



Tighe & Bond

PLAN OF CONSERVATION AND DEVELOPMENT

Town of Thomaston, Connecticut

2014

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Appendices**Appendix A:** Public Forum Meeting Minutes

- 8/21/13 Public Forum
- 11/20/13 Public Forum

Appendix B: Community-Wide Survey & Summary of Responses

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Section 1

Introduction

Thomaston encompasses approximately 12.2 square miles and is located in west-central Connecticut, approximately 25 miles west of Hartford at the southern border of Litchfield County, and is bordered by Litchfield and Harwinton to the north, Plymouth to the east, Watertown and Morris to the west and Waterbury to the south (Figure 1-1). The Town is located within the planning region of the Naugatuck Valley Council of Governments (NVCOG), consisting of nineteen towns in west-central Connecticut (Figure 1-2).

1.1 What is a Plan of Conservation & Development (POCD)?

The Thomaston Planning and Zoning Commission is charged, under Connecticut General Statutes section 8-23, with updating the Plan of Conservation and Development (POCD) for the Town of Thomaston every ten years. This document serves as the framework for land use policy, town-wide planning, and zoning regulation in the Town of Thomaston for each ten year cycle. The last POCD was developed in 2004, expiring in 2014. This 2014 POCD is effective for the years 2014-2024.

A POCD is a community's "blueprint" for the future. It is the broadest policy document that the Town of Thomaston will have to guide decision-making on development, conservation, and zoning regulation over the next ten years and beyond. This Plan provides an update on accomplishments since the 2004 POCD, analyzes existing conditions, identifies anticipated trends for the future, and compares this information with the identified goals and vision for Thomaston to determine recommendations for future actions. The process of creating the POCD helps to answer the following critical questions:

- What kind of a community does Thomaston want to be in the future?
- What does the Town need to do about it today?

Section 8-23 of the Connecticut General Statutes (CGS) and Public Act No. 07-239 outline a series of elements that must be addressed in each municipality's POCD. This POCD is generally organized according to the required elements to ensure that the Plan meets the requirements set forth by the state.

1.2 Why Prepare a POCD?

Having an up-to-date POCD serves two primary purposes: 1) the POCD provides a blueprint for future decision making in the Town; and 2) the POCD is a prerequisite for Thomaston's eligibility for discretionary state funding. Section 8-23 of the CGS requires that each municipality in the state adopt a POCD at least once every ten years. Public Act No. 07-239 Section 3(b) made municipalities potentially ineligible for discretionary state funding if they were not in compliance with the 10-year POCD update requirement.

Figure 1-1
Thomaston Aerial Photograph

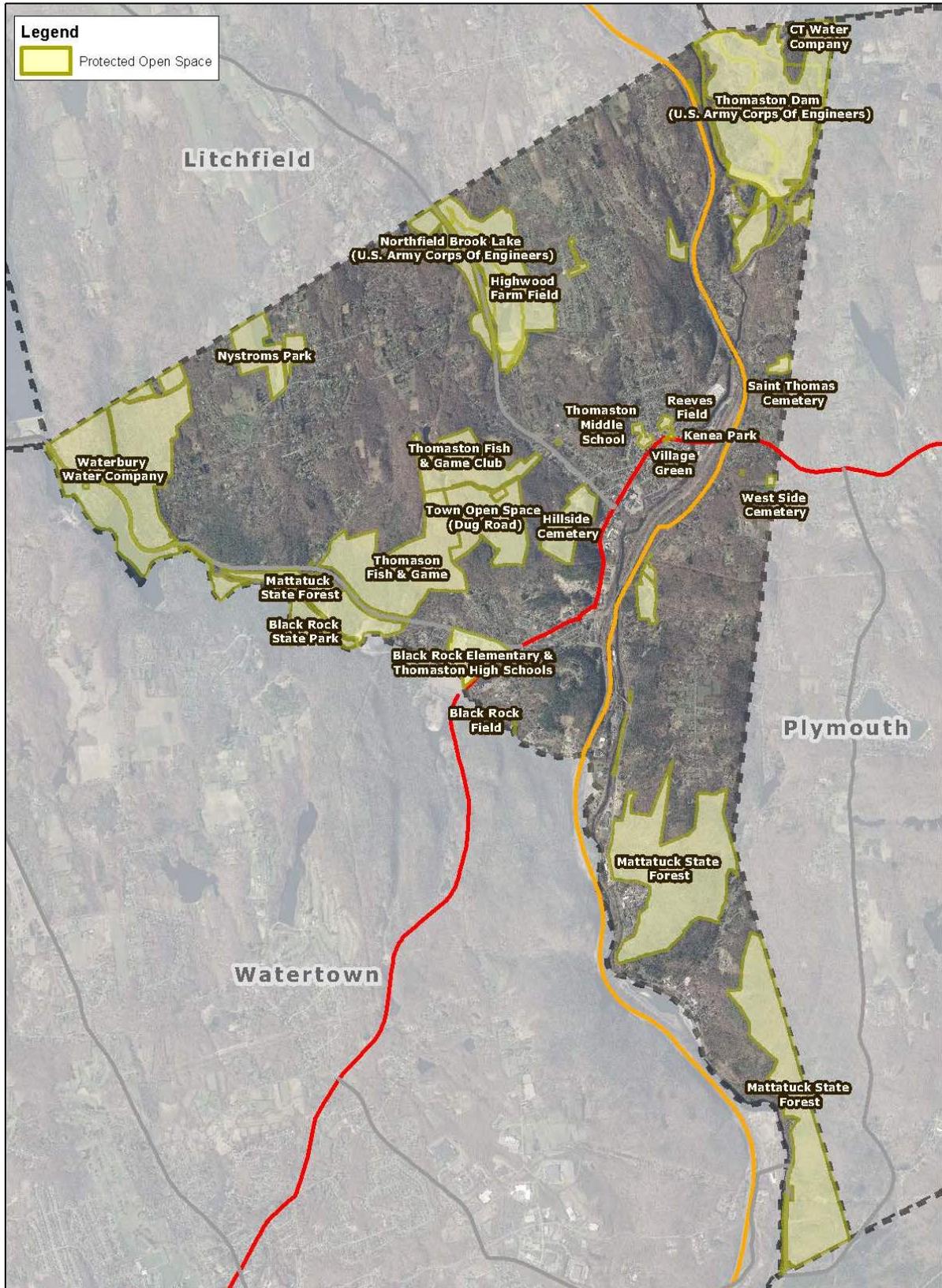
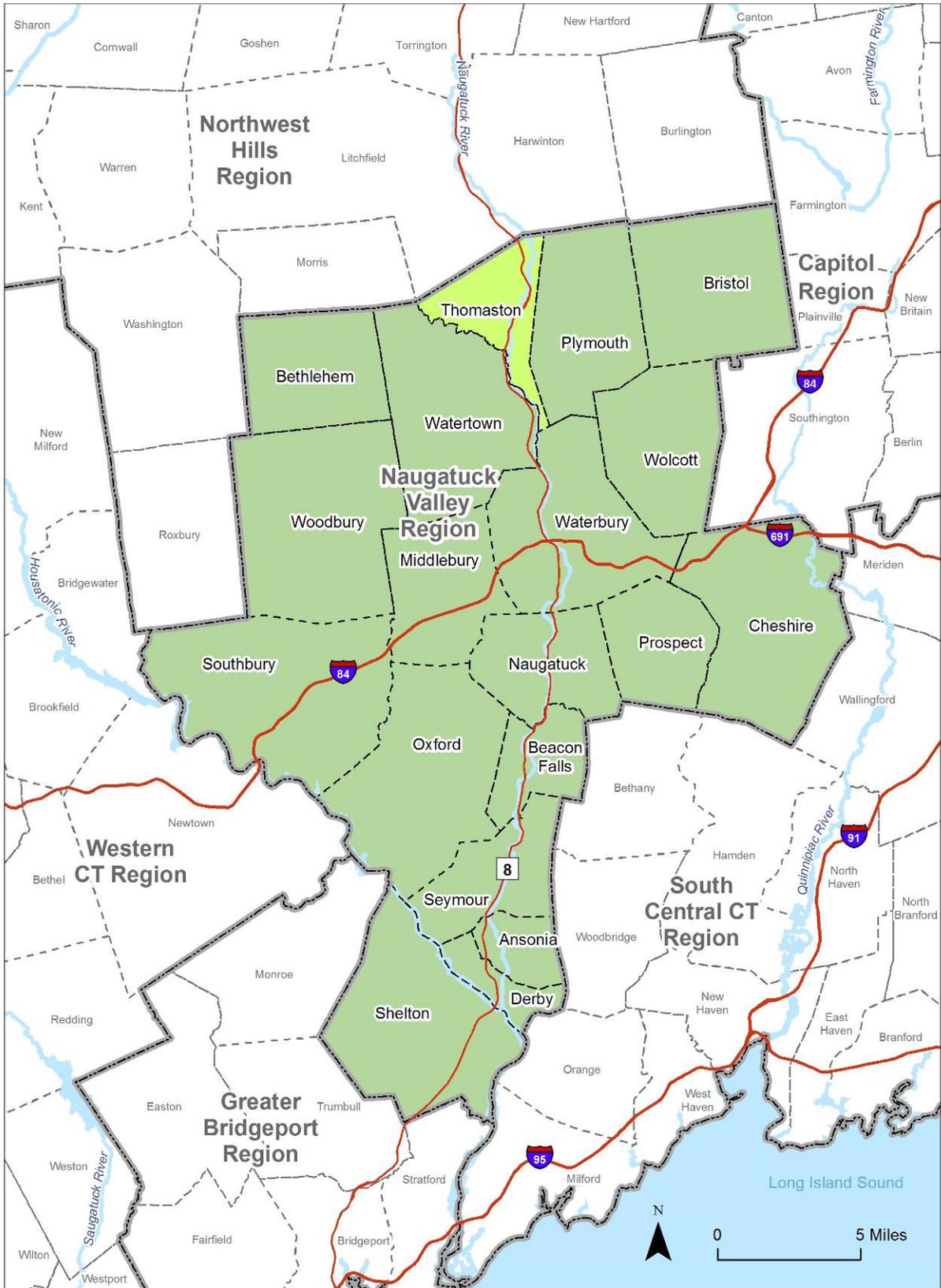


Figure 1-2
Naugatuck Valley Region



1.3 How Will the Plan be Used?

The POCD provides a framework for guiding growth and municipal decisions to promote the community goals and vision. Once adopted, recommendations from the POCD will be forwarded to municipal staff, boards and commissions for implementation. Proposed changes to the Zoning Regulations and municipal improvement projects will be reviewed for consistency with the POCD. The POCD will also be reviewed when considering funding sources for implementing recommendations. While the POCD recommendations are advisory, the recommendations and considerations developed through the comprehensive planning exercise provides a thoughtful foundation for future Town decisions.

1.4 Relationship Among the Local, Regional and State Plans

The POCD was reviewed for consistency with the both the Council of Governments of Central Naugatuck Valley (COGCNV) "2008 Regional Plan of Conservation and Development" as well as the Connecticut Office of Policy and Management "Conservation & Development Policies: The Plan for Connecticut 2013-2018." This consistency review is discussed in Section 11.

1.5 POCD Process

In an effort to more closely engage the concerns of multiple boards, commissions, and residents, the Planning and Zoning Commission voted to create an ad-hoc Committee, formally known as the "Town of Thomaston Plan of Conservation and Development Steering Committee," to undertake the drafting of the changes and updates to the 2004 Town of Thomaston POCD. The members of the POCD Steering Committee are:

Regular Members:

Thomas Mueller, Chair
Rebecca Guay, Vice-Chair
Ralph Celone, Secretary
Brian Dayton
Peter Smith
Ken Koval
Luke Freimuth

Alternate Members:

Christine Yoos
Robert Carr
Tim Clark

Business Liaison:

Dave Barberet

Staff Liaison:

Jeremy Leifert - Land Use Administrator

Former Members:

Robert Flanagan
Joe Fainer

1.5.1 POCD Steering Committee Meetings

The POCD Steering Committee was instrumental in guiding the POCD process to address key issues and to incorporate the public at large into the process, through development of a community survey, public forums, word of mouth, and press. This committee held monthly public meetings from July 2012 through June 2014 specifically to discuss and draft the POCD update.

1.5.2 Public Forums

Two public forums were held to elicit public input into the direction of the POCD. The first public forum was held on August 21, 2013 and sought input on the issues facing the community. The second forum was held on November 20, 2013 to seek input on the proposed goals of the Master Plan. Minutes from each of these forums are provided in Appendix A.

1.5.3 Community Survey

Thomaston residents and business owners had the opportunity to comment on a variety of issues concerning Thomaston through a community survey. This survey was available on-line, through a link from the Town's website, as well as through hard copies available at the Town Hall from December 2012 through September 2013. In total, 148 responses were received. A copy of the survey and a summary of the responses are provided in Appendix B.

1.5.4 Required Reviews

Further review of the POCD was completed as required by Sections 8-23 of the CGS and Public Act No. 07-239:

- June 24, 2014 through October 1, 2014: Public hearings were held by the Planning and Zoning Commission to adopt the POCD.
- July 15, 2014: A copy of the POCD was submitted to the Board of Selectmen for review and comment.
- July 18, 2014: A copy of the POCD was submitted to the Naugatuck Valley Council on Governments for review and comment.
- July 18, 2014: The POCD was posted on the Town of Thomaston's website for public review and comment.
- The Final POCD will be posted on the Town of Thomaston's website. A copy of the POCD will also be submitted to Connecticut Office of Policy and Management prior to December 31, 2014.

Section 2

Thomaston History

2.1 History of Thomaston

Thomaston was originally part of the Farmington Proprietor's purchase of the Mattatuck Plantation (Waterbury) in 1664. The Thomaston area settlers formed their own church society in 1739 as the Northbury Parish. Northbury and Westbury united in 1780 to form Watertown. In 1795 Northbury again separated to become Plymouth. The old village (Thomaston) section was known as Plymouth Hollow. The early history of Thomaston is centered on a young entrepreneur, Seth Thomas, who in 1807 began working for Eli Terry in Plymouth making clocks. In 1813, Thomas bought a mill in Plymouth Hollow to



Kenea Park
Photo by: Patrick Martin

manufacture his own clocks. Seth Thomas had a significant impact upon the local economy and appearance of the Town. In 1834 Seth Thomas built a new plant on the corner of Elm Street and Main Street, used as a cotton mill, the movement shop, and the tower clock factory. By 1856 Thomas was labeling his clocks with "Thomas Town". He was the driving force behind the routing of the Naugatuck Railroad through Plymouth Hollow, linking Thomaston with a transportation hub and the brass mills in Waterbury.

On July 6, 1875, Thomas Town and Plymouth Hollow became Thomaston in memory of Seth Thomas and the separation from Plymouth was confirmed by the State Legislature. Thomaston soon after entered a period of change fueled by industry. The first brick building was constructed in 1866 (American Hall), followed by the Morse Block (1876), Bradstreet Block (1877), the Town Hall (1883) and the Opera House (1884). During this time period, the Town transitioned from a wooden structure to a brick and mortar based downtown.

The Seth Thomas Clock Company continued to become internationally known and have a major impact on the growth of the town. As the Company grew, other additions were added to the complex of buildings and the company soon occupied three major sites: the movement shop and Tower Clock Division on Elm Street, the marine and watch shop on Marine Street, and the case shop on South Main Street. In 1915 the Seth Thomas building was erected on the corner of South Main and Elm Streets. Other local industries that supported Thomaston's growth include Thomaston Knife Company, Plume & Atwood, Oris Manufacturing Company, Eclipse Glass Company, and the Hallden Machine Company. Thomaston's community character incorporates the architecture of its historical



Seth Thomas Building
Photo by: Patrick Martin

beginnings. In recognition of the importance of these historic structures and buildings on the Town's community character, the Thomaston Opera House, Trinity Church, Hose, Hook and Ladder Truck Building, and the Reynold's Bridge have been placed on the National Register of Historic Places.

Today, the Town continues to be home to many small and medium-sized manufacturers. The original clock factory has now become a vibrant industrial park and is home to more than 20 tenants, employing nearly 500 people, many of whom work in skilled manufacturing trades. The current owners have expanded the site from 275,000 square feet to nearly 312,000 over the past decade to accommodate growth and demand for industrial and manufacturing space.

Development in Thomaston has been restricted by natural features, including steep topography, wetlands and the Naugatuck River, Northfield Brook, Lead Mine Brook, and Black Rock Brook. After the flood of 1955, the Army Corps of Engineers constructed dams on each of these waterways. Because of these flood control projects, approximately 16.5% of land in Thomaston is under the ownership of or administered by the State of Connecticut or the federal government. The state and federal open space lands, as well as the natural constraints, limit the areas for development in Thomaston, and are a significant consideration in the planning process for the Town.

For further reading, refer to these selected works on the history of Thomaston:

Gangloff, Rosa. *The Story of Thomaston: It's Origin and Development*. Waterbury, CT: Speed Offset Printing, 1975. Print.

Wassong, Joseph Jr. *Images of America: Thomaston*. Portsmouth, NH, Charleston, SC, Chicago, San Francisco: Arcadia Publishing, 2003. Print.

Brinkley, Douglas and Julie M. Fenster. *Parish Priest: Father Michael McGivney and American Catholicism*. New York, NY: HarperCollins, 2006. Print.

Section 3

Demographic Trends

This section provides a general overview of the existing conditions and trends affecting Thomaston's demographics to provide a context for the POCD and future recommendations.

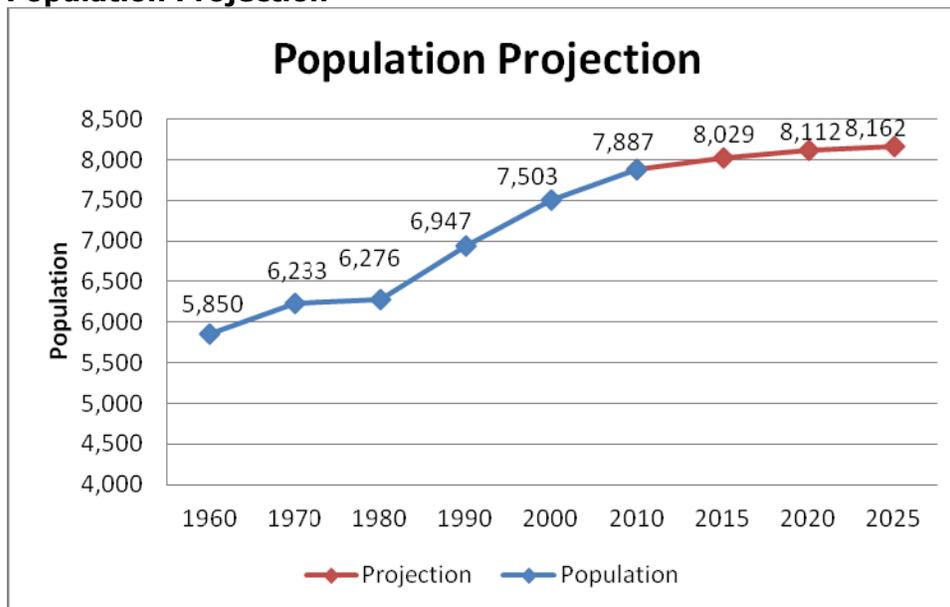
3.1 Population Trends

Thomaston's population has steadily increased since the early 1900s, with a significant population increase occurring from 1980 to 2010. Most recently, according to U.S. Census Data, the Town of Thomaston population in 2010 was 7,887 people. However, as noted below, the Town's population growth is expected to slow in the near future, with a higher percentage of the population being greater than 65 years old.

3.2 Population Projections

As shown below on Figure 3-1, population projections through 2025 from UCONN's Connecticut State Data Center indicates that population growth will slow and begin to level off in the upcoming decades.

FIGURE 3-1
Population Projection¹



¹ U.S. Census of Population, 1970: Final Population Counts (PC(V1)-8), Connecticut. Advance Report. Table 3: Population of Towns and Places: 1970 and 1960.

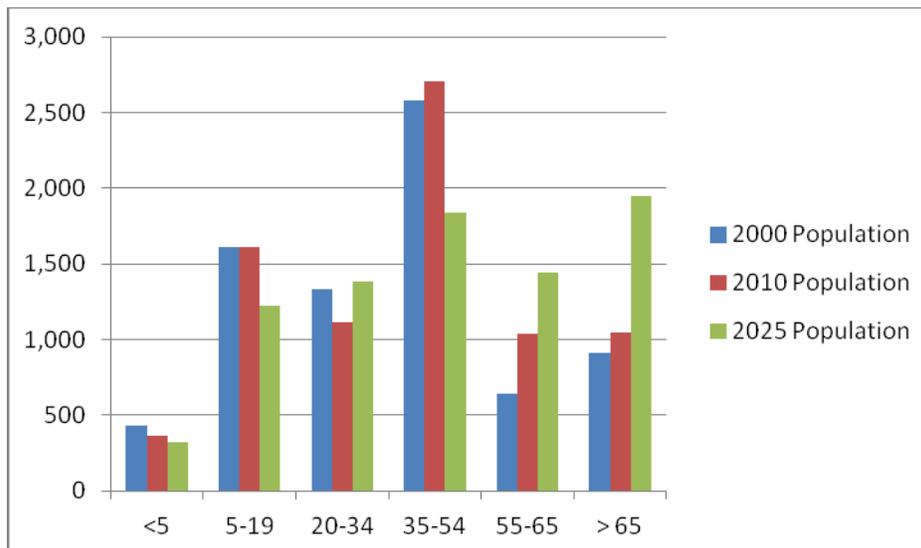
Council of Governments of the Central Naugatuck Valley. *CNVR Total Population, by Municipality: 1980-2010*. N.p.: Council of Governments of the Central Naugatuck Valley, n.d. PDF.

Connecticut State Data Center at the University of Connecticut Libraries Map and Geographic Information Center - MAGIC. (2012). *2015-2025 Population Projections for Connecticut at Town level - November 1, 2012 edition*. Web. <http://ctsdc.uconn.edu/projections.html>.

3.3 Age

As shown on below Figure 3-2, the fastest growing age cohort has been the 55-65 age group. This cohort experienced a 62% increase from 2000 to 2010. The under 5 and 20-34 cohorts both experienced a 15% decrease over the last decade, reflective of the aging population. The 35-54 cohort experienced 5% growth over this same time period. This may indicate that young adults are leaving town once they graduate from high school or do not return after graduating from college. This may impact the types of municipal services the Town chooses to focus on in the future. If this trend continues, Thomaston may be a different community in the future. People in the baby boom generation (those born between 1946 and 1965) will be over age 65, resulting in an increase in the demand for elderly services such as a need for a variety of housing options and programs and activities for older residents. As the elderly population leaves the workforce, the ability of these individuals to retain larger homes may be affected and increase the need for more efficient housing options. The Town's tax base may be affected by a potential shift in housing needs.

FIGURE 3-2
Population Distribution in Thomaston by Age 2000, 2010, and 2025²



As noted in the above figure, this trend is anticipated to continue through 2025, where the largest segment of the population (24%) will be comprised of individuals over the age of 65. Based on this, future population growth will likely occur via migration to and from Thomaston as opposed to a natural increase. The trends in Thomaston are consistent with the anticipated trends in the region. If this trend continues, it could also lead to a decline in regional working-age population which may impact Thomaston and the region's economic growth.

² Council of Governments of the Central Naugatuck Valley. *Age Distribution of CNVR Population, by Municipality: 2010*. N.p.: Council of Governments of the Central Naugatuck Valley, n.d. PDF.

US Census Bureau, Census 2000 and 2010.

3.4 Ethnic and Racial Composition

According to 2010 Census Data, 96.8% of Thomaston residents identified themselves as white, 0.4% as Black or African-American, 0.3% as American Indian and Alaska Native, 0.8% as Asian and 1.8% as some other race or combination of races. The number of individuals identifying themselves as Hispanic increased from 1.5% of the total population in 2000 to 2.6% of the total population in 2010. Other than individuals who identified as multiple races, the largest percentage population increases from 2000 to 2010 were seen in those who identified themselves as Asian and American Indian. Within the total number of those who identified as Asian, the largest increase was in those who identified as Filipino (5 in 2000 and 25 in 2010). The largest percentage decrease from 2000 to 2010 was observed in those who identified as African-American.

**Table 3-1
Thomaston and Central Naugatuck Valley Region Racial and Ethnic Composition³**

Race	Thomaston 2000		Thomaston 2010		CNVR 2010
	Population	% of Total	Population	% of Total	% of Total
White	7,342	97.9%	7,631	96.8%	79.4%
African American	45	0.6%	34	0.4%	9.2%
Asian	37	0.5%	60	0.8%	2.2%
American Indian	8	0.1%	26	0.3%	0.3%
Other Race	31	0.4%	53	0.7%	6.1%
2 or More Races	40	0.5%	83	1.1%	2.7%
Total Population	7,503	100%	7,887	100%	100%

Table 3-1 compares the percent of total population by race of Thomaston to the total population of the Central Naugatuck Valley Region (CNVR), comprised of Waterbury, CT and twelve surrounding municipalities⁴. As indicated in Table 3-1, Thomaston has become more diverse over the past decade; however, Thomaston remains less diverse than the surrounding region.

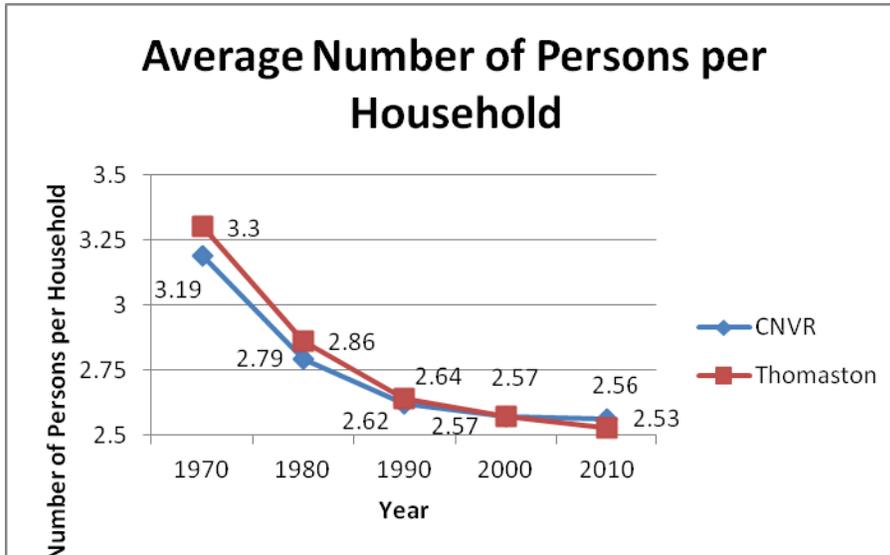
3.5 Households

As shown below on Figure 3-3 the average household size in both the CNVR and Thomaston has declined over the past five decades. Thomaston's average household size was greater than or equal to that of the surrounding region from 1970 to 2000. From 2000 to 2010, the region's average household size appears to level off; however, Thomaston's has continued to decline. This trend is reflective of smaller family sizes and more people living alone.

³ Council of Governments of the Central Naugatuck Valley. *Total Population, by Race, of CNVR Municipalities: 2010*. N.p.: Council of Governments of the Central Naugatuck Valley, n.d. PDF.

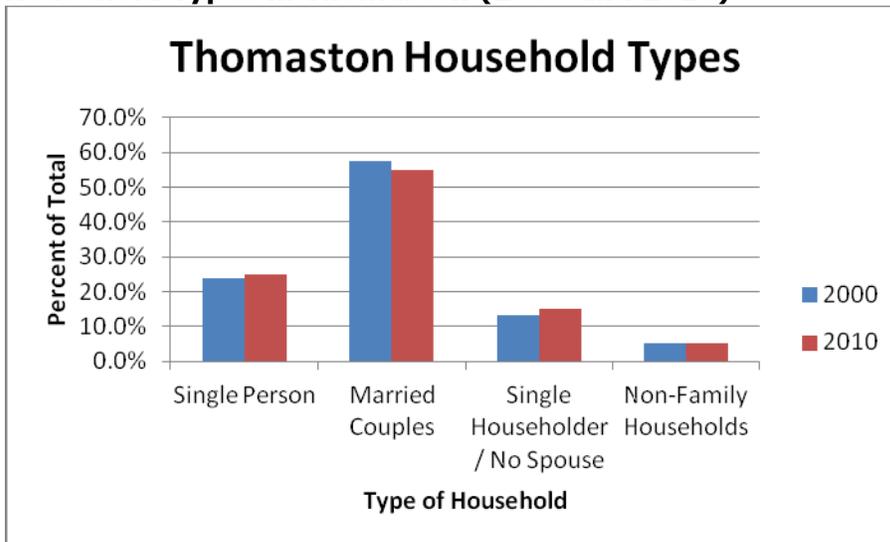
⁴ CNVR comprised of Beacon Falls, Bethlehem, Cheshire, Middlebury, Naugatuck, Oxford, Prospect, Southbury, Thomaston, Waterbury, Watertown, Wolcott and Woodbury

Figure 3-3
Average Number of Persons per Household (1970-2010), CNVR and Thomaston⁵



Though the average household size has declined over the past decade, the total number of households in Thomaston increased from 2,916 in 2000 to 3,108 in 2010. Figure 3-4 below depicts the types of households that comprise these totals for 2000 and 2010.

Figure 3-4
Household Types in Thomaston (2000 and 2010)⁶



⁵ Council of Governments of the Central Naugatuck Valley. *Household Size in the CNVR, by Municipality: 1970-2010*. N.p.: Council of Governments of the Central Naugatuck Valley, n.d. PDF.

⁶ U.S. Census Bureau, Census 2000 and 2010.

As shown in Figure 3-4, the number of married households in Thomaston declined between 2000 and 2010. During this same time period, the number of single person, single parent householders, and non-family households in Thomaston all increased. The number of non-family households increased at the slowest rate from 5.1% in 2000 to 5.3% in 2010.

3.6 Income

The 2013 COGCNV Report (Profile of the CNVR) report referencing the 2007-2011 American Community Survey 5-Year Estimates, indicates Thomaston's median household income in 2011 was approximately \$64,982. This is approximately \$17,450 less than the average household median income of CNVR communities. Thomaston's 2011 median household income was one of the lowest three in the CNVR region, along with Waterbury and Naugatuck. Oxford, Cheshire, and Middlebury had the highest 2011 estimated median incomes. See Table 3-2 below for a comparison of estimated 1999 and 2011 CNVR median household incomes.

TABLE 3-2
Estimated 1999 and 2011 Median Household Income of CNVR Municipalities⁷

Geographic Area	2011	1999	% Change (1999-2011)	% Change (Inflation Adjusted)
Beacon Falls	\$80,132	\$56,592	41.6%	4.9%
Bethlehem	\$86,891	\$68,542	26.8%	-6.1%
Cheshire	\$109,535	\$80,466	36.1%	0.8%
Middlebury	\$99,679	\$70,469	41.5%	4.8%
Naugatuck	\$63,414	\$51,247	23.7%	-8.3%
Oxford	\$111,122	\$77,126	44.1%	6.7%
Prospect	\$93,631	\$67,560	38.6%	2.7%
Southbury	\$72,177	\$61,919	16.6%	-13.7%
Thomaston	\$64,982	\$54,297	19.7%	-11.3%
Waterbury	\$41,499	\$34,285	21.0%	-10.3%
Watertown	\$81,203	\$59,420	36.7%	1.2%
Wolcott	\$80,529	\$61,376	31.2%	-2.8%
Woodbury	\$86,802	\$68,322	27.0%	-5.9%
CNVR	\$82,430	\$62,432	32.0%	-2.2%
State of CT	\$69,243	\$53,935	28.4%	-4.9%

As shown in Table 3-2, Thomaston and the CNVR region saw an increase in net median household income between 1999 and 2011. However, after adjusting for inflation, Thomaston's median household income decreased over this same time period by 11.3%, a faster rate of decrease than the surrounding region (with the exception of Southbury) and the state of Connecticut. This indicates that income growth in Thomaston is not keeping pace with inflation. This may be attributed to the aging population in Thomaston and an increase in individuals leaving the work force.

⁷ Council of Governments of the Central Naugatuck Valley. *A Profile of the Central Naugatuck Valley Region: 2013*. Rep. Council of Governments of the Central Naugatuck Valley, September 2013. Web. <http://www.cogcnv.org/publications.htm>.

Based on the above data, Oxford appears to be the wealthiest municipality in the CNVR with a 2011 estimated median household income of \$111,122, nearly 1.5 times larger than the CNVR's median household income. The income data reflects a growing income gap where the purchasing power of lower income communities and the households within are being eroded as income is not able to keep pace with growing inflation.

3.7 Poverty

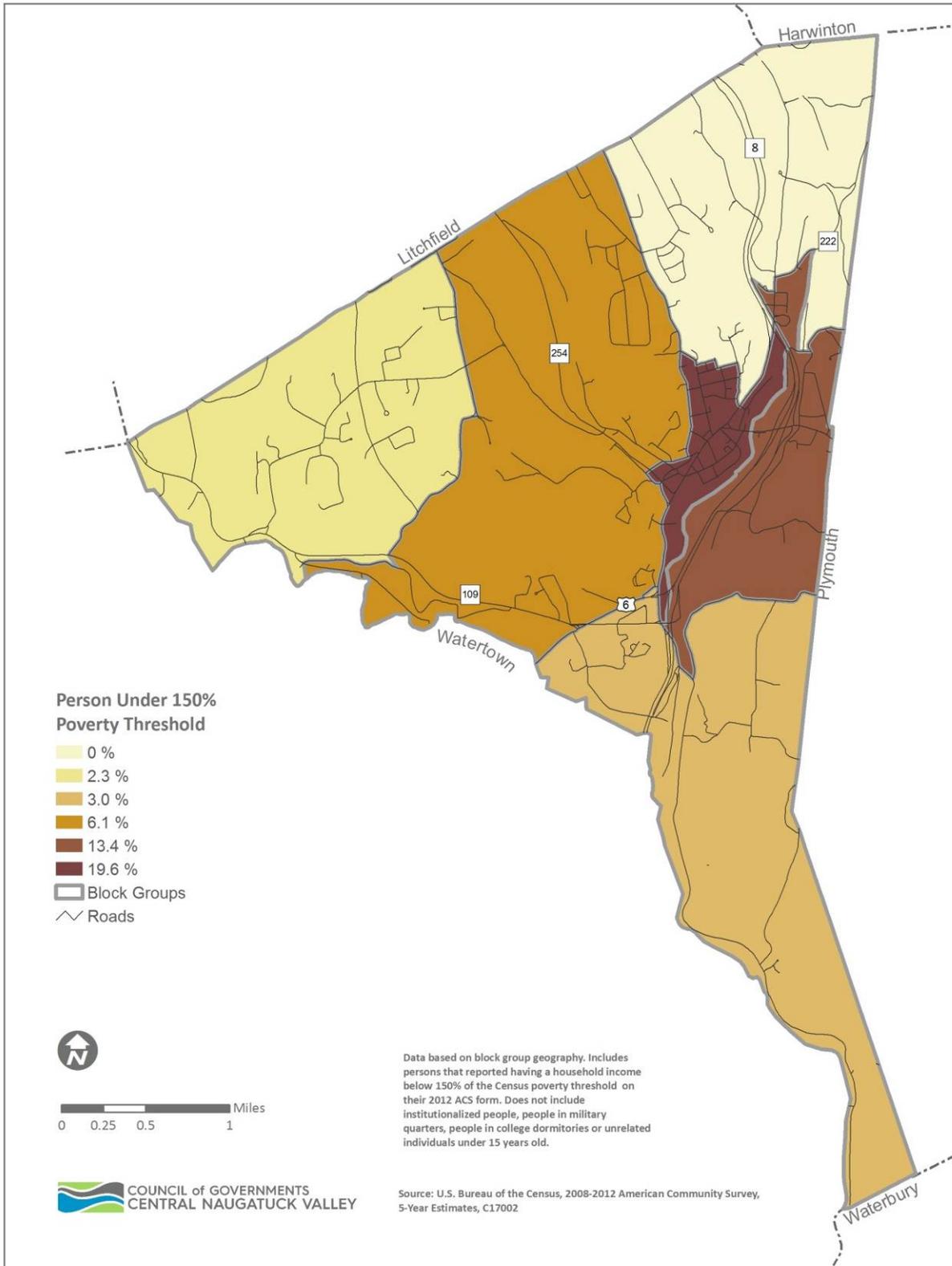
The 150% poverty threshold is generally used to measure persons that are in poverty or on in danger of crossing the poverty threshold. Estimates from the U.S. Census 2007 – 2011 American Community Survey indicate that 10-20% of persons generally located in the downtown area of Thomaston are estimated to have a median household income that falls below the 150% poverty level. This is depicted on Figure 3-5 (Percent of Persons under 150% of Poverty Level: 2007-2011). The same data indicates that the remainder of Thomaston contains 0-10% of persons below 150% of poverty level.

3.8 Major Demographic Trends

The demographic trends observed in Thomaston are typical of similar suburban New England communities. These trends are summarized below.

- Population growth is slowing
- Population is aging
- Household size is decreasing
- Regional income disparity is increasing
- Inflation is overtaking income growth
- Racial and ethnic diversity is increasing within Thomaston, though still lagging behind the region

Figure 3-5
Percent of Persons under 150% of Poverty Level, 2008-2012⁸



⁸ Figure from COGCNV, June 2014.

Section 4

Land Use & Growth Patterns

This section provides a general overview of the existing land use and trends affecting future growth and land use patterns, focusing on the historic, current, and future land uses in Thomaston. Understanding and regulating land uses provides the foundation of a community, guiding the community character and setting the stage for future growth and conservation. This understanding is important when goals, objectives and guidelines are being formulated regarding future growth management and land use decisions. Its purpose is to guide the local government in their approach to managing growth, conservation and changing uses. This section also provides an explanation of how the town has evolved historically so as to provide a framework for future land use while recognizing traditional land uses and community character in the planning process.

4.1 Current Conditions

The Town of Thomaston encounters significant growth challenges as much of the area is undevelopable due to federal or state ownership and environmental constraints. For example, with three federally-owned flood control dams and the State Forest lands, approximately 16.5% of the community is either under the ownership of or administered by the State of Connecticut or the U.S. Army Corps of Engineers. Furthermore, over 33% of land in Thomaston has severe development constraints due to steep slopes and wetland areas.

4.2 Location of Growth

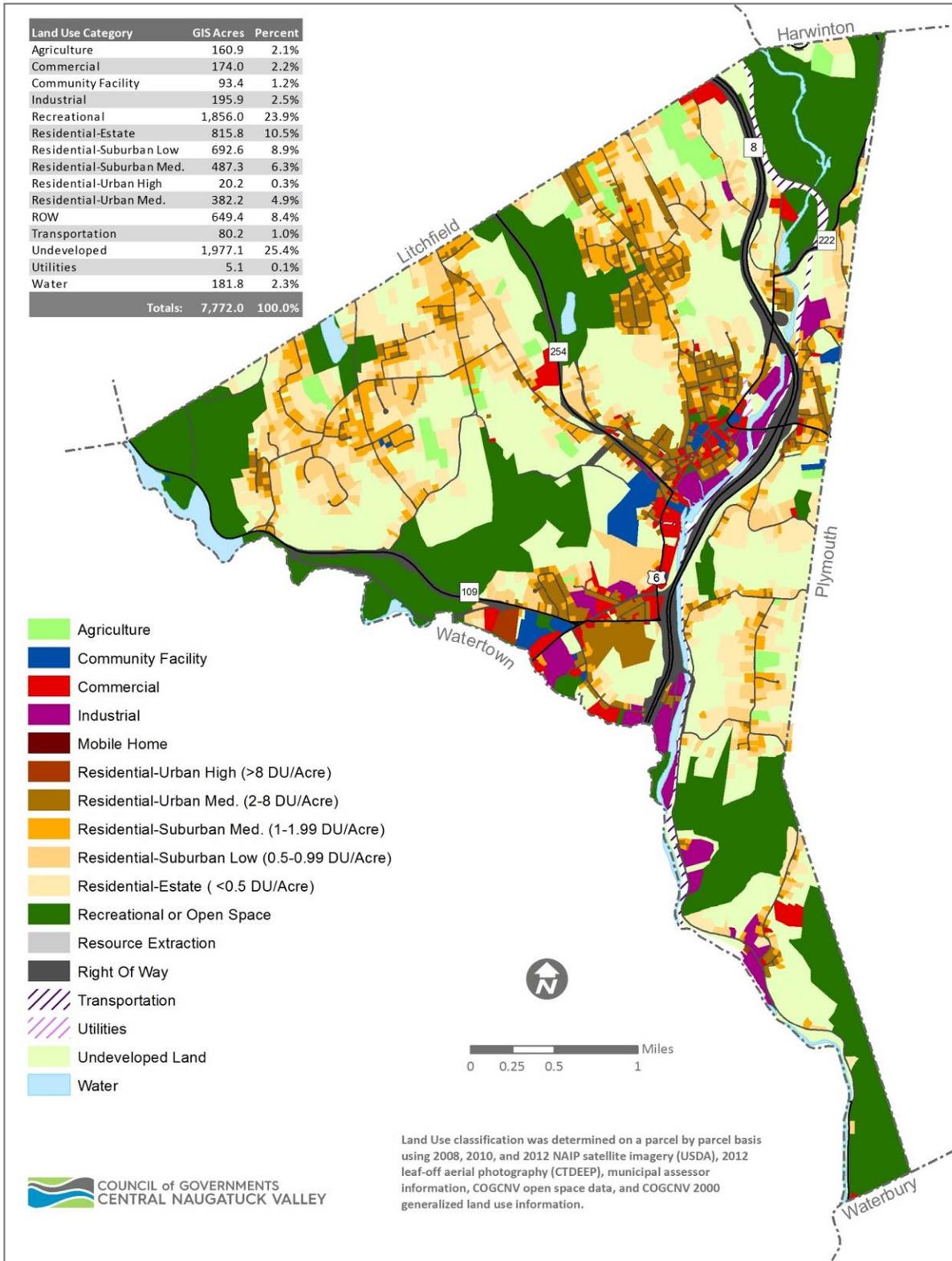
As noted below, Thomaston's areas of growth are consistent with historic land use patterns. The Town's proximity to the Naugatuck River was and continues to be a major factor in the development of certain types of industries and Thomaston's downtown region. Consistent with historic land use patterns, Thomaston's dense commercial land uses are primarily located along the South Main Street and East Main Street corridor, and extend along Watertown Road (Route 109/Route 6) and Waterbury Road.

As shown on Figure 4-1 (Generalized Land Use) medium and high density residential development is currently centralized around South Main Street / State Route Highway 222 and adjacent to the downtown area. This growth is coincident with areas the Town has zoned as RA-15 which has a minimum lot size of $\frac{1}{4}$ acre to encourage denser residential development (see Figure 4-2, Zoning Map). These dense areas of residential growth are also areas of the Town which are served by water and sewer infrastructure.

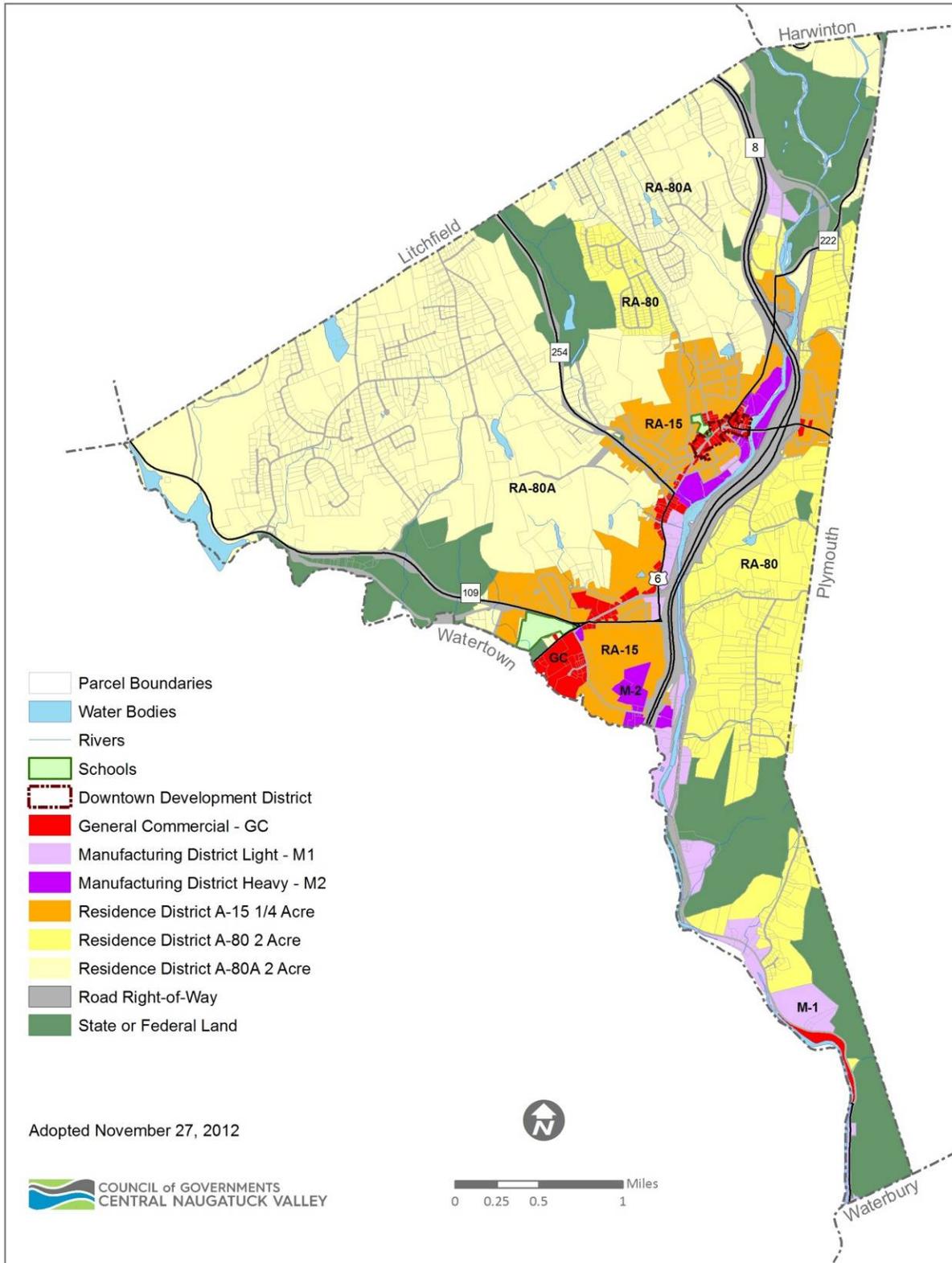


Main Street
Photo by: Tighe & Bond

**Figure 4-1
Generalized Land Use in Thomaston**



**Figure 4-2
Thomaston Zoning Map**



Lower density residential development is located in the northern portion of Thomaston in residential developments accessed via Route 254 or through the northern community of Litchfield. The Town recently revised the Zoning Map to address areas in the northern portion of Town that are not currently served by municipal water and sewer service. The revised zoning requires larger minimum lot sizes (80,000 sf) to allow for adequate siting of on-site water wells and septic systems.

The southern portion of the Town (south of Reynolds Bridge) is primarily undeveloped, as a large percentage of it is comprised of state or federally owned land. Portions of this area along Waterbury Road are also zoned for and manufacturing or industrial uses.

4.3 Build-Out

Based on a Regional Build-Out Analysis conducted in 2013 by the COGCNV⁹, Thomaston has 1,319 acres of buildable residential land. The build-out analysis estimated the potential number of residential units that can be built in Thomaston based on current zoning regulations and environmental constraints to development. The purpose of the build-out analysis is to project the potential population growth under existing zoning at full build-out conditions, not at any specific time. The majority of the available buildable land in Thomaston is located in the northern portion of Thomaston as shown on the Figure 4-3 (Residential Build-Out Analysis) where growth has slowed due to a lack of water and sewer infrastructure.

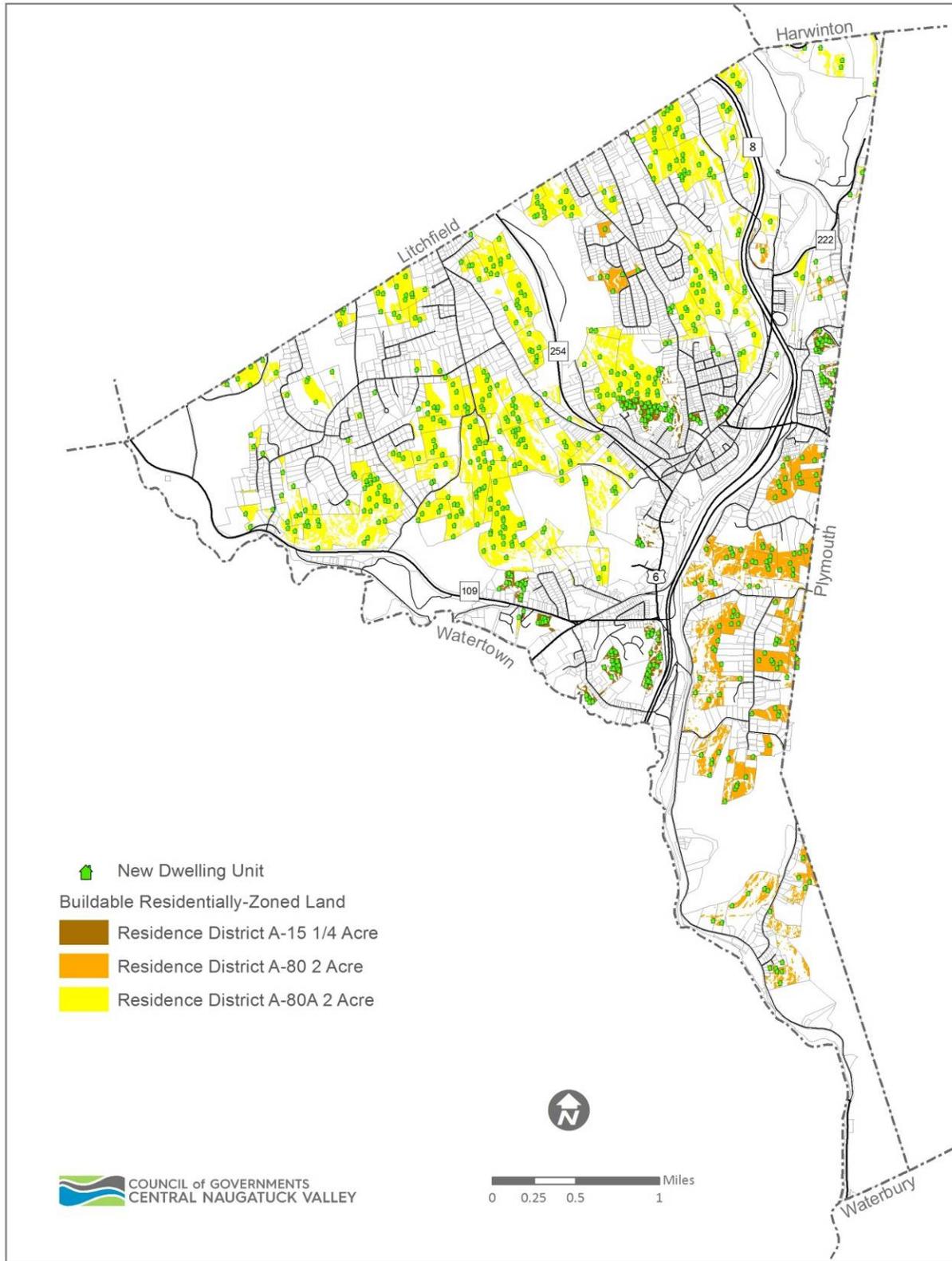
At build-out, the available land could host 681 potential future dwelling units with the current zoning in place. This is equivalent to 1,723 new residents (based on current 2010 Census household size of 2.53 residents per dwelling unit) or a 22% increase over the Town's 2010 Census population. While this represents a significant increase for Thomaston, the Build-Out analysis indicated that Thomaston can expect the fewest number of new dwelling units when compared to the other communities in the CNVR. The Build-Out Analysis performed by COGCNV also calculated the potential impacts that the increased population could have on Thomaston. Based on this data, 300 of the 1,723 new residents are anticipated to be school children. The impacts of the additional growth on infrastructure equate to 3,854 daily vehicle trips and 70 million gallons of residential water use per year. Note the potential impacts were evaluated based on national averages and may not necessarily reflect local conditions; however, these numbers are useful in helping the Town prepare for future growth.

The majority of the new dwelling units are anticipated to occur in the northern portion of the Town in areas zoned as R-80A. Note that a large portion of the new residential units (specifically south of Old Northfield Road) are shown in areas that are currently undeveloped and do not currently have water or sewer service. Furthermore, the build-out analysis also shows additional growth in the area east of the Northfield Brook Dam. Access to this area from Route 254 is currently very limited. Existing emergency access concerns may be exacerbated if the area reaches build out conditions without alternative access routes provided.

Commercial growth is expected to be focused on redevelopment of existing disturbed or developed sites within the existing commercial and manufacturing districts or on available land in the area of the Route 6 and Route 109 intersection.

⁹ Council of Governments of the Central Naugatuck Valley. *Central Naugatuck Valley Region Residential Build-Out Analysis, 2013*. Rep. Council of Governments of the Central Naugatuck Valley, November 2013. Web. http://www.cogcnv.org/PDF/CNV_Build-Out_2013.pdf.

Figure 4-3
Residential Build-Out Analysis



4.4 State POCD

Review of the State's Locational Guide Map, contained in the recently updated state plan *Conservation and Development Policies: The Plan For Connecticut, 2013-1018* (State C&D Plan) indicates that the majority of the Town is mapped as Priority Funding Areas (PFA). See Figure 4-4 for the State's C&D Plan Locational Guide Map of Thomaston. Generally, the State C&D plan delineated PFAs based on Census Blocks that contain the following factors:

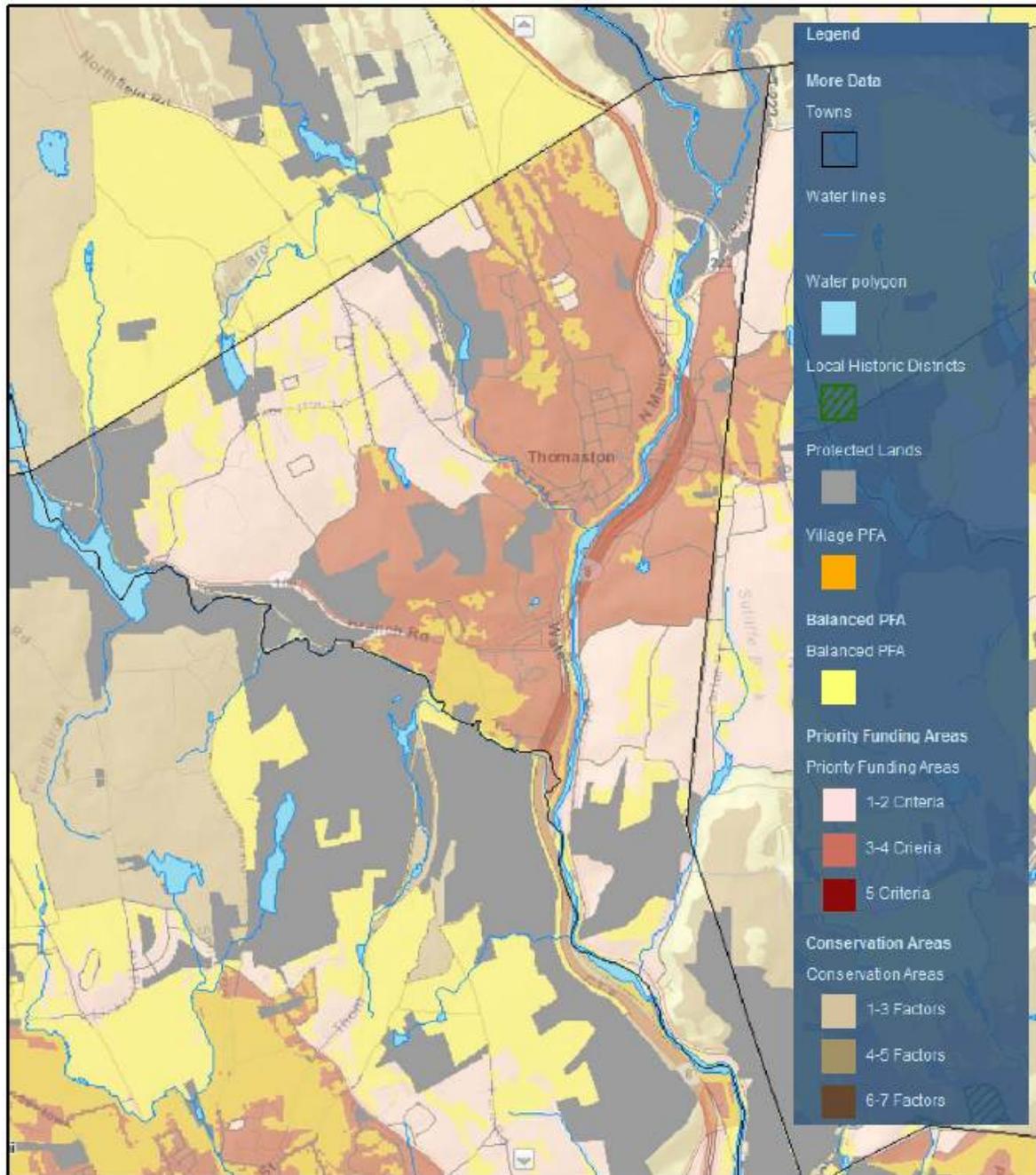
- Designation of Urban Area or Urban Cluster in the 2010 census
- Boundaries that intersect a ½ mile buffer surrounding existing or planned mass-transit stations
- Existing or planned sewer service from an adopted Wastewater Facility Plan
- Existing or planned water service from an adopted Public Drinking Water Supply Plan
- Local bus service provided 7 days a week

Thomaston does not contain any areas that are mapped solely as Conservation Areas; however, a number of areas are designated as "Protected Lands" which also serve a conservation purpose. Protected Lands are lands that have some form of restriction on development, such as permanently protected open space or property in which the development rights have been acquired.

Pockets of Thomaston are also mapped as "Balanced PFAs." These are areas that meet the criteria of both Priority Funding Area and Conservation Areas. Conservation Areas are delineated based on the presence of factors that reflect environmental or natural resource values such as potential drinking water supply watersheds, aquifer protection areas, wetland soils greater than 25 acres, agricultural soils, hurricane inundation zones, 100-year flood zones, and critical habitats. Areas mapped as "Balanced PFAs" are generally located along the Naugatuck River and the area at the intersection of Reynolds Bridge Road and Route 6/Watertown Road. Balanced PFAs are also located in the northeast area of Thomaston and south of the Naugatuck River on the north and south sides of the Mattatuck State Forest.

Thomaston's current land use and growth patterns are consistent with the State's Locational Guide Map designations. This provides the Town with flexibility in encouraging growth-related projects. "Growth-related projects" as defined in CGS Section 16a-35c(a)(2) must be located within a PFA or proceed through a PFA exception process in order to receive funding from any state agency, department, or institution. As the majority of Thomaston is mapped as PFAs, the state POCD does not serve to restrict development or funding opportunities.

Figure 4-4
State C&D Plan Locational Guide Map of Thomaston






Thomaston, CT

2013-2018 State C&D Plan - Locational Guide Map

Printed: May 28, 2014

This map is for information only and its utilization and verification shall be the sole responsibility of the user.

4.5 Conclusions/Recommendations

Changes in overall land use patterns were not identified through the POCD process, as Thomaston's current land use patterns are reflective of historic growth patterns and Thomaston's community character. Land use concerns include controlling residential growth and encouraging new development to incorporate the existing landscape and minimize environmental impacts. Furthermore, managing growth is important to ensure that adequate infrastructure and town services are available to support additional growth.

As indicated on Figure 4-2, The Town has implemented zoning controls (a change of residential zoning in 2012 to minimum 2-acres in many outlying residential areas) to direct more dense development towards areas that have existing infrastructure in place to support additional growth. The Town should continue to encourage dense residential development through implementation of zoning controls. These may include items similar to the following:

- Review existing mixed-use regulations and revise as needed to allow for flexibility in requirements
- Continue to encourage mixed-use developments in general commercial areas
- Consider cluster development in areas where soil and environmental conditions permit

When reviewing proposed development, the Town should also consider the long-term increase of demand for municipal services, particularly sewer, water, and emergency services.

Section 5

Natural Resource Conservation

The natural resources of the Town and region both directly and indirectly affect the everyday life of its residents. The preservation of existing farmlands and open spaces continues to be an important consideration for many residents. In addition to farmlands and open spaces, there are other natural resource factors often not considered. These include but are not limited to: stormwater management, flood control and flood management, plant and wildlife habitat preservation, air quality standards, solid waste management, wetlands protection and clean drinking water. There are often pressures for development that negatively affect these resources, therefore it is important to ensure the long-term viability of these resources through responsible growth practices and preservation of important natural resources and features. The Town should strive to promote responsible growth and a high standard of living while maintaining an ecological balance and protecting its vital natural resources.

5.1 Current Conditions

Environmental constraints are an important criterion for future land use. They provide a method for setting parameters for the intensity of development — areas with more severe constraints should be developed at lower intensities. Table 5-1 summarizes the natural resources that most affect conservation and development efforts and the rationale for their consideration in the Plan.

Table 5-2 shows the types of resources affecting development and the level in which natural resources constrain development. Natural resources have been classified as to whether they pose minimal, moderate, severe, or prohibitive constraints to development. Conversely, these areas can be considered to present low, moderate, important, or significant opportunities for natural resource conservation.



Naugatuck River
Photo by: Jeremy Leifert

This type of analysis suggests areas where, in the absence of public water supply or public sewer service, land use intensity should reflect the natural capabilities of the land. In other words, it can be the starting point for zoning categories that consider soil type, terrain, and infrastructure capacity.

While these resources influence development patterns and densities, development can also adversely affect sensitive natural resources. The impact of land uses on public water supply watersheds, areas of high groundwater availability, and areas of excessively drained soils (all potentially subject to contamination) need to be considered. Natural diversity areas (sites with endangered plant and animal species and unique habitats) should also be protected from adverse impacts of development activities. Figures 5-1 through 5-3 depict these sensitive natural resources.

Table 5-3 is a breakdown of acreage in natural resource restrictions. The total acreage of land in the Town of Thomaston is 7,772 acres. Figure 5-4 provides a graphical depiction of these development restrictions.

TABLE 5-1
Summary of Resources Affecting Conservation and Development

Resource	Category	Reason for Conservation
Landform	Hilltop, ridgeline, valley or water body	Scenic views, community character
Steep Slopes	25 Percent or more	Slope stability, erosion potential, structural concerns
Soils	Poorly Drained (Wetlands) Hardpan Shallow and Rocky Excessively Drained	Habitat, water quality, and flood storage functions. Groundwater impairs septic systems and buildings. Groundwater impairs septic functions and buildings. Shallow soils impair septic function and construction Susceptible to contamination
Floodplains	Watercourse	Periodic flooding, threat to life and property
Water Quality	Surface Groundwater	Protect supply watersheds, prevent pollution Protect supply aquifers, prevent pollution
Aquifers	Water Quantity Water Quality	Provide adequate water supply Provide safe water supply
Air	Air Quality	Provides healthy environment
Plants	Diversity	Plant habitat, endangered species, forestry
Animals	Diversity	Animal habitat, endangered species, migration

**Table 5-2
Natural Resources Summary Table**

Development Constraint	Conservation Opportunity	Definition	Resource Condition
Minimal	Low	Having only a few or slight environmental constraints to development. Most difficult to conserve from development.	Excessively drained soils. Well drained soils and less than 25% slopes.
Moderate	Moderate	Having moderate or localized severe restrictions on development which may be overcome with environmental planning and mitigation. Difficult to conserve from development.	Well drained soils and greater than 25% slopes. Well drained soils and seasonally high water tables.
Severe	Important	Having some severe or very severe limitations on development which may be difficult to overcome with environmental planning and mitigation. Presents many opportunities to conserve important natural resources and functions.	Any soil with slopes in excess of 25%. Any shallow or rocky soils. Any hardpan soils. 500-year floodplains.
Prohibitive	Significant	Having severe or very severe limitations on development. Represent areas where it is most important to conserve natural resources and function.	Watercourses and waterbodies. Poorly drained soils (wetlands). 100-year floodplains.

**Table 5-3
Area of Natural Resource Constraints**

Resource	Total Acres	Percentage of Land in Town
Wetlands or Watercourses	606 Acres	7.7%
Steep Slopes (Over 25%)	1,967 Acres	25.3%
Natural Diversity Database Areas	1,024 Acres	13.2%
Aquifer Protection Area	114	1.5%

5.2 Land Use Intensity Guidelines

The following table is produced by the COGCNV and uses natural resource information to suggest the following land use intensity guidelines for development in the Town of Thomaston and the region.

TABLE 5-4
Land Use Intensity Ranges - Private Septic Systems & Public Sewer Systems

Private Septic Systems				
Constraint Level	Maximum Density (Units/Acre)		Minimum Lot Size (Acres)	
	Private Well	Public Water	Private Well	Public Water
Minimal	1.0	1.33	1.0	0.75
Moderate	0.67	1.0	1.5	1.0
Severe	0.5	0.67	2.0	1.5
Prohibitive	*	*	*	*

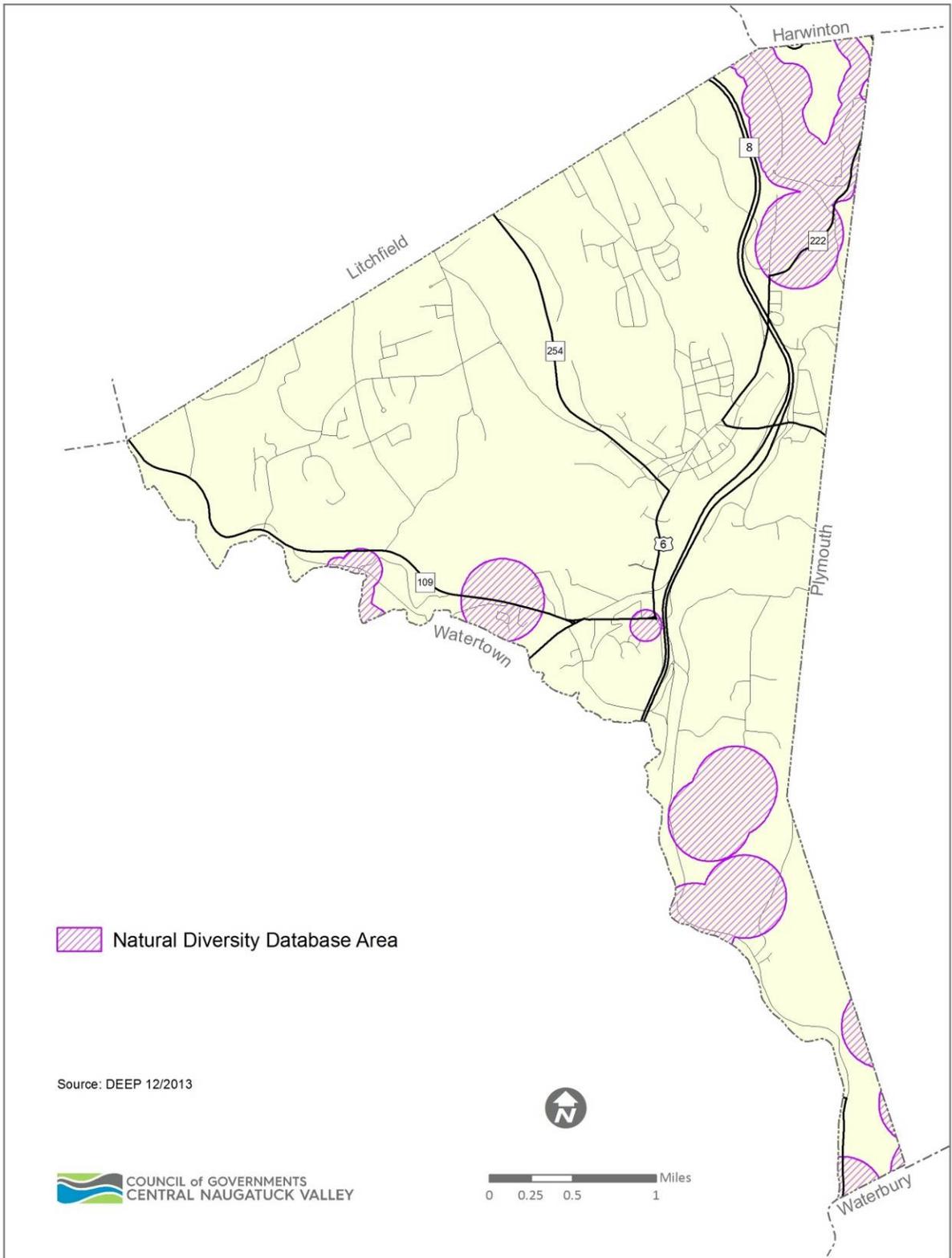
Public Sewer Systems				
Constraint Level	Maximum Density (Units/Acre)		Minimum Lot Size (Acres)	
	Private Well	Public Water	Private Well	Public Water
Minimal	1.33	2.0	0.75	0.5
Moderate	1.33	2.0	0.75	0.5
Severe	0.67	1.0	1.5	1.0
Prohibitive	*	*	*	*

The tables can be interpreted as follows:

- Recommended *minimum lot size* in an area of moderate development constraints that is served by private septic systems and wells would be 1.5 acres per lot (or a *maximum density* of 0.67 units per acre).
- Recommended *maximum lot size* in an area of moderate development constraints that is served by public sewer and public water would be one-half acre (or a *minimum density* of 2.0 units per acre).

These are general guidelines. Detailed review of field conditions and/or design of an engineered septic system may result in reevaluating these guidelines.

Figure 5-1
Natural Diversity Database Areas



**Figure 5-2
Inland Wetlands and Watercourses**

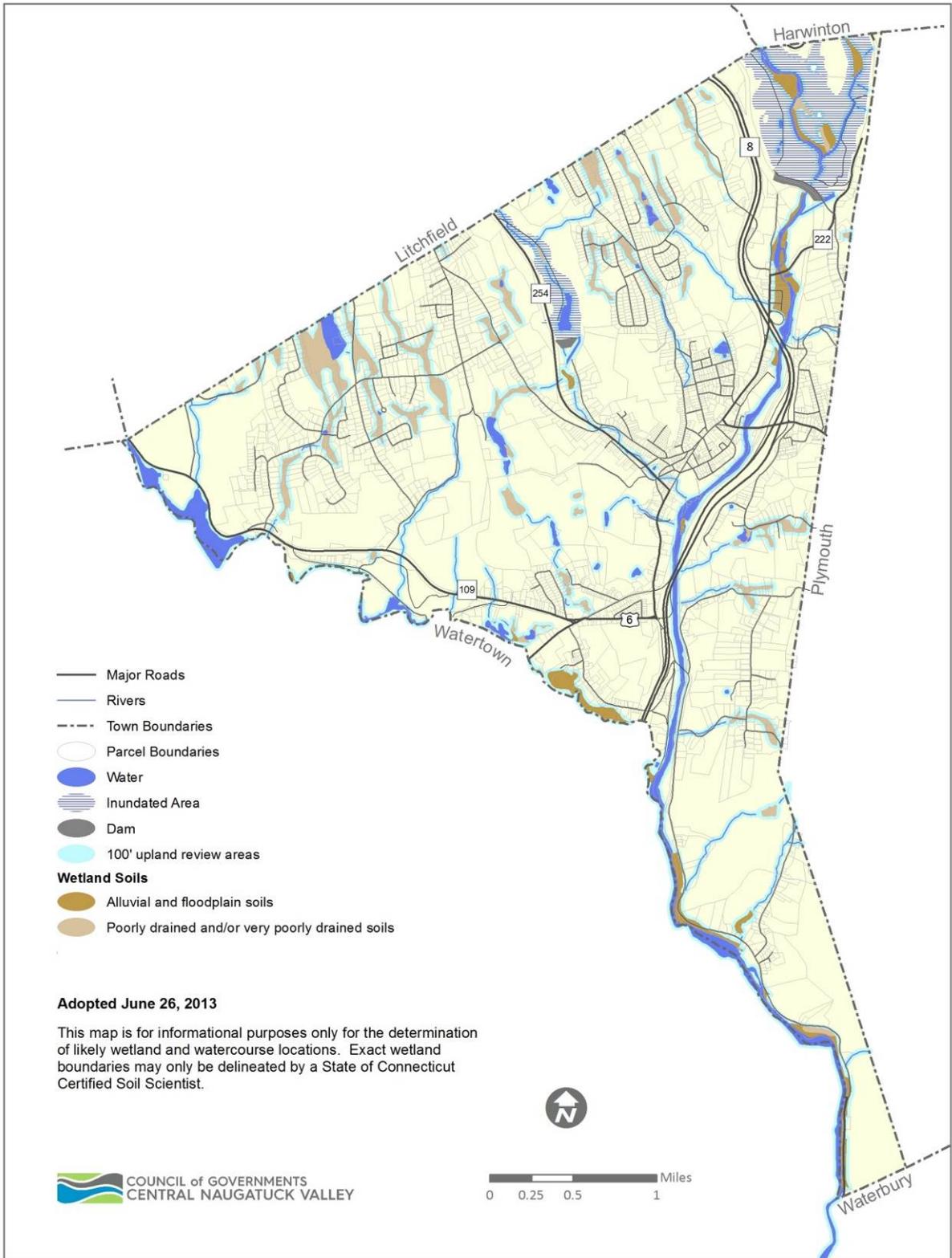


Figure 5-3
Level "A" Aquifer Protection Area

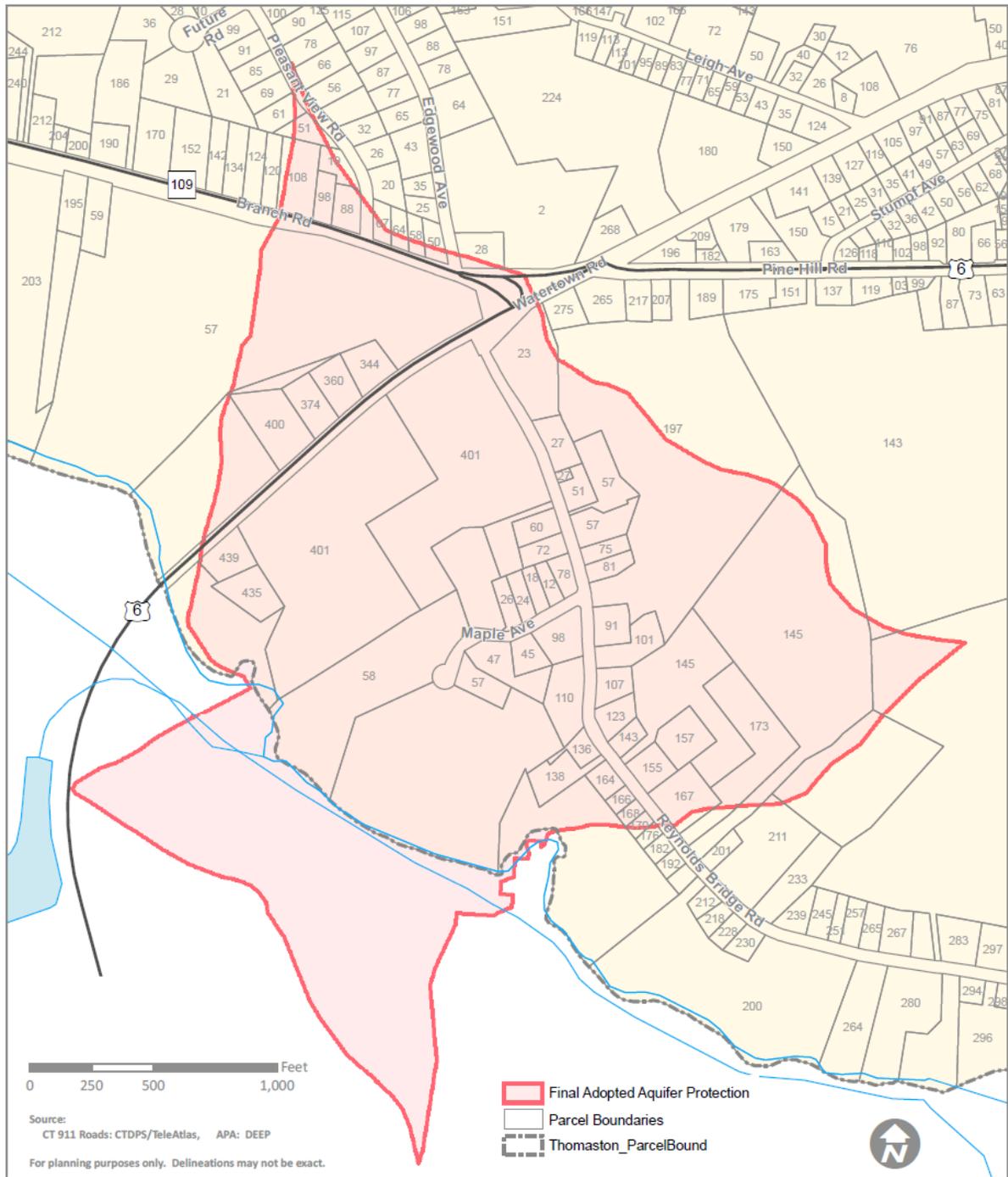
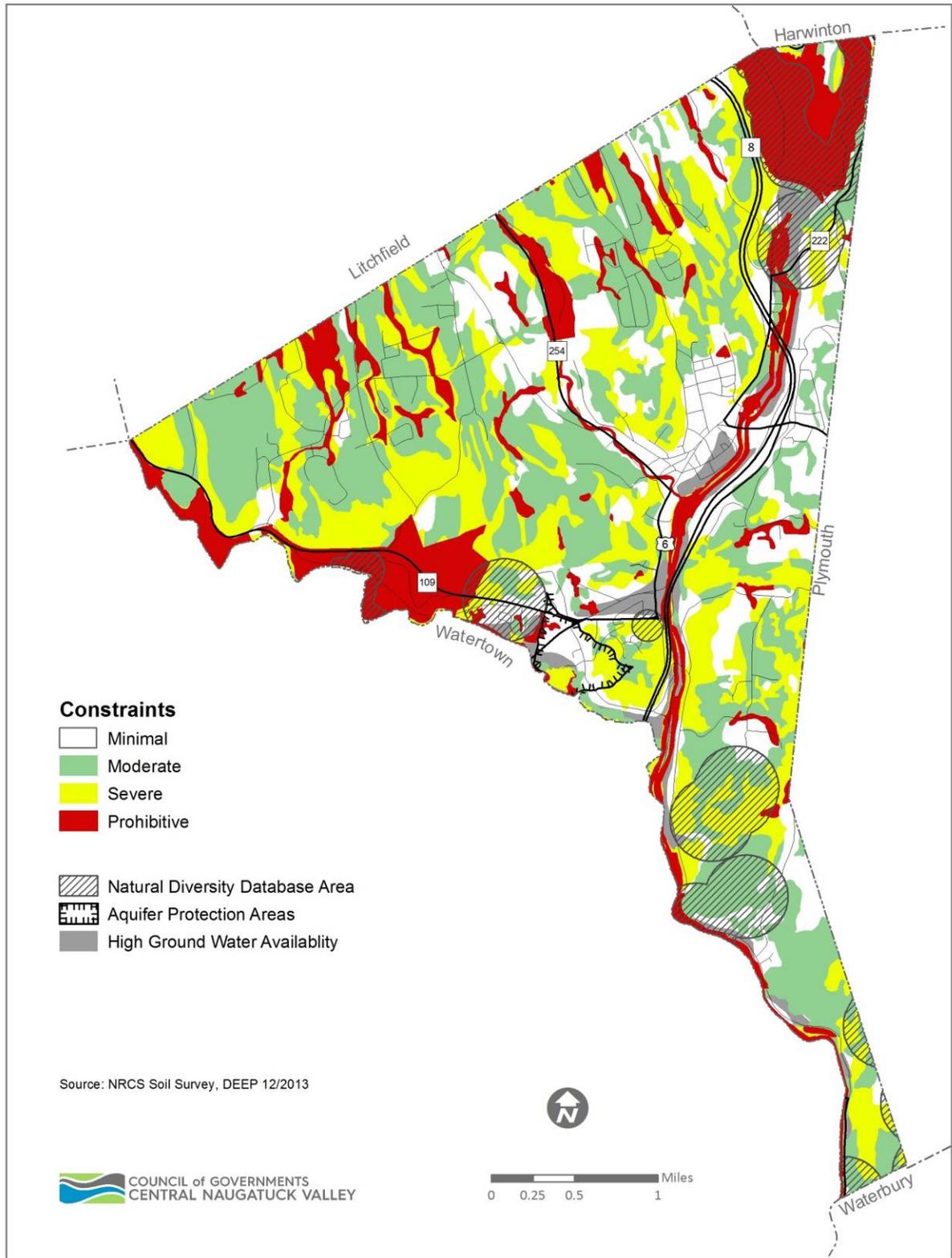


Figure 5-4
Comprehensive Map - Development Constraints



5.3 Pre-Disaster Mitigation

Natural hazard emergencies often arise from increased impervious surface, improper building locations, or poor site design, coupled with major storms. FEMA's Pre-Disaster Mitigation program provides planning funds to communities to identify likely natural hazards and projects to reduce the potential damage from natural hazard emergencies.

The Town of Thomaston's mitigation plan was published in October of 2008 and revised in February of 2009. It identifies and addresses concerns such as:

1. Terrain challenges regarding street access for emergency vehicles
2. Impacts to town facilities from a potential dam failure from Army Corps or Waterbury Water Company dams
3. Localized flooding of tributaries of the Naugatuck River, such as Branch Brook, during storm events
4. Additional stormwater control methods within the existing infrastructure and new development proposals
5. Driving conditions in the hillier sections of Town during winter
6. Preparedness for extreme events such as hurricanes, tornadoes, flash flooding, earthquakes and wildfires



Thomaston Dam
Photo by: Jeremy Leifert

Future planning decisions should refer to the "Town of Thomaston Natural Hazard Pre-Disaster Mitigation Plan" for guidance as well as the general recommendations in Section 5.5.6 below.

5.4 Impervious Surfaces

An impervious surface limits the ability of water to drain into the soil, increasing the speed, temperature, and pollutant carrying capacity of the resulting surface runoff. Over time, increased sediment loads cause streams to change form, destroying valuable riparian and streambed habitat. An impervious surface can be a roof, road, driveway, parking lot, hard packed soil, and other surfaces that seal the soil surface, preventing rainwater from soaking into the ground. The amount of impervious surface in a local watershed is a significant factor in the health of the watershed.

There are four CT DEEP major sub-regional drainage watersheds located wholly or in part within the Town of Thomaston - the Naugatuck River, Leadmine Brook, Northfield Brook and Branch Brook.

According to research provided by the University of Connecticut Center for Land Use Education and Research (CLEAR), a watershed is harmed when it becomes over 10% impervious. At 25% impervious, major degradation occurs, which is extremely expensive

to remediate. Currently, 47% of Thomaston is already affected by impervious surfaces and less than 1% is degraded. Under the current Zoning Regulations, if the Town becomes fully built-out, these proportions rise to 85% and 18%. Comparatively, within the Central Naugatuck Valley Region, 22% of the region is already affected by impervious surfaces and 6% is degraded. Under the current Zoning Regulations, if the region becomes fully built-out, these proportions rise to 43% and 16%. Developing regulations limiting impervious surface cover and promoting low impact development techniques should be explored by Town regulatory Commissions.

5.5 Major Recommendations

5.5.1 Open Space and Low Impact Development

- Consider large lot zoning, residential cluster development and Low Impact Development techniques to utilize and preserve properties for agricultural use and open space
- Identify local landscapes and scenic areas of special significance or aesthetic value and encourage their preservation and protection
- Support the acquisitions of land for open space, recreational, and other public purposes in those locations recommended by the Plan of Conservation and Development, Planning and Zoning Commission and Conservation Commission
- Encourage the preservation of valuable open space, scenic vistas, wetlands, and environmentally sensitive areas in residential developments
- Encourage stewardship of privately owned forest lands through continuing education programs and best management practices
- Require developers to incorporate environmentally sensitive areas and natural resource areas into public open space and privately owned conservation easements

5.5.2 Energy Conservation

- Encourage energy efficient patterns of residential housing, including solar and other reasonable forms of energy conservation
- Encourage the use of energy efficient development and best conservation practices while minimizing the environmental impact on sensitive areas

5.5.3 Wetlands and Watercourses

- Minimize any potential adverse impacts in order to preserve environmentally sensitive wetland and watercourse areas
- Monitor the effectiveness of Wetlands Regulations and continue efforts to identify the most environmentally sensitive and significant areas
- When filling of wetlands is unavoidable, pursue the creation of wetlands as a tool to achieve a "no net loss" policy; any proposed filling of wetlands should be offset by creation of wetlands of equal size
- Recommend against development in, and encourage the protection of, substantial areas of inland wetlands, cognizant to their economic and ecological value for

such diverse functions as water supply and purification, flood control and wildlife habitat

- Identify and preserve the aesthetic features of wetland and watercourse areas
- Recommend siting developments in those areas where existing wetlands and watercourses will be least affected
- Encourage proper onsite analysis and management of wetland and watercourse areas and adjacent lands
- Recommend that Town departments consider wetland and watercourse issues at the earliest stages of preventative maintenance, storm water drainage activities and project planning
- Discourage structural development in wetlands or watercourse areas, except where qualified engineering studies can demonstrate that the proposed development will be technically feasible and not create adverse environmental impacts
- Encourage municipal inspection of all structures in wetland and watercourse areas to ensure compliance with federal, state and local regulations, ordinances and building code specifications
- Work with other agencies, boards and commissions to establish compatible and passive land uses in wetland and watercourse areas

5.5.4 Floodplain Protection

- Review Zoning Regulations and Floodplain Ordinance and FEMA flood maps to verify that current related provisions are adequate and, if necessary, incorporate new methods and technology
- Consider the potential of utilizing floodplain areas for passive recreational uses, open space activities and other compatible uses

5.5.5 Public Drinking Water & Aquifer Protection

- Review all applications within or affecting the Aquifer Protection Area for compliance with the Aquifer Protection Regulations as contained in the Aquifer Protection Area Level "A" Regulations and Zoning Regulations
- Review and enhance existing aquifer protection regulations using the DEEP model and register commercial and industrial uses within the Aquifer Protection area
- Require all applicants to comply with Connecticut General Statutes and report proposed work activity within the primary or secondary aquifer recharge area to the Connecticut Water Company for evaluation
- Consider comments and recommendations from the Connecticut Water Company prior to rendering a decision on any application within or affecting the primary aquifer protection area
- Support efforts to expand existing sources and, if necessary, find new sources of potable water
- Support state and local groundwater monitoring efforts, especially in those areas where pollution is likely to occur
- Carefully review development proposals to prevent wastewater discharges to streams and eventually into the public water supply primary aquifer area

5.5.6 Health and Safety & Hazard Mitigation Plan

- Support all efforts to maintain air quality standards and protect the environment from the adverse effects of air pollutants
- Encourage citizen participation and local efforts to complement State and Federal programs that strengthen air quality standards while providing for responsible residential, commercial and industrial growth
- Support the efforts of Federal, State and local personnel to continue dam safety inspections and maintenance programs at regular intervals
- Encourage the creation and maintenance of Federal and State assistance programs for the repair and maintenance of privately owned dams
- Promote dam safety awareness in cooperation with the U.S. Army Corps of Engineers
- Recommend that sanitary wastewater discharges to onsite septic systems conform to local health district standards within the aquifer recharge area
- Minimize impacts within the aquifer recharge area by adhering to best management practices for stormwater and erosion control
- Prohibit and the disposal of solid waste materials in landfills, dumps, backyards or at commercial operations in the primary aquifer recharge area
- Employ best management practices in the storage, disposal or production of hazardous waste materials in the aquifer protection area
- Reduce adverse environmental impacts by continuing and improving the municipal recycling, leaf composting, household hazardous waste and curbside collection programs
- Recommend against the underground storage of fuel oils and gasoline, unless engineering and technical studies can demonstrate that protective measures can be accomplished
- Encourage greater coordination between state and local permitting agencies with respect to siting of new underground fuel storage tanks in accordance with Connecticut General Statutes Section 22a-449
- Develop a Town wide map identifying the location of underground storage tanks including those used for agricultural purposes
- Require a positive report from the Connecticut Water Company prior to siting of any new tanks in the Aquifer Protection Area
- Support the efforts of the Town and State Public Safety departments in specialized assistance, training activities and other efforts to prevent and control environmental hazards



Thomaston Dam
Photo by: Jeremy Leifert

5.5.7 Cultural Resource Preservation

- Encourage the preservation of existing prime agricultural farmlands
- Encourage the preservation of other significant properties that may have the potential and criteria to become prime agricultural farmlands
- Support efforts to obtain Federal and State grants to further document historic areas in Thomaston
- Encourage the preservation of scenic vistas in all potential development proposals



Old Smith Road Farm Field
Photo by: Jeremy Leifert

5.5.8 Site Development & Regulation

- Ensure that potential development areas have adequate provisions for reducing and safely removing stormwater runoff
- Consider regulations to limit impervious surfaces when practical
- Review the Zoning Regulations to insure that important natural and physical features are maintained and protected
- Require developers to demonstrate that their proposals are environmentally compatible with acceptable conservation and preservation standards
- Review all proposals for commercial, residential and manufacturing development on properties which contain substantial areas of slope to ensure proper engineering techniques and methods will be applied

Section 6

Housing

The housing section examines existing housing characteristics, local and state regulations and policies, and demographics to help identify housing characteristics, trends and needs in Thomaston.

6.1 Current Conditions

According to U.S. Census data, there were 3,276 total housing units in Thomaston in 2010. Based on information from the 2006-2010 American Community Survey 5-Year Estimates, the characteristics of the existing housing units are summarized below:

- 72% single family (1-unit detached and attached structures)
- 76% owner-occupied
- 37% constructed since 1980
- 27% constructed prior to 1939
- ~6% is subsidized¹⁰

6.1.1 Housing Stock

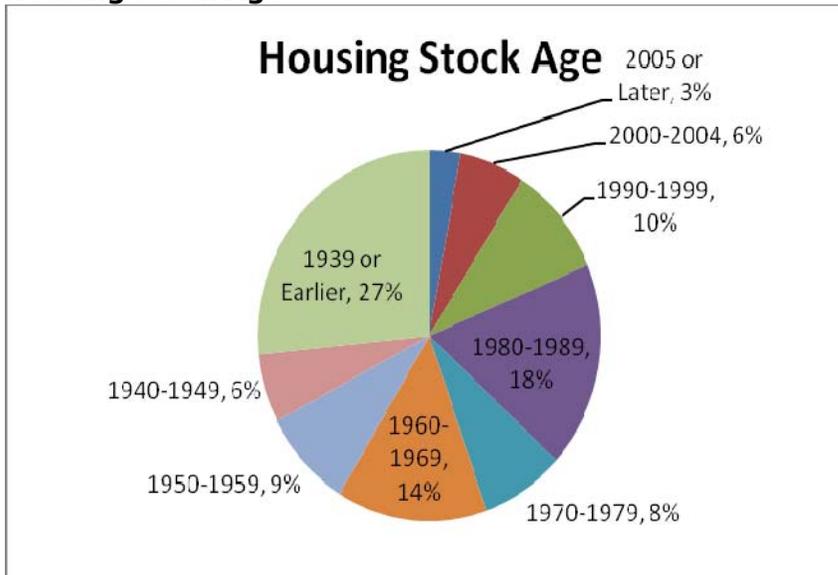
As shown in Figure 6-1, approximately one quarter of Thomaston's housing stock was built before World War II and more than half the housing stock was constructed before 1970. From 1997 to 2012, Thomaston's new housing units increased by 13% for 380 net new housing units. This indicates that the growth in housing has kept pace with population growth. According to US Census Data, from 2000 to 2010 there was a slight increase in the percentage of the population living in owner-occupied housing units (73.8% to 76%) and a corresponding decrease in the percentage of the population living in rental units (26.2% to 24%).



Downtown Residences
Photo by: Tighe & Bond

¹⁰ Connecticut Department of Housing. *Affordable Housing Appeals Listings, 2010*. Rep. Connecticut Department of Housing, 2010. Web. <http://www.ct.gov/doh/cwp/view.asp?a=4513&q=530486>

Figure 6-1
Housing Stock Age¹¹



The majority of permits issued for new housing from 1997 through 2012 were for single unit residences, with the exception of 22 permits issued in 2002 for “5 or more units” residences. Encouraging diversity in the housing stock may appeal to the elderly and to those seeking “starter homes”. The Zoning Regulations provide for apartment units, including allowing “in-law apartments” which are stand-alone apartments within a single-family residence. Furthermore, the mixed use overlay district provides for residential uses to be sited above commercial uses within the General Commercial Zones.



Residential House
Photo by: Tighe & Bond

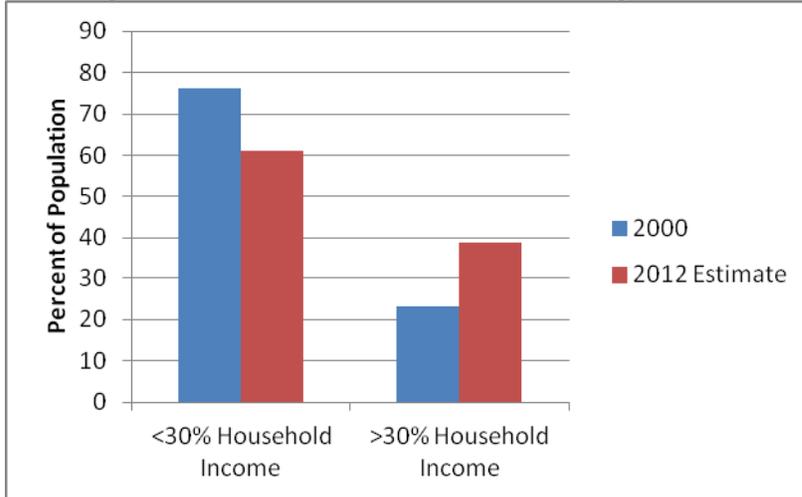
6.1.2 Housing Costs & Value

The median value of owner-occupied housing units in Thomaston increased significantly over the past decade from \$135,800 in 2000 (per 2010 Census Data) to \$230,300 in 2012 (per 2008-2012 ACS 5-Year Survey data).

Figure 6-2 depicts the monthly cost of home ownership as a percentage of household income. The Census Bureau uses 30% of income as a standard for measuring housing affordability. The 30% standard is the suggested maximum percent of income that should be allocated towards housing while the remaining income should be left over for nondiscretionary spending.

¹¹ U.S. Census Bureau, 2006-2010 American Community Survey 5-Year Estimates. Table DP-04. Selected Housing Characteristics. Geographic Area: Thomaston Town, Litchfield County, CT.

Figure 6-2
Monthly Homeowner Costs as a Percentage of Household Income¹²



The homeowner cost includes a homeowner monthly mortgage payment, real estate taxes, fire and hazard insurance, utilities, and fuel. As shown in Table 6-2, the percent of the Thomaston's population that is paying greater than 30% of their income to housing costs has significantly increased over the past decade.

¹² U.S. Census Bureau, 2008-2012 American Community Survey 5-Year Estimates. Table DP-04. Selected Housing Characteristics. Geographic Area: Thomaston Town, Litchfield County, CT.

Figure 6-3
Gross Rent as a Percentage of Household Income¹³

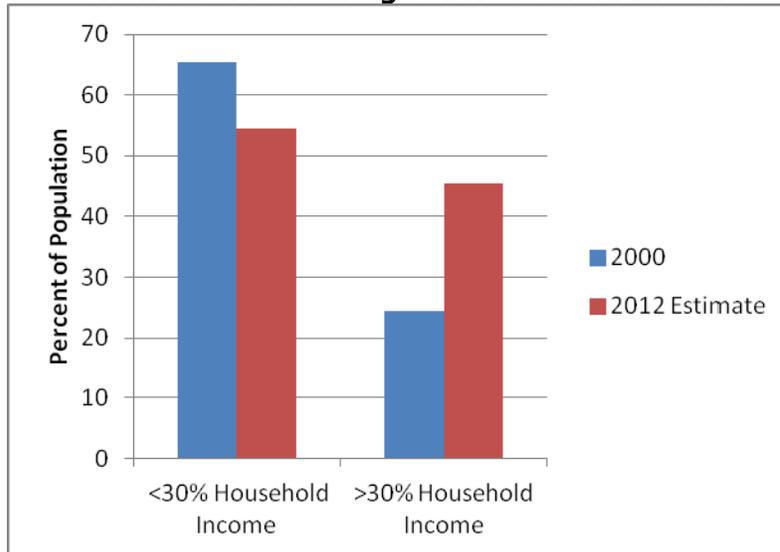


Figure 6-3 depicts gross rent as a percentage of household income. Gross rent includes monthly rent and utility costs. Similar to home ownership costs, individuals who are renting are spending a greater portion of their income on housing when compared to a decade ago.

6.1.3 Affordable Housing

The state's Affordable Housing Land Use Appeals Act (C.G.S. § 8-30g) sets a minimum affordable housing goal of 10% of a municipality's housing stock. The Act is intended to encourage the construction of affordable housing by shifting the burden of proof in the zoning and subdivision appeals process from the developer to the municipality in communities where less than 10% of housing units are deemed affordable.

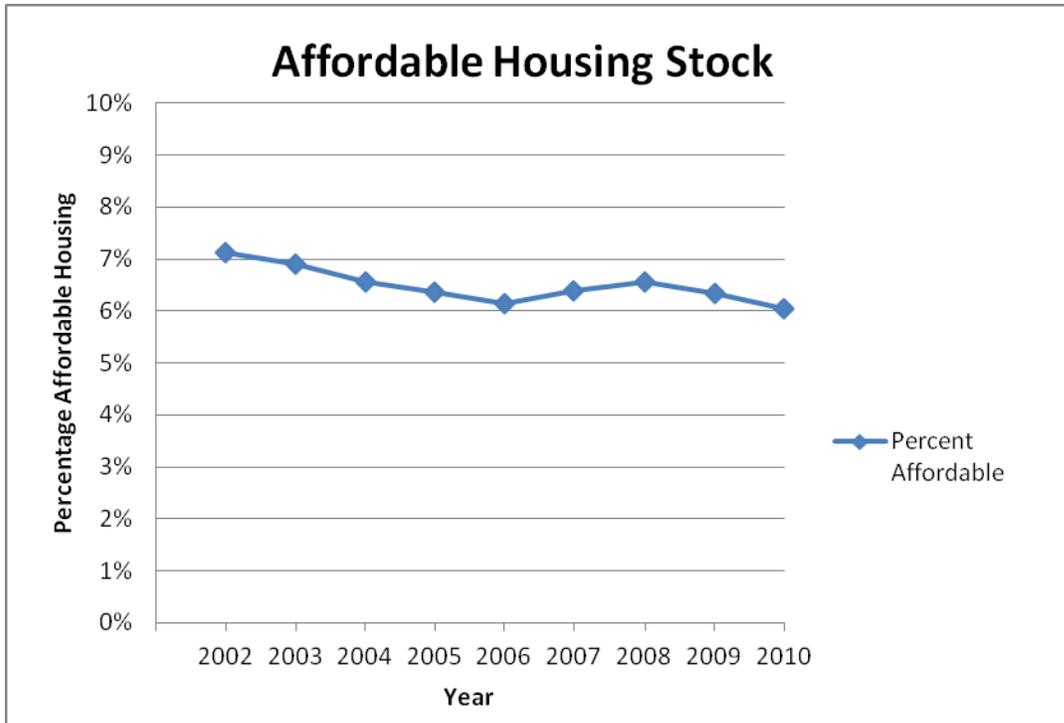
Under C.G.S. § 8-30g, in denying an affordable housing project a municipality with less than 10% of affordable housing units must prove that its action is justified by showing that it was "necessary to protect substantial public interests in health, safety....and such public interests clearly outweigh the need for affordable housing." Municipalities where a minimum of 10% of the housing stock is affordable to low- and moderate-income families are exempt from the application of this statute. In order to qualify as an affordable unit per Connecticut General Statutes (CGS) Section 8-30g, a unit must meet one of the following three criteria:

- Assisted housing funded through a State or Federal program,
- Connecticut Housing Finance Authority (CHFA)-financed housing (financed under a program for income-qualifying persons or families), or
- Housing that is deed restricted to be affordable to low- or moderate- income persons or families for at least forty years.

¹³ U.S. Census Bureau, 2008-2012 American Community Survey 5-Year Estimates. Table DP-04. Selected Housing Characteristics. Geographic Area: Thomaston Town, Litchfield County, CT.

As depicted in Figure 6-4, Thomaston percentage of affordable housing stock has been hovering in the 6 to 7% range and does not currently meet the State's 10% threshold.

Figure 6-4
Affordable Housing Stock¹⁴



Over the past decade, an average of 6.4% of the community's total housing stock has met the affordable housing criteria. An affordable housing developer will be able to utilize the advantages provided to them in the Affordable Housing Appeals Act until the affordable housing stock reaches 10% in Thomaston.

6.2 Housing Policies

Thomaston's Zoning Regulations allow a variety of housing types to include units that are affordable to a range of incomes. Article 21.2 of the regulations provide for the development of multiple dwelling units at up to a density of six units per acre. The units must be on a minimum of 10 acres and must be served by public sewer and water. Article 21.3 of the regulations allow for the development of housing for elderly and seniors at a density of up to 10 dwelling units per acre. The minimum lot size for these developments is also 10 acres. Article 21.9 seeks to increase the options for rental dwelling units by allowing the construction or conversion of dwelling units in the General Commercial Zones as a special permit use. These accessory apartment dwelling units must be located above commercial uses. The regulations note that the first floor commercial use may not be converted into a residential use and that there shall be a

¹⁴Connecticut Department of Housing. *Affordable Housing Appeals Listings, Years 2002-2011*. Rep. Connecticut Department of Housing, Published Annually 2002-2011. Web. <http://www.ct.gov/doh/cwp/view.asp?a=4513&q=530486>

distinct separation of uses on the same floor. In permitting these uses, the planning and zoning board must find that there is no undue concentration of high density residential development in any area. Thomaston does not currently have any Zoning Regulations in place to incentivize affordable housing.

Thomaston has sought and obtained funding to address affordable housing needs and to improve the existing housing stock. Thomaston was awarded \$45,000 by the Incentive Housing Zone Program (via the CT Office of Policy and Management) for a Technical Assistance Grant/Zone Adoption Payment to identify appropriate Incentive Housing Zone locations, draft regulations and prepare design standards. After reviewing potential parcels for suitability and eliminating those considered unsuitable, only the Drawn Metal Tube property at 219 Elm Street was considered. However, the zone adoption was ultimately not pursued due to implementation issues.

In 2011 the Town was awarded \$125,000 from the U.S. Department of Housing and Urban Development (HUD) Small Cities Community Development Block Grants program. The funds recapitalized the town's housing rehabilitation program by focusing on correcting code violations and making energy efficient upgrades.

6.3 Major Recommendations

6.3.1 Housing/Residential Development

- *Evaluate environmental, social, & economic costs of new development including transportation, sewers, water, schools, recreation, energy, and emergency services.*
 - Consider requesting comments from the Town's emergency services during Planning Board Review of new residential developments regarding availability of adequate fire flows and provision of sufficient access for police, ambulance, and fire department vehicles.
 - Encourage the preservation of valuable open space, scenic vistas, wetlands, and environment sensitive areas in residential developments.
 - Maintain and preserve the architectural integrity of neighborhoods.
- *Provide infrastructure and opportunity for safe, secure and sanitary housing conditions, where feasible, for all residents of Thomaston.*
 - Seek and apply for funding to address housing rehabilitation efforts to preserve and expand the Town's housing stock.
- Revise zoning to encourage the development of multi-family developments only along major arterials and in other appropriate locations, but within established and stabled high density single family neighborhoods.
- Recognize the need for large single family lots, particularly in those areas not served by public utilities.
- Encourage energy efficient patterns of residential housing, including solar and other reasonable forms of energy conservation.

- Revise the Zoning Regulations to address roof-mounted solar PV development as an accessory use within residential zoning districts.

6.3.2 Affordable Housing

- *Enhance and improve housing opportunities and the availability of choice for all income levels and encourage regional cooperation on planning for affordable housing and support affordable housing to all segments of society regardless of income levels.*
 - Perform an Affordable Housing Inventory and create a mechanism to guarantee the continued affordability of identified units.
 - Seek funding from Federal and State housing assistance programs to provide affordable housing opportunities for seniors and other individuals who cannot participate in the existing market place.
 - Seek partnerships with non-profit affordable housing agencies.
 - Create awareness in local officials, decision makers, and the general public regarding the need for affordable housing.
- *Support efforts to develop affordable housing near the downtown area in order to make better use of limited land resources, provide access to businesses and transportation, and to reduce pressure for affordable housing development away from the Town's center.*
 - Review existing Zoning Regulations and available infrastructure to determine if they provide realistic opportunities for the development of low to moderate income housing and multi-family dwellings.
 - Encourage the construction of recreational facilities in affordable housing developments along with the retention of open space areas for passive recreational activities.

6.3.3 Institutional Housing/Group Quarters

- *Provide safe, secure, and sanitary conditions for those requiring institutional, group quarters or special needs housing or care and recognize the housing needs of special individuals and families by encouraging such options as group homes, emergency shelters, transitional housing, apartments, and single room occupancy units.*
 - Review density standard, siting, and design criteria in the Zoning Regulations for emergency shelters, transitional housing, apartments, and single room occupancy units and identify areas within the Town where these facilities can be located.
 - Encourage and support non-profit organizations, municipal, and State efforts to provide care facilities for those individuals in need.

6.3.4 Senior Housing

- *Provide safe & secure housing for seniors as they are a valuable asset and play a vital role in the chemistry of a multi-functional community and encourage alternative housing choices and programs for seniors prior to approving and siting new facilities in the community.*
 - Review density standard, siting, and design criteria in the Zoning Regulations for in-law apartments, single occupancy units, and senior housing development projects and identify areas within the Town where these developments can be located.
 - Encourage seniors to interact with and participate in municipal programs which provide direct service to them.
 - Provide seniors with the opportunity for multi-mode transportation services to shopping and medical services.

Section 7

Economic Development

Thomaston's economic development mission is to organize and promote sound economic growth to Thomaston by stimulating the expansion of existing businesses, attracting new enterprises, and assuring a favorable community climate for new ideas and economic growth while respecting the character and history of the community.

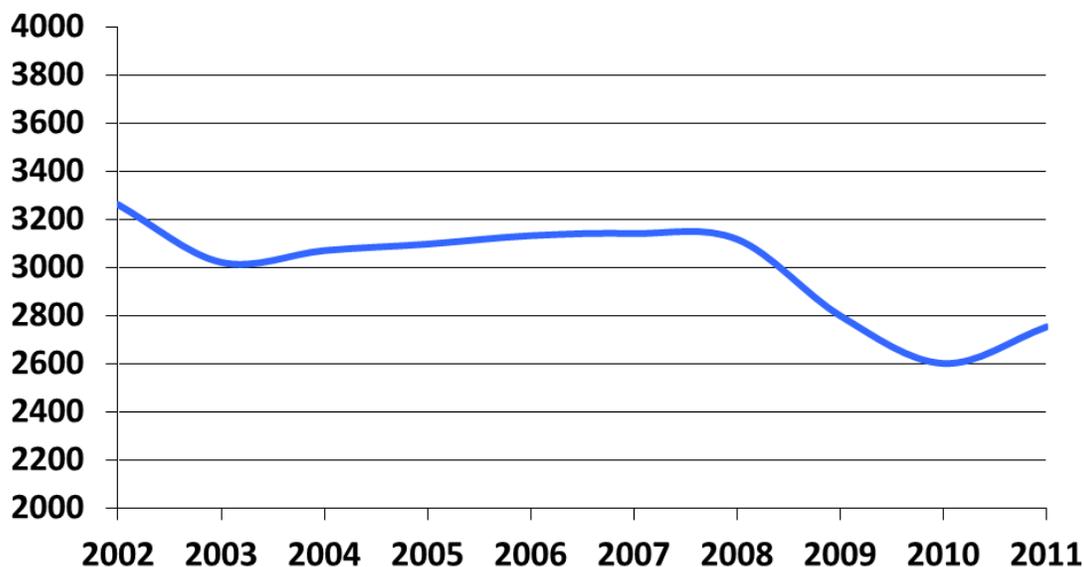
7.1 Current Conditions

7.1.1 Employment

The Town of Thomaston had a total employment of 2,753 jobs in 2011, a loss of 508 jobs (-15.4%) from 2002. Of these jobs, 2,158 (75.4%) are held by those living outside of Thomaston and 595 (21.6%) are held by Thomaston residents. There were 4,232 employed persons living in Thomaston in 2011, of which 3,637 (85.9%) were employed outside of Town.¹⁷ This highlights an area of concern in providing the residents of Thomaston with enough employment opportunities to support its working population.

Recovery from the 2007-2009 economic recession has been slow, particularly for the manufacturing sector. Employment within the town peaked at 3,261 in 2002 and declined to a low of 2,601 in 2010.

Figure 7-1
Total Employment in Thomaston, Job Numbers: 2002-2011¹⁷



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¹⁵U.S. Census Bureau, On The Map. *Area Profile Analysis, Years 2002-2011, Zip Code 06787*. Web. <http://onthemap.ces.census.gov/>

Table 7-1
Employment by Sector: 2002-2011¹⁸

Category	2002	2011	Percent of Total (2011)	Change	Percent Change
Manufacturing	1,767	1,358	49.3	-409	-23.2
Educational Services	250	246	8.9	-4	-1.6
Utilities	12	23	0.8	+9	+91.7
Construction	115	149	5.4	+34	+29.6
Retail Trade	290	232	8.4	-58	-20.0
Wholesale Trade	92	64	2.3	-28	-30.5
Transportation and Warehousing	48	52	1.9	+4	+8.3
Information	19	18	0.7	-1	-5.3
Finance and Insurance	16	21	0.8	+5	+31.2
Real Estate	11	8	0.3	-3	-27.3
Professional, Scientific and Technical	56	37	1.3	-19	-34.0
Management Companies	70	78	2.8	+8	+11.4
Waste Management and Remediation	28	12	0.4	-16	-57.2
Health Care and Social Assistance	84	75	2.7	-9	-10.8
Arts, Entertainment and Recreation	25	13	0.5	-12	-48.0
Accommodation and Food Service	102	150	5.4	+48	+47.0
Public Administration	210	111	4.0	-99	-47.2
Other	66	106	3.9	+40	+60.1

¹⁶ U.S. Census Bureau, On The Map. *Area Profile Analysis, Years 2002-2011, Zip Code 06787*. Web. <http://onthemap.ces.census.gov/>

Manufacturing makes up nearly half of the town's total employment, but has lost almost one-quarter of its workforce, or over 400 jobs, within the last decade. In this same time period, there has been measurable growth in food service and construction jobs; however, these new jobs have not made up for the significant loss in manufacturing jobs.

After decades of decline, manufacturing employment is projected to stay relatively stable from 2010 to 2020. Manufacturing subsectors such as plastics and rubber product manufacturing and chemical manufacturing are projected to add jobs statewide.



Whyco Manufacturing
Photo by: Jeremy Leifert

7.1.2 Community Development

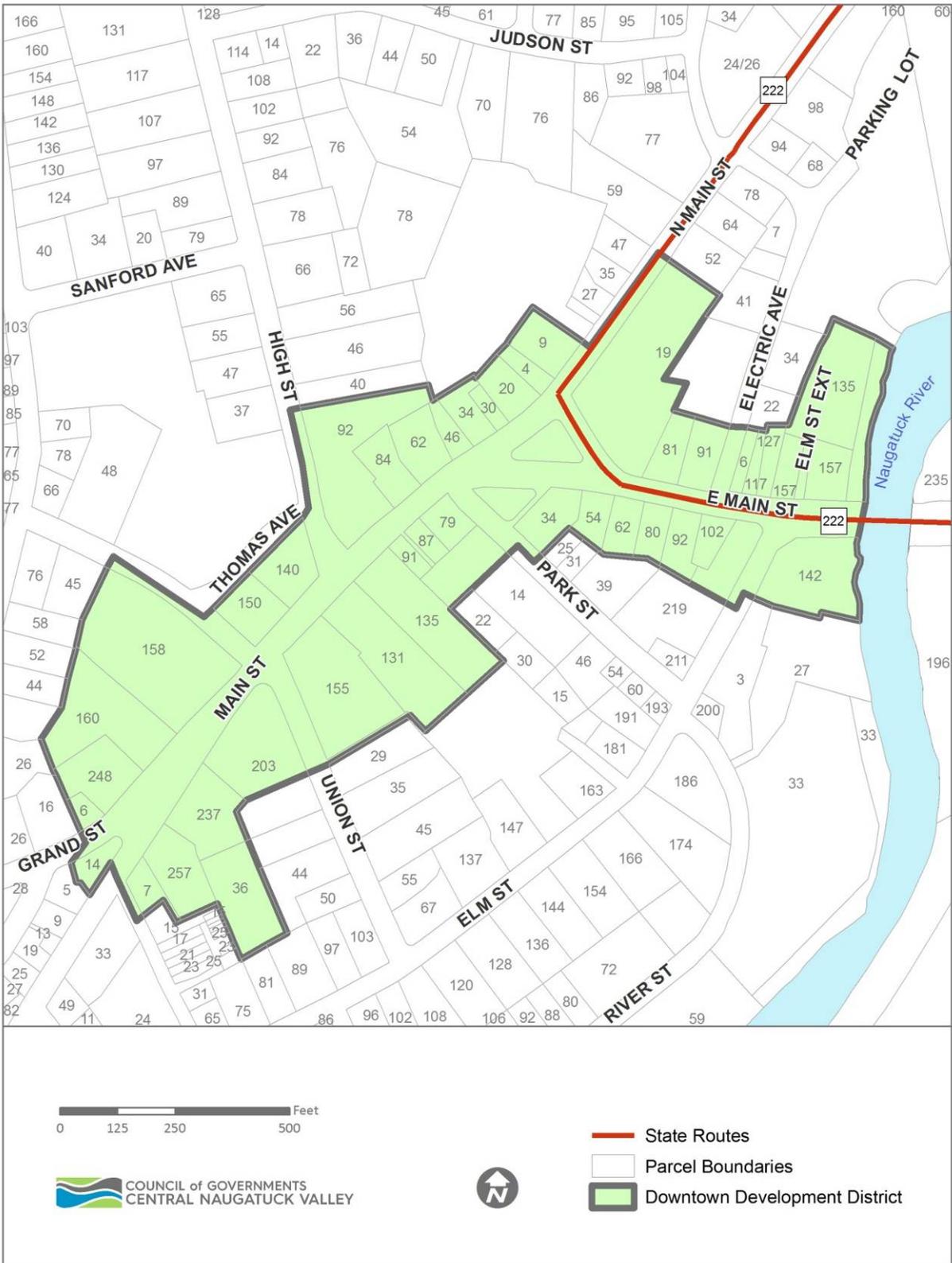
To further growth and development in the center of Thomaston's downtown area, the Town has implemented and mapped a Downtown Development District (Figure 7-2) which seeks to review significant developments and changes in use to projects within the overlay district. The purpose of the review is to allow greater flexibility from the standard General Commercial district regulations for the economic and cultural center of Town. The Thomaston Tax Incentive Program (TIP) and Enterprise Zone designation also seek to promote redevelopment in the downtown area by offering tax incentives to projects which cause a property owner to make a significant rehabilitation investment in the community.

7.1.3 Agriculture

There are currently several working farms and farm stands within the Town. While many state and local policy efforts focus on the permanent preservation of working lands, farming operations and farmers need more than just protected land to operate in a sustainable manner in the Town of Thomaston. Farms contribute significantly to local, regional and state economic development and security, job creation, tax bases, natural resource protection and quality of life, and have very different needs from other businesses, especially with respect to land use. However, farms are also businesses that face challenges that are unique in the Town and regional economy. There should be greater cooperation between farm business owners and Town officials to identify opportunities to improve agricultural regulations and expand on agricultural business opportunities. The Town regulations should also be balanced to encourage responsible growth patterns while preserving land for uses such as farming.¹⁷

¹⁷ Capitol Region Council of Governments. *Regulating the Farm: Improving Agriculture's Viability in the Capitol Region*. Published 2007. Web.
<http://www.ctplanningforagriculture.com/documents/CRCOGModelRegulations.pdf>

FIGURE 7-2
Downtown Development District Overlay Zone Boundary



7.2 Economic and Community Development Goals

7.2.1 Economic Development

- Incentivize potential new and existing businesses through the following:
 - Tax abatement for property improvements
 - Enterprise zone benefits
 - Additional tax incentives for businesses to move into Town
 - Downtown parking expansion through public-private parking agreements and prioritization of planning activities to identify sites for expanded public parking
 - Explore a permit process “fast track” when feasible
- Promote the Downtown Development District area as the center of municipal, administrative, cultural, and commercial activity.
- Continue to maintain and improve upon the economic base of the community in order to secure for current and future residents, a desirable place in which to live, work, worship, and raise a family.
- Review and enact regulations that are conducive to the development in the Town’s center and identify a market niche for the area.
- Support economic development projects for businesses in the East Main Street area and near Kenea Park that will encourage visitors to patronize business districts.
- Continue to encourage a stable and diversified tax base; expand the Town’s tax base and employment opportunities by attracting new businesses to suitable locations in the community.
- Give priority to those prospective businesses which would support existing businesses, provide employment opportunities for residents, and not over burden the ability of the Town’s infrastructure to provide necessary services.
- Recognize the economic potential of Waterbury Road for future industrial expansion along with Watertown Road and the South Main Street area for high traffic generating commercial expansion.
- Limit high intensity commercial establishments to the Route 6 or Main/South Street areas or within close proximity of such.
- Promote the development of industrial parks only in those areas which are zoned for such activity, contain ten (10) contiguous acres or more or in mixed use areas which are closer to arterials or highways.



Seth Thomas Industrial Park

- Where appropriate, encourage the [Photo by: Patrick Martin](#) return of or the use of underutilized Federal or State land to productive use by the community.
- Promote new economic activity in the Downtown Development District and along East Main Street that will complement existing businesses and increase economic opportunities.
- Identify and promote Thomaston's cultural, recreational, and historic attractions.
- Promote a diversity of businesses and commercial uses along Watertown Road and South Main Street that will attract and retain businesses, sustain business investment, and create economic opportunity and jobs.
- Recommend that significant new developments in the Downtown Development District and along the primary north-south corridor and Route 6 maintain symmetry with existing designs and architecture.
- Find ways to encourage people who work in Town to spend money in Town.
- Find innovative ways to draw new larger businesses.
- Incentivize additional development connections downtown to South Main Street and Route 6, where more area may be available for economic development.

7.2.2 Community Development

- Consider the appearance, architecture, and aesthetics of all proposed developments by giving special attention to the surrounding neighborhood.
- Improve the gateway entrances to Thomaston and the Downtown Business District through the use of signage and other types of visual aesthetics.
- Utilize vacant and under developed commercial, manufacturing, and residentially zoned property to its best and highest potential. Please refer to the Detailed Zoning Map of Thomaston.
- Encourage the underground installation of public utilities in future residential, commercial, and manufacturing developments.
- Improve the visual aesthetics along the gateway entrances to Thomaston.
- Prohibit new billboards and regulate the size and number of new signs.
- Encourage landscaping with trees and shrubbery along main thoroughfares and in public open space and parks.
- Protect the Town's architecturally significant structures along with archeological sites and areas of unique natural beauty through land development controls and other preservation methods.
- Improve the safety and visual appearance of the downtown business area through landscaping, maintenance of sidewalks, and the use of the street furniture, such as permanent benches and floral planting areas.
- Promote the downtown business area as a more desirable place for pedestrians and shoppers through the use of functional and aesthetic improvements, such as graphic symbols highlighting significant feature throughout the community.

- Carefully analyze all applications, especially if high intensity uses are proposed or when these uses may have an impact upon high density areas.
- Evaluate the environmental, social, and economic costs of new developments including infrastructure costs, such as transportation, sewers, water, schools, and recreation.
- Continue to utilize the requirements in the Downtown Development District to regulate aesthetics, such as building orientation, entrances, window space, and facades.
- Explore innovative zoning code amendments to enhance access and business development in the downtown area.
- Identify a niche to attract and keep people downtown. Thomaston's historic and cultural assets, such as the Opera House, Railroad Museum of New England (Train Station) and Seth Thomas Clock Museum could be utilized to attract additional downtown foot traffic.

7.2.3 Brownfield Redevelopment

- Promote, encourage, and market brownfield redevelopment and the reuse of inactive or underutilized manufacturing facilities in specified areas of the community.
- Support Federal, State, and local efforts to target and market brownfield sites in Thomaston and in the region.
- Educate the business community to participate in brownfield activity and to actively explore the benefits of the EPA's Revolving Brownfield Loan Fund.
- Encourage private investment in brownfield sites and adaptive reuse of existing structures and buildings for commercial, manufacturing, and residential uses.
- Incentivize the utilization and improvement of the Plume & Atwood building and grounds as a gateway business into Thomaston. This is a brownfield site, but recent environmental assessments have indicated limited need for extensive costs in remediation. A key issue to reuse of this site is vehicular accessibility. There is limited access for large trucks, and limited area for expansion of the road or driveway to the site. This may limit the site for reuse as a commercial or industrial facility. Avenues for a mixed use of this property should be explored, as well as potential options for redesigning vehicular and pedestrian accessibility.



Plume & Atwood Facility
Photo by: Patrick Martin

7.2.4 Mixed-Use Development

- Promote mixed use residential development in the downtown to provide foot traffic and spur business growth.
- Discourage mixed land uses in well-defined residential areas, except at the periphery where major arterials are located.

7.2.5 Business Access

- Recognize the unique old town cultural and architectural qualities of the downtown business district for future development and as a place to shop, conduct business, and worship.
- Provide for safe and efficient pedestrian accessibility in the downtown area, including evaluating options for public parking and biking
- Encourage the participation of area businesses and other civic organizations to suggest improvements in the downtown business sector and to promote the center of a focal point for entertainment and the arts and culture.
- Encourage development in the Downtown Development District, which will maximize and promote street level pedestrian activity and promote a sense of cohesiveness.

7.2.6 Agriculture

- Promote farm friendly business opportunities and regulations.
- Encourage farm-friendly business ventures to promote local farms.
- Encourage the preservation of existing prime agricultural farmlands
- Encourage the preservation of other significant properties that may have the potential and criteria to become prime agricultural farmlands
- Consider the use of innovative zoning practices and techniques to preserve existing prime farmlands and encourage the addition of new farms

7.3 Major Recommendations

- Develop a formal Downtown Plan that provides for uniform signage as well as increased and accessible parking.
- Create an action team consisting of various representatives from the town government that could facilitate expansion among new and existing businesses.
- Improve both internal and external gateways to provide a greater sense of security and increased foot traffic.
- Recognize the importance of Thomaston's rich culture, recreational centers, outdoor activities, and restaurants while continuing to foster the growth of these offerings.

- Create or promote special events or holiday events in the downtown area to encourage foot traffic and community involvement.
- Support offerings not only for residents of Thomaston, but also those that attract people from outside towns.
- Consider joining the Main Street Program of Connecticut to continue the professional development of EDC members and gain eligibility for certain government funding opportunities where available.
- Build and develop relationships with Federal and State government and recognize their importance as two of the largest landowners in town.
- Develop a program promoting the upkeep of business and residential property – especially those readily visible from business and downtown districts
- Encourage farm-friendly business ventures to promote local farms.

Section 8

Transportation

The transportation element examines existing traffic and transportation related data and conditions to help identify traffic and transportation characteristics, needs and trends in Thomaston. Transportation includes the various modes of travel within Thomaston and throughout the region, including motor vehicles, bicycles, and pedestrians.

8.1 Current Conditions

The regional transportation system includes roadway networks, public transit, airports, and bicycle and pedestrian facilities. In Thomaston, and the region at large, the primary mode of transportation is the personal vehicle. Thomaston is well connected through the regional roadway network; however, limited public transit options exist within Thomaston.

No commuter rail service is available in Thomaston. The Naugatuck Railroad, which is headquartered in Thomaston, formerly provided service from Bridgeport north to Winsted. Currently, the Railroad Museum of New England leases a portion of this line from ConnDOT and operates seasonal excursion trains from the Naugatuck Railroad station in Thomaston to Waterbury, CT. The railroad also provides local freight service along this corridor. Thomaston is approximately 40 miles southwest of Bradley International Airport and 100 miles northeast of LaGuardia and John F. Kennedy Airports in New York.

8.2 Travel Trends

According to the 2010 U.S. Census, 88% of the working population in Thomaston drove alone to their place of employment. Approximately 7% carpooled, less than 1% used public transit, walked or uses another means of transportation. Approximately 4% of workers worked from home. The average commuting time in 2010 was 23.1 minutes, up from 21.9 minutes in 2000.

8.3 Streets and Highways

The Town is easily accessible by an excellent network of US and State Routes and local roadways. Route 8, the region's main north-south expressway travels along the Naugatuck River in the eastern portion of Town, providing interstate access to the south in Waterbury, CT where it joins I-84, the major east-west highway through Connecticut. North of Thomaston, Route 8 proceeds through Litchfield, Harwinton, Torrington Winchester, and Colebrook, continuing as a rural minor arterial road into Massachusetts. Route 8 has three exits within Thomaston: Exit 38 (to US Route 6 west), Exit 39 (to US Route 6 east), and Exit 40 (to State Route 222/North Main Street). U.S. Route 6 generally parallels I-84, traveling east-west through CT. Within Thomaston, US Route 6 coincides with the Route 8 expressway for approximately 1 mile. See Figure 8-1 for a map of Thomaston's major roadways.

State Route 254 begins as a continuation of State Road 848 (Waterbury Road) at Exit 38 of the Route 8 Expressway. It proceeds north along the Naugatuck River before turning northwest paralleling Northfield Brook and continuing west of the Northfield Brook Dam

before crossing the town line into Litchfield and continuing northwest until its terminus at Route 118.

State Route 222 begins as East Main Street in the center of Thomaston at the Exit 39 interchange of the Route 8 expressway. Route 222 travels northeast through Thomaston, intersecting Route 8 at Exit 40 before continuing north, passing east of the Thomaston Dam, and crossing the Plymouth town line. In Plymouth it curves northward then briefly crosses into Thomaston proceeding north into Harwinton where it continues north-northwest until its terminus at Route 118.



Main Street looking South
Photo by: Jeremy Leifert

State Route 109 originates at the intersection of US 6 and Route 254 and continues northwest through Black Rock State Park and along the Wigwam Reservoir before entering Morris, CT.

Per the ConnDOT Listing of Locally Maintained Roads by Town, as of December 31, 2012 Thomaston contained 41.21 miles of locally maintained roads, the entirety of which are improved. There are no unimproved locally maintained roads within the Town.

8.3.1 Traffic Volumes

Existing traffic volumes were reviewed to obtain data related to historical traffic data, and trip distribution patterns. Table 8-1 summarizes average daily traffic (ADT) volumes on various roadways within Thomaston utilizing information provided by ConnDOT. As noted in Table 8-1, traffic volumes have remained relatively consistent along some of the major routes through Thomaston.

Figure 8-1
Functional Classification of Roads in Thomaston

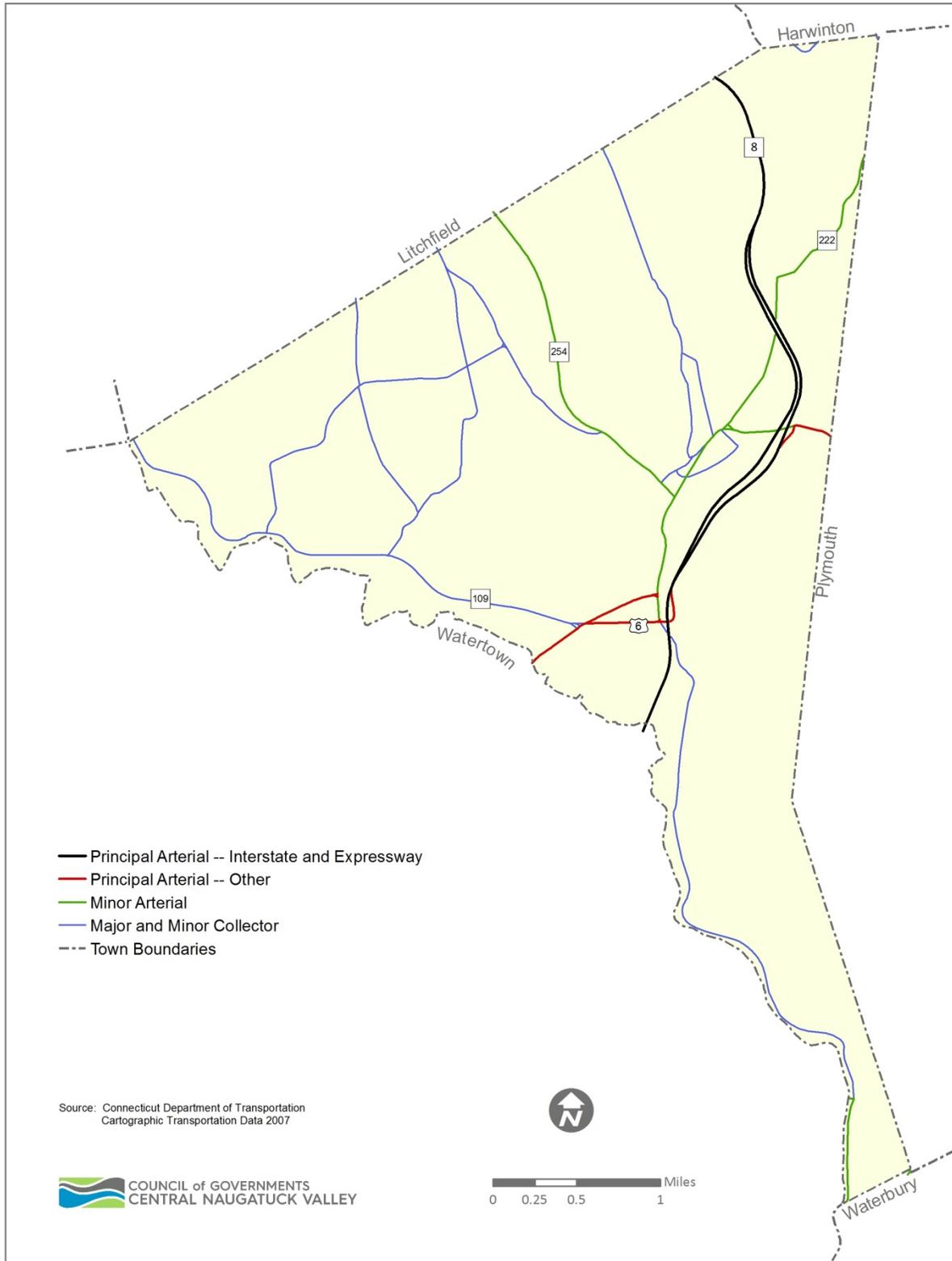


TABLE 8-1
Thomaston Traffic Volumes - 2002 - 2011¹⁸

Street	Location	ADT 2002	ADT 2005	ADT 2008	ADT 2011
Route 6/ Watertown Road	Watertown/Thomaston Town Line	NA	7,000	6,700	6,700
Route 109/ Branch Road	South of Old Northfield Road Intersection	5,000	4,400	4,500	4,500
Route 6/ Watertown Road	North of Route 109/ Branch Road Access	10,200	10,600	9,800	10,300
South Main Street	North of Watertown Road Intersection	15,200	14,900	14,100	14,600
East Main Street	West of Electric Avenue Intersection	6,700	6,600	4,800	5,400
Route 6/ East Main Street	East of Route 8 northbound on-ramp	16,800	17,400	16,900	16,700
Route 254/ Northfield Road	South of Walnut Hill Road Intersection	5,700	5,900	5,000	5,600
Route 254/ Northfield Road	North of Walnut Hill Intersection	3,800	4,000	3,300	3,800
Clay Street	North of Sanford Avenue Intersection	1,800	2,400	2,200	2,300
High Street Extension	North of High Street and Clay Street Intersection	NA	NA	3,200	3,200

8.3.2 Congestion

The Central Naugatuck Valley Long Range Transportation Plan 2011-2040, prepared by the COGCNV, June 2011 (CNVR LRTP Report) was reviewed to assess congestion issues in Thomaston. The CNVR LRTP Report evaluated congestion on a volume-to-capacity (v/c) ratio. The v/c ratio is defined as the peak hour traffic divided by a road segment's hourly vehicle capacity. A road segment is determined to have a congestion issue when the v/c ratio is greater than 1.00, as this indicates that peak hour traffic volumes exceed the road's hourly capacity. The study determined that a segment of Route 6 in Thomaston, from Route 222 to Prospect Street has a V/C ratio of 1.08, indicating a congestion issue. This area is highly influenced by traffic to and from the Route 8 exit.

8.3.3 Safety

Per ConnDOT, a High Hazard Accident Location is defined as a state highway segment and intersection that has experienced 15 or more accidents during a three-year period and have an actual accident rate greater than a statistically derived improbable accident

¹⁸ Average Daily Traffic (ADT) Maps, Thomaston, CT, prepared by the Connecticut Department of Transportation, Years 2002, 2005, 2008 and 2011. Web.
<http://www.ct.gov/dot/cwp/view.asp?a=3532&q=330402>.

rate. The CNVR LRTP Report indicated that all municipalities in the region (with the exception of Beacon Falls, Bethlehem, and Oxford) had at least one hazardous state highway location and that 50% of the locations were in Waterbury.

Accident reports from the Connecticut Department of Transportation (ConnDOT) were reviewed to help identify potentially unsafe roadway conditions within Thomaston. The accident data addresses January 2009 – December 2011 and provides information on both state and local roads. High accident areas from this data are provided below.

High accident areas on state roadways include the following:

- US Route 6 at Route 222 (East Main Street)
- US Route 8 at Exit 38 to Route 254 (north and southbound)
- US Route 8 at Exit 39 to US Route 6 (north and southbound)
- US Route 8 at Exit 40 to US Route 222 (north and southbound)
- US Route 222 at southbound access to Route 8
- US Route 254 at US Route 810/Watertown Road
- US Route 807 at Route 254

There were no areas on local roadways that displayed a pattern of accidents during this timeframe. A number of accidents occurred on High Street, High Street Extension, Hickory Hill Road, and Old Northfield Road; however, they were spread out over the roadways and not clustered in specific areas.

8.4 Public Transportation/Commuter Lots

Though public transit routes extend just south of Thomaston into a portion of Watertown, public transit is not provided in Thomaston. According to the CNVR LRTP report, Thomaston is located within the Greater Waterbury Transit District Member Municipalities and Service Area but does not have fixed-route service.

The CNVR LRTP Report notes that the CNVR has 13 state designated commuter parking lots with a combined capacity of 1,009 vehicles. The commuter lots are primarily located in the vicinity of I-84 and Route 8 interchanges with one located in Thomaston on Route 6 at the interchange with Route 8. This commuter lot has a capacity of 48 vehicles. Per the CNVR LRTP Report, in 2009 the average occupancy of this lot was 34 vehicles (70% occupancy) with a maximum occupancy of 41 vehicles (85% occupancy). Commuter parking lots with 75% or greater maximum occupancy are considered candidates for expansion. There is no commuter lot expansion projects noted in the 2011-2013 CNVR LRTP.

Passenger rail service is available in the adjacent City of Waterbury. The Waterbury Branch Line commuter rail services is operated by Metro-North and runs several daily round trips between Waterbury and Bridgeport and one weekday trip from Waterbury to Stamford, CT.

8.5 Pedestrian and Bicycle Facilities

The Pedestrian and Bicycle Safety in the CNVR: An Assessment of Existing Conditions Report (prepared by the COGCNV, dated February 11, 2010) reviewed accidents in the region from 2003-2007 to identify areas where there were high frequencies of motor vehicle accidents involving pedestrians or bicyclists. The report identified the following two high hazard accident locations for pedestrians within Thomaston: Route 6 in the vicinity of Route 109 and Main Street from Route 254 to East Main Street. Thomaston was not listed as having high hazard accident locations for bicycles.

As part of the Update Process to the Statewide Bicycle and Pedestrian Plan, ConnDOT identified a series of cross-state bicycle routes. These roadways are direct routes that can be used to travel across longer distances across and through the state. These routes only follow state roads and are unsigned; however, over time ConnDOT's intent is to improve the amenities and signage for the routes. A portion of cross-state bicycle route #4 crosses through Thomaston. Bicycle route #4 enters in the northwest corner of the Town along Route 109 and proceeds southeast to Route 254 and eventually to Route 222 where it exits Thomaston and proceeds east. Thomaston does not currently have any dedicated bike lanes. However, review of the Pedestrian and Bicycle Safety Report indicated that no high hazard accident locations for bicyclists were identified within Thomaston.

To provide a safer route for pedestrians and bicyclists, COGCNV conducted a routing study for the Naugatuck River Greenway (NRG) through the towns of Beacon Falls, Naugatuck, Waterbury, Watertown and Thomaston. The study is part of an effort to build a 44-mile multiuse recreational trail along the Naugatuck River from Torrington to Derby, Connecticut. The primary goals of the NRG are to (1) develop a non-motorized transportation facility for walkers and cyclists, and (2) provide public access to the Naugatuck River. The NRG will provide Thomaston with a safe pedestrian and bicycle route that will facilitate public access to the Naugatuck River and connect to neighboring communities and existing attractions in Thomaston (Thomaston Dam, New England Railroad Museum, Clock Walk, and Opera House). The approximately 4.5 miles of the NRG within Thomaston includes portions set adjacent to existing roadways, soft-surface pathways close to the river, and on streets shared with low speed traffic. The Regional Naugatuck River Greenway Routing Study was approved by the COGCNV on December 10, 2010. Development of the NRG will be a long-term and multi-phase project led by the involved municipalities and state and federal agencies.

8.6 Conclusions/Recommendations

Per the CNVR LRTP Report, future congestion on the state highway system within the region was approximated utilizing the capacity values and projected traffic volumes to determine future v/c ratios. One segment in Thomaston was projected to have severe congestion by 2030 – Route 6 from Route 222 to Prospect Street. As noted above, this segment is currently experiencing congestion issues with a v/c of 1.08 observed in 2008. The v/c is expected to increase 26% by 2030 to 1.36. The Town may wish to begin evaluating ways to address this issue.

There is a large amount of residential development located in the northern portion of Thomaston between Route 254 and Route 8 (east of Northfield Brook and Northfield Brook Dam) that is not easily accessible via either of these roadways. The roadways providing access to this development create a north/south bottleneck as there are no east/west connections through the area due to large protected open space areas and

topographic constraints. This could make it challenging for emergency vehicles to quickly respond to calls in this area without entering from Litchfield to the north of Thomaston.

Information from the community-wide survey indicated that maintenance of roadways and sidewalks is an important issue to the Town. The survey also noted concerns regarding traffic patterns along South Main Street and at the intersection of Route 109/Route 6 (Watertown Road). The lack of available parking along Main Street was also identified as a concern.

8.6.1 Transportation Goals & Objectives

- *Provide for the efficient and orderly movement of people and goods into, out of, and within the Town and provide safe vehicular, pedestrian, and bicycle access to residential neighborhoods, recreational areas, and places of business, worship, and employment, etc.*
 - Improve pedestrian and bicycle access by implementing the “next-steps” as identified in the *Regional Naugatuck River Greenway Routing Study – Town of Thomaston, Connecticut (December 2010)*.
 - Revise Zoning Regulations to encourage developers to install sidewalks and otherwise plan for the future use of cul-de-sacs and dead end streets for connections to other roadways in the immediate neighborhood.
 - Seek grant funding to address sidewalk improvements and expansions.
 - Implement the Tracey Street Stormwater Plan, prepared by Weston & Sampson.
 - Continue with road restoration plan to include “web area” roads & sanitary sewers.
 - Incorporate pedestrian and bicycle planning into redevelopment efforts.
 - Continue to identify and develop areas for public parking in the downtown.
- *Improve the traffic flow, character, and safety of roadways within Thomaston, including the provision of adequate emergency services access to residential areas.*
 - Work with the Police Department and State and local officials in assessing traffic conditions in mixed use areas such as Reynolds Bridge Road, Watertown Road, and Waterbury Road and identify any high-crash locations.
 - Petition ConnDOT to study the traffic flow and circulation patterns in the Main Street and South Main Street corridor.
 - Assess traffic calming measures in areas of high hazard accidents for pedestrians: Route 6 in the vicinity of Route 109 and Main Street from Route 254 to East Main Street.
 - Support efforts to improve traffic circulation conditions on State and local roads by assessing land use proposals with respect to their potential traffic gathering capabilities and impacts on adjacent neighborhoods, including assessment of potential future connections from cul-de-sacs and dead end streets.

- Work with NVCOG to evaluate the need for construction of a non-access limited highway from Route 254 to the upper High Street Extension residential area and to identify the need in the Region's LRTP and Transportation Improvement Plan.
 - Perform an inventory of Town-owned roadways and create a Pavement Management Plan/Roads Preservation Program and schedule for maintenance and reconstruction of Town-owned roads to extend their overall life-expectancy.
 - Promote efforts to establish a schedule of road widths based on engineering standards and traffic flow patterns
 - Establish consistent paving techniques, road way maintenance, and uniform storm water drainage systems on all Town approved roads.
 - Continue to work with the NVCOG as a resource tool for assessing local traffic impacts and with the State to address regional transportation issues.
 - Evaluate the potential impact of residential and commercial development and the Town's capacity to handle such growth on the municipal roadway system and infrastructure.
- *Promote and encourage the use of public transit facilities, especially those serving the elderly, special needs individuals, and the disabled.*
 - Seek to bring some form of commuter service to Thomaston to access both Torrington & Waterbury.
 - Expand and improve senior bus service by seeking Regional partnerships.

Section 9

Open Space and Recreation

It is widely recognized and strongly supported by Thomaston's residents that natural resources and recreational opportunities have intrinsic values which contribute to the Town's high quality of life. Similar to the need to maintain the physical infrastructure of the Town, there is a corresponding need to invest in a system of "green infrastructure" to preserve the natural and pastoral landscape of the community. To accomplish this, the Town should strive to preserve existing open space and grow its area of open space land where feasible, while providing a variety of passive recreational uses and outdoor recreational opportunities for all residents by utilizing these open space areas.

9.1 Current Conditions

9.1.1 Open Space Areas

Open space is defined as land that is preserved or restricted for park, recreation, cemetery, or conservation use, but may include areas primarily in a natural state or undeveloped. These areas include committed open space, forest land, farmland, and recreational areas free of intensive development. In Thomaston, Federal Land owned by the United States Government as flood control areas and the State of



Northfield Brook Dam
Photo by: Jeremy Leifert

Connecticut as state forest land make up 1,265 acres, or approximately 16.5 percent of the land area of the Town. Another 349 acres is owned by the City of Waterbury as a public water supply watershed, and another 60 acres is committed for cemetery use. The Town of Thomaston owns 165 acres of land in uncommitted (not permanently restricted) open space. Figure 9-1 depicts all public and private open space within the town.

There are also privately owned parcels of uncommitted open space in Thomaston, as categorized by their designation under Connecticut Public Act 490¹⁹ (PA-490) as farm land or forest land for preferential valuation purposes through the Thomaston Assessor. These parcels encompass an additional 979 acres of uncommitted open space.

A third PA-490 category for generalized "open space" is currently unavailable as a tool for land preservation until such time that the Town generates a "priority" open space map, which must be included in the Town plan and then adopts an ordinance at town meeting outlining the criteria for tax benefits. Figure 9-2 below accomplishes this goal and depicts the priority open space areas for the Town – those parcels with the highest potential value as preserved open space. Examples of some, but not all, factors

¹⁹ Connecticut Farm Bureau. *Public Act 490: A Practical Guide and Overview for Landowners, Assessor's and Government Officials*, Web. http://www.cfba.org/images/resources/complete_490guide_cfba.pdf

considered in determining these target areas include lot size, proximity to existing open space or the presence of development restrictions as shown in Table 5-1.

9.1.2 Recreation Department Facilities and Programs

Thomaston Recreation Department is governed by a Recreation Commission that maintains the following recreation areas with a total of approximately 24 acres dedicated to passive and active recreational activities. The Recreation Department also offers a variety of year-round recreation programs.

- **Sanford Avenue Field** – little league size infield, U-10 size soccer field, playground equipment, and two tennis courts
- **Reeve’s Field** – little league field, basketball court, batting cages, one tennis court and a small playscape and swings
- **Black Rock Field** – little league field, regulation baseball diamond, large-scale playground
- **Highwood Farms Field** – full size soccer field and a field for youth baseball or softball
- **Jackson Street Playground** – Former playground site where equipment was removed due to safety concerns
- **Nystrom’s Park** – little league field, regulation soccer field, basketball court, playground equipment, beach area, picnic area, and a bathhouse with bathrooms and changing areas
- **Nystrom’s Sport Complex** – Approved but not yet funded or built for a synthetic track & field area, 4 regulation tennis courts, regulation soccer field, improvements to little league facilities, 3 improved parking areas, 131 parking spaces with 8 handicap spaces and 100% access for handicapped persons. As of May 2012 the project design was 90% complete and sources of funding were being pursued to complete the project.



Nystrom’s Pond Picnic Area
Photo by: Jeremy Leifert

9.2 Major Recommendations

9.2.1 Open Space Preservation

- Consider the use of innovative zoning practices and techniques to preserve existing prime farmlands and encourage the addition of new farms
- Consider large lot zoning, residential cluster development and Low Impact Development techniques to utilize and preserve properties for agricultural use and open space

- Continue to encourage the use of off road vehicles in Federal flood control areas only to preserve the integrity of adjacent open spaces
- Explore the possibility of coordination between municipalities for open space land acquisitions for greenway or riverwalk or greenway use
- Support the acquisitions of land for open space, recreational, and other public purposes in those locations recommended by the Plan of Development, Planning and Zoning Commission and Conservation Commission (See Figure 9-2 – Priority Open Space Areas)



Mattatuck Trail/Blue Trail
Photo by: Jeremy Leifert

- Recognize the importance of the Naugatuck River as a historic and recreational resource
- Continue to participate with the NVCOG, other regional agencies, and local governments in establishing the Naugatuck River Greenway project
- Encourage the preservation of valuable open space, scenic vistas, wetlands, and environmentally sensitive areas in residential developments
- Review the Zoning Regulations to insure that important historic, cultural, scenic areas, and natural and physical features are maintained and protected
- Require developers to incorporate environmentally sensitive and natural resource areas into public open space or privately owned conservation easements



Open Fields, Private Property Walnut Hill Road
Photo by: Jeremy Leifert

- Limit improvements to open space areas to those consistent with the long term preservation and enjoyment of the property
- Encourage the connection of open space lands into large parcels to discourage landscape fragmentation; link open space areas with multi-purpose trails (biking, walking) when feasible
- Seek to establish an open-space acquisition fund to be funded through private sources
- Continue public outreach and education on open space and recreational opportunities in Town

9.2.2 Recreation

- Provide a variety of recreational uses and opportunities for passive recreation and outdoor recreational opportunities for all residents by utilizing open space areas
- Partner with the Connecticut Forest and Parks Association, DEEP and Army Corps of Engineers to explore the possibility of establishing a well-defined recreational hiking trail system in the State forest as well as in the Federal flood control areas
- Recognize the importance of Nystrom's Park and the Highwood Farms recreation facilities as a valuable resource to the community and continue to improve recreational opportunities in those areas
- Study the possibility of utilizing the town-owned property adjoining Hillside Cemetery to supplement and enhance passive recreational activities and opportunities for the Town's residents
- Promote the public use of and insure reasonable access, where feasible, to wetland and watercourse areas for open space and passive recreational activities
- Encourage the Recreation Commission to provide input to the land use decision process with regard to utilizing flood prone areas for aesthetic and passive recreational activities
- Create partnerships with the Planning and Zoning Commission, Inland Wetland/Conservation Commission, Greenway Committee and Recreation Commission to implement recommendations



Dug Road Town Access
Photo by: Jeremy Leifert

**Figure 9-1
Public and Private Open Space**

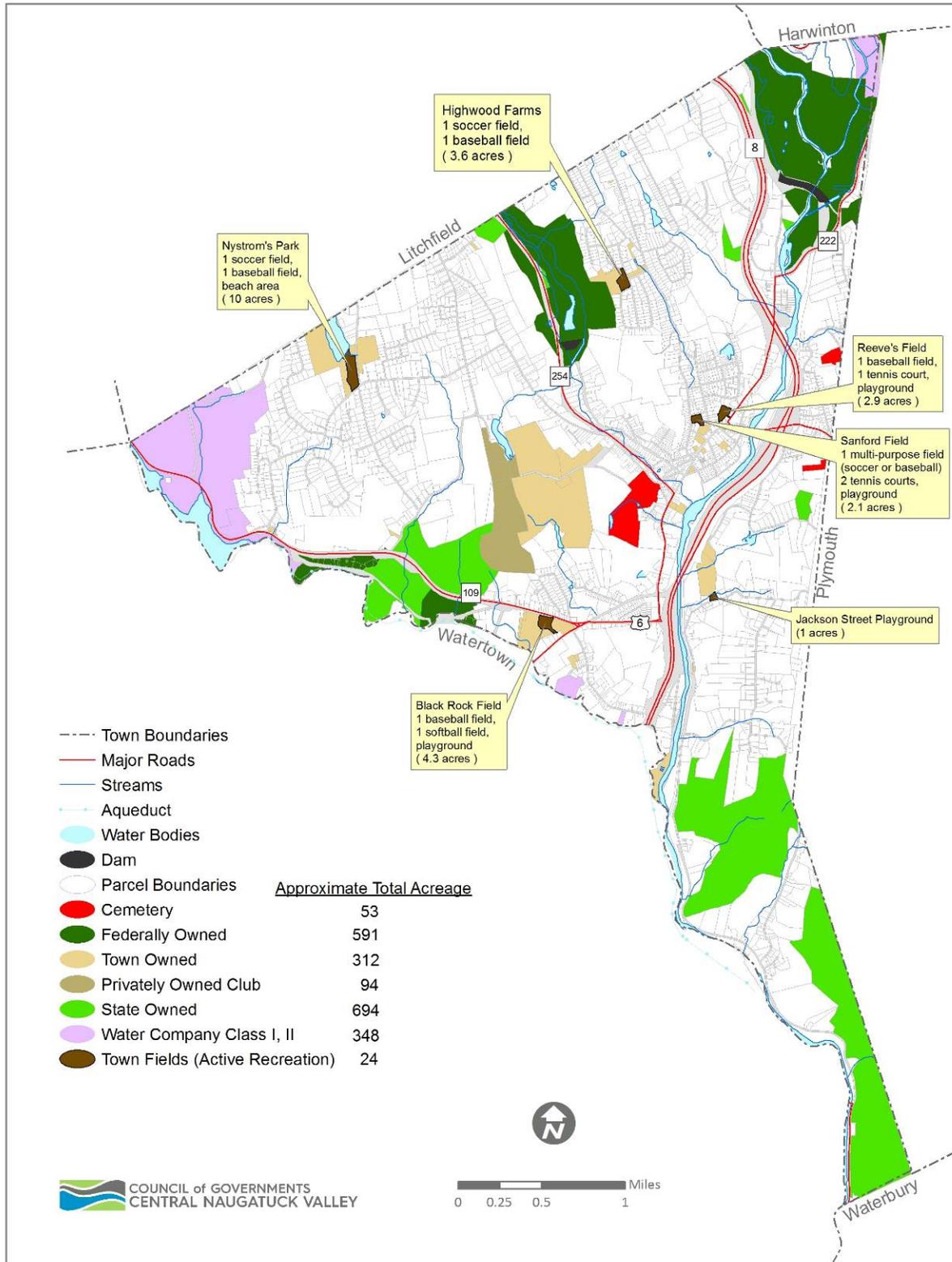
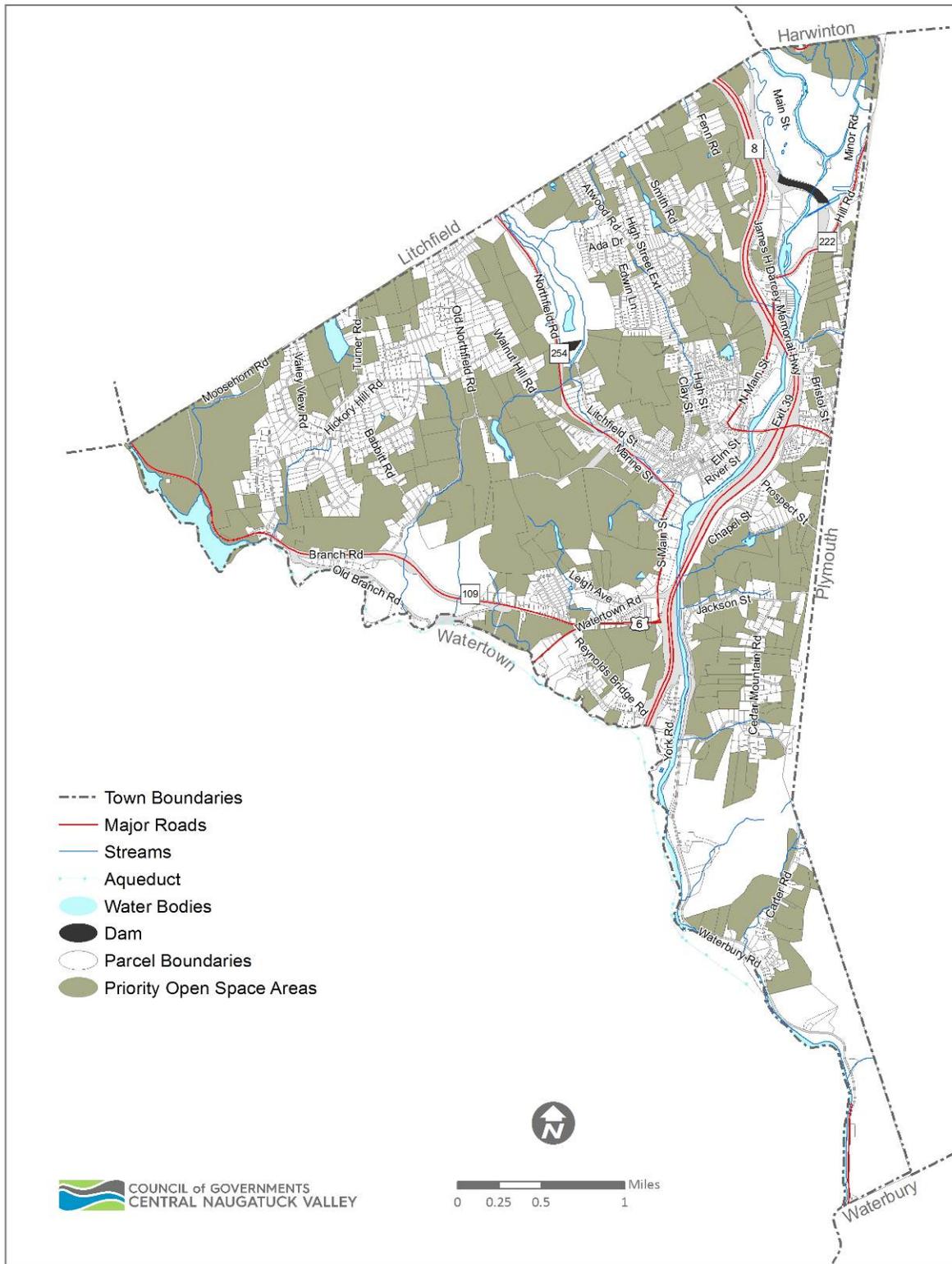


Figure 9-2
Priority Open Space Areas



Section 10

Infrastructure & Community Service

10.1 Overview

Thomaston provides a number of municipal services to a wide variety of citizens and must continue to balance meeting the needs of town staff, residents and businesses with the cost of providing these services. These services contribute to the overall quality of life and community character. Furthermore, infrastructure and community services support economic development, and can attract residents to a community. The citizens of Thomaston also play an active role in community services through a strong network of volunteerism.

10.2 Current Conditions

The Town provides a variety of municipal services to the citizens of Thomaston, including the following:

- Wastewater Services (see Section 10.5)
- Emergency Services (Section 10.6)
- Education (Section 10.7)
- Recreation and Open Space (Section 9.0)
- Transportation (Section 8.0)
- Other services and facilities (Section 10.8)

See the referenced sections for additional information. Portions of Thomaston are served by a private water company. The water utility is discussed in Section 10.4.

10.3 Regional Services

To facilitate cost reductions for the Town of Thomaston in many areas and to comply with state measures to regionalize services, Thomaston is associated with a variety of regionalized entities and organizations. Examples are:

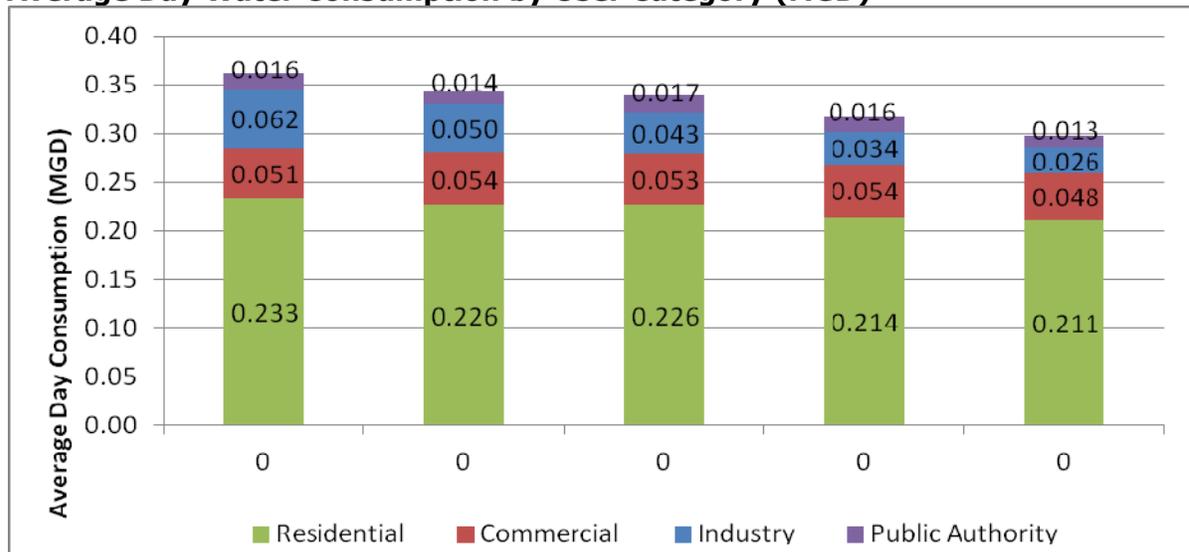
- The Naugatuck Valley Council of Governments
- The Western Connecticut Area Agency on Aging
- The Cable Television Advisory Council of Litchfield
- Western Connecticut Convention and Visitors Bureau
- Northwest Connecticut EMS Council
- The Torrington Area Health District
- Northwest Regional Mental Health Board
- Connecticut Conference of Municipalities
- Connecticut Interlocal Risk Management Agency
- Northwest Conservation District
- Greater Waterbury Transit District

10.4 Water Service

Potable water is provided by Connecticut Water Company (CWC), a private company that serves nearly 90,000 customers, or approximately 300,000 people, in 56 towns in Connecticut. The Thomaston water system serves customers in Thomaston and customers on Altair Avenue and North Street in the village of Terryville in Plymouth, CT. Within Thomaston, water service is primarily provided to the northeast and south central area of town (see Figure 10-2, Thomaston Water Service Map). Development outside of the water service area is served by private water supply wells. Water for the Thomaston system primarily comes from groundwater sources in the Reynolds Bridge Wellfield in Thomaston on the west side of the Naugatuck River. The water storage tank for the system is located on the east side of the River in Plymouth, CT. The Thomaston water system also maintains an interconnection with the City of Waterbury’s system that can be utilized during emergencies. Correspondence with CWC indicated that the Waterbury interconnection is rarely used.

Based on information from CT DEEP’s Water Diversion Program, CWC has a total registered water diversion/withdrawal allowance of 1.944 million gallons per day (mgd) from three active registered sources within the wellfield²⁰ and maintains a water diversion permit for a back-up well. Figure 10-1 provides a summary of the 2005-2009 Average Day Consumption.

Figure 10-1²¹
Average Day Water Consumption by User Category (MGD)



Though the number of commercial and residential customers has increased from 2005-2009, the corresponding consumption has significantly decreased. This trend has

²⁰ Connecticut Department of Energy & Environmental Protection. *Registered Diversions. Permitted Diversions.* . Rep. Water Diversion Program. July, 1, 2012. Web. http://www.ct.gov/deep/cwp/view.asp?a=2720&q=404934&deepNav_GID=1654

²¹ Connecticut Water Company. Portions of the *Thomaston and Terryville Water Supply Plan.* N.d. Provided by James S. Casagrande, P.E., Senior Engineer, Connecticut Water Company. March 13, 2014.

continued to occur through 2012, when the average annual daily demand was 0.393 mgd. The maximum daily demand in 2012 was 0.824 mgd on 7/11/12²².

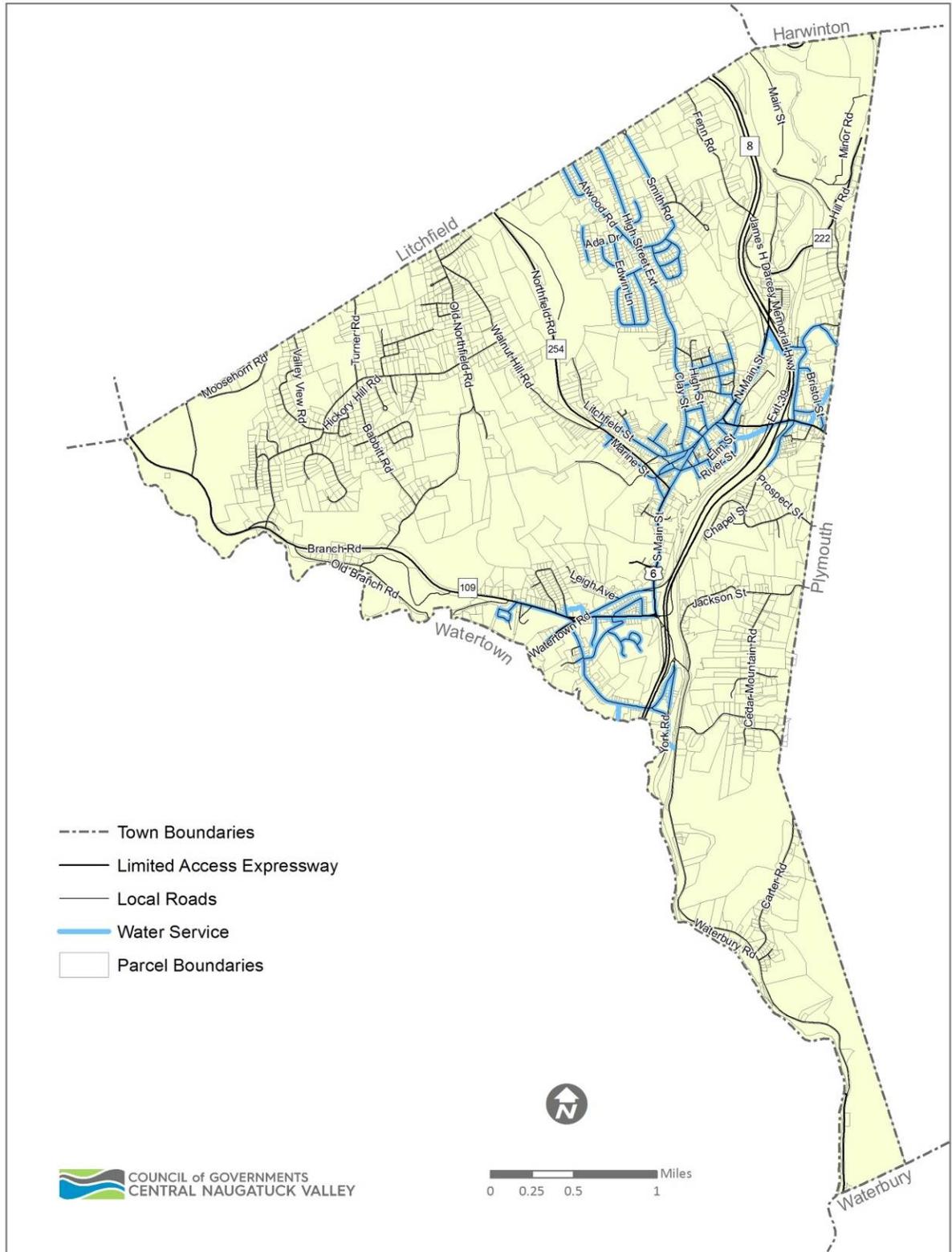
Table 10-1 provides a summary of the total water consumed, total produced, and the percent unaccounted for non-revenue water. Unaccounted water is water that is "lost" before it reaches the end user. This can occur through leaks in the distribution system, faulty water meters, or illegal connections. The unaccounted for non-revenue water has substantially increased since 2009 and is greater than the industry standard of 15%.

TABLE 10-1
Water Production and Consumption 2005-2009

Year	Total Consumed (mgd)	Total Produced (mgd)	% Unaccounted for Non- Revenue Water
2005	0.363	0.406	9.4
2006	0.345	0.406	13.6
2007	0.34	0.423	15.4
2008	0.32	0.409	16.6
2009	0.299	0.399	19.9

²² Connecticut Water Company. *Annual Report of the Connecticut Water Company to the Department of Public Utility Control For the Year Ended December 31, 2012.*

Figure 10-2
Thomaston Water Service Area



Review of the CWC's *Thomaston and Terryville Water Supply Plan* indicated that the Thomaston System has the capacity to meet current demand and is anticipated to expand to additional portions of Thomaston within the 30 and 50 year planning horizons to meet future demand. Consultation with the CWC indicated that the system has the capacity to meet current and future residential demand; however, infrastructure improvements could be required if a commercial or industrial development with high water demand occurs within the Town. Review of the CWC's *Thomaston and Terryville Water Supply Plan* also identified the construction of a storage tank in the Humaston Hill area as a non-critical long-term system improvement to be addressed within the 20 year planning period to increase fire flows.

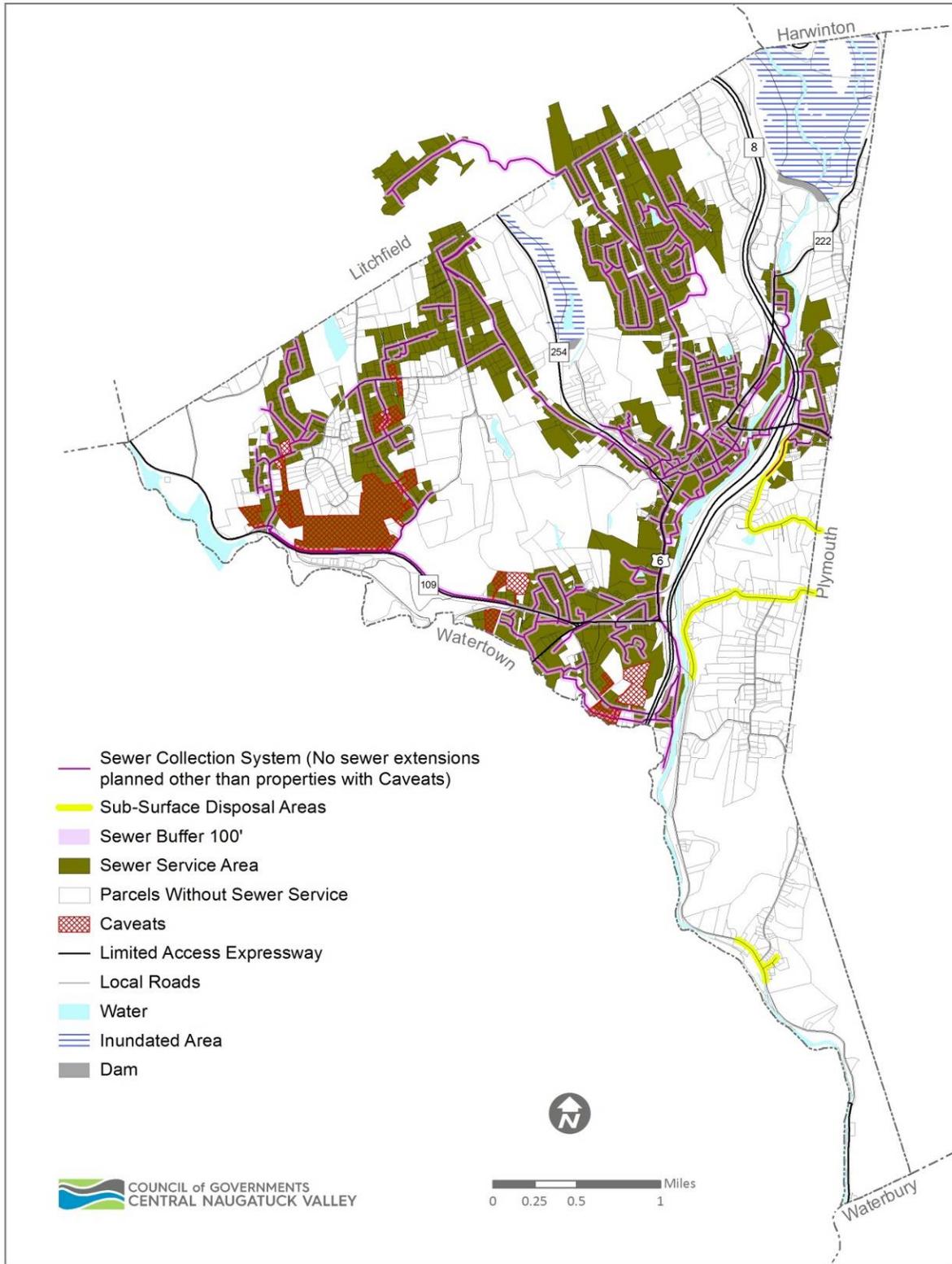
10.5 Wastewater Service

The Town's wastewater is conveyed to its Water Pollution Control Facility (WPCF) through approximately 190,000 linear feet (36 miles) of gravity sewers (see Figure 10-3, Thomaston Sewer Service Map). Parts of the collection system date back to the 1800s. There are also five pump stations located throughout the system. The collection system conveys wastewater, comprised of sanitary and infiltration and inflow (I/I) flows, to the Town's WPCF, located on Old Waterbury Road. The WPCF is subject to a National Pollutant Discharge Elimination System (NPDES) permit CT0100781, issued by CT DEEP and the USEPA. The WPCF, which was upgraded to a 1.38 mgd capacity in 2002, is currently operating at about 65% of its design capacity.

As the WPCF approaches capacity, the Town will need to undertake a multi-pronged approach to manage WPCF flow and capacity. Recently, the Town revised the Zoning Regulations to increase the minimum lot size. This was done in an effort to match the rate of residential development with the available WPCF capacity and to allow adequate area for the siting of septic systems and private wells on new development lots. In addition to growth management controls, other ways to increase WPCF capacity can include identifying and eliminating I/I and performing normal and proactive sewer system maintenance. The WPCF recently completed a system-wide evaluation survey to identify and prioritize areas where system improvements are warranted to address I/I and other maintenance issues. The WPCF is in the process addressing the areas that were identified by the evaluation. The estimated cost for implementing these recommendations is approximately \$1.08 million. The anticipated flow reductions are 79,810 gpd in infiltration and 44,800 gpd in inflow. The WPCA continues to identify and eliminate I/I and perform sewer system maintenance to increase the capacity of the WPCF.

The WPCF is authorized to discharge to the Naugatuck River in accordance with the effluent limits and monitoring requirements set forth in the facility's NPDES permit. A NPDES permit is renewed and reevaluated every five years to determine whether the effluent limits and monitoring requirements are adequate to protect water quality and comply with water quality standards. It is anticipated that future NPDES permit renewals for the WPCF may contain more restrictive limits for phosphorous and metals. It is likely that upgrades to the WPCF may be required in the future to meet future NPDES effluent limits. The WPCF should continue to plan for anticipated NPDES permit revisions and should seek funding from Connecticut's Clean Water Fund to assist in the planning, design and construction of the anticipated upgrades.

**Figure 10-3
Thomaston Sewer Service Area**



10.6 Emergency Services

Thomaston Volunteer Ambulance Corp (TVAC), located at 237 Main Street provides ambulance service 24/7 at no cost to the patient. TVAC maintains a paid day shift with the remainder of the time volunteered by citizens. TVAC has experienced an increasing call volume and is seeking to expand the existing thirty member volunteer pool to address the increase in calls and prepare for emergency and disaster events. TVAC operates two ambulances at the Mobile Intensive Care –Intermediate (MIC-I) with defibrillator and Epi-Pen level. The Town’s 2014-2015 budget provides for the purchase of fire apparatus to replace two aging vehicles. Other capital needs for TVAC include new and upgraded equipment, building maintenance, and additional building/storage space.

Thomaston Fire Department is located at 245 South Main Street and is comprised of 30 members. The Thomaston Fire Department is responsible for responding to emergency calls and providing education to Thomaston residents on fire prevention. The Fire Marshal is responsible for handling code violations, permit inspections, and overseeing the safe removal of Underground Storage Tanks. The Fire Department operates three fire engines, and five other support vehicles (Dive Van, Tanker, and Rescue, Tower, and Utility vehicles). The Fire Department is facing an anticipated increase in call volume, additional burdens on existing staff, and a need for new equipment and vehicle upgrades.

Thomaston Police Department is located at 158 Main Street. The Police Department is also facing an increased demand for all aspects of their services and is seeking to increase staffing accordingly. Capital needs for the Police Department include camera replacements, upgrades to the radio/communication system, additional staff, and additional vehicles.



Thomaston Police Car
Photo by: Patrick Martin

10.7 Public School System

The Thomaston Public School System currently consists of 3 schools: Black Rock Elementary School, Thomaston Center School, and Thomaston High School. See below for additional information on the individual schools.

- Black Rock Elementary School - a pre-kindergarten to Grade 3 school with approximately 320 students.
- Thomaston Center School – a Grade 4 through Grade 6 school with approximately 250 students
- Thomaston High School – a Grade 7 through Grade 12 school with approximately 500 students

Based on a review of the Connecticut District Performance Report for School Year 2012-2013 (Thomaston School District), the school district’s graduation rate has held steady at 91% between 2010 and 2012. Based on the Report, the District Performance Index (DPI) for the Connecticut Mastery Test (CMT) and Connecticut Academic Performance Test (CAPT) scores during the 2012-2013 school year are 82 and 77.9, respectively.

The State's target is 88. A DPI of 88 indicates that students will have performed at or above the "goal" level on the majority of the tests.

Information from the Connecticut State Department of Education was reviewed to determine the Net Current Expenditures per Pupil (NCEP) within the Thomaston school district. This information indicated that Thomaston is among the 40 lowest spending school districts with an NCEP of approximately \$13,088²³. The average NCEP within the 166 school districts is \$14,961. Thomaston will need to continue



Thomaston High School
Photo by: Patrick Martin

balancing the provision of a good quality education and the costs effectiveness of providing such services.

The Thomaston Public School system employs approximately 170 full and part time employees, though this number is anticipated to decrease over the next decade. The Thomaston Board of Education and the Superintendent of Schools recently developed a Long-Term Educational Utilization Plan for the District. The purpose of the plan is to identify the challenges affecting Thomaston's public schools, to determine viable and sound options to address the identified challenges, and to select the option that best addresses the challenges. This Long-Term Educational Utilization Plan, completed in June 2014, will ultimately yield a multi-year plan of action.

10.8 Municipal Facilities & Services

10.8.1 Municipal Facilities

Thomaston Public Works/Highway Department has eight full-time members that are responsible for maintaining all of the municipally-owned properties including, but not limited to, the transfer station, municipal buildings, roads, road sides, and parks. The Highway department currently maintains six snow plowing routes, municipal parking areas, and sidewalks. This department is also responsible for preventative maintenance on town owned vehicles, including police cruisers, fire trucks, and ambulances. The department faces a need for new equipment and vehicles, additional staff, and additional building/garage space.

The Thomaston **Transfer Station**, located at 258 Old Waterbury Road accepts bulky waste, electronics, and metal items for disposal.

²³ Connecticut Department of State Department of Education. *2012-2013 Net Current Expenditures per Pupil* Rep. Bureau of Grants Management. November 2013. Web.
<http://www.sde.ct.gov/sde/cwp/view.asp?a=2635&q=320562>

The **Thomaston Public Library** is a historic building that was originally constructed in 1880. The library offers a wide range of services and opportunities for personal and cultural enrichment. The library's collection includes more than 40,000 adult books and 20,000 children's books. Special collections include the Marjorie Conklin Collection of Art Books, the Allen C. Innes Collection of Books on Connecticut History and the Phyllis and Walt Robinson Women in History Collection. In addition to the extensive offering of books, the library offers a variety of programs and classes for children,



Thomaston Public Library
Photo by: Tighe & Bond

The **Seth Thomas-Bradstreet House** has been owned by the Town since November 2005. The House has stood on Main Street since at least 1838 when it was purchased from Marvin Blakeslee by Seth Thomas, the famed clockmaker for whom Thomaston was named. The Town provides guided tours of the house on Saturdays from June through October and offers private tours by appointment.

The **Thomaston Opera House** was built in 1884 and serves as a cultural and recreational center for the town and surrounding communities. In the past several years the opera house has undergone many restorations and improvements that have allowed its continual use as a multipurpose cultural and recreational center. The Thomaston Opera House produces a full schedule of theatrical and musical performances each year, including several theater organ concerts. The Town's Opera House Commission oversees its activities and plans additional restoration projects and the establishment of an endowment fund.



Thomaston Town Hall / Opera House
Photo by: Jeremy Leifert

10.8.2 Municipal Health and Welfare Services

Thomaston also provides a variety of Health and Welfare related services, including the following:

- Mini Bus
- Elderly Health Screening
- Social Services
- Veterans Administration
- Visiting Nurse Association
- Thomaston Food Pantry

10.9 Major Recommendations

10.9.1 Public Assistance and Special Needs

Provide multiple social services to individuals and families in need of assistance, including the provision of safe, secure, and sanitary conditions for those individuals requiring institutional, group quarters or special needs housing and care.

- Evaluate the feasibility of hiring additional part-time social services staff.
- Revise Zoning Regulations to encourage the siting of institutional care housing in those areas that are the most accessible to community services and facilities.
- Encourage employment opportunities for special population groups to enhance community interaction.
- Expand the Town-wide emergency plan and identify emergency evacuation shelters and staff, emergency supplies (cots, etc), and food distribution and logistics.
- Coordinate support services in areas such as housing, job training, substance abuse, mental health, parent training, financial management, and youth protective services to make them more available and accessible and create support groups for special needs individuals to maximize resources and consultation services.
- Seek partnerships with and pursue funding from Federal, State, and local programs that foster and lend supportive assistance to those individuals and families in need.

10.9.2 Educational Services

Provide an educational frame work that can be accessed and utilized by all residents and continue to assess and upgrade educational facilities to meet the needs of students and residents.

- Encourage preschool education programs and activities.
- Provide adult education programs to increase knowledge, vocational skills, and to address the cultural needs of the community.
- Form collaborative agreements with other municipalities to reduce cost and improve educational services for the student population.
- Implement the recommendations contained in the Long-Term Educational Utilization Plan

10.9.3 Municipal Services

Establish efficiency and cost-effectiveness as guiding principles for the provision and delivery of municipal services and encourage cross-utilization of services and staff within the Town and region.

- Explore all possibilities, including alternative uses, prior to vacating municipal buildings or facilities.

- Consolidate municipal services, including administrative services, into the Town Hall for easy access to all residents of Thomaston.
 - Fund capital improvements on the basis of priority with the highest need geared towards public safety, welfare, social, cultural, and administrative needs of the community.
 - Continue to utilize municipal buildings, including the Town Hall and the educational system for alternative uses during non-business hours.
 - Encourage volunteerism as a means to cut costs, reduce taxes, and foster civic pride.
 - Seek funding to obtain energy efficient light bulbs for use in street lights and evaluate returning streetlights in residential areas back in service.
 - Prior to approving residential or commercial developments, consider conditions to provide or extend municipal services to the development to address the capital cost of servicing the new development.
 - Seek partnerships with surrounding communities to foster collaboration with like departments in surrounding communities regarding facility, equipment, and personnel sharing.
 - Seek to consolidate repetitive tasks among departments whenever possible
- *Improve and maintain existing public buildings, infrastructure, utilities and municipal services.*
 - Identify areas that are affected by failing onsite, individual well systems and encourage the Connecticut Water Company (CWC) to provide public water supply services to those areas. Coordinate with CWC to ensure that areas of future growth are addressed in CWC's Water Supply Plan.
 - Identify areas where onsite septic systems have failed or displayed a general trend toward failure and encourage the Water Pollution Control Authority to extend sanitary sewer service to these areas.
 - Increase the capacity of the WPCF by identifying and eliminating sources of I/I. Create an I/I Control plan that evaluates proactive sewer system maintenance, public education options, and municipal code enforcement as methods to reduce I/I. Consider reserving WPCF capacity to accommodate future commercial and industrial growth.
 - Develop long-range strategic visions for each department, board, and commission to identify and plan for future maintenance, equipment, and staffing needs. Maintain buildings in accordance with the "Facilities Condition Agreement" prepared by Silver/Petrucci.
 - Develop a long-term scheduled and proactive maintenance plan to address Town infrastructure such as roads, sidewalks, sanitary sewer and storm drainage systems, and recreational fields.

10.9.4 Public Safety - Police, Fire, and Ambulance

Provide municipal public safety services to all residents and promote volunteerism as an essential and vital service to the community.

- Continue to provide training, education support, and adequate equipment to all members of the police department, fire department, and ambulance service.
- Continue support and training for local police in their awareness of and responsiveness to special needs individuals.
- Explore the possibility of hiring part time administrative Fire Department Staff
- Encourage and promote volunteerism in all branches of public safety
- Continue to participate in and train volunteers for the Community Emergency Response Team.
- Request comments from the Town's emergency services during Planning Board Review of applications that involve public safety issues regarding availability of adequate fire flows and provision of sufficient access for police, ambulance, and fire department vehicles.
- Seek funds to replace existing street signs with larger more reflective signs.
- Use press releases and other mechanisms to encourage the importance of using the 911 house numbers system.
- Expand the Town-wide emergency plan and identify emergency evacuation shelters and staff, emergency supplies (cots, etc), and food distribution and logistics.
- Assess and upgrade the existing safety equipment and radio/communication system.
- Evaluate and develop a replacement plan for safety equipment and vehicles.
- Encourage State, Federal, and regional cooperation for EMS (beyond mutual aid, which is automatic) and municipal services. Cooperate with Federal, State, and local agencies in implementing anti-terrorism programs.

Section 11

Future Thomaston Form

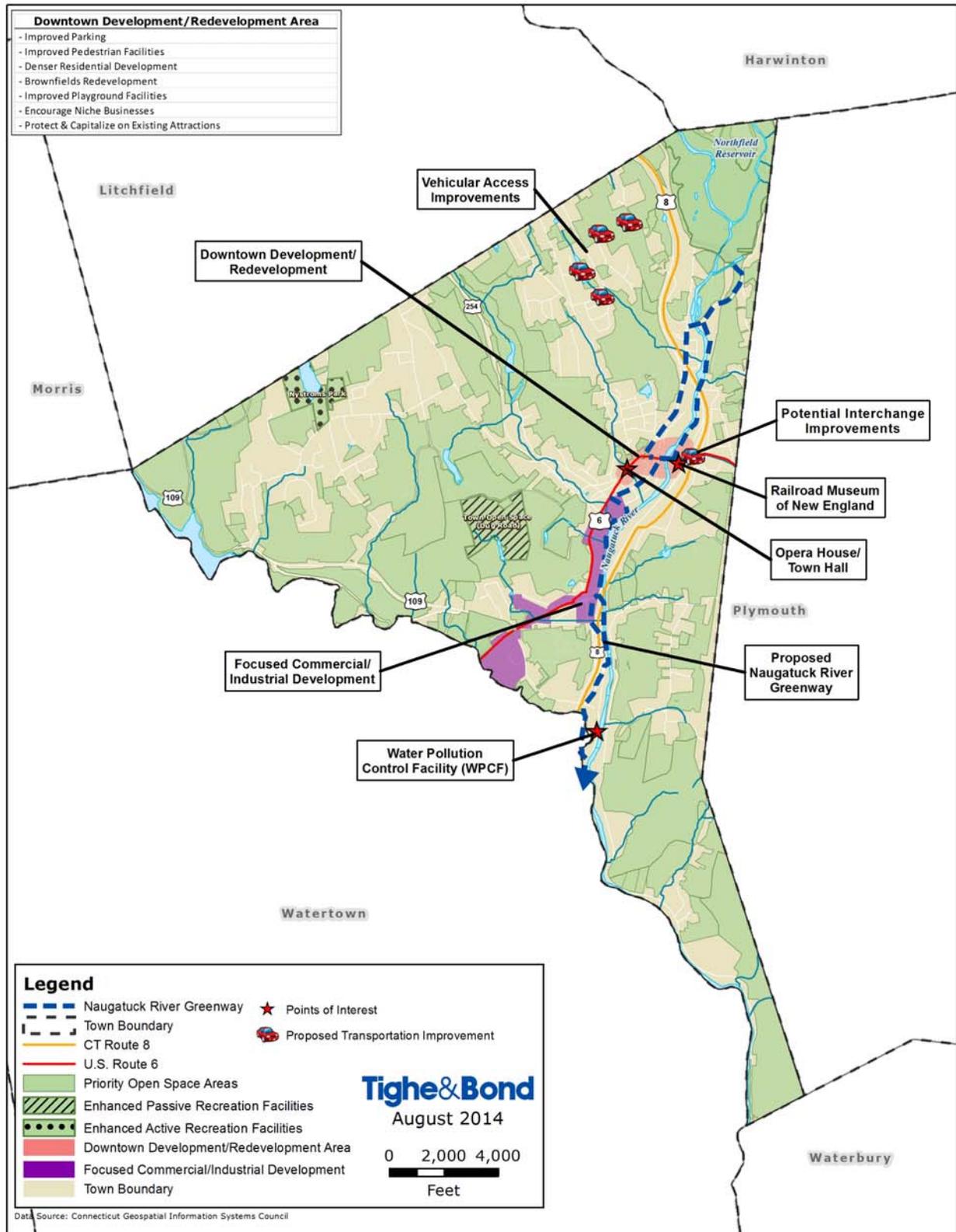
Thomaston values its small town feel and sense of community, historic buildings and rich heritage, and natural resources which provide for many recreational opportunities. A strong sense of volunteerism and town-wide events, combined with growth management activities have been crucial to maintaining the Town's community character and small town feeling.

Thomaston's vision for the next decade involves continuing to maintain the small town community character while balancing residential development and economic growth. New development will be encouraged to incorporate the existing landscape and minimize environmental impacts. Thomaston will capitalize on the historic and cultural assets to drive downtown revitalization and economic development. An increase in residential density in the downtown area will drive foot traffic to support the growing mixed-use development. The Town will become a destination for its historic and pedestrian friendly downtown, easily accessible open space and recreational areas, and small town community feel. See Figure 11-1 for a "Future Land Use Plan" which depicts the major land use related recommendations of this POCD.

The following provides a summary of the vision for the future. The goals and objectives contained in the implementation plan (see Section 12) further articulate this vision and help provide the framework to achieve this vision of Thomaston's future.

- Vibrant mixed-use downtown that capitalize on Thomaston's cultural and historic assets
- Higher residential density to support the retail and commercial components of downtown
- Redevelopment/reuse of the Plume & Atwood site
- Commercial growth likely focused on redevelopment of existing vacant buildings or disturbed/developed sites
- Continue to protect the Town's environmental assets by encouraging residential cluster development.
- Develop kid-friendly amenities (e.g. playgrounds) accessible to the public
- Encouraging economic ties between the downtown area and the Reynolds Bridge Industrial Park
- Continue to protect open space and provide additional opportunities for the public to access public open space and recreational areas
- Find ways to encourage protection of the Town's existing farm land and open space
- Provide adequate community services while maintaining a modest budget that is affordable to residents

**Figure 11-1
Future Land Use Plan**



11.1 Plan Consistency

In accordance with CGS 8-23, this POCD was compared to State and Regional plans and was found to be generally consistent with both the 2013-2018 State C&D Plan and the 2008 COGCNV Regional Plan of Conservation and Development.

All three plans:

- identify natural resource, open space, aquifer and historic areas for conservation,
- identify desirable development densities based on the existing zoning designations of these areas, and
- focus on concentrating development where existing infrastructure exists

Any inconsistencies between the plans reflects the fact that the State and Regional Plans make policy recommendations for relative intensities and environmental factors while this plan also suggests specific land-use types.

11.1.1 Consistency with Growth Management Principles of the State Conservation and Development Policies Plan, 2013-2018

Thomaston's Plan is consistent with the State's Growth Management Principles as follows:

Growth Management Principle #1: Redevelop and Revitalize Regional Centers and Areas with Existing or Currently Planned Physical Infrastructure

Thomaston's POCD recommends higher density uses and redevelopment within the Downtown Development District and in the Reynolds Bridge Road area, areas currently zoned for commercial and industrial development, and denser residential development. These targeted development areas have existing water, sewer and transportation infrastructure to serve development.

Growth Management Principle #2: Expand Housing Opportunities and Design Choices to Accommodate a Variety of Household Types and Needs

Thomaston's POCD identified the need for diverse housing choices and includes recommendations to allow for a mix of residential unit types to meet various demographic and affordability needs. Thomaston's existing Zoning Regulations allow for in-law apartments and apartments in mixed -use areas within the Downtown Development District. These regulations allow for housing that meets a cross-section of housing requirements.

Growth Management Principle #3: Concentrate Development Around Transportation Nodes and Along Major Transportation Corridors to Support the Viability of Transportation Options

Thomaston does not currently have bus or train service; however, the targeted development areas are along existing roadway networks. The commuter lot at the Route 6/Route 8 Interchange is well used by travelers. The focused growth areas for

economic development as well as denser residential uses are along major transportation corridors.

Growth Management Principle #4: Conserve and Restore the Natural Environment, Cultural and Historical Resources, and Traditional Rural Lands

Approximately 16.5% of Thomaston is protected as state forest or federal flood control. The POCD identifies additional targeted areas for future acquisition and protection as open space.

Growth Management Principle #5: Protect and Ensure the Integrity of Environmental Assets Critical to Public Health and Safety

The POCD identifies strategies for protecting environmental assets critical for protection public health and safety, including protection of public water supply aquifers and floodplains. Furthermore, the POCD includes strategies for energy efficiencies and encouraging sustainable development.

Growth Management Principle #6: Promote Integrated Planning across all Levels of Government to Address Issues on a Statewide, Regional and Local Basis

The Implementation Plan includes efforts to coordinate with adjacent communities, regional organizations and state entities to address common issues.

11.1.2 Consistency with Central Naugatuck Valley Regional Plan of Conservation & Development, 2008

The POCD was reviewed for consistency with the Central Naugatuck Valley Region, Future Land Use map. The Future Land Use Map for the region designates the area located at Main Street / South Main Street and Route 6 / Route 109 corridor as a "Community Center" development area. In accordance with this designation, this POCD recommends a number of strategies to redevelop, revitalize, and further mixed-use development within this area. The POCD also recognizes that areas for residential growth are located in the northern portion of the Town, consistent with the "Growth Areas" depicted on the regional Future Land Use map. The land use patterns encouraged by the POCD are generally consistent with the regional Future Land Use map as they both emphasize redevelopment in the downtown area, utilization of existing infrastructure, and preservation of natural resources.

Section 12 Implementation Plan

Implementation of the POCD is an on-going process. Implementation of the recommendations is anticipated to be staggered throughout the 10-year planning period, and some recommendations may continue beyond 10 years.

The following tables represent the action items for implementation to address the goals and objectives identified in this POCD. The below tables have been organized by the individual elements of the POCD and identifies primary responsibilities for carrying out the respective tasks and policies and the suggested priority (and schedule) for addressing each item. In addition, space has been provided for tracking the progress. The Implementation Plan should be reviewed each year to note progress and potential for changes to tasks. Each year, the Planning & Zoning Commission will be responsible for reviewing the implementation plan, and coordinating with the responsible parties, to solicit feedback and identify progress on the action items.

Each recommendation is identified as either a policy or a task. Policies provide long-term guidance, while tasks are specific actions that can be completed and evaluated. Furthermore, priorities are identified for each recommendation. Higher priority recommendations are either critical items or can be accomplished in a short time frame. Moderate priorities may be less critical or take longer to enact. Moderate priorities are anticipated to occur mid-way through the planning period. Low priority items are not time sensitive or require a larger effort or funding to accomplish. Low priority items are anticipated to be accomplished towards the end of the planning period, or beyond.

Legend

BOE	Board of Education
BOF	Board of Finance
BOS	Board of Selectmen
CC	Conservation Commission
CIC	Capital Improvements Committee
DPW	Public Works / Highway Department
EDC	Economic Development Corporation
TFD	Fire Department
GC	Greenway Committee
THA	Housing Authority
RC	Recreation Commission
THC	Historical Commission
IWWC	Inland Wetland and Watercourses Commission
TPD	Police Department
PZC	Planning and Zoning Commission
WPCA	Water Pollution Control Authority
AC	Agricultural Council
SrCAB	Senior Citizens Advisory Board
TVAC	Volunteer Ambulance Corp.
SS	Social Services

Objectives

T	Task
P	Policy

Priorities

1	High Priority
2	Moderate Priority
3	Low Priority

Status

N	No Progress
P	In Progress
C	Complete

12.1 Natural Resource Conservation

Encourage the preservation of historic and cultural resources, open space, agricultural, and recreational land.

T/P	Objective	Who	Priority	Status
P	Encourage the preservation of other significant properties that may have the potential and criteria to become prime agricultural farmlands	CC PZC AC	2	
T	Review the Zoning Regulations to insure that important natural and physical features are maintained and protected	PZC CC	3	
P	Encourage the preservation of valuable open space, scenic vistas, wetlands, and environmentally sensitive areas in residential developments	CC PZC IWWC	2	
P	Encourage stewardship of privately owned forest lands through continuing education programs and best management practices	CC	3	
T	Identify funding sources and seek funding to support the acquisitions of land for open space, recreational, and other public purposes in those locations recommended by the Plan of Development, Planning and Zoning Commission and Conservation Commission	CC GC THC IWWC PZC RC	3	
P	Consider the potential of utilizing floodplain areas for passive recreational uses, open space activities and other compatible uses	CC IWWC PZC	3	
T	Identify local landscapes and scenic areas of special significance or aesthetic value	CC	2	
P	Encourage preservation and protection of identified local landscapes and scenic areas	CC PZC	2	
P	Support efforts to obtain Federal and State grants to further document historic areas in Thomaston	THC PZC	3	

Encourage the design and siting of development in areas that will minimize environmental impacts.

T/P	Objective	Who	Priority	Status
P	Consider large lot zoning, residential cluster development and Low Impact Development techniques to utilize and preserve properties for agricultural use and open space	PZC CC AC	2	
P	Require developers to incorporate environmentally sensitive areas and natural resource areas into public open space and privately owned conservation easements	PZC IWWC CC	2	
P	Require developers to demonstrate that their proposals are environmentally compatible with acceptable conservation and preservation standards	PZC IWWC CC	2	
P	Provide tax benefits to property owners that permanently protect and/or donate land identified to the Town in those locations recommended by the Plan of Development, Planning and Zoning Commission and Conservation Commission	BOS	2	
T	Revise zoning ordinance to encourage cluster development and other energy efficient patterns of residential housing	PZC CC	2	
T	Consider regulations to limit impervious surfaces when practical	PZC CC	2	

Wetlands and Watercourses

T/P	Objective	Who	Priority	Status
T	Monitor the effectiveness of Wetlands Regulations and continue efforts to identify the most environmentally sensitive and significant areas	IWWC	2	
P	When filling of wetlands is unavoidable, pursue the creation of wetlands as a tool to achieve a "no net loss" policy; any proposed filling of wetlands should be offset by creation of wetlands of equal size	IWWC	2	
P	Recommend against development in, and encourage the protection of, substantial areas of inland wetlands, cognizant to their economic and ecological value for such diverse functions as water supply and purification, flood control and wildlife habitat	IWWC CC	2	

T	Identify and preserve the aesthetic features of wetland and watercourse areas	IWWC CC	3	
P	Recommend siting developments in those areas where existing wetlands and watercourses will be least affected	IWWC	2	
P	Encourage proper onsite analysis and management of wetland and watercourse areas and adjacent lands	IWWC	2	
P	Recommend that Town departments consider wetland and watercourse issues at the earliest stages of preventative maintenance, storm water drainage activities and project planning	IWWC PZC DPW BOS	1	
P	Discourage structural development in wetlands or watercourse areas, except where qualified engineering studies can demonstrate that the proposed development will be technically feasible and not create adverse environmental impacts	IWWC	1	
P	Encourage municipal inspection of all structures in wetland and watercourse areas to ensure compliance with federal, state and local regulations, ordinances and building code specifications	IWWC DPW	1	
T	Work with other agencies, boards and commissions to establish compatible and passive land uses in wetland and watercourse areas	IWWC CC PZC BOS	3	

Protect drinking water resources and water quality.

T/P	Objective	Who	Priority	Status
P	Require all applicants to comply with Connecticut General Statutes and report proposed work activity within the primary or secondary aquifer recharge area to the Connecticut Water Company for evaluation	PZC	1	
T	Review and enhance existing aquifer protection regulations using the DEEP model and register commercial and industrial uses within the Aquifer Protection area	PZC	1	
T	Coordinate with Connecticut Water Company (CWC) and revise Section 11.1 of the Zoning Ordinance to require consideration of comments and	PZC	2	

	recommendations from the CWC prior to rendering a decision on any application within or affecting the primary aquifer protection area			
P	Support efforts to expand existing sources and, if necessary, find new sources of potable water	PZC DPW BOS	2	
P	Support state and local groundwater monitoring efforts, especially in those areas where pollution is likely to occur	PZC DPW BOS	1	
P	Carefully review development proposals to prevent wastewater discharges to streams and eventually into the public water supply primary aquifer area	IWWC PZC WPCA	1	

Health and Safety/Hazard Mitigation Plan

T/P	Objective	Who	Priority	Status
P	Encourage citizen participation and local efforts to complement State and Federal programs that strengthen air quality standards while providing for responsible residential, commercial and industrial growth	BOS DPW PZC	2	
P	Support the efforts of Federal, State and local personnel to continue dam safety inspections and maintenance programs at regular intervals	BOS DPW PZC	2	
P	Encourage the creation and maintenance of Federal and State assistance programs for the repair and maintenance of privately owned dams	BOS DPW PZC	2	
T	Promote dam safety awareness in cooperation with the U.S. Army Corps of Engineers	BOS DPW PZC	2	
T	Review Zoning Regulations and Floodplain Ordinance and FEMA flood maps to verify that current related provisions are adequate and, if necessary, incorporate new methods and technology	PZC		
P	Recommend that sanitary wastewater discharges to onsite septic systems conform to local health district standards within the aquifer recharge area	PZC	1	

P	Minimize impacts within the aquifer recharge area by adhering to best management practices for stormwater and erosion control	PZC IWWC CC	1	
T	Revise Article 11 of the zoning ordinance to prohibit the disposal of solid waste materials in landfills, dumps, backyards or at commercial operations in the primary aquifer recharge area	PZC	1	
T	Revise Article 11 of the zoning ordinance to require best management practices in the storage, disposal or production of hazardous waste materials in the aquifer protection area	PZC	1	
P	Reduce adverse environmental impacts by continuing and improving the municipal recycling, leaf composting, household hazardous waste and curbside collection programs	BOS DPW CC	2	
T	Revise zoning ordinance to prohibit underground storage of fuel oils and gasoline, unless engineering and technical studies can demonstrate that protective measures can be accomplished	PZC	1	
P	Encourage greater coordination between state and local permitting agencies with respect to siting of new underground fuel storage tanks in accordance with Connecticut General Statutes Section 22a-449	PZC IWWC DPW	2	
T	Develop a Town wide map identifying the location of underground storage tanks including those used for agricultural purposes	PZC CC	2	
T	Coordinate with CWC and revise zoning to require a letter of approval from the Connecticut Water Company prior to siting of any new tanks in the Aquifer Protection Area	PZC	1	
P	Support the efforts of the Town and State Public Safety departments in specialized assistance, training activities and other efforts to prevent and control environmental hazards	DPW TPD TFD	1	

Site Development & Regulation

T/P	Objective	Who	Priority	Status
P	Review all proposals for commercial, residential and manufacturing development on properties which contain substantial areas of slope to ensure proper engineering techniques and methods will be applied	PZC	1	

12.2 Housing

Evaluate environmental, social, & economic costs of new development including transportation, sewers, water, schools, recreation, energy, and emergency services.

T/P	Objective	Who	Priority	Status
P	Encourage cluster housing on large parcels: fewer road and sidewalks to maintain, allows for more open space and recreational facilities.	PZC	2	
T	Maintain and preserve the architectural integrity of neighborhoods.	PZC THC	2	

Provide infrastructure and opportunity for safe, secure and sanitary housing conditions, where feasible, for all residents of Thomaston.

T/P	Objective	Who	Priority	Status
T	Revise zoning to encourage the development of multi-family housing units along major arterials and in other appropriate locations, but within established and stabled high density single family neighborhoods. Recognize the need for large single family lots, particularly in those areas not served by public utilities.	PZC	2	
P	Evaluate revising the Zoning Regulations to encourage energy efficient patterns of residential housing.	PZC	3	
P	Evaluate revising the Zoning Regulations to address roof-mounted solar PV development as an accessory use within residential zoning districts and encourage energy efficient patterns of residential housing.	PZC	3	

Enhance and improve housing opportunities and the availability of choice for all income levels and encourage regional cooperation on planning for affordable housing and support affordable housing to all segments of society regardless of income levels.

T/P	Objective	Who	Priority	Status
T	Seek funding from Federal and State housing assistance programs to provide affordable housing opportunities for seniors and other individuals who cannot participate in the existing market place.	THA SrCAB PZC BOS	2	
T	Seek partnerships with non-profit affordable housing agencies.	THA PZC	3	
T	Create awareness in local officials, decision makers, and the general public regarding the need for affordable housing.	THA PZC	1	
T	Perform an Affordable Housing Inventory and create a mechanism to guarantee the continued affordability of identified units	THA	1	

Support efforts to develop affordable housing near the downtown area in order to make better use of limited land resources, provide access to businesses and transportation, and to reduce pressure for affordable housing development away from the Town's center.

T/P	Objective	Who	Priority	Status
P	Encourage upscale rental units in the Downtown Development District to attract young professionals.	PZC EDC	2	
P	Encourage the construction of recreational facilities in affordable housing developments along with the retention of open space areas for passive recreational activities.	PZC THA CC RC	2	

Provide safe, secure, and sanitary conditions for those requiring institutional, group quarters or special needs housing or care and recognize the housing needs of special individuals and families by encouraging such options as group homes, emergency shelters, transitional housing, apartments, and single room occupancy units.

T/P	Objective	Who	Priority	Status
P	Encourage and support non-profit organizations, municipal, and State efforts to provide care facilities for those individuals in need.	THA SrCAB PZC	2	

Provide safe & secure housing for seniors as they are a valuable asset and play a vital role in the chemistry of a multi-functional community and encourage alternative housing choices and programs for seniors prior to approving and siting new facilities in the community.

T/P	Objective	Who	Priority	Status
P	Encourage seniors to interact with and participate in municipal programs which provide direct service to them.	SrCAB BOS	3	
T	Provide seniors with the opportunity for multi-mode transportation services to shopping and medical services.	SrCAB BOS	3	
P	Support "over 50" housing developments to accommodate shifting demographics.	PZC	3	

12.3 Economic Development

Encourage new industrial and commercial development in areas that have infrastructure to support additional growth and are consistent with historic land use and growth patterns.

T/P	Objective	Who	Priority	Status
T	Review and revise zoning to allow high intensity commercial establishments to the Route 6 or Main/South Street areas or within close proximity of such.	PZC	2	
T	Limit the development of industrial parks only in those areas which are zoned for such activity, contain ten (10) contiguous acres or more or in mixed use areas which are closer to arterials or highways.	PZC	2	
P	Recognize the economic potential of and promote a diversity of businesses and commercial uses along Watertown Road and South Main Street that will attract and retain businesses, sustain business investment, and create economic opportunity and jobs.	PZC EDC	1	
T	Carefully analyze all applications, especially if high intensity uses are proposed or when these uses may have an impact upon high density areas.	PZC DPW TFD TPD	1	
T	Re-evaluate expanding the boundaries of the Downtown Development District to assist in grant procurement.	PZC	2	

Maintain and improve upon the economic tax base of the community by expanding the Town's tax base and employment opportunities by supporting existing businesses and attracting new businesses to suitable locations in the community.

T/P	Objective	Who	Priority	Status
P	Continue to maintain and improve upon the diversified tax base of the community in order to secure for current and future residents, a desirable place in which to live, work, worship, and raise a family.	EDC BOS	2	
P	Continue to encourage a stable and diversified tax base; expand the Town's tax base and employment opportunities by attracting new businesses to suitable locations in the community.	EDC BOS	1	
P	Encourage prospective businesses which would support existing businesses, provide employment opportunities for residents, and not over burden the ability of the Town's infrastructure to provide necessary services.	EDC	2	
P	Find innovative ways to draw new larger businesses.	EDC BOS	2	
P	Explore innovative zoning code amendments to enhance access and business development in the downtown area.	EDC BOS PZC	2	
P	Evaluate the environmental, social, and economic costs of new developments including infrastructure costs, such as transportation, sewers, water, schools, and recreation.	BOE PZC DPW BOS WPCA RC TPD TFD	2	
T	Create an action team consisting of various representatives from the town government that could facilitate expansion among new and existing businesses.	BOS EDC PZC	2	
P	Recognize the importance of Thomaston's rich culture, recreational centers, outdoor activities, historic assets and restaurants while continuing to foster the growth of these offerings.	EDC TCC THC GC BOS PZC RC CC	2	

T/P	Objective	Who	Priority	Status
T	<p>Incentivize potential new and existing businesses through the following:</p> <ul style="list-style-type: none"> • Tax abatement for property improvements • Enterprise zone benefits • Additional tax incentives for businesses to move into Town • Downtown parking expansion through public-private parking agreements and prioritization of planning activities to identify sites for expanded public parking • Explore a permit process "fast track" when feasible 	BOS EDC PZC	1	

Improve the appearance of Main Street / Downtown District and encourage development which supports a mixed-use downtown with pedestrian and bicycle-friendly connections while respecting existing architectural styles and historic buildings.

T/P	Objective	Who	Priority	Status
T	Improve the gateway entrances to Thomaston and the Downtown Business District through the use of signage and other types of visual aesthetics.	EDC THC BOS PZC	2	
P	Encourage the underground installation of public utilities in future residential, commercial, and manufacturing developments.	PZC DPW	3	
T	Prohibit new billboards and regulate the size and number of new signs.	PZC	2	
P	Encourage landscaping with trees and shrubbery along main thoroughfares and in public open space and parks.	DPW	3	
T	Improve the safety and visual appearance and provide a greater sense of security and increased foot traffic in the downtown business area through implementation of functional and aesthetic improvements such as landscaping, maintenance of sidewalks, street furniture (permanent benches and floral planting areas), and graphic symbols highlighting significant features throughout the community.	EDC DPW BOS CIC	2	

T	Continue to utilize the requirements in the Downtown Development District to regulate aesthetics, such as building orientation, entrances, window space, facades, and streetscapes.	PZC	2	
T	Promote the Downtown Development District area as the center of municipal, administrative, cultural, and commercial activity. Thomaston's historic and cultural assets, such as the Opera House, Railroad Museum of New England (Train Station) and Seth Thomas Clock Museum could be utilized to attract additional downtown foot traffic.	EDC THC BOS PZC	2	
T	Evaluate the adoption of Architectural Design Guidelines to protect the Town's architecturally significant structures and community character.	PZC THC	2	
T	Provide for safe and efficient vehicular and pedestrian accessibility in the downtown area, including evaluating options for public parking and biking.	PZC BOS DPW GC EDC	2	
T	Encourage the participation of area businesses and other civic organizations to suggest improvements in the downtown business sector and to promote the center of a focal point for entertainment and the arts and culture.	EDC BOS	2	
T	Evaluate the ability to provide public parking in the Downtown Development District to encourage additional patronage.	EDC PZC	1	
T	Develop a program promoting the upkeep of business and residential property – especially those readily visible from business and downtown districts	EDC BOS THA THC	2	

Encourage and support redevelopment of brownfield sites.

T/P	Objective	Who	Priority	Status
P	Support Federal, State, and local efforts to target and market brownfield sites in Thomaston and in the region.	EDC	2	
T	Educate the business community to participate in brownfield activity and to actively explore the benefits of the EPA's Revolving Brownfield Loan Fund.	EDC PZC	2	
P	Encourage private investment in brownfield sites and adaptive reuse of existing structures and buildings for commercial, manufacturing, and residential uses.	EDC BOS PZC	2	
T	Incentivize the utilization and improvement of Drawn Metal and Plume & Atwood buildings and grounds as a gateway business into Thomaston. Explore avenues for a mixed-use of this property, as well as potential options for redesigning vehicular and pedestrian accessibility.	EDC PZC BOS	3	

Support agriculture.

T/P	Objective	Who	Priority	Status
P	Promote farm friendly business opportunities and regulations	EDC PZC AC	2	
P	Encourage farm-friendly business ventures to promote local farms	EDC AC	2	
P	Encourage the preservation of existing prime agricultural farmlands	CC PZC AC	3	
P	Encourage the preservation of other significant properties that may have the potential and criteria to become prime agricultural farmlands	CC PZC AC	3	
T	Consider the use of innovative zoning practices and techniques to preserve existing prime farmlands and encourage the addition of new farms	PZC AC	3	

Other Recommendations

T/P	Objective	Who	Priority	Status
T	Consider joining the Main Street Program of Connecticut to continue the professional development of EDC members and gain eligibility for certain government funding opportunities where available.	EDC BOS	2	
T	Build and develop relationships with Federal and State government and recognize their importance as two of the largest landowners in town.	EDC PZC THC BOS	2	
P	Where appropriate, encourage the return of or the use of underutilized Federal or State land to productive use by the community.	PZC	3	
T	Develop a blight ordinance.	PZC	2	
T	Comprehensively define Liquor Regulations in the Downtown Development District.	PZC BOS	2	
T	Develop "Work/Play/Live/Education - A Town For all Time."	EDC	3	
T	Involve a wider cross-section of the community and municipal officials in economic/community development initiatives.	EDC	2	
T	Evaluate the feasibility of hiring an additional part-time Economic Development staff member.	BOF	2	

12.4 Transportation

Provide for the efficient and orderly movement of people and goods into, out of, and within the Town and provide safe vehicular, pedestrian, and bicycle access to residential neighborhoods, recreational areas, and places of business, worship, and employment, etc.

T/P	Objective	Who	Priority	Status
T	Revise zoning to encourage developers to install sidewalks and otherwise plan for the future use of cul-de-sacs and dead end streets for connections to other roadways in the immediate neighborhood.	PZC DPW	3	
T	Seek grant funding to address sidewalk improvements and expansions.	DPW EDC PZC	2	

T/P	Objective	Who	Priority	Status
T	Implement the Tracey Street Stormwater Plan, prepared by Weston & Sampson.	DPW	2	
T	Continue with road restoration plan to include "web area" roads & sanitary sewers.	DPW WPCA	2	
P	Incorporate pedestrian and bicycle planning into redevelopment efforts.	PZC	2	
T	Continue to identify and develop areas for public parking in the downtown.	EDC PZC	1	
T	Seek to bring commuter service to Thomaston to access both Torrington and Waterbury.	BOS EDC	3	
T	Seek regional partnerships to bring commuter service to Thomaston to access both Torrington and Waterbury and improve public transit facilities, especially those serving the elderly, special needs individuals, and the disabled.	BOS SrCAB	2	
T	Improve pedestrian and bicycle access by implementing the "next-steps" as identified in the Regional Naugatuck River Greenway Routing Study – Town of Thomaston, Connecticut (December 2010).	TGC PZC	1	

Improve the traffic flow, character, and safety of roadways within Thomaston, including the provision of adequate emergency services access to residential areas.

T/P	Objective	Who	Priority	Status
T	Work with the Police Department and State and local officials in assessing traffic conditions in mixed use areas such as Reynolds Bridge Road, Watertown Road, and Waterbury Road and identify any high-crash locations.	TPD DPW	1	
T	Petition ConnDOT to study the traffic flow and circulation patterns in the Main Street and South Main Street corridor.	BOS DPW	3	
T	Assess traffic calming measures in areas of high hazard accidents for pedestrians: Route 6 in the vicinity of Route 109 and Main Street from Route 254 to East Main Street.	BOS DPW	2	

T	Support efforts to improve traffic circulation conditions on State and local roads by assessing land use proposals with respect to their potential traffic gathering capabilities and impacts on adjacent neighborhoods, including assessment of potential future connections from cul-de-sacs and dead end streets.	PZC DPW	3	
T	Work with NVCOG to evaluate High Street Extension access, safety issues, and the potential need for construction of a non-access limited highway from Route 254 to the upper High Street Extension residential area and to identify the need in the Region's LRTP and Transportation Improvement Plan.	PZC BOS CIC DPW	2	
T	Perform an inventory of Town-owned roadways and create a Pavement Management Plan/Roads Preservation Program and schedule for maintenance and reconstruction of Town-owned roads to extend their overall life-expectancy.	DPW	2	
P	Promote efforts to establish a schedule of road widths based an engineering standards and traffic flow patterns	DPW PZC	2	
T	Establish consistent paving techniques, road way maintenance, and uniform storm water drainage systems on all Town approved roads.	DPW PZC	2	
P	Work with the NVCOG and the State to address regional transportation issues.	PZC BOS	2	

12.5 Open Space & Recreation

General Recommendations

T/P	Objective	Who	Priority	Status
T	Increase recreational activities and opportunities (e.g. track)	RC CC	2	
T	Incrementally develop Nystroms Park per the plan submitted by the Thomaston Track committee.	RC	2	
T	Continue to expand and improve park & recreational facilities utilizing funds generated by the Rec. Department.	RC	2	

T	Preserve and maintain Kenea & Monument Park.	BOS DPW	3	
T	Enhance Seth Thomas park with plants, ornamental trees, walkways, benches, and band shell.	DPW	3	
T	Identify and map open space and recreational land.	CC	1	

Open Space.

T/P	Objective	Who	Priority	Status
T	Continue to encourage the use of off road vehicles in Federal flood control areas only to preserve the integrity of adjacent open spaces	RC CC	2	
T	Explore the possibility of coordination between municipalities for open space land acquisitions for greenway or riverwalk or greenway use	CC GC	2	
T	Support the acquisitions of land for open space, recreational, and other public purposes in those locations recommended by the Plan of Development, Planning and Zoning Commission and Conservation Commission (See Figure 9-2 – Priority Open Space Areas)	PZC CC	2	
T	Recognize the importance of the Naugatuck River as a historic and recreational resource	CC	1	
T	Continue to participate with the NVCOG, other regional agencies, and local governments in establishing the Naugatuck River Greenway project	GC	1	
T	Review the Zoning Regulations to insure that important historic, cultural, scenic areas, and natural and physical features are maintained and protected	PZC	2	
P	Limit improvements to open space areas to those consistent with the long term preservation and enjoyment of the property	CC	2	
P	Encourage the connection of open space lands into large parcels to discourage landscape fragmentation; link open space areas with multi-purpose trails (biking, walking) when feasible	CC PZC	2	

T	Seek to establish an open-space acquisition fund to be funded through private sources	CC	2	
P	Continue public outreach and education on open space and recreational opportunities in Town	CC RC	2	

Recreation.

T/P	Objective	Who	Priority	Status
T	Provide a variety of recreational uses and opportunities for passive recreation and outdoor recreational opportunities for all residents by utilizing open space areas	RC CC	2	
T	Partner with the Connecticut Forest and Parks Association, DEEP and Army Corps of Engineers to explore the possibility of establishing a well-defined recreational hiking trail system in the State forest as well as in the Federal flood control areas	RC CC	2	
T	Recognize the importance of Nystrom's Park and the Highwood Farms recreation facilities as a valuable resource to the community and continue to improve recreational opportunities in those areas	RC	2	
T	Study the possibility of utilizing the town-owned property adjoining Hillside Cemetery to supplement and enhance passive recreational activities and opportunities for the Town's residents	CC	3	
T	Promote the public use of and insure reasonable access, where feasible, to wetland and watercourse areas for open space and passive recreational activities	RC	3	
P	Encourage the Recreation Commission to provide input to the land use decision process with regard to utilizing flood prone areas for aesthetic and passive recreational activities	RC	1	
T	Create partnerships with the Planning and Zoning Commission, Inland Wetland/Conservation Commission, Greenway Committee, Recreation Commission, and Agricultural Council to implement recommendations	PZC CC IWWC RC AC	2	

12.6 Municipal Services

Provide multiple social services to individuals and families in need of assistance, including the provision of safe, secure, and sanitary conditions for those individuals requiring institutional, group quarters or special needs housing and care.

T/P	Objective	Who	Priority	Status
P	Encourage employment opportunities for special population groups to enhance community interaction.	SS EDC	2	
T	Coordinate support services in areas such as housing, job training, substance abuse, mental health, parent training, financial management, and youth protective services to make them more available and accessible and create support groups for special needs individuals to maximize resources and consultation services.	SS	1	
T	Evaluate the feasibility of hiring an additional part-time social services staff member.	BOS SS	2	
T	Seek partnerships with and pursue funding from Federal, State, and local programs that foster and lend supportive assistance to those individuals and families in need.	SS	2	

Provide an educational frame work that can be accessed and utilized by all residents and continue to assess and upgrade educational facilities to meet the needs of students and residents.

T/P	Objective	Who	Priority	Status
T	Provide adult education programs to increase knowledge, vocational skills, and to address the cultural needs of the community.	BOE	2	
T	Form collaborative agreements with other municipalities to reduce cost and improve educational services for the student population.	BOE BOS	3	
T	Implement the recommendations contained in the Long-Term Educational Utilization Plan (once finalized)	BOE	1	
P/T	Improve Thomaston school's education rating and attractiveness.	BOE	2	
P	Encourage private educational development (i.e. secondary, college, magnet, trade schools).	BOE BOS	3	

P	Encourage preschool education programs and activities.	BOE BOS	2	
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Establish efficiency and cost-effectiveness as guiding principles for the provision and delivery of municipal services.

T/P	Objective	Who	Priority	Status
T	Consolidate municipal services, including administrative services, into the Town Hall for easy access to all residents of Thomaston.	BOS	3	
T	Explore all possibilities, including alternative uses, prior to vacating municipal buildings or facilities.	BOS CIC	2	
T	Fund capital improvements on the basis of priority with the highest need geared towards public safety, welfare, social, cultural, and administrative needs of the community.	CIC	2	
T	Continue to utilize municipal buildings, including the Town Hall and the educational system for alternative uses during non-business hours.	BOS BOE	3	
P	Encourage volunteerism as a means to cut costs, reduce taxes, and foster civic pride.	BOS TFD TPD TVAC RC	2	
T	Seek partnerships with surrounding communities to foster collaboration with like departments in surrounding communities regarding facility, equipment, and personnel sharing.	BOS BOE DPW TFD TPD TVAC	2	
T	Seek funding to obtain energy efficient light bulbs for use in streetlights and evaluate returning streetlights in residential areas back in service.	DPW CC	2	
T	Review all regulations and bylaws to ensure consistency of purpose.	BOS PZC	2	
P	Seek to consolidate repetitive tasks among departments whenever possible	BOS	2	

Improve & maintain existing public buildings, infrastructure, utilities and municipal services.

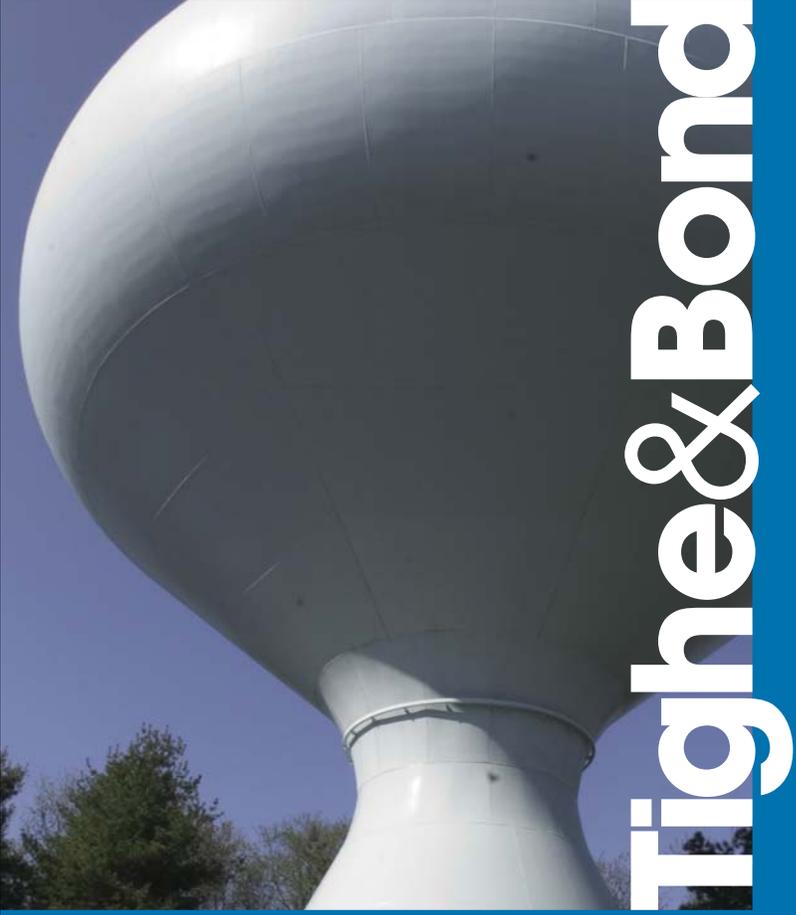
T/P	Objective	Who	Priority	Status
T	Identify areas where onsite septic systems have failed or displayed a general trend toward failure and encourage the Water Pollution Control Authority to extend sanitary sewer service to these areas.	WPCA	2	
T	Identify areas that are affected by failing onsite, individual well systems and encourage the Connecticut Water Company (CWC) to provide public water supply services to those areas. Coordinate with CWC to ensure that areas of future growth are addressed in CWC's Water Supply Plan.	PZC	2	
T	Increase the capacity of the WPCF by identifying and eliminating sources of I/I. Create an I/I Control plan that evaluates proactive collection system maintenance and improvements, public education options, and municipal code enforcement as methods to reduce I/I.	WPCA	1	
P	Consider reserving WPCF capacity to accommodate future commercial and industrial growth.	WPCA	2	
T	Prepare for anticipated plant upgrades to address anticipated CT DEEP stringent phosphorus permit limits and end of plant's design life. Seek funding from CT's Clean Water Fund.	WPCA	1	
T	Develop long-range strategic visions for each department, board, and commission to identify and plan for future maintenance, equipment, infrastructure, and adequate staffing needs. Maintain buildings in accordance with the "Facilities Condition Agreement" prepared by Silver/Petrucci.	TVAC TPD TFD BOE BOF BOS CC CIC DPW EDC GC THA THC IWWC PZC SrCAB RC SS WPCA	1	

T/P	Objective	Who	Priority	Status
T	Develop a long-term schedule and proactive maintenance plan to address Town infrastructure such as roads, sidewalks, sanitary sewer and storm drainage systems, and recreational fields.	TVAC TPD TFD BOE BOS CIC DPW PZC RC WPCA	1	

Provide municipal public safety services to all residents and promote volunteerism as an essential and vital service to the community.

T/P	Objective	Who	Priority	Status
P	Continue to provide training, education support, and adequate equipment to all members of the police department, fire department, and ambulance service.	TPD TVAC TFD	2	
P	Continue support and training for local police in their awareness of and responsiveness to special needs individuals.	TPD	2	
T	Continue to participate in and train volunteers for the Community Emergency Response Team.	TPD TVAC TFD	2	
T	Explore the possibility of hiring part time administrative Fire Department Staff	TFD	2	
T	Encourage and promote volunteerism in all branches of public safety	TPD TVAC TFD	2	
T	Request comments from the Town's emergency services during PZC Review of applications that involve public safety issues regarding availability of adequate fire flows and provision of sufficient access for police, ambulance, and fire department vehicles.	PZC TPD TFD TVAC DPW	2	
T	Seek funds to replace existing street signs with larger and more reflective signs.	DPW TPD	3	
T	Use press releases and other mechanisms to encourage the importance of using the 911-house numbers system.	TPD TFD TVAC	2	

T/P	Objective	Who	Priority	Status
T	Develop / expand an emergency operations center in the Police Department.	TPD TFD	2	
T	Expand the Town-wide emergency plan and identify emergency evacuation shelters and staff, emergency supplies (cots, etc), and food distribution and logistics.	TFD BOS TPD	2	
P	Encourage State, Federal, and regional cooperation for EMS (mutual aid is automatic) and regionalize resources (i.e. communication, animal control, detectives). Cooperate with Federal, State, and local agencies in implementing anti-terrorism programs.	TFD TPD TVAC	1	
T	Establish a vehicle plan with goal of replacing 1 vehicle/year and obtaining an extra vehicle.	TPD	1	
T	Establish a long-term vehicle plan. Reach short-term goal of one additional ambulance.	TFD	1	
T	Establish a long-term staffing plan and reach staffing goal.	TPD TFD	1	
T	Encourage upgrades to radio system and other technologies. Replace existing cameras.	TPD	2	
T	Perform annual needs assessments to determine whether existing equipment, vehicles, and facilities are adequate to ensure public safety needs are met.	FD PD TVAC	1	



Tighe & Bond

APPENDIX A

Plan of Conservation and Development Steering Committee Meeting Motions/Minutes August 21, 2013

Members Present & Seated: Tom Mueller, Peter Smith, Christine Yoos, Rebecca Guay, Ralph Celone

Others Present: Jeremy Leifert, Tracy Adamski, Dave Barberet, Members of the public

The meeting called to order at 7:06 pm.

MINUTES:

R. Celone arrived at 7:09 pm

Discussion took place on whether a majority of members present was needed to pass a motion or a majority of the full commission, which is four votes. J. Leifert was asked to contact Town Counsel to clarify.

A motion was made by P. Smith and seconded by C. Yoos to accept the meeting minutes of July 17, 2013 as presented. Motion passed 4-0, R. Guay abstained.

OLD BUSINESS:

None

NEW BUSINESS:

Agenda Item #1 – Welcome and Introductions/Presentation

T. Mueller described the responsibility for the committee in the POCD process, and introduced Tracy Adamski, Planning Consultant from Tighe and Bond.

T. Adamski presented a slide presentation on the POCD process on what the steering committee has done to date, the results from the citizen survey, and what still remains to be accomplished from the committee as well as the process for formal acceptance of the town plan

Agenda Item #2 & #3 – Breakout Groups/General Question and Answer

Due to the smaller size of the audience, T. Adamski suggested that the steering committee and members of the public conduct an open discussion on four topics determined as most important based on the citizen surveys, including Economic Development, Downtown Revitalization, Education and Economic Development.

Discussion took place on each of these topics, and T. Adamski moderated the discussion and took notes on areas of concern from town residents for potential inclusion in the POCD.

P. Smith left the meeting at 8:33

Agenda Item #4 – Closing Comments and Next Steps

T. Adamski wrapped up the question and answer session and talked about the next steps for the POCD steering committee. She stated that the public survey is still open until September 1, 2013 and encouraged those who had not filled out a survey to do so. She also stated that the second public forum would be held on November 20, 2013, and the people in attendance should help spread the word. There was concern from members of the public that there was inadequate publicity for this event, and better effort should be made to publicize the next forum. T. Adamski stated that comments from the first forum as well as the results from the public surveys would determine the exact format of the second forum, and would be discussed in the regular POCD meetings in September and October.

PUBLIC COMMENT

None

COMMUNICATIONS AND BILLS

Agenda Item #1 - Draft of "Natural Resources" section of the 2014 POCD

J. Leifert presented a rough draft of the natural resources section to the committee. He stated that it would be presented to the conservation commission for comment in October for their input, but the steering committee could also review it and comment if necessary. The item would likely come back up in the December or January POCD agenda.

REPORTS OF OFFICERS, STAFF, AND COMMITTEES

None

ADJOURNMENT:

A motion was made by C. Yoos and seconded by R. Guay to adjourn the meeting at 9:04 pm. Motion passed unanimously.

Respectfully submitted,

Jeremy Leifert , Town Planner

Thomaston POCD – Public Forum #1 August 21, 2013

To: POCD Steering Committee

ATTENDEES: POCD Steering Committee See Attached Sign-In Sheet
Tracy Adamski, Tighe & Bond

FROM: Tracy Adamski

DATE: September 16, 2013

PURPOSE: August 21, 2013, the first Public Forum for the Thomaston Plan of Conservation and Development (POCD) was held at 7:00PM at the Town Hall. The purpose of the public forum was to educate community members about Thomaston's POCD update and the status of the planning process, as well as to facilitate a discussion about the issues relating to economic development/downtown, open space and recreation, and education.

INTRODUCTION: Chairman Tom Mueller opened the POCD meeting, welcomed everyone, and introduced the consultant, Tracy Adamski. Ms. Adamski outlined the agenda for the evening and presented a slide show that covered basic information on the POCD, listed the reasons for updating the POCD, identified the POCD elements, described the planning process, and described several statistics related to Thomaston including:

- Demographics
- Economic data
- Transportation information
- Open space and natural resources
- Public services information

The presentation also included preliminary results of the Town-wide POCD survey. Ms. Adamski indicated that the survey was open until September 1, 2013, and encouraged attendees to respond.

The presentation concluded with a list of key questions related to the three elements that were of primary interest based on the survey results: economic development/downtown revitalization, open space and recreation, and education.

The assembled attendees then discussed issues, concerns, and potential recommendations related to each of the discussion items. This exercise was facilitated by Ms. Adamski. The items that came out of this discussion are summarized below.

At the end of the event, Ms. Adamski thanked everyone for attending and identified the next steps in the process including the next scheduled public forum. Attendees strongly recommended that the next forum be better publicized.

Economic Development/Downtown Revitalization

- Foot traffic is needed to bring people and more businesses into the downtown.
- Find ways to encourage people who work in Town to spend money in Town.
- Locations are limited for new larger businesses.

- The Plume & Atwood building is a blight on the gateway into Thomaston. This is a brownfield site, but environmental assessments have indicated that environmental issues are not as big an issue as people may think. A key issue to reuse of this site is vehicular accessibility. There is limited access for large trucks, and limited area for expansion of the road or driveway to the site. This may limit the site for reuse as a commercial or industrial facility. This site may be more suitable for redevelopment as a residential use.
- Increasing residential development in the downtown area could provide foot traffic, which could spur business growth.
- The Planning & Zoning code allows mixed use in the downtown area.
- Thomaston needs to identify a niche to attract and keep people downtown. Thomaston's historic and cultural assets, such as the Opera House, Railroad Museum of New England (Train Station) and Seth Thomas Clock Museum, could be capitalized on to attract more people to downtown.
- Incentives for businesses were discussed including:
 - Tax abatement for property improvements
 - Tax incentives for businesses to move into Town
 - Parking needed in downtown – The Town has identified sites for expanded public parking
 - Permit process “fast track”
- Consider the connection downtown to South Main Street and Route 6, where more area is available for economic development.

Open Space and Recreation

- Naugatuck River Greenway, which is proposed to run from Torrington to Derby, and through Thomaston, could be a future draw to Thomaston.
- Add an assessment classification allowing tax abatement for private open space land under Public Act 490.
- Provide more playgrounds in downtown.
- Support and enhance library programs.
- Add passive recreation trails to the Dug Road Town Open Space. Provide/improve access to the Town Open Space.
- Consider not accepting new roads as Town road, but keep new roads as private roads to be maintained by the residents.

Education:

- Generally Thomaston has a low cost/student and average test scores compared to other jurisdictions in the state.

- More/varied course offerings are desired; however, due to the size of the schools, there is less opportunity for electives that may be offered at larger schools or tech schools. This may be an opportunity for partnerships.
- The Board of Education (BOE) is undertaking a facility utilization study, which will consider school consolidation, and other partnerships, including regionalization.
- The benefits of the small school size are that the teachers know their students.
- School meals could be improved by providing fresh fruit / gluten free foods in the cafeteria.
- Thomaston's schools have quality teachers.
- The BOE continues to balance good quality education and cost effectiveness.

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Plan of Conservation and Development Steering Committee
Revised Meeting Motions/Minutes November 20, 2013

Members Present & Seated: Tom Mueller, Ken Koval, Brian Dayton, Luke Freimuth, Christine Yoos, Tim Clark, Rebecca Guay

Others Present: Bob Carr, Ralph Celone, Peter Smith, Jeremy Leifert, Tracy Adamski, Members of the Public

The meeting called to order at 7:00 pm.

MINUTES:

A correction to the October minutes was offered by C. Yoos

A motion was made by K. Koval and seconded by C. Yoos to accept the meeting minutes of the October 16, 2013 regular meeting. Motion passed unanimously.

OLD BUSINESS:

None

NEW BUSINESS:

The Committee opened the floor to T. Adamski who opened a presentation on the 2014 POCD. She introduced the POCD and spoke about what the document does for the Town and how it is a guidance document, but not a regulatory document. She then showed a series of slides summarizing the comments from the citizen survey that was conducted between December 2012 and September 2013. A recap of the first public forum was also discussed, with a recap of the topics of Economic Development, Downtown Revitalization, Open Space, Recreation and Education that were discussed at that meeting.

The open discussion of topics for this public forum were then discussed, beginning with land use and zoning. Concerns were voiced by members of the public over a lack of flexibility in the Zoning Regulations, and how mixed use regulations are written and enforced. There were also comments regarding the need for "friendlier" zoning regulations. Questions were also posed on the relationship between the POCD and the Planning and Zoning Regulations.

The next topic was residential development, and discussion took place with the members of the public on what the limiting factors in development are in Thomaston, and concerns over the sanitary conditions of certain properties, and the limits of regulations in this regard. Questions were posed on the definition of "responsible development" and how this is viewed from a regulatory standpoint.

Municipal services were then discussed, and the bulk of the discussion centered on the capacity of the sewer plant and the effect the recent "build-out" analysis on future services including emergency services.

The topic of transportation centered on generating greater opportunities for pedestrian traffic, and the discussion of adding or extending sidewalk to add safer walking routes through downtown along Main Street and South Main.

The next topic discussed was natural resources. Members of the audience expressed concern that agriculture was not placed in this category. T. Adamski explained that it had been discussed in the previous meeting under the Open Space category. J. Leifert stated that the rationale is that Natural Resources generally do not include man-made conditions such as a farm, but are a valuable land conservation tool as part of open space, which was the reasoning for placing agriculture in the open space category. The balance between responsible growth and the preservation on resources such as wetlands, floodplains, forests, rivers and streams was discussed. A focus on flood controls was discussed based on the unique situation of the federal flood control dams in Thomaston. Preservation of aquifers and other water resources such as wetlands was discussed. The preservation of air quality and support of state regulations was discussed. Members of the public voiced concerns over stricter environmental regulations imposed by the state, but generally approved of the town staff ensuring and supporting enforcement of existing regulations. The final item of support of underground storage tank regulations was discussed.

In closing by T. Adamski, she summarized the next steps in the POCD process for the Committee in drafting the document. J. Leifert stated that although this was the final public forum, all of the remaining Committee meetings were open to public comment.

PUBLIC COMMENT

None

COMMUNICATIONS AND BILLS

None

REPORTS OF OFFICERS, STAFF, AND COMMITTEES

None

ADJOURNMENT:

A motion was made by C. Yoos and seconded by R. Guay to adjourn the meeting at 9:01 pm. Motion passed unanimously.

Thomaston POCD – Public Forum #2 November 20, 2013

To: POCD Steering Committee

ATTENDEES: POCD Steering Committee See Attached Sign-In Sheet
Tracy Adamski, Tighe & Bond

FROM: Tracy Adamski

DATE: December 18, 2013

PURPOSE: November 20, 2013, the second Public Forum for the Thomaston Plan of Conservation and Development (POCD) was held at 7:00PM at the Town Hall. The purpose of the public forum was to educate community members about Thomaston's POCD update and the status of the planning process, as well as to facilitate a discussion about the issues relating to land use and zoning, residential development, infrastructure and community services, transportation and natural resources.

INTRODUCTION: Chairman Tom Mueller opened the POCD meeting, welcomed everyone, and introduced the consultant, Tracy Adamski. Ms. Adamski outlined the agenda for the evening and presented a slide show that covered the following topics:

- Basic information on the POCD
- Reasons for updating the POCD
- POCD elements
- POCD planning process
- POCD survey results
- Results of Public Forum #1

The presentation concluded with an introduction to the discussion topics for the forum: land use and zoning, residential development, infrastructure and community services, transportation and natural resources.

The assembled attendees then discussed issues, concerns, and potential recommendations related to each of the discussion items. Goals from the 2004 plan, as revised by the POCD Steering Committee, were reviewed for each topic and discussed. This exercise was facilitated by Ms. Adamski. The goals reviewed and suggested modifications based on group discussion are summarized below. The proposed goals are identified in italicized text. Language proposed to be added is in underlined text; language proposed to be deleted is in strikeout text. The items that came out of this discussion are summarized below.

At the end of the event, Ms. Adamski thanked everyone for attending and identified the next steps in the process.

Land Use and Zoning

- Consider flexibility in mixed use zoning requirements
- Mixed use allows apartments above commercial uses

- Consider changing the town's charter
- No change to proposed goals:
- *Continue to maintain and improve upon the economic base of the community in order to secure for current and future residents, a desirable place in which to live, work, play, worship, and raise a family.*
- *Encourage responsible development of residentially zoned areas of Thomaston*

Residential Development

- *Evaluate environmental, social, & economic costs of new development including transportation, sewers, water, schools, recreation and emergency services. Emergency services consideration should also include adequate access for fire department vehicles.*
- *Provide safe & secure housing for seniors*
- *Provide sanitary housing **
- *Encourage regional cooperation on planning for affordable housing and ~~provide~~ support affordable housing to all segments of society regardless of income levels*
- *Provide safe, secure and sanitary housing conditions for all residents of Thomaston. Participants discussed the difficulties with being able to meet this goal. However, participants agreed that this is a good goal to aspire to.*
- *Enhance and improve housing opportunities and the availability of choice for all income levels*
- *Provide safe, secure, and sanitary conditions for those requiring institutional, group quarters or special needs housing or care*

Municipal Services

- *Provide and maintain municipal services in a safe & efficient manner to all residents*
- *~~+~~Ensure that expansion of municipal services be accomplished with careful fiscal restraint & responsibility*
- *Provide multiple public and social services to individuals and families in need of assistance*
- *Provide municipal public safety services to all residents and promote volunteerism as an essential and vital service to the community*
- *Encourage regional cooperation for EMS (mutual aid is automatic) and municipal services*
- *Encourage cross-utilization of services/staff within town*

Transportation

- *Provide for the efficient and orderly movement of people and goods into, out of, and within the Town and provide safe vehicular and pedestrian access to residential neighborhoods, recreational areas, and places of business, worship, and employment, etc.*
- Seek grants for sidewalk improvements/expansion

Natural Resources

- Maintain farmland. This goal will be added to the open space category.

Environmental

- *Support all efforts to maintain air quality standards & protect the environment from air and noise pollution*
- *Share in the responsibility for attaining cleaner air standards ~~by encouraging~~ with Federal & State officials to monitor commercial, industrial, manufacturing uses – some discussion regarding this based on CTDEEP responsibilities for AQ Monitoring*
- *Strive for ecological balance between the municipal resources and maintaining a high standard of living for the residents of Thomaston*

Flood Protection

- *Protect life & property from hazards of a dam failure*
- *Require all buildings, structures, and intrusions proposed or existing, which are located on flood plain soils or in designated flood plain areas, adhere to the requirements of the Thomaston Flood Plain Ordinances and the Zoning Regulations*
- *Discourage high intensity development in designated flood plain areas*
- *Encourage local officials, boards, and commissions to take a more proactive role in enforcing flood hazard regulations and ordinances*
- *Protect the natural environment and resources of Thomaston while promoting aesthetic and culturally pleasing surroundings*
- *Ensure that all areas proposed for development are designed to be sensitive to their surrounding environmental constraints*

Water Resources

- *Protect and preserve the quality and quantity of groundwater, potable water supplies and on-site wells from pollution, contamination, degradation and unpermitted encroachment activities and comply with State aquifer protection requirements.*
- *Encourage the Connecticut Water Company to identify potential water supply resources sufficient to meet existing demand and projected growth as well as to provide for storage and pressure needs*

- *Prevent contamination of groundwater supplies*

Wetland

- *Protect the natural value & functional role of wetlands & watercourses by regulating & monitoring activities in & adjacent to wetlands & watercourses*
- *Continue to educate ~~to~~ the public regarding the value and benefits of wetland protection*

Solid Waste and Wastewater

- *Maintain an integrated recycling, composting and resource recovery program*
- *Continue to work with Federal and State agencies on methods and techniques to improve the solid waste management system*
- *Verify that the installation and maintenance of on-site subsurface waste disposal systems (septic systems) comply with local health district regulations*

UST

- *Support the efforts of state agencies to control and regulate the siting of underground fuel storage tanks in all areas*
- *Support the efforts of state agencies to monitor existing underground storage tanks for compliance*

Other

- Encourage public discourse by including a public comment period during Town board and commission meetings



Tighe & Bond

POCD Survey Results Summary

To: Thomaston POCD Committee
FROM: Tracy Adamski, AICP
DATE: September 18, 2013; Revised September 3, 2014

The purpose of this memorandum is to summarize the results of the Thomaston Plan of Conservation and Development (POCD) Survey that was conducted as part of the POCD update process. The survey was conducted from December 2012 through September 2013 and was made available electronically through a link on the Town website. Hard copies of the survey were made available to the public at the Town Hall. In total, 148 individuals responded to the survey (both electronically and hard copy). The following text provides a summary of the responses received. The questions asked on the survey are noted in **bold** font below, followed by a summary of the responses. The survey forms and tables of survey responses are available for viewing upon request in the Building and Land Use Office, Thomaston Town Hall, 158 Main Street.

Q1. What Street do you live on? You must reside in, own property, or own a business in Thomaston to participate.

147 Answered Question
 1 Skipped Question
148 Total Responses

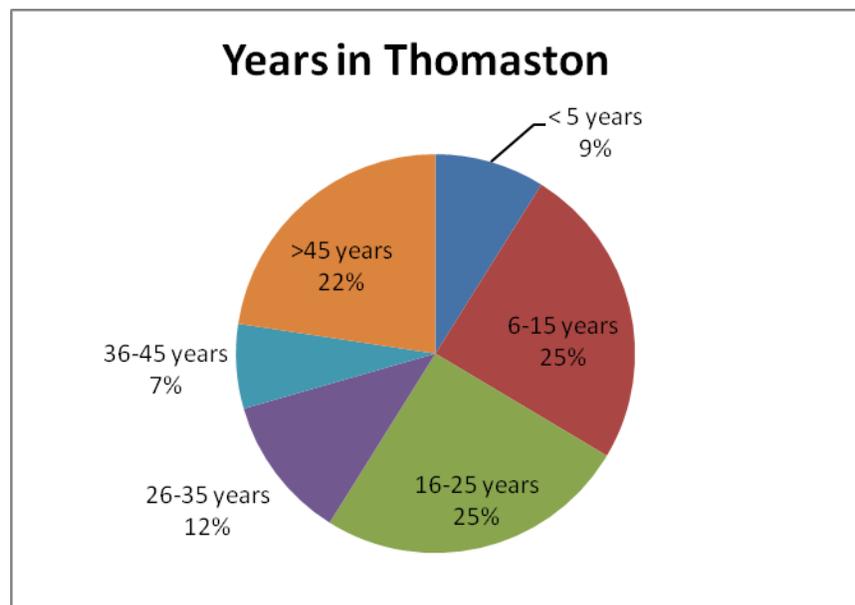
The respondents were well distributed throughout town. The streets identified by the respondents are provided in Attachment A.

Q2. How many years have you lived/owned in Thomaston?

146 Answered Question
 2 Skipped Question
148 Total Responses

As indicated below, the respondents were well distributed with relation to the time they have resided in Thomaston.

Years in Thomaston	# of Responses
< 5 years	13
6-15 years	36
16-25 years	37
26-35 years	17
36-45 years	10
>45 years	33



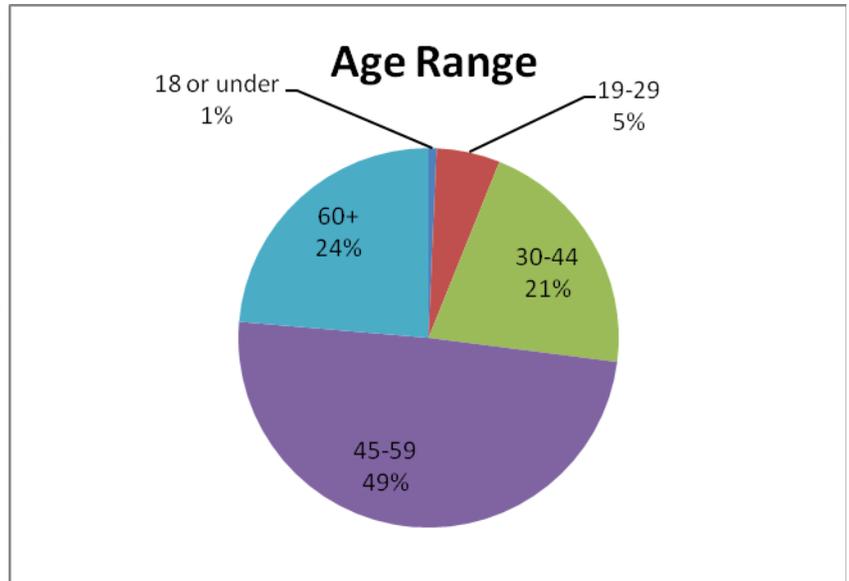
Q3. Please indicate the age range that describes you.

147 Answered Question
 1 Skipped Question
148 Total Responses

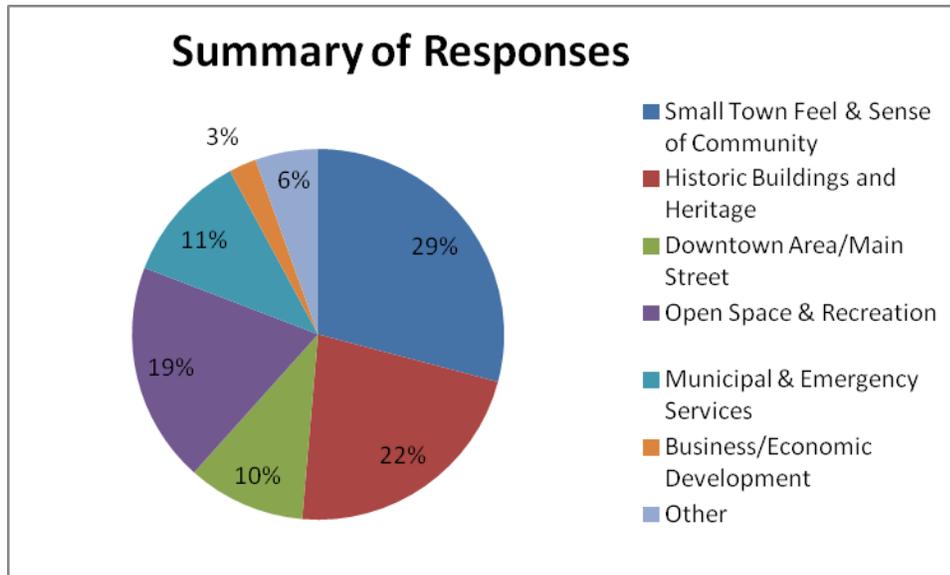
Approximately half of the total respondents are within the 45-59 age cohort.

Age Range	% of Responses	% of General Population*
18 or under	1%	25%
19-29	5%	9%
30-44	21%	20%
45-59	49%	26%
60+	24%	19%

* Numbers do not add up to 100% due to rounding.

**Q4. What are three things about Thomaston that you are proud of and would like to preserve?**

As indicated below, together the categories of "Small Town Feel & Sense of Community" and "Historic Buildings and Heritage" comprise over half of the total responses.



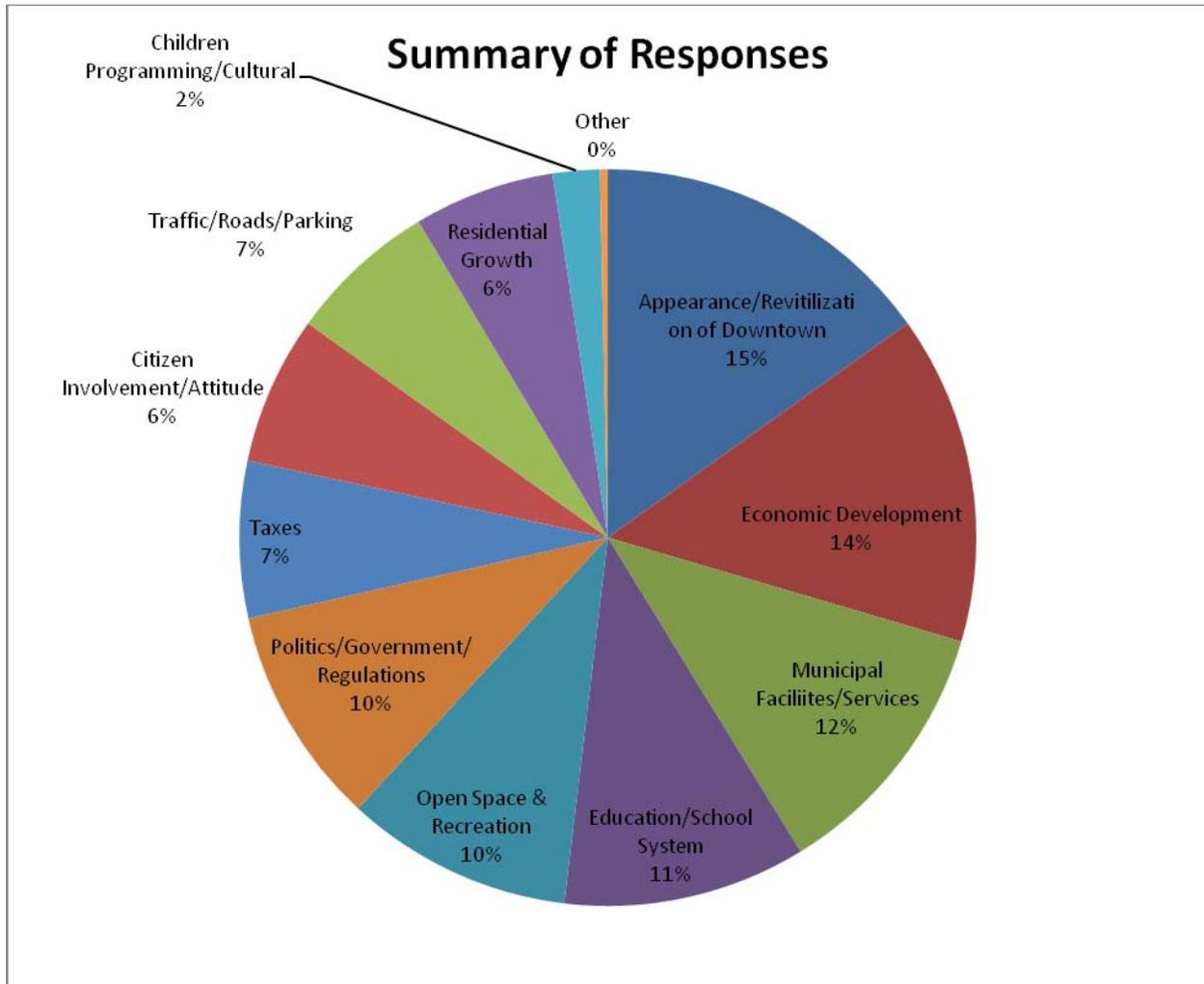
The following table provides a more detailed overview of the responses to this question, including the total number of responses received for each category and subcategories that comprise the total.

Detailed Overview

Category	# of Responses
Small Town Feel & Sense of Community	85 Total
Small Town Feel	41
Community Events	31
Volunteerism	5
Other	8
Historic Buildings & Heritage	65 Total
Town History/Landmarks	17
Opera House	27
Town Hall	7
Seth Thomas	11
Train Station	3
Open Space & Recreation	56 Total
Black Rock	6
Nystroms	8
Open Space	11
Parks/Recreation	16
Farmland	11
Other	4
Municipal & Emergency Services	33 Total
Emergency Services (TVAC, TFD, TPD)	10
School System	8
Library	11
Other	4
Downtown Area/Main St.	30 Total
Business & Economic Development	7 Total
Other	16 Total

Q5. What are three things about Thomaston that you would like to change?

The below chart provides a summary of the responses to this question. As indicated below, the Appearance/Revitalization of Downtown and Economic Development combined comprise nearly a third of all answers.



The following highlights some of the reoccurring themes from the responses:

Appearance & Revitalization of Downtown

- Spruce up downtown
- Clean up empty buildings and Main Street
- Address blight through an ordinance

Economic Development

- Need more businesses
- Lack of industry
- Redevelopment of manufacturing buildings/brownfield sites

Education/School System

- Our school system
- Lack of funding for education
- Expand arts/music program in schools

Open Space & Recreation

- Lack of recreational facilities and programs
- Conserve more open space

Politics/Government/Regulations

- Long-term planning needed
- Lack of transparency

Traffic/Roads/Parking

- Maintenance of roads
- Downtown parking
- Better traffic patterns

Citizen Involvement/Attitude

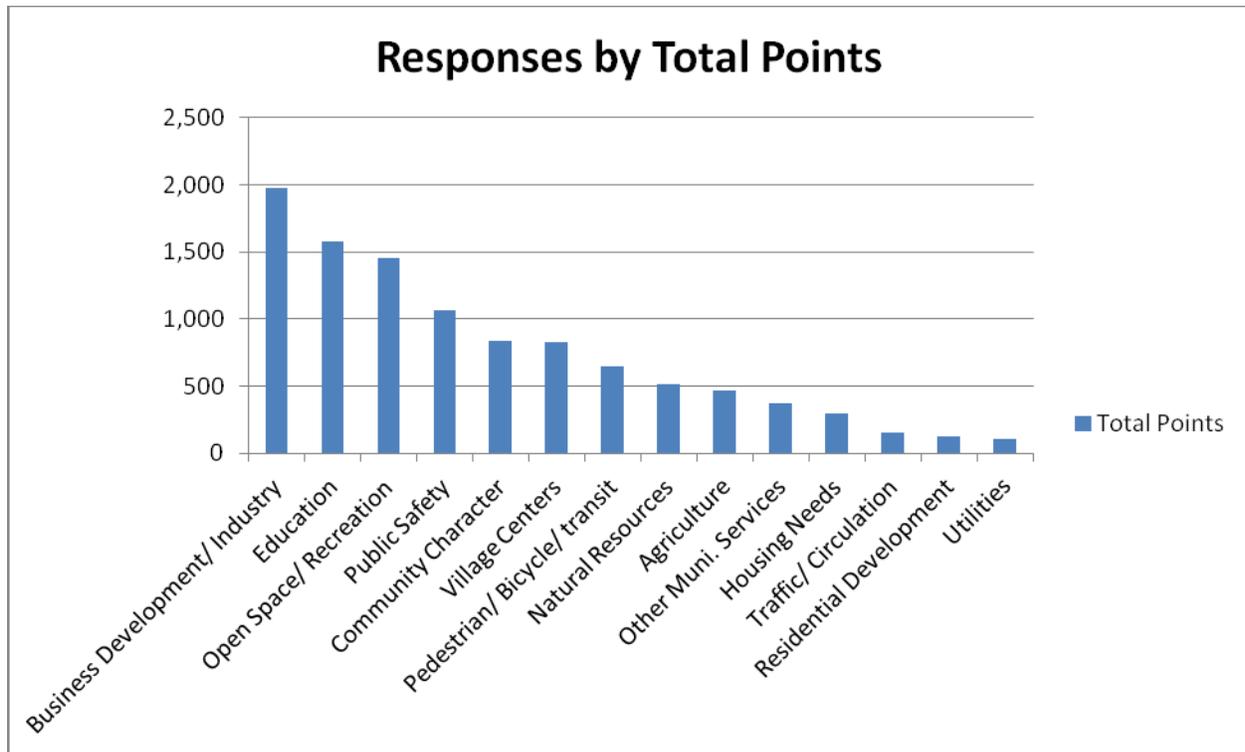
- Increase citizen and youth involvement
- Negative attitude

Other reoccurring themes include the following:

- Turn streetlights back on (Municipal Facilities & Services category)
- More programs and places needed for young people (Children programming/cultural category)
- High taxes (Taxes category)
- Less residential development (Residential Growth category)

Q6. You have \$100 to distribute in the following areas in any way you wish. Choose 3 or more categories that you think are the most important for the Town to focus on at this time.

The below graph provides a summary of the responses as organized by Total Points (which equates to total dollars) for each category.



Though in a different order, as shown below, the top five responses are the same when organized by the response count instead of when organized by total points.

Top 5 Responses by Response Count

Category	Total Number of Responses
Business Development/ Industry	63
Open Space/ Recreation	56
Education	54
Community Character	43
Public Safety	41

Q7. Are there any categories not mentioned above that you think the Town should focus on?

The following table provides a summary of the responses to this question.

Category	# of Responses
Economic Development	12
Government/Municipal Services	7
Education/Youth Programs	5
Open Space/Preservation	5
Recreation	4
Tax Base	4
Library	3
Regulations	2
Elderly	3
Other	6

Some of the reoccurring comments regarding this question include:

- Redevelopment of downtown area
- Increase the tax base
- More programs for children
- Preserve more open space
- Bike trails
- Addressing needs of the elderly

Q8. Are there any other thoughts about planning and conservation in Thomaston that you would like to share?

The following table provides a summary of the responses to this question.

Category	# of Responses
Economic Development/Downtown Area	12
Open Space/Preservation	9
Farm Land	8
Municipal Services/Infrastructure	8
Recreation	8
Planning & Zoning	6
Historic Buildings & Heritage	4
Residential Development	3
Other	4

Some of the reoccurring comments regarding this question include:

- Redevelopment of the downtown area
- Preservation of farm land
- Need for open space inventory / preservation of open space
- Preservation of historic buildings
- Long term planning
- Maintenance of existing infrastructure

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