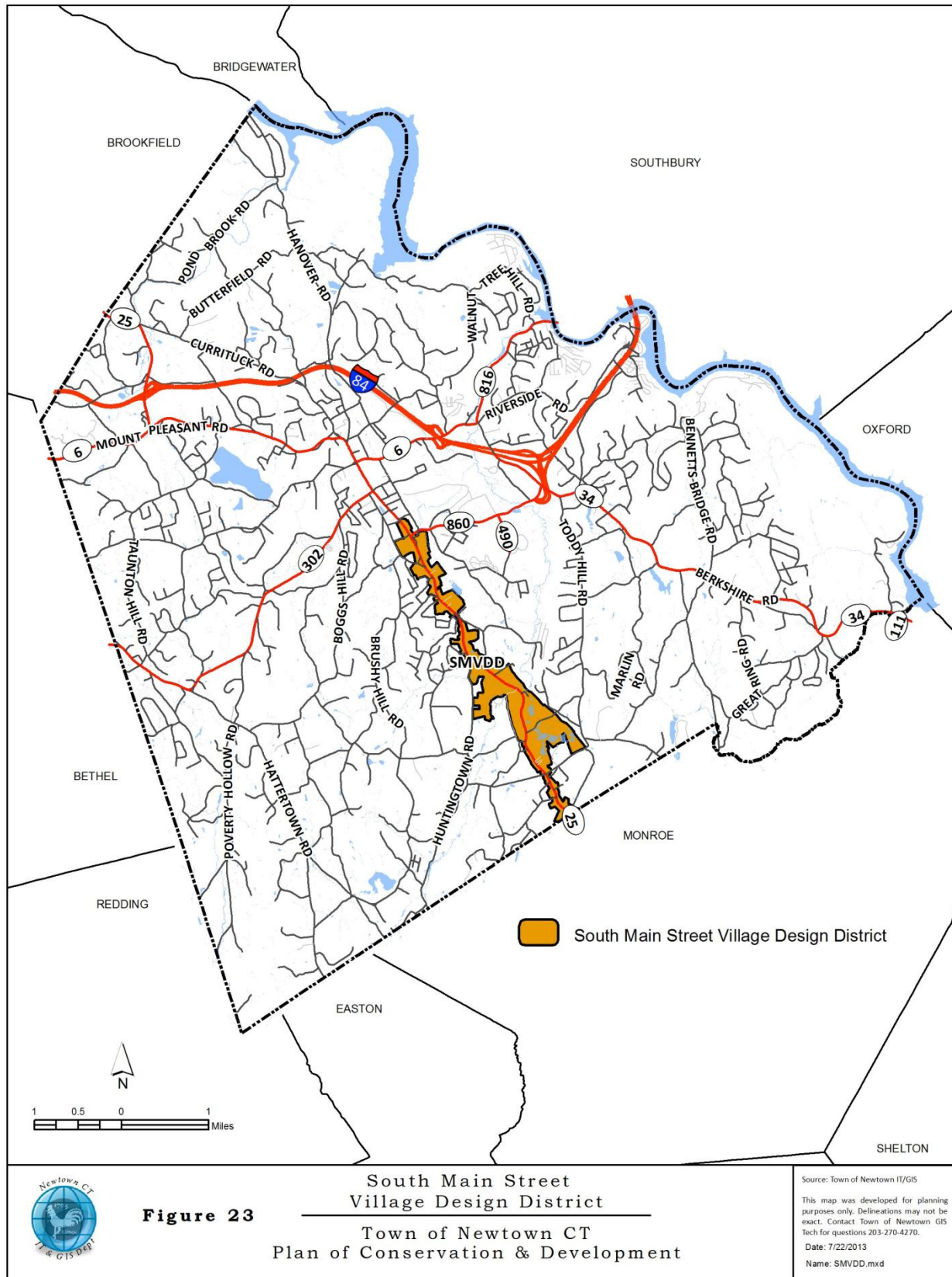


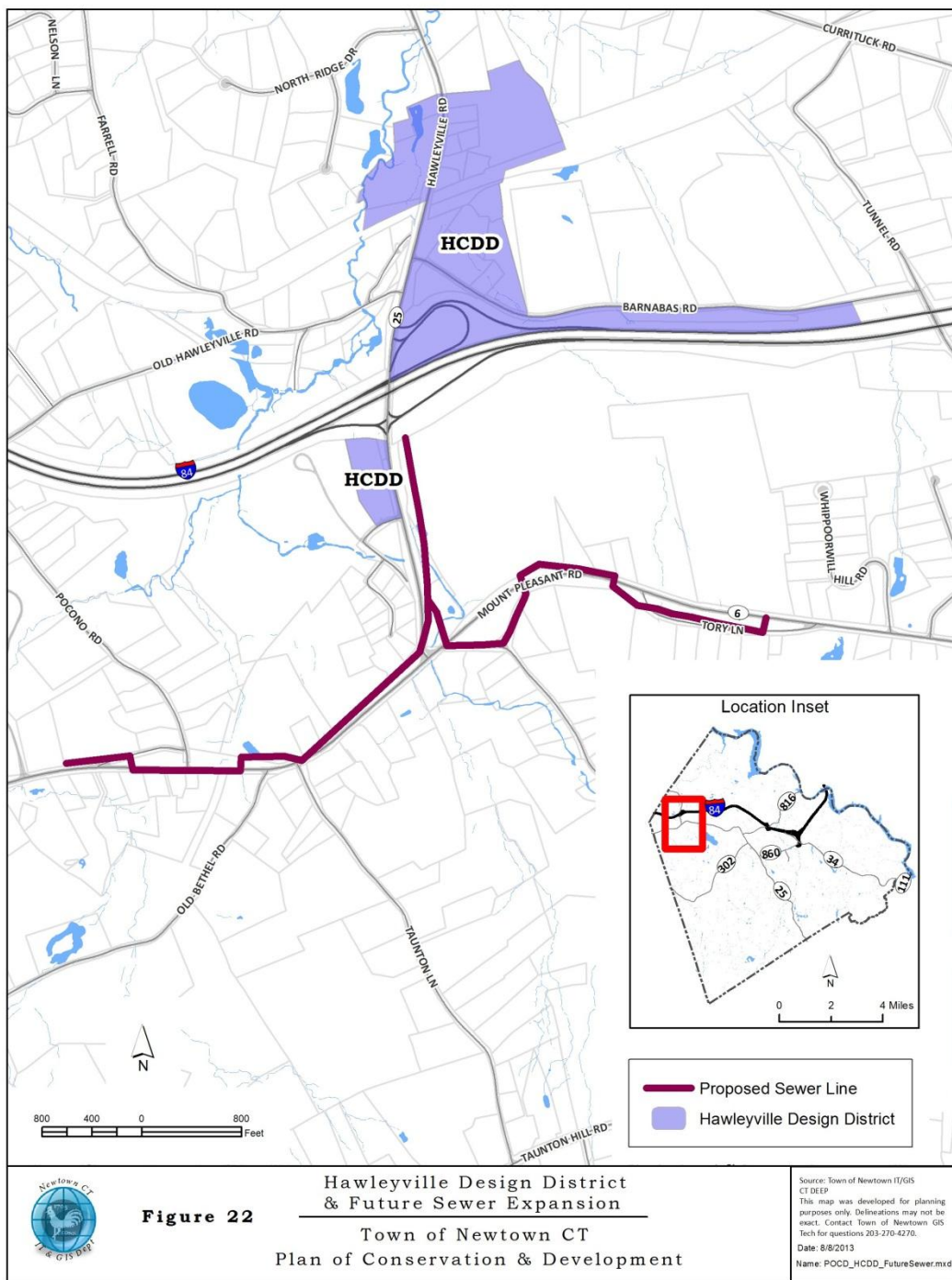


Future

Proper development, even large scale development, can complement the overall character of the SMVDD corridor provided it is designed sensitively and the architecture complements the desired character of the corridor.







V. ACHIEVING THE VISION

J. FUTURE LAND USE PLAN

1. Introduction

The Future Land Use Plan illustrates the proposed pattern of conservation and development for Newtown. It recommends the most appropriate location and relationship of major land uses, including proposals for residential development, commercial development, business districts, industrial development, community facilities, conservation and open space areas, civic uses and institutional uses and special design districts. It also endorses a few overlay zones to accommodate innovative proposals. The Future Land Use Plan is a graphic presentation of the Town's vision for the future.

The attached Future Land Use Map provides a broad-based illustration of desired development patterns. It is based largely upon existing land use and development patterns, environmental and natural features, physical features, current zoning, planning analysis and the desires and vision of citizens and community.

2. Newtown's Future Land Use Plan

About 30% of Newtown's land area, including some environmentally sensitive areas, is vacant land. The future use, conservation and protection of these areas, along with infill development along Newtown's commercial corridors and the redevelopment of brownfield and under-utilized properties can significantly impact the Town. To support and protect the quality of life envisioned as part of the Town's future, a balance between development, the conservation of open space and natural resources, and the preservation of the Town's historical and cultural resources is necessary. Protection of environmentally sensitive areas and the conservation of open space have been a major focus for Newtown and it is recommended that this continue into the future. Regulations to preserve areas with historical and cultural significance were added to the Newtown Zoning Regulations since the 2004 POCD was published.

At the same time, it is recognized that investment and development are necessary to address tax base issues and the economic well-being of the Town and its residents. A balance between conservation, preservation and development is a primary focus for future land use issues in Newtown. The achievement of a balance between these issues can be achieved by adhering to broad policies as well as specific goals and implementation strategies. POCD goals and strategies will guide the Town's development over the next ten years and beyond.

3. POCD Goals and Implementation Strategies

The over-arching concerns for Newtown's future are focused on:

- the preservation of the Town's community character;
- the preservation and enhancement of the Town's open space and recreation resources;
- the creation of greenway linkages between open space and residential neighborhoods;
- the conservation and preservation of the Town's historical resources;
- the promotion of economic development to attract and retain businesses and to attain a more balanced tax base;
- the enhancement of Newtown's commercial corridors; and
- the promotion of community improvement activities in the Borough and the Sandy Hook

Design District as well as in the Hawleyville Village Design District and the South Main Street Village Design District.

The next Design District that may be created Is one for Dodgingtown.

The development of an updated Plan of Conservation and Development and its accompanying Future Land Use Plan serves to guide the Town's future development as an advisory and policy setting document. Key to successful future development is the creation of zoning and subdivision regulations, design guidelines and implementation techniques which explicitly outline and enforce the vision for the Town, as set forth in the Plan.

The Future Land Use Plan contains a variety of land use categories that address location, density and current conditions. Due to the generalized nature of the Future Land Use Plan there may be individual parcels within an area where existing land use differs from the Plan's land use designation. As described above, the purpose of the Future Land Use Plan is to illustrate broad proposed patterns and relationships of uses and to present desirable land use patterns to guide future change. Existing land uses are not affected by the map.

4. Residential Land Use Categories

a. Low Density Residential

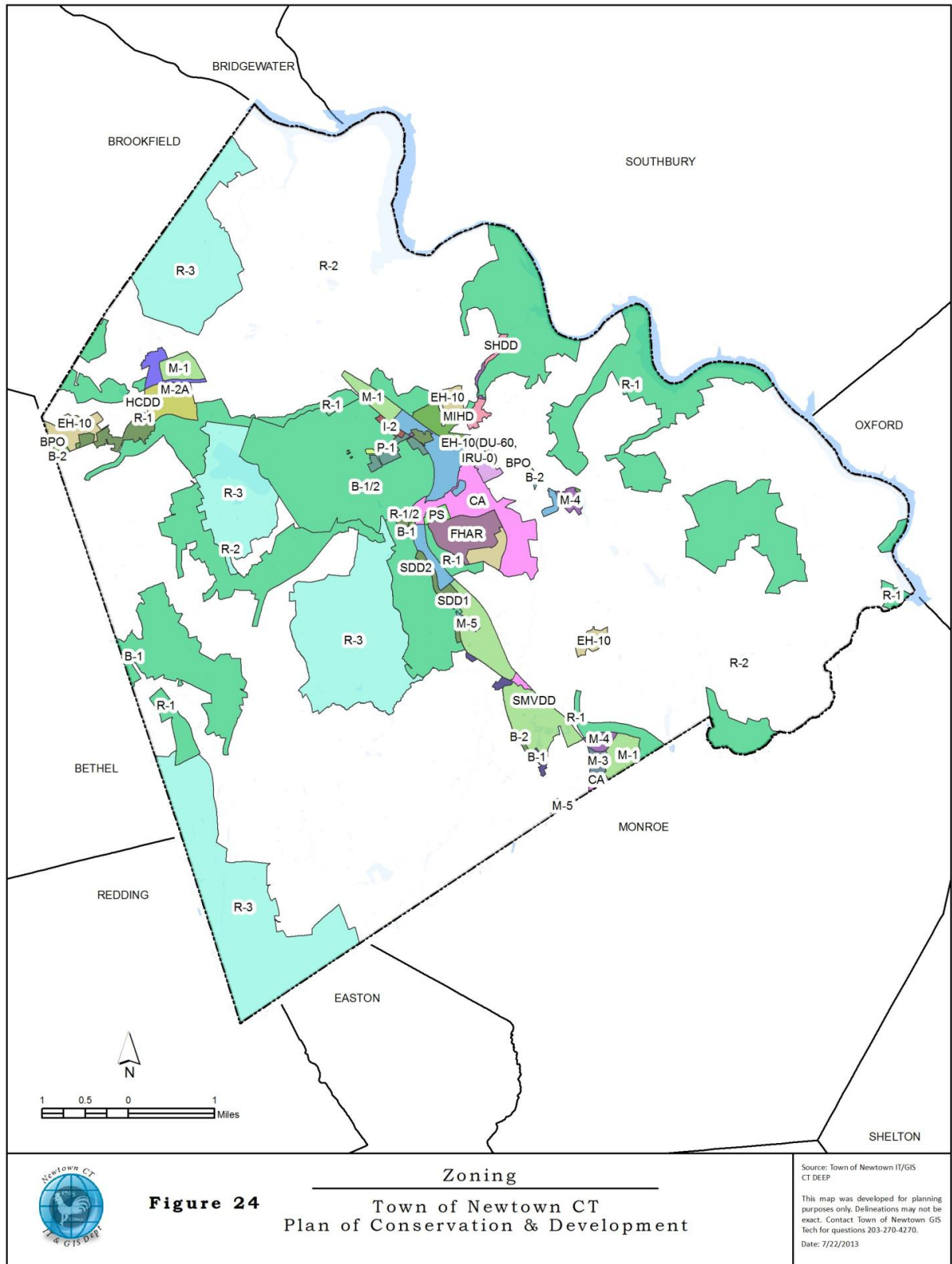
Areas having a single-family residential density of 2 or more acres per housing unit. These areas are found throughout the Town and have been developing primarily since the 1980's. The land in this category is currently zoned R-2 and R-3. The majority of the Town's remaining developable residential land is located within this land use category. Appropriate conservation design principles that emphasize the protection of open space and natural resource preservation should be incorporated as part of the development process.

b. Medium Density Residential

Areas having a single-family residential density of ½ to 2 acres per housing unit. These areas are generally located within the Borough and along Newtown's older collector roads that were developed primarily between the 1960s to the 1980s. Most of this land is currently zoned R- ½ and R-1. Relative to the balance of Newtown, little vacant, developable land is available for future development within this land use category and in-fill development should be sensitive to neighborhood character and patterns, and provide for open space or community facilities needs and linkages.

c. Medium-High Density Residential (relative to Newtown)

Areas having a residential density of less than 1/8 acre to less than ½ acre per housing unit. This land use category can be found in the Borough, Sandy Hook Design District, in some of Newtown's older lakeside neighborhoods and in the multi-family areas of Town. Very little land is available for new single family development within this land use category. Multi-family developments are re-zoned to EH-10 and Affordable Housing Zones upon application on land that meets the criteria for these zones. A Multi-Family Zone is currently under consideration by the Planning and Zoning Commission.



5. Non-Residential Land Use Categories

a. Industrial Uses

Industrial land uses include a variety of manufacturing and warehousing businesses located primarily along the South Main Street corridor, along Commerce Road, Edmond Road, Barnabas Road and the intersection of Toddy Hill Road and Route 34.

b. Commercial and Office Uses

Commercial and office land uses include retail and service businesses. These uses are primarily located along the South Main Street corridor, within the Borough and along Commerce Road and Pecks Lane, in the Sandy Hook and Hawleyville Design Districts, in the Botsford and Dodgingtown hamlets, along portions of Route 6 west, and in several other scattered locations.

c. Institutional Uses

Most of the institutional land uses located within Newtown are owned by the Town and include uses such as schools, the Municipal Building at Fairfield Hills, Edmond Town Hall and Public Works. Other institutional land uses include churches, cemeteries and fire and ambulance stations.

d. Fairfield Hills - Town Owned

The Future Land Use Map identifies the area of the former Fairfield Hills Hospital that has been acquired by the Town. The core campus area currently supports the Municipal Center, the Newtown Youth Academy, the 90 foot base path ball field, and a Farmers' Market in the Summer and Newtown Arts Festival in the Fall and charitable events such as "Relay for Life". The core campus area will support a variety of future uses including the new Volunteer Ambulance Facility, the new Community Center, other community uses and limited economic development. Plans are for a portion of the Fairfield Hills property to be set aside as open space.

e. Parks and Open Space

Park and open space land uses include Town and State parks, as well as open space resources located throughout the Town that are owned by Newtown and private land trusts such as the Newtown Forest Association.

f. Private Open Space Uses

There are several significant open space land uses, including two golf courses, a fish and game club and several private conservation organizations that are located across Newtown. The future continuation of these uses is important to the visual character of the Town.

g. Agricultural Uses

Newtown has a limited number of private agricultural uses. As is the case for privately owned open space, the continuation of these uses is important to the visual character of the Town. In addition, a significant portion of the former Fairfield Hills Hospital property is designated as an agricultural preserve.

h. Water Company Uses

Most of the former water company lands in Newtown have been purchased by the State for protection as open space. An important water company land use remains on Swamp Road.

6. Districts and Corridors

Several Design Districts and Hamlets have been identified to bring a focus of action to the future development of these areas.

a. South Main Street Village Design District

This land use category encompasses South Main Street from Borough Lane southward to the Monroe town line. The purpose of this village design district is to promote the development of a mix of uses including commercial, office, and service uses, and where appropriate, housing, to bring vitality and an uplifted visual quality to the Town's primary commercial area. The provision of linkages, both physical in terms of pedestrian, transit and vehicular linkages and functional in terms of shared usage and uses which complement future development should be encouraged in these areas.

Regulations need to be crafted that protect adjoining residential areas and areas proposed for open space protection that enhance the visual character and vitality of this Design District. Development proposals within this Design District should address the need for intersection and driveway improvements to Route 25.

b. Borough and the Hawleyville Center and Sandy Hook Design Districts

Support the implementation of the Village District Regulations for the Borough and the Hawleyville Center and Sandy Hook Design Districts that will govern the design of the future development activities. Encourage mixed-use development within these areas and incorporate landscaped public plazas, pocket parks, and design features that create pedestrian friendly environments. The proposed sewer to service the Hawleyville Center Design District will be supported to promote development of this area.

c. Botsford and Dodgingtown Hamlets

Newtown has two historical, mixed-use hamlets that add to the Town's community character and provide services required by the surrounding neighborhoods. These historical mixed-use functions should be reinforced. Dodgingtown is expected to become a Design District within the next decade. The Botsford Hamlet lies within part of the South Main Street Village Design District

d. Commerce Road / Edmond Road Employment Center

The Future Land Use Map reinforces the infill development of these important employment center locations near the heart of Newtown.

e. Route 34 / Washington Avenue Scenic Corridor

This six-mile corridor, extending from the Sandy Hook village center to the Monroe town line, represents an opportunity to preserve an important visual asset of Newtown's community character. Nearly five miles of Route 34 have no commercial uses fronting on this State highway, a rarity in western Connecticut.

f. Route 302 / Sugar Street Scenic Corridor

This corridor, extending from the Bethel town line, runs through Dodgingtown into the center of Newtown. Residential areas are interspersed with a 9-11 Memorial, a private school, a private golf course, convenience stores, a liquor store, service stations, automobile and motorcycle repair shops, a restaurant, a volunteer fire house, an ice cream creamery, working farms, churches, a private park and a police station. These multitude of uses surprisingly coexist to maintain a quaint New England format.

g. Wetlands and Water Course Corridor Focus Areas

While not technically land uses, the land use map identifies wetlands and watercourse corridors. These are important natural resource features of Newtown's landscape and provide a focus for the management of future land use proposals that may affect the functioning of these assets.

h. Aquifer Protection Areas

This designation identifies critical water supply areas requiring protection from pollution by managing land use. The Connecticut Department of Energy and Environmental Protection is in the process of finalizing regulations that would limit the types of land uses that could be sited in a protection area that coincides with a well recharge area of an aquifer. The Town of Newtown has taken a proactive approach and has adopted zoning regulations limiting the type of development allowed over the Pootatuck River's sole source aquifer, as identified on the Town's Zoning Map.

VI. ISSUES, GOALS AND STRATEGIES

A. COMMUNITY CHARACTER – ISSUES GOALS AND STRATEGIES

ISSUE #1: Newtown's Pastoral and Rural Landscape

1. The visual character of Newtown's pastoral and rural landscape, including open fields, stonewalls, ponds and streams, country lanes, forested areas, etc., makes a valued contribution to Newtown's Community Character.
2. Some views of Newtown from State highways form lasting images of the Town's natural beauty and contribute to the Town's perceived community character.
4. Reference Issue #4, Newtown's Farmland, in the Conservation of Natural Resources section of this 2012 POCD.

GOAL: Maintain the scenic characteristics of Newtown's "Pastoral and Rural Areas," and "Image Corridor"

STRATEGIES:

Planning and Zoning Commission:

- Utilization of the 2011 Environmental Impact Report Regulations when reviewing Special Exceptions, Site Development Plans and Subdivisions.

Board of Selectmen:

- When applicable apply for State Scenic Road designation.
- Support purchase of Town Open Space and Development Rights.

Land Use Agency:

- Review Under-utilized Prime Farmland acres and peruse protection in conjunction with the State of Connecticut Department of Agriculture Policies.

ISSUE #2: Appearance of Newtown's Corridors and Village Areas

1. The Borough is the historic center of Newtown and contributes significantly to the Town's community character.
2. Newtown currently has four Design District areas, Hawleyville, Sandy Hook, South Main Street and Fairfield Hills.
3. Most commercial uses serving the needs of Newtown's residents have been regulated to front on arterial highways, including Route 25 south of the Borough, Church Hill Road and Route 6 west to the Bethel town line.
4. The common visual characteristic of many commercial uses, often located side-by-side is a parking lot fronting the highway, which elicits an impression of strip-suburban development.
5. Route 25 has been rezoned as the South Main Village Design District to encourage business growth

while preserving the rural character of the Town.

6. Currently, some portions of these corridors have an unsightly appearance while others are quite attractive.

GOAL: Preserve the mixed-use functions and enhance the visual appearance of Newtown's Corridors and Villages and Design Districts.

STRATEGIES:

Planning and Zoning Commission:

- Apply design standards where permitted. Utilize the Design Advisory Board to assist both the Commission and the applicant to create a New England style façade from the road.

Board of Selectmen:

- Pursue the acquisition of derelict, tax delinquent properties.

Land Use Agency:

- Continue to enforce existing regulations to insure derelict buildings are either removed or improved.

Legislative Council:

- Establish a blight ordinance.

ISSUE #3: The Public Realm

The quality of the public realm created by Town buildings, parks and monuments strongly influences the perception of Newtown's community character and the sense of community pride.

GOAL: Enhance the public realm's contributions to Newtown's Community Character.

STRATEGIES:

Planning and Zoning Commission:

- Coordinate and consult regarding all public proposals from Parks and Recreation, Public Works and the Board of Selectmen that affect the public realm.

Board of Selectmen:

- Support the initiatives of Planning and Zoning and Design Advisory Board to preserve the historic character of Newtown. Continue to guide the visual impact of new construction.

Public Building and Site Commission:

- Review all plans for construction and renovation of public buildings and sites.

Land Use Agency:

- Review all developments for compliance with all layers of concern e.g. endangered species, wetlands, view corridors, zoning.
- Coordinate the enforcement of all appropriate regulations for public building. Act as a resource for all commissions in planning for public space.

ISSUE #4: Historic Sites and Archaeological Resources

1. Newtown's Community Character is defined in part by the presence of historic structures and archaeological sites that provide links to the Town's past.
2. Some historical and archaeological resources in Newtown have been preserved for continued public enjoyment and education through local and municipal actions, including the establishment of historic districts in the Borough and Hattertown and the creation of the Orchard Hill Nature Center.
3. The Planning and Zoning Commission adopted Historic and Archeological Regulations.
4. The Land Use Agency established a photographic record of all historic buildings in the Town.

GOAL: Preserve Newtown's historic sites and archeological resources

STRATEGIES:

Planning and Zoning Commission:

- Continue review of all proposals for historic sites and archeological resources assessments.

Board of Selectmen:

- Support initiatives for historic preservation.

Land Use Agency:

- Review all archeologic and historic site assessments.

Town Historian:

- Serve as a resource for Planning and Zoning Commission and the Land Use Agency with particular attention for when to use the historic and archeologic assessments.

B. CONSERVATION AND NATURAL RESOURCES – ISSUES GOALS AND STRATEGIES

Issues: Newtown Sits on a Stratified Sole Source Drift Aquifer

ISSUE #1: Protect High Water Quality Classifications Throughout Newtown

GOAL: Preserve and enhance the water quality for all water sources.

STRATEGIES:

Conservation Commission:

- Support efforts to control aquatic invasive species.
- Pursue the upgrading of both streams and lakes in town.
- Initiate public education to prevent further degradation of wetlands and water resources.

Legislative Council:

- Provide funding for monitoring water quality of streams and rivers.

ISSUE #2: Maintain the Integrity of Wetlands, Watercourses, Ponds and Vernal Pools through Regulation, Remediation and Prevention Measures.

GOAL: Prevent pollution, erosion and destruction.

STRATEGIES:

Inland Wetlands Commission:

- Identify special wetlands and prioritize them.
- Research the feasibility of increasing the review area.
- Establish protective buffers around special wetlands.
- Restore stream banks of waterways as needed.

Conservation Commission:

- Where feasible, create a network of buffers and greenways along watercourses to permit resource protection and public access.
- Identify vernal pools and provide protection from development. Be aware of wildlife corridors adjacent to these seasonal pools.

ISSUE #3: Develop and Maintain Effective Storm Water Management Systems for the Protection of Streams, Watercourses and Wildlife.

GOAL: Prevent flooding and degradation of water quality.

STRATEGIES:

Conservation Commission:

- Support regulations that control activities within designated flood hazard areas.

Planning and Zoning Commission:

- Continue emphasis on low impact development for storm water management in new development projects.
- Minimize the impact of impervious surfaces within a watershed when designing new projects.

Land Use Agency/Department of Public Works:

- Improve maintenance of existing storm water systems.
- Study of infrastructure of FFH storm water system and remediate as necessary.

Public Works:

- Continue regular maintenance of all natural storm water systems.

ISSUE #4: Natural Systems and their Functions are Necessary to Maintain Indigenous Wildlife and Plant Life.

GOAL: Conserve and protect natural systems.

STRATEGIES:

Conservation Commission:

- Identify existing wildlife corridors and support actions that preserve habitat needed for the survival of indigenous wildlife species.
- Continue a working relationship with Newtown's several fish and game conservation organizations to support actions that preserve habitat needed for the survival of indigenous wildlife species.
- Preserve large undisturbed and contiguous blocks of land to sustain diverse wildlife habitat.
- Investigate the possibility of creating noise barriers along major highways to enhance wildlife habitats.

Legislative Council:

- Allocate funds to preserve open space areas.

GOAL: Native species need protection from invasive plants.

ISSUE #5 – Protect Native Species Through Reduction of Invasive Plants and Prevention of their Spread.

GOAL: Prevent the spread of invasive plant and animal species.

STRATEGIES:

Conservation Commission:

- Removal of, and remediation where necessary of invasive plants (MAM, milfoil, bamboo, barberry, bittersweet, etc.)
- Report significant findings of newly discovered invasive plants via the State mapping system.
- Educate the public about invasive species which easily spread from private to public lands.

Legislative Council:

- Provide funds for removal of invasive plants.

ISSUE #6: Prime Agricultural Land is an Irreplaceable Resource.

GOAL: Promote agricultural uses on existing farmland.

STRATEGIES:

Conservation Commission:

- Support local efforts to preserve farmland for example victory garden, farmer’s markets, community supported agricultural.
- Promote a variety of funding mechanisms for preservation of farmland soils, such as conservation easements, purchase of development rights, open space acquisition, the “490” tax abatement program, etc.

ISSUE #7: Provide Educational Opportunities to Residents to Create Appreciation and Support of Natural Resources and Features in Newtown.

STRATEGIES:

Conservation Commission:

- Develop an Environmental Education Center, possibly at Stone Bridge or on Fairfield Hills campus.
- Encourage children to use open space areas for recreation and for connection to Nature purposes.
- Partner with school system to provide educational opportunities to natural resource issues.
- Develop a web site to provide interactive tracking of natural resource elements, i.e. Bird sightings, vernal pool locations, invasive plant identification, historic findings, etc. This information would enhance the database of information that the town uses to develop future plans.
- Integrate conservation and natural resource issues into cultural and artistic events, such as the Arts Festival, Earth Day and the Health Fair.
- Establish an Open Space Day each year to celebrate one or multiple Open Space parcels.

Sustainable Energy:

GOAL: To provide sustainable energy to the greatest extent possible.

ISSUE #8 – Increase Energy Efficiency

- Support the Town’s use of renewable energy.
- Support energy conservation.

STRATEGIES:

Sustainable Energy Commission:

- Continue to work with the Clean Energies Communities Program.
- Prepare a Municipal Energy Action Plan by 2015.

Legislative Council:

- Attempt to increase the percentage of clean renewable energy used by the Town, above the 20% we already achieve through our Clean Energy Communities Program.

Planning and Zoning Commission:

- Encourage and support clean energy technology in all new and renovated buildings.
- Review zoning regulations to encourage use of sustainable energy.

C. OPEN SPACE INITIATIVES – ISSUES GOALS AND STRATEGIES

The current open space status was examined to consolidate a listing of recommendations, strategies and goals for the future of preserving open space in Newtown. Ongoing goals from the 2004 POCD were included in the listing as appropriate. These recommendations are as follows:

ISSUE #1: Increase public awareness of the need for open space to meet the State guidelines.

GOAL: Actively pursue ways to increase open space to meet the goal of 21%.

STRATEGIES:

Conservation Commission:

- Develop comprehensive guidelines to identify specific natural resource areas, features and trails for protection as open space.
- Improve citizen's knowledge of Town open spaces by publishing a complete inventory of Town owned open spaces and conservation easements.
- Publish a new trails map.

Legislative Council:

- Allocate capital funds for acquisition of open space parcels or conservation easements based on the Master Plan for Open Space Acquisition.
- Support legislation that would increase State funds available for open space acquisition and improvements to existing open space.

The current open space status was examined to consolidate a listing of recommendations, strategies and goals for the future of preserving open space in Newtown. Ongoing goals from the 2004 POCD were included in the listing as appropriate. These recommendations are as follows:

ISSUE #2: Increase Public Awareness of the Need for Open Space to Preserve the Character of Newtown and to Meet the State Guidelines.

GOAL: Actively pursue ways to increase open space to preserve the character of Newtown and to meet the State goal of 21%.

STRATEGIES:

Conservation Commission:

- Develop comprehensive guidelines to identify specific natural resource areas, features and trails for protection as open space.
- Create and implement a Master Plan for Open Space acquisition.

Legislative Council:

- Allocate capital funds for acquisition of open space parcels or conservation easements based on the Master Plan for Open Space Acquisition.
- Support legislation that would increase State funds available for open space acquisition and improvements to existing open space.

ISSUE #3: Need Public Support for Open Space Issues

GOAL: Increase public awareness of Open Space benefits and issues

Conservation Commission:

- Improve citizen's knowledge of Town open spaces by publishing a complete inventory of Town owned open spaces and conservation easements.
- Publish a new trails map.
- Establish an annual Open Space Day, featuring one key open space parcel each year.

ISSUE #4: Need to Adequately Maintain and Manage Current Open Space Parcels.

GOAL: Provide policies, funds and funding mechanism to care for open space properties.

Conservation Commission:

- Develop policies for reduction of invasive species and forest management issues.
- Identify a prioritized list of open space property maintenance and management needs
- Raise public awareness about invasive species to reduce migration from private to public lands.

Land Use:

- Clearly define the responsibility and funding mechanism for maintenance and management of key open space areas.
- Coordinate maintenance issues among Land Use, Parks and Recreation and the Highway Department.

Legislative Council:

- Provide above items and budget for maintenance and management of open space parcels.

ISSUE #5: Need to Preserve Undeveloped Lands Through Careful Land Development.

GOAL: Focus development with sensitivity to preservation of Newtown's potential open spaces.

Conservation Commission:

- Participate in development projects early in the process and as project plans develop.

Planning and Zoning Commission:

- Encourage development within village centers and brownfields where possible.
- Encourage use of open space conservation sub-division regulations.
- Continue use of the sub-division open space set aside process.
- Encourage early planning and cooperation between stakeholders as development projects are planned.

Assessor:

- Expand the current 490 program for reduction of tax assessment for certain parcels which will be maintained in an undeveloped state for a specified length of time.

D. HOUSING – ISSUES GOALS AND STRATEGIES

ISSUE #1: Housing Choices

1. Newtown lacks a meaningful supply of housing for a broad spectrum of ages and incomes.
2. Many who work in Newtown do not have the opportunity to live in the community in which they work.
3. Due to the lack of affordable housing, some Newtown residents will not continue to reside in Town, as their personal circumstances, incomes and housing needs change over time.

GOAL: Strive for a more balanced supply of housing types that will accommodate the housing needs of Newtown residents and those working in Newtown.

STRATEGIES:

Borough Zoning Commission:

- Encourage the Borough to allow rental units over retail.

Planning and Zoning Commission:

- Continue to support accessory apartments as a means to create affordable housing.
- Utilize results from the Incentive housing Study to encourage thoughtful placement of cluster and/or multifamily housing.

ISSUE #2: Development of Single-Family Detached Housing in Newtown Consumes Open Land at the Rate of 4.5 Acres per Dwelling Unit.

GOAL: Manage residential development to enhance Newtown's present community character.

STRATEGIES:

Planning and Zoning Commission:

- Promote public and stake holder interest in conservation subdivisions.
- Implement the requirements that plans for residential land subdivisions containing six (6) lots or more be submitted both in the form of Open Space Conservation developments that preserve fifty percent

or more of the land for open space and as conventional arrangements for the Planning and Zoning Commissioners to decide which represents the best utilization of the tract of land.

E. ECONOMIC DEVELOPMENT – ISSUES GOALS AND STRATEGIES

ISSUE #1: Residential Tax Burden Reduction.

GOAL: Increase the commercial/industrial assessment portion of the Grand List by one percent.

STRATEGIES:

Economic Development Commission:

- Promote and market all available commercial industrial areas owned by the Town.
- Work with the Planning and Zoning Commission to expedite new commercial endeavors.
- Promote the expansion of the Sandy Hook Design District on Washington Avenue and Glen Road.
- Write grants for funding to remediate and reuse Newtown’s brownfield sites.
- Continue to promote local agricultural uses by applying for grants.
- See “Strategic Plan for Economic Development” dated November 16, 2011. (see link below)
http://www.newtown.org/documents/STRATEGICPLANFORECONOMICDEVELOPMENTFinal_000.pdf

F. COMMUNITY FACILITIES – ISSUES GOALS AND STRATEGIES

General Government Facilities - All facilities are currently housed in the Municipal Center on the Fairfield Hills Campus.

Board of Education Facilities Plan. (See addendum).

Youth Services

GOAL: Provide support for youth counseling services by becoming a recognized leader in providing mental health and support services and by helping children and families achieve their highest potential.

Newtown’s Parks and Recreational Resources

ISSUE #1: There is an Increasing Need for Recreational Opportunities for All Ages.

GOAL: Promote both passive and active recreational opportunities.

STRATEGIES:

Parks and Recreation:

- Increase the current efficient utilization of existing Parks and Recreation facilities by extending hours and creative scheduling.
- Strengthen the existing cooperative relationship between the Parks and Recreation Commission and the Board of Education to maximize the use of all existing and planned municipal recreational facilities.
- Improve playing fields at Newtown’s elementary schools and middle school to facilitate their utilization for organized team sports

- Utilize the Fairfield Hills campus as a resource to meet the needs for additional recreational facilities during the next ten years.
- Utilize the Fairfield Hills campus as a possible resource to meet the needs for additional recreational facilities during the next ten years.

ISSUE #2: Senior Center: There is a Need for Expansion of the Existing Facility and Services.

GOAL: Expand the existing facility and services.

STRATEGIES:

Commission on Aging and Board of Selectmen:

- Pursue programming, budgeting and developing a new, expanded Senior Center facility.
- Explore the use of a portion of a Fairfield Hills' campus building for senior use.

Public Sewer System – Expansion is Planned for the I-84 Exit 9 Area.

GOAL: Provide sewer service to promote economic development.

STRATEGIES:

Water and Sewer Authority and Board of Selectmen:

- Expand sewer system along Route 25 in Hawleyville near I-84 Exit 9.

Planning and Zoning:

- Support zoning changes to facilitate sewer installation.

Water Service: Provision of drinking water is a necessity in some areas of town.

GOAL: Ensure water-system service expansions are accommodated by the water source providing the service.

STRATEGIES:

Board of Selectmen, Legislative Council:

- Provide support for those Newtown areas that require a public water supply.

Public Works:

- Provide feasibility information for expanded water service/

Provision of Emergency Services

GOAL: Safeguard the welfare of the people of Newtown.

STRATEGIES:

Legislative Council and Board of Selectmen:

- Locate new ambulance garage at Fairfield Hills.
- Support new emergency operations center at Fairfield Hills.
- Build a new fire station for Hook and Ladder.
- Build a new police Station.

Newtown's Services

GOAL: Become more efficient to control costs. GIS System is available to the public.

STRATEGIES:

Technology and Information Systems:

- Improve the website for easier access by the public.
- Develop a web based permit process.
- Become more efficient to keep costs down.

G. TRANSPORTATION – ISSUES GOALS AND STRATEGIES

ISSUE #1: Functional Classification of Roadways

GOAL: Improve the safety of Newtown roads.

STRATEGIES:

Director of Public Works:

- Critique the local functional classifications of Newtown's roadways and establish an updated local functional classification system.
- Enlist the assistance of the HVCEO to develop the information necessary to convince ConnDOT to update the state's roadway classifications in Newtown to better reflect their current and future functional classifications.
- Critique the Newtown Roadway Ordinance to identify necessary updates and to ensure that it is consistent with current functional classification system and new information for preservation of wetlands.

ISSUE #2: Roadway Congestion and Safety

GOAL: Improve the safety of Newtown roads.

- Current areas of traffic congestion and safety issues in Newtown have been described in a series of transportation planning documents.
- As Newtown and the surrounding areas continue to grow, Newtown's network of State and local roads will experience increases in traffic volumes that are likely to create new points of congestion and additional safety issues.
- Newtown's network of older local collector roads was not originally laid out to accommodate today's traffic volumes and vehicle speeds.

- The Route 25 Expressway will not be constructed and should not be counted on to address Route 25 congestion and safety issues.
- Traffic volume on I-84 will continue to grow, partly in response to overflows from the congested I-95 corridor, growth in regional economic activity and the increasing demand for global transportation linkages.

STRATEGIES:

Planning and Zoning Commission:

- Develop a comprehensive transportation and land use plan similar to the 1997 Hawleyville study to: Identify current and future issues caused by further development and land use; Develop the preferred and alternative solutions to alleviate current and forecasted traffic problems for the town; and Provide priorities for road changes and improvements.
- Continue to use curb cut study in formation to reduce traffic conflicts.
- Consider the following actions: As redevelopment of the Fairfield Hills campus occurs, plan to mitigate the impact that traffic caused by such redevelopment has on Newtown's roads.
- Encourage connections between businesses to reduce traffic on roadways.
- Support pedestrian solutions to help alleviate traffic congestion and address safety.
- Continue to seek funding for the approved sidewalk plan.

Police Commission:

- Implement traffic calming measures that address safety issues associated with traffic speeds that are not compatible with the character of the area through which the road passes.

Town Engineer and Legislative Council:

- Remove the requirement that a Town road must be "unpaved" to apply for Town scenic-road status.

H. THE BOROUGH – ISSUES GOALS AND STRATEGIES

GOAL: Improve automotive and pedestrian access and circulation.

ISSUE 1: Traffic Congestion

STRATEGIES:

Planning and Zoning Commission (acting as the Borough Planning Commission):

- Continue to encourage all off road interconnections between businesses.
- Continue to support the Borough in all planning efforts to reduce traffic conflicts.
- Continue to support the sidewalk plan.
- Continue to support curb cut recommendations.

ISSUE 2: To Maintain Current Residential Main Street.

STRATEGIES:

Borough Zoning Commission:

- Continue to enforce all Borough regulations.

ISSUE 3: Promote Suitable Commercial Development in the Village District.

STRATEGIES:

Borough Zoning Commission:

- Promote outreach to suitable businesses for the remaining vacant commercial and professional offices.

G. SPECIAL AND OVERLAY DISTRICTS AND CORRIDORS – ISSUES GOALS AND STRATEGIES

GOAL: Preserve the intent to promote village hubs with mixed uses.

STRATEGIES:

Planning and Zoning Commission:

- Continue to encourage mixed uses for village districts.
- Expand Sandy Hook Design District.

Economic Development Commission:

- Promote and advertise the possibilities for mixed use developments.

Design Advisory Board:

- Continue to consult with developers about design standards.

VII. MANAGEMENT OF THE PLAN

The plan should be reviewed annually by the Planning and Zoning Commission. This will involve an annual update from all commissions who have contributed to the plan. The results of this update will be presented to the Board of Selection and the Legislative Council after the first Planning and Zoning Commission meeting in October beginning in 2014.