

INFRASTRUCTURE

6

Overview

This Chapter examines strategies for community facilities, transportation and utilities. These are the underlying elements of New Milford's infrastructure.

Community facilities include town buildings and facilities needed to provide services to residents, businesses, and property owners, ranging from emergency services to schools to town administration. Transportation includes not only roadways, but also transit and facilities for bicyclists and pedestrians. Utilities include piped utilities (public water, public sewer, storm water and natural gas), wired utilities (electric and cable), and wireless utilities (cellular communications).

Often decisions about land use are based on whether infrastructure is available to support the development. However, infrastructure should not dictate development intensity or patterns. Infrastructure should support the development patterns desired by the community.



New Milford High School.

Community Facilities

Community facilities include those facilities that provide services to residents (such as overall governance and education), those that provide public safety (fire, police, etc.) and amenities (recreation, library, etc.).

When new facilities are needed, a number of considerations should factor into decisions, especially if a new location is proposed. Considerations should include whether facilities can be shared by multiple departments, whether the existing site or a new site will best meet the needs of the department and community, and, if moving to a new location, whether a public use the best use for the new parcel. This last factor is especially important in cases where a public facility would be built in a business zone.

Community Services

Town Properties

Overall, long term needs for occupied town buildings include general maintenance, repairs, and improving energy efficiency. Because many town buildings are older buildings, updates can be challenging but the Town has made progress, such as with improving energy efficiency. Efforts to continue to make public buildings more energy efficient should continue.

The Town has been working to determine the best uses for surplus town-owned land and buildings. Some properties might be used for future community facilities, parks or open space. Others may best be used for economic development or housing. The Town should create a plan for the future use or disposal of surplus town land. This POCD can serve as guidance when determining the best use of those parcels.

Town Hall

Overall, Town Hall continues to provide office space for various town departments and services to residents. The historic designation of the Town Hall means that updates should be compatible to the architecture of the building. Recent improvements include interior and exterior repairs, upgrades and improvements to energy efficiency. Future needs will likely focus on upgrades and repairs to ensure the building can meet modern needs and space

reconfiguration, as necessary. Ultimately options for expansion or additional space should be investigated.

Public Works

Needs for general public works facilities are included here. Discussions about waste disposal and road maintenance are outlined later.

The DPW facilities are located on Young's Field Road. Facilities include offices, equipment storage, a salt storage barn, a fueling station and the Recycling Center. According to the DPW, the facilities, some of which are 80 years old, are outdated and undersized to meet modern needs. Specific needs include: indoor and outdoor storage space for equipment, upgrades to comply with State and Federal environmental and safety regulations, and wash bays for vehicles.

The DPW facilities are not in an optimal location. The property, located between Downtown and the Housatonic River, could be put to better use. DPW facilities have an industrial nature and are not compatible with nearby residences. DPW has indicated that its preference would be to relocate to an industrial zone where they would have adequate space for their facilities and few houses nearby.

Community Facilities Plan

Town of New Milford, CT

Kent

Washington

Roxbury

Brookfield

Legend

Education

- New Milford High School
- Schaghticoke Middle School
- Northville School
- John Pettibone School
- Sarah Noble Intermediate School
- Hill and Plain School

General

- Town Hall
- Senior Center
- Parks and Rec Offices
- New Milford Public Library
- Train Station
- Board of Education

Parks and Recreation

- Young's Field
- Lynn Deming Park
- Town Green
- Carlton's Grove
- Addis Park
- Baldwin Park
- Clatter Valley
- Andrew Gayford Barnes Park
- Ray Ramsey Park
- Emmanuel Williamson Park
- Helen Marx Park
- Sega Meadows Park
- Sullivan Farm Park
- Pickett District Road Ball Fields
- Nostrand Trail Park
- Sarah Noble Park
- Canterbury Pond

Public Safety

- Water Witch Hose Co. #2
- Gaylordsville Fire Department
- Northville Volunteer Fire Department
- Police Department
- Water Witch Hose Co. #2 Lanesville
- New Milford Community Ambulance

Public Works

- Recycling Center
- Public Works Complex
- Sewer Treatment Plant

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Legend

- Town Owned Land
- Protected Open Space
- Water

5,000

Feet

See Inset

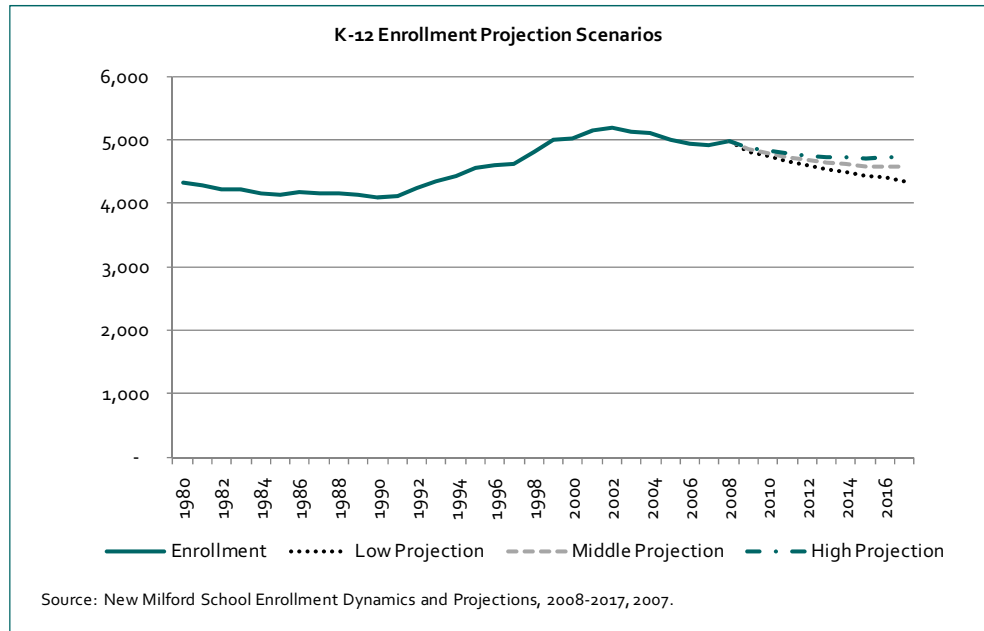
Educational Facilities

In 2008, there were just over 6,400 students enrolled in New Milford public schools. Since 1990, school enrollment has represented 17 to 19% of the Town's population. This percentage represents a slight decrease since 1980.

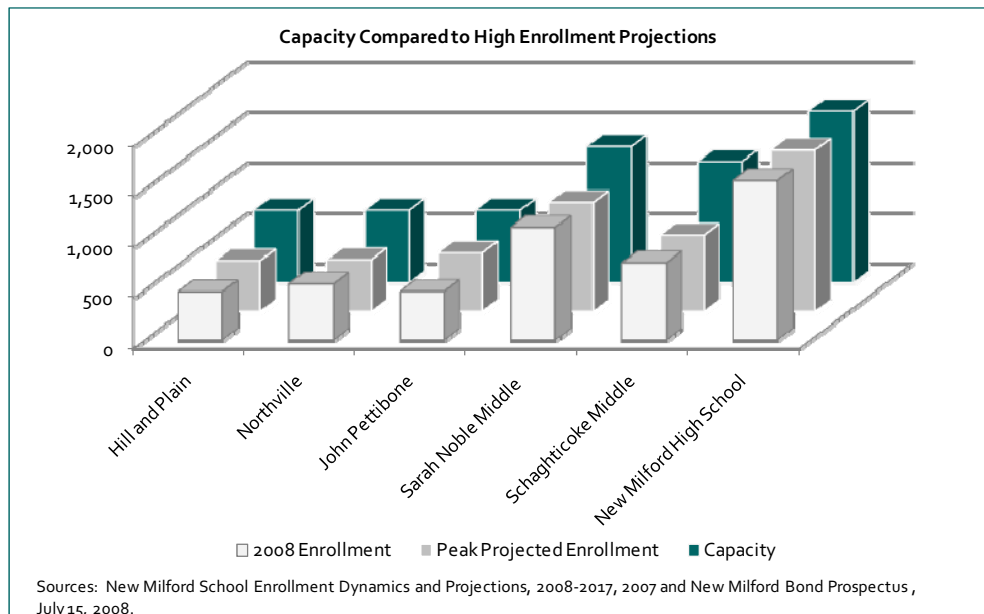
% of Population Enrolled in Public School System	
1980	22%
1990	17%
2000	19%
2007	17%

Overall, the New Milford School system is projected to have adequate capacity to meet projected future enrollments because:

- The Town recently constructed a larger high school.
- The schools are not filled to capacity.
- Enrollment projections for each school show small increases or decreases through 2017.



Enrollment projections were developed in the 2007 report, *New Milford School Enrollment Dynamics and Projections, 2008 - 2017* by H.C. Planning Consultants, Inc. The report examined three scenarios for future student enrollments: high number of births, flat line number of births (middle) and low number of births.



There appears to be adequate capacity in each school through 2017 under the worst case scenario (the high birth scenario). This assumes that the amount of space needed per student does not change greatly during this time frame.

Future school facility improvements during the planning period will likely consist of upgrades to buildings rather than new construction. All three elementary schools are adaptable in terms of accommodating additional grades should the need arise. The following outlines likely facility issues for each school, based on information provided by the Superintendent.

- Hill and Plain School – The school is roughly 40 years old. The building has been well-maintained and future projects will likely focus on general updates.
- Northville School – The school was built in 1981. Continued maintenance will be the focus at this school.
- John Pettibone School – Of the six schools, this is the oldest building. Generally it is not energy efficient and requires the most maintenance. Updates will likely be necessary in the future.
- Sarah Noble Middle School – The building was renovated in 2002. Continued maintenance will be the focus at this school. This is also the only school with a generator and it serves as a shelter.
- Schaghticoke Middle – The school was built in the 1970s and has been well-maintained. Future improvements will likely focus on maintenance.
- New Milford High School – The new high school opened in 2000. The main issue identified for this school is maintaining the recreation fields.

The Board of Education's administrative offices are located at 50 East Street in a building that was built roughly 70 years ago. Some staff is located elsewhere. Over the long term, it is desirable to have staff in one facility. The Board of Education studied potential building options (renovating the existing building or building a new facility) but has not taken action yet.

Maintenance of recreation fields is divided between entities. The School Facilities Department maintains many fields, such as those at the High School, while the Parks and Recreation Department maintains the remainder. The School Facilities Department has

purview over closing school fields to allow them to rest. There was a general feeling though that the fields are over-used, making maintenance challenging.

The Board of Education has developed a Priority List for Use of Public Facilities for field and facilities. They feel that the policy works well. However, other town departments must pay for use of the facilities and they have identified a need for community space that can be used without a fee.

Social Services

The Social Services Department is located in the Richmond Center, Downtown. For some functions, they need to "borrow" space from the Senior Center, which is located in the same building. They have indicated that they would like to be able to perform these functions within their own space. One level at the Richmond Center is unused and would need to be brought up to code if it were to be used in the future.

The Social Services Department also expressed a desire for a community center with facilities for all age groups – youth, adults and seniors. A similar concept was raised by the Senior Center, the Parks and Recreation Department and residents; 72% of residents expressed support for a community center.

Waste Disposal

Residents contract directly with vendors for curb side waste service or they can bring waste to the Recycling Center (on Young's Field Road) and pay a per-bag fee. Residents can also dispose of bulky waste at the Center for a fee. DPW recently ran a pilot program for picking up bulky waste curb side. The program proved popular and the DPW would like to explore offering this program again. The Town will begin to offer electronic waste disposal.

According to DPW, the Recycling Center is too small to meet current demands. Should the DPW facility move to a new location, staff prefers that a new, larger Recycling Center is located with the new DPW complex.

Public Safety

Fire Protection

Fire protection in New Milford is provided by three volunteer fire companies: Water Witch, Gaylordsville and Northville.

- Water Witch Hose Company No. 2 - The Water Witch Fire House is located on Grove Street. The land, building and equipment are owned by the New Milford Fire Association. The Water Witch company also has a substation located in Lanesville (the Route 7 corridor). The Town owns the land and building in Lanesville.

Overall, the Fire Company feels that with continued upkeep, the current facilities are adequate for the immediate future. Longer term, depending upon growth in the community, a larger facility would be needed.

- Gaylordsville Fire Department – The Fire Department is located on Route 7 (Kent Road) in Gaylordsville. The Fire Department owns the land and building. The current building is old (built in the 1940s) and the Department feels the building is not large enough to meet needs. Over the short term (next 3 to 5 years), the Department hopes to complete renovations and is currently raising funds to do so.

Longer term, a larger facility may be necessary, particularly if growth occurs in this part of New Milford. The Department also noted that due to topography and the presence of steep, gravel roads, there may be a need for storing a truck in hard-to-reach areas.

There is no emergency shelter in this section of Town. If a larger Fire Department is built in Gaylordsville, that facility could include a shelter.

- Northville Fire Department – The Fire Station is located on Route 202. The Department owns the land and the

building. The Station was built in 1961 and has been renovated twice. Overall, the Department feels that the current building is large enough to meet needs and that they are well-located to serve this section of town.

The Northville and Gaylordsville Departments indicated that their largest needs are to improve the communications systems and to ensure that adequate water supplies for fighting fires are provided since public water does not extend into their areas of coverage.

The Departments mentioned the importance of reviewing development plans to ensure that emergency vehicles can access buildings and that a water supply is provided. Continued cooperation between land use boards and the Fire Marshal is important.

Finally, the Departments indicated that currently they have an adequate number of volunteers, although they have had past difficulties finding volunteers. Over the planning period, the current volunteer system seems adequate. Longer term, as New Milford grows, it may be necessary to look at whether some level of paid staffing is needed.



Northville Fire Station.

Police

The Police Station, located just outside of Downtown, was built in 1989. The Department feels that they have outgrown the facility and outlined the following improvements it would like to see: more office space, more parking, room to meet new State requirements, and a larger communications center (central dispatch). They feel that the current facility is centrally located, but the small size of the site may not be able to support an expansion unless adjacent land is acquired.

The Department also indicated that longer term it may wish to have satellite stations in other sections of New Milford, such as in Lanesville and Gaylordsville. They currently have one substation Downtown.

The Police Department indicated that the current emergency communications system should be upgraded.

New Milford Community Ambulance (NMCA)

A new facility is being constructed on Scovel Road; therefore over the planning period for this POCD, the spatial needs of the NMCA appear to be met. Similar to the other public safety entities, NMCA expressed a short term need for improved communication systems.

The NMCA has seen an increase in calls: in 1990 there were 931 calls and in 2008 there were 1,627 calls. A continued increase in calls could trigger the need for a third ambulance and a paid EMT during night hours. Currently, NMCA is able to recruit an adequate number of volunteers. Similar to the Fire Department, the long term viability of having a volunteer system may need to be re-evaluated as New Milford grows.

Community Amenities

An overarching desire to integrate recreation, senior, and youth needs into a community center emerged as a desired amenity. In addition, the proposed Library expansion has been in the planning stages for years but finding funding for the expansion has been a challenge.

Library

The New Milford Public Library has been located on the Town Green since 1898. According to the Library Director, the Library sees 180,000 to 200,000 visitors each year and they have been seeing increases in library use each year.

The most pressing need for the Library is to expand its facility. Currently, some spaces are very crowded. Because of the age and layout of the building, it can be difficult to reconfigure the existing space in ways that meet user needs and comply with building and safety codes. In 1995, to address the space issues, the Library developed a long range plan. The Library hired an architect to prepare plans for adding 24,000 square feet to the existing 18,000 square foot building. The Town deemed the initial costs to be too high; in 2008, the Library Board of Trustees developed the current plan of adding 10,000 square feet.

The Library plays an important role in attracting residents to the Downtown and the residential survey indicates that 94% felt that it was important that the Library remains downtown.

Parks and Recreation

Overall, it appears that New Milford provides residents with an array of recreational amenities. The Parks and Recreation Department maintains 18 parcels totaling just over 500 acres. There are a number of private entities (e.g., Harrybrooke Park, the Canterbury School, New Milford Sports Club, etc.) that also provide recreation facilities.

The Parks and Recreation Department identified desired improvements, but overall it appears that New Milford has adequate facilities and additional land (if needed) to meet recreational demands. Almost 75% of residents felt that the quality of sports fields in New Milford was good.

The Department would like to provide more walking trails, some additional playing fields, an indoor pool (possibly as part of a community center) and

additional indoor space (gymnasium and classrooms). Depending upon population growth, the Department could see a need to expand its beaches. They have outlined upgrades desired at existing parks and recreation facilities, such as lighting, irrigation, more parking, additional trails, etc.

In terms of the locations of facilities, the Department did note that the Gaylordsville area has few recreation amenities. Over the long term, the Town may wish to seek opportunities to provide amenities in that area of town.

Amenities for the whole community, such as a community center, would probably be best located in a central part of town.

Senior Center

The Senior Center is located in the Richmond Center with the Social Services Department. The Senior Center generally felt that their space needs could be met within the Richmond Center over the next 10 years, if they had more space. Given New Milford's demographic projections, which predict an increase in the senior population, finding additional space for the senior center could become a greater priority in the coming years.

Youth Services

Youth Services is located with the Board of Education on East Street, in an old school building. The Department feels that the facility is sufficient for their purposes, though renovations outlined by the Board of Education are desirable. Whether the spatial needs of both Youth Services and the Board of Education can be met in the existing building are uncertain and may need to be addressed.

Youth Services also runs Sullivan Farm, which provides agricultural education to youth from New Milford and surrounding communities.

Address community facility needs:

1. Continue to maintain public buildings and schools, update as needed, and improve energy efficiency.
2. Create a plan for the future use or disposal of surplus town land and buildings. Use the POCD as a guide for determining future uses.
3. When planning for new or expanded community facilities:
 - a. Look for opportunities to share facilities.
 - b. Evaluate whether the current site or the proposed new site is the best location to meet the needs of the facility.
 - c. Evaluate whether the current site or proposed new site might best serve another purpose (particularly other uses that would contribute to the tax base).
4. Consider keeping the library Downtown.
5. Continue to update and maintain parks and recreation amenities.
6. Consider building a community center for all ages.

Transportation

This section first looks at issues directly related to New Milford’s roads – the road classification system, overall circulation, and local road maintenance. Then strategies for transit are provided. The section also provides recommendations for improving the ability of residents to walk and bicycle to destinations.



New Milford Train Station.



Route 7.

Road Classification System

Roads can be categorized in several ways, such as based on function, character and capacity. Roadway classification can provide guidance on the types of improvements needed based on the road’s intended role. New Milford’s existing road classification is based on the State’s classification with modifications by DPW.

While this current classification depicts how New Milford’s roads function today, it is not reflective of zoning, land use goals, context or community character.

For example, the current classification system places Pickett District Road in the same category as Long Mountain Road. From a purely functional perspective, the classification of both roads as major collectors makes sense. But this classification ignores context: one road (Pickett District Road) is home to major employers, feeds directly onto Route 7, and is located in the more suburban part of town. The other, is a rural road that primarily collects traffic from low density residential areas and feeds them to another major collector. Safety improvements for these two roads could be very different, the level of future development that they can handle (or is desired in those areas) is also very different, and the character of their surroundings are not at all similar.

This POCD proposes an alternative system that is still based on the concept of arterial and collector roads, but further differentiates roads based on its context (e.g., rural, suburban, village, etc.).

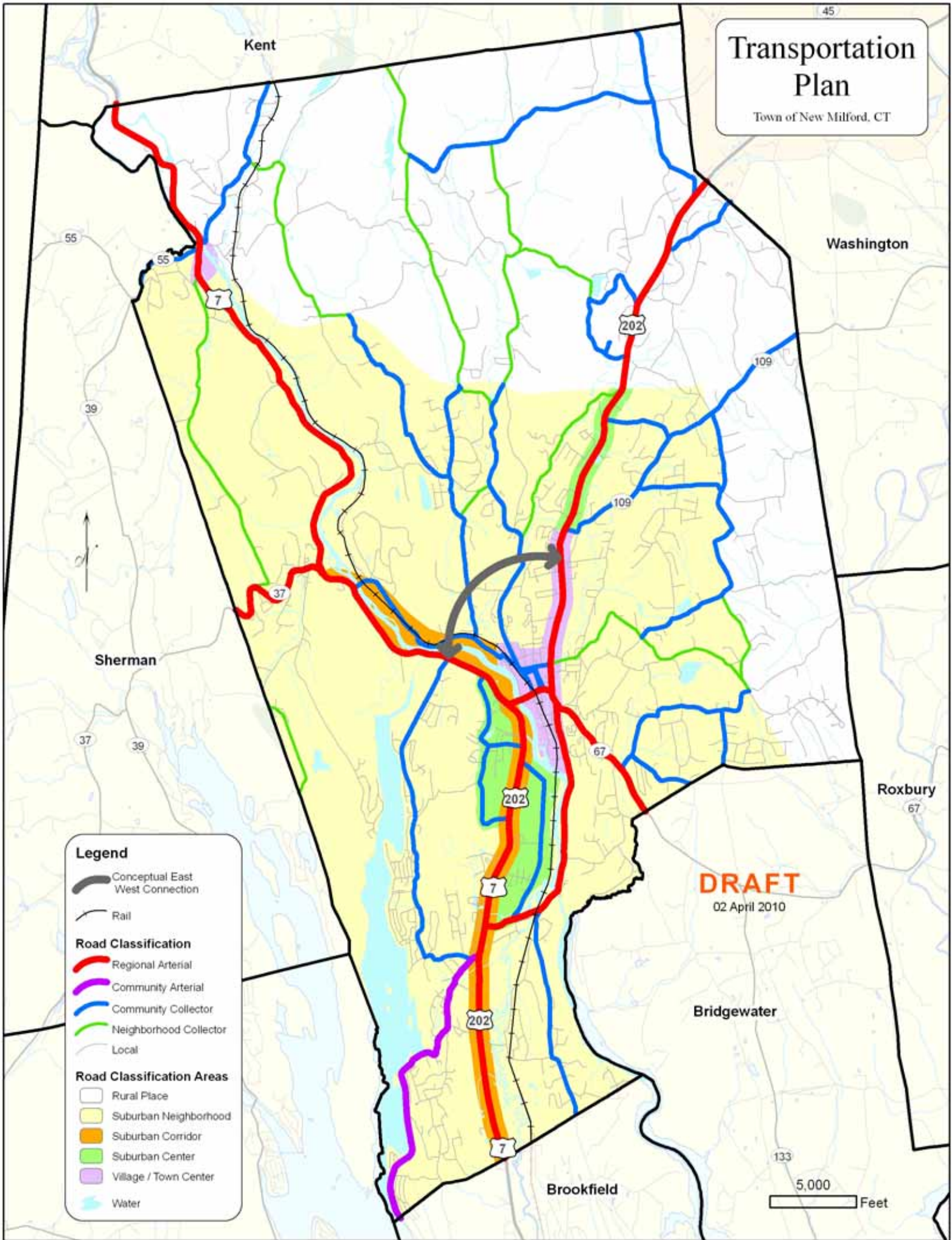
Reclassifying New Milford’s roads in accordance with this type of system could accomplish the following:

- Provide more nuanced guidance on the types of improvements most appropriate for a road based on the existing and desired character of the area.
- Better align the road’s classification with zoning and desired development levels.

The proposed road classification system is illustrated on the following pages.

Transportation Plan

Town of New Milford, CT



Legend

- Conceptual East West Connection
- Rail

Road Classification

- Regional Arterial
- Community Arterial
- Community Collector
- Neighborhood Collector
- Local

Road Classification Areas

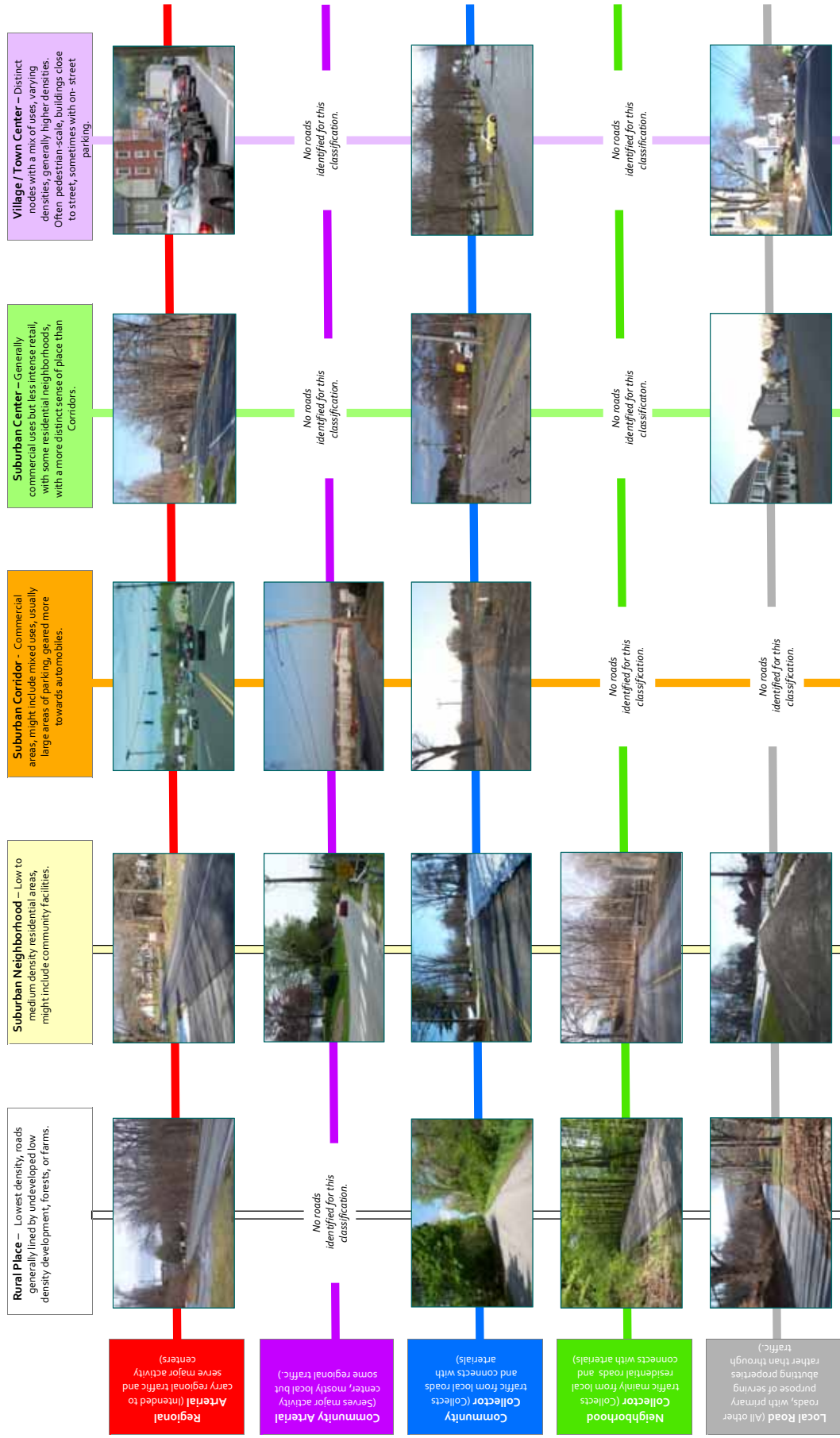
- Rural Place
- Suburban Neighborhood
- Suburban Corridor
- Suburban Center
- Village / Town Center
- Water

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133
5,000 Feet

Possible Road Classification Plan

The following table could serve as a starting point for refining and adopting a context sensitive road classification system for New Milford. The road colors on the map match the row colors and the area colors match the column colors.



"Density" refers to existing or permitted densities. Classification generally based upon the Smart Transportation Guidebook, NJ and PA departments of transportation, March 2008.

Hold for back of Road classification Plan

Circulation

The Housatonic River and topography pose tremendous challenges to improving New Milford's traffic circulation. Most traffic is channeled over the two-lane Veterans Memorial Bridge which is also the gateway to Downtown. Traffic can also cross further south. However, there are no easy ways to travel east-west in the northern part of New Milford. This Downtown congestion causes an inconvenience to drivers, impacts the character of Downtown, and affects bus service.

Ideas to improve east-west connections have been developed, discussed and analyzed since at least the 1950s. The evolution in possible alignments for a limited access Route 7 expressway influenced how past town plans approached improving east-west circulation. Early planning for the expressway proposed crossing the Housatonic River south of Veterans Memorial Bridge. As such, the 1959 Town Plan accounted for this southern by-pass road and proposed another bridge, referred to as the Bennett Street Bridge, in the northern part of Downtown.

The 1972 and 1986 Plans continued to support the connector as part of the Route 7 expressway plan. By this time, the proposed expressway alignment shifted and the river crossing was placed just north of Downtown.

By the time the 1997 POCD was drafted, it was evident that the expressway was not going to be constructed. As such, the POCD no longer supported the concept of a connector. The POCD stated that the Lanesville Connector and Grove Street improvements would help address the Bridge Street traffic issues. The POCD still supported the idea of another bridge near Veterans Memorial Bridge.

Continued local support for the connector led the Town to amend the POCD in 2003 to state support for a connector in the Boardman Road area. It was thought that placing the connector here could provide better access to the nearby industrial land by rectifying problems created by the low railroad overpasses.

Development of an east-west connector requires the support of the State. The Town should be encouraged to work with the State to:

- move forward with this project, or

- seek other solutions.

In the meantime, there are other projects and initiatives that could affect overall circulation in New Milford. These include:

- The widening of Route 7.
- The Grove Street realignment project, which is underway.
- The re-establishment of passenger rail service to New Milford.
- The desire to eliminate the Young's Field road intersection with Bridge Street.

Some of these projects might improve circulation. The potential positive and negative impacts of these projects must be understood before determining the most effective approach to improving circulation.

Improving circulation will not be an easy task and it will require funding to implement the solution, whether the solution is a new bridge, a new road or other improvements. But addressing local circulation problems is critical. Continued congestion will negatively impact downtown and hinder the Town's ability to guide desirable growth to appropriate locations. The Town might re-examine through-truck bans on certain roads to help alleviate congestion in the Downtown.



Bridge Street traffic.

To move forward, the Town may need to:

- Determine likely future traffic conditions based on projects that are underway or planned.
- Show the potential impacts if no action is taken. Not addressing traffic may have negative impacts on economic development, future housing development, air quality, and quality of life Downtown and throughout New Milford.
- Re-examine past concepts including the latest ideas for the east-west connector in the Boardman Road area.
- Gain local, regional and State support for the project that will address congestion issues in the most cost-effective manner.

Determining the desired future road system is an important component in a Plan of Conservation and Development. Discussions regarding this system and how to move forward will be necessary.

Local Road Maintenance

The DPW has adopted a pavement management system which helps to determine the most cost-effective manner for maintaining roads and increasing useful life. Other than the need for continued maintenance and improvements, the other major road issues identified by DPW are the east-west circulation challenges describe above.

New Milford has designated a great number of roads as local scenic roads (see p. 51). Additional designations in conjunction with a new road classification system can help improve character and safety.

Access Management

New Milford has incorporated access management and curb cut provisions into its zoning regulations (see p. 70). The Town should continue to manage the number and location of curb cuts and encourage compliance with the *Route 7 and Route 202 Curb Cut and Access Management Plan*.

Ensure roads meet the needs of the community and support desired land use patterns:

1. Consider updating the road classification system to account for future land use goals and the character of New Milford.
2. Address congestion issues by improving circulation:
 - a. Assess the cumulative impacts that planned and proposed road projects will have on congestion.
 - b. Move forward with identifying a feasible and appropriate approach to improving east-west connectivity.
3. Continue to minimize curb cuts and implement the curb cut and access management plan.

Rail and Bus Service

The Town is well positioned to provide transit options to residents and workers with intra- and inter-town bus service and the possible re-establishment of passenger rail service.

Passenger Rail

Planning for re-establishing rail service in New Milford is underway. Passenger rail service would better connect New Milford to jobs in Fairfield County and New York City and reduce trips in single occupancy vehicles along Route 7. Current studies by ConnDOT estimate that just over 600 passengers would board at a New Milford station.

The Town shall continue to support the re-establishment of passenger rail service and work with the State to determine the best location for the station. A Downtown location would be consistent with smart growth and transit oriented development principles. It would offer many advantages - having an active railroad station in or within walking distance to the Downtown could help support the desired community structure by attracting new housing and businesses to Downtown. Issues such as traffic and parking would need to be addressed during the station planning process.

Bus and Paratransit

Housatonic Area Regional Transit (HART) provides fixed route and paratransit service (door-to-door service) in New Milford.

Fixed routes serve Downtown, the New Milford Hospital, and destinations along Route 7 such as shopping centers and the High School. Bus service also connects New Milford to Brookfield and Danbury. In recent years, HART extended service into evening hours and on Sundays to better meet workers' needs in New Milford.

The Town provides paratransit service to elderly and disabled residents. The Town's service is complemented by HART's paratransit service, called "SweetHART." Altogether, the services provide transportation to residents age 60 and over and to disabled residents.

Addressing the impacts of congestion on bus service may be the most critical bus service issue to resolve. According to HART, congestion has directly impacted bus service; they have had to adjust routes

and drop service in some locations (e.g., at Kimberly Clark) because the delays caused by congestion could not be overcome. As growth in New Milford continues, it will be critical to determine how to minimize congestion impacts on bus service (i.e., address the circulation situation). It would also be desirable to have bus service from New Milford to nearby train stations, such as in Brewster, NY. In addition, when passenger rail service is restored, there may be a need for additional bus service to bring commuters to and from the new station.

Freight Rail

The Berkshire rail line runs north - south through New Milford. ConnDOT and the Housatonic Railroad Company each own portions of the rail line. Currently, a small number of businesses transport their goods via freight trains. Two of these businesses are located in the Pickett District and one is located in the Boardman Road area.

Having the ability to ship freight via rail has benefited New Milford businesses and helps to reduce truck traffic on local roads. Analyses for the restoration of passenger service has indicated that freight service will not be disrupted. The Town should support the shared use of this rail line for continued freight deliveries and for future passenger rail service.

Support transit options:

1. The Town shall support the re-establishment of passenger rail service in New Milford.
2. Continue to support the provision of bus service and paratransit service and expand bus service as necessary.
3. Work with HART to minimize impacts of congestion on bus service.
4. Support the continuation of freight service through New Milford.

Walking and Bicycling

Outside of Downtown and some very low-traffic residential streets, New Milford's road system can be challenging for pedestrians and bicyclists. Most roads do not have large shoulders, sidewalks or pathways. In some areas, traffic volumes are light and people may feel comfortable walking or bicycling on roads. But in other areas, particularly in commercial areas along Route 7, people may not feel comfortable being outside of a car due to speeds, levels of traffic, or the number of curb cuts.

The most logical places to encourage walking are in areas where various types of uses are near one another. This may include areas where a neighborhood, school or park is located near shops or restaurants. Development in these areas should provide space for a future sidewalk or pathway along the frontage. For state roadways, the Town should encourage the State to provide pedestrian amenities when upgrades are undertaken. Zoning regulations could be updated to include criteria for when to require sidewalks (see sidebar).

In some cases, unpaved pathways can connect adjacent businesses or other land uses where it is reasonable to expect that people might walk from one property to the other.

Downtown has a comprehensive sidewalk network in place and it should be maintained. There are a few places where improvements can be undertaken. The 1996 Downtown Plan also recommended creating a pedestrian corridor running from Bridge Street to Boardman Avenue behind the buildings.

Opportunities for biking along greenways and trail corridors could be explored (see Chapter 4). Providing bicycle infrastructure in destination areas such as municipal facilities, schools, Downtown, and commercial areas, is an important component of promoting bicycling.

Potential Criteria for Requiring Sidewalks

Zoning could be updated to require the installation of new sidewalks or pathways during the site plan or subdivision review process when a parcel is:

- Located in a higher density residential zone (R-5, R-8, R-20).
- Located in the VZ, or B1 to B4 zones or within ¼ mile of such zone (may wish to exempt Northville commercial areas).
- Within ¼ mile of a public school.

Other factors, such as areas with past pedestrian injuries, areas known to generate pedestrian traffic, or proximity to recreational areas could also be considered.



A pedestrian at Route 7 / Bridge Street intersection.

Improve the viability of walking and bicycling around Town:

1. Maintain and expand sidewalks Downtown.
2. Look for opportunities to provide space for future sidewalks or pathways when land is developed.
3. Create greenways, trails, and bikeways that connect destinations.

Utilities

Sewage Disposal

The Sewer Commission, which serves as the Water Pollution Control Authority, oversees New Milford's sewer system. The most recent New Milford Waste Water Facilities Plan, approved by the CT Department of Environmental Protection (DEP) in 2006, sets the framework for expanding the sewer service area, extending sewer lines and increasing the capacity of the treatment plant.

Sewer Service Areas

The State requires sewer service area expansions to be consistent with the State Plan of Conservation and Development. The DEP generally will not approve expansions of sewer systems into conservation or preservation areas. This policy gives added importance to local sewer service planning.

In New Milford, the Sewer Commission has determined the future service areas based on economic development goals and public health issues, as outlined in their *Facilities Plan*. The sewer service area map was approved by the Planning Commission in 2006 and submitted to the State.

The sewer service area designation does not necessarily mean that all properties within the designated area have sewer service. Rather it means that it is the Sewer Commission's policy that properties within the designated area may hook up to the sewer system. Conversely, it is the Sewer Commission's policy that sewers will not be extended to areas outside of the sewer service area.

In terms of expansions within the service area, extension of sewer service south on Route 7 has been completed, except for the construction of three pump stations that have been designed but not yet built.

Outside of the designated sewer service area, 15 areas have been identified as "Areas of Need Outside of Sewer Area" due to public health concerns (i.e., septic system issues). If the sewer service area is expanded to include these areas, the Town should ensure that such extensions have controls in place so that the sewer does not induce growth in areas and at densities that are not consistent with the POCD. Controls can include a sewer allocation program, where a set amount of

sewer discharge is allocated to properties. Ideally, the allocations would be based on this POCD.

Sewer Capacity

The current Wastewater Treatment Facility, located on West Street, is designed to handle a daily flow of 1.02 million gallons per day (mgd). The soon-to-be-built new plant will have a capacity of 2.0 mgd to accommodate flow from future residential, industrial and commercial uses and from all 15 problem areas located outside of the current sewer service area. The project will also address water quality issues by meeting or exceeding State and Federal water quality standards and reducing nitrogen and phosphorus levels.

On-Site Waste Water Disposal

All other areas of New Milford rely on septic systems and are considered to be sewer avoidance areas. According to the *Facilities Plan*, this amounts to 77% of residences in New Milford. Issues related to septic systems, such as exploring the idea of mandatory pump outs are outlined in Chapter 4.

Water

Water is provided by United Water, by private water systems or by private wells.

According to United Water, they provide water to the following number of customers in New Milford: 679 commercial and industrial customers; 37 public authorities; and 2,990 residential customers (an estimated 8,000 people).

United Water has six wells that supply water to New Milford customers. Three wells are located at the Indian Field well field, off of Route 7. The other three are located at the Peagler Hill Road well field. The Town has completed level A aquifer mapping for both well fields. United Water plans to abandon one well at Indian Field due to potential contamination from the nearby salt storage (though the salt storage is now covered). United Water does not anticipate problems adding a new well on the same site.

Water system expansions are generally funded by developers / land owners that wish to hook up to the system. Future water system projects include building a new pump station at Candlewood Point and completing the relocation and update of pipes as Grove Street is realigned. United Water also has been tying smaller community systems into its system.

United Water stated that they can meet current and future needs and, if additional water supplies are necessary, they believe that adequate supplies exist in New Milford. Overall, preventing contamination of water supplies may be the greatest long term need. As discussed in Chapter 4, protecting aquifers and future water supplies will be important to meet future water demands.

Drainage

Addressing drainage in New Milford is a challenge. In addition to fragmented jurisdiction over drainage review and enforcement, New Milford's topography exacerbates drainage issues.

As discussed in Chapter 4, the Town may consider adopting a Town drainage policy to provide consistent guidance and standards to all boards and applicants. Currently, drainage requirements and standards are found in the Town Road ordinance, the subdivision regulations and in the zoning regulations.

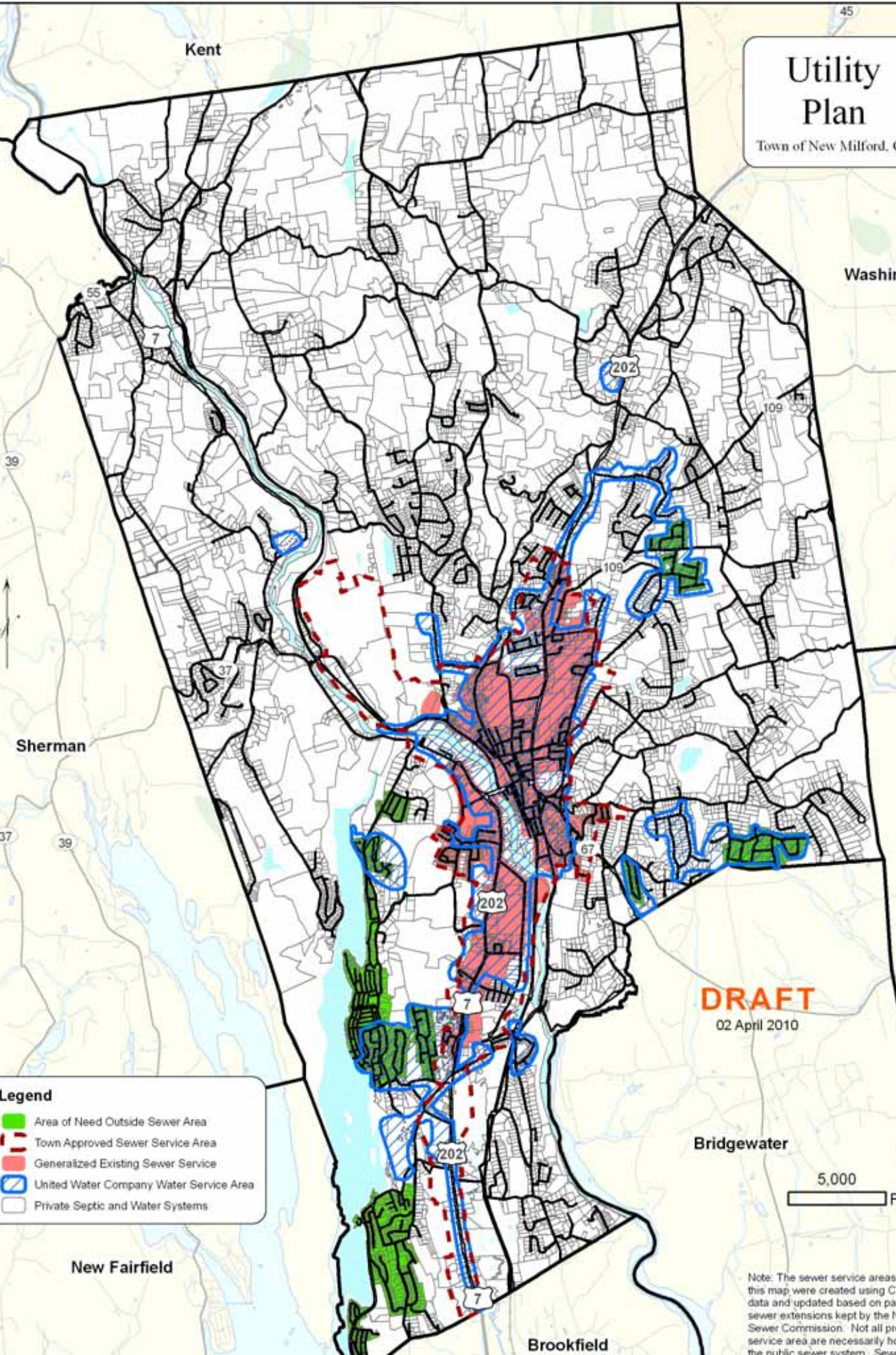
It is important that the Town work to develop a clear drainage policy that minimizes drainage problems and provides clear and consistent guidance to local officials and applicants, and provides a universal set of standards.

Reducing the amount of storm water runoff in the Town's drainage system can also minimize problems. Techniques to reduce runoff, such as through Low Impact Development, were discussed in Chapter 4.

In terms of maintaining drainage structures, the Department of Public Works is developing a management system which will allow the tracking of maintenance needs for the Town's drainage infrastructure. This can help the Town target needed repairs and upgrades in a more efficient manner.

Utility Plan

Town of New Milford, CT



Sherman

Washington

Roxbury

DRAFT

02 April 2010

Bridgewater

5,000 Feet

New Fairfield

Brookfield

Note: The sewer service areas depicted on this map were created using CT DEP 1998 data and updated based on paper maps of sewer extensions kept by the New Milford Sewer Commission. Not all properties in the service area are necessarily hooked up to the public sewer system. Sewer Service Areas based on February 2005 Wastewater Facilities Plan mapping.

Electricity

Generation

The Housatonic River and its impoundments generate electricity for New England. GDF Suez owns and operates hydropower facilities that are wholly or partially located in New Milford. The facilities are:

- Rocky River – The station is located in New Milford and the water impoundment (Candlewood Lake) is located in New Milford and three other communities.
- Bulls Bridge – The station is located in New Milford, but the water impoundment is located in Kent.
- Shepaug – The impoundment (Lake Lillinonah) is located in New Milford, but the station is in Southbury.

The Federal Energy Regulatory Commission (FERC) licenses the operation of these facilities. The latest license was issued in 2004 and provides for the continued operation and maintenance of the hydropower facilities in order to meet a projected increase in energy demand in New England. Future expansions, which have not been identified at this time, would require the FERC license to be modified. The license is complex and includes mitigation measures such as the provision or enhancement of recreation areas. It is important that the Town continue to participate in the re-licensing process when it does occur.

Transmission and Distribution

Connecticut Light and Power (CL&P) owns and operates electrical transmission facilities in New Milford. According to CL&P, New Milford generally is supplied by six feeders originating at the Rocky River substation. There are also three feeders specifically dedicated to an industrial use.

Planned short term upgrades that will directly impact customers in New Milford are: increasing the capacity of the feeders leaving the substation and rehabilitating another feeder. These projects are scheduled for completion in 2010. Longer term, based on CL&P's forecasts and load projections, the Rocky River substation will not exceed its capacity rating until 2018. To accommodate load growth in New Milford, CL&P anticipates it will install a third power transformer at Rocky River along with

associated feeders. Other than this long range plan, there are no other major substation additions or land acquisitions anticipated in New Milford.

Natural Gas

Yankee Gas provides natural gas service to the following areas in New Milford: Danbury Road as far north as Veterans Memorial Bridge; some parts of Downtown, including the New Milford Hospital; Housatonic Avenue up to Medinstill; Young's Field Road; and Pickett District. In most cases, a property owner would need to pay for an extension of the gas line to serve the property. In some cases, Yankee Gas will finance the extension if it will see a return on the investment. No long term needs or capacity issues related to natural gas service were identified.

Other Communications

Telecommunications

Residents, businesses and emergency providers will continue to depend more on wireless communications. Currently, providing full wireless coverage in New Milford is difficult due to the topography and as noted earlier, there are dead spots which impact emergency communications.

Cable Television

Issues related to cable service and availability were not identified.

Address utility needs:

1. Ensure that sewer service area expansions do not induce growth in locations and densities inconsistent with the POCD.
2. Protect existing and future water supplies.
3. Consider adopting a town drainage ordinance to ensure consistent review and standards and to clarify enforcement responsibilities.
4. Encourage the latest communications technologies to be installed / made available in New Milford.