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- **A. Purpose of the Plan**

Chapter 126 Section 8-23 (a)(1) of the Connecticut General Statutes requires that at least once every ten years, a planning and zoning commission prepare or amend and adopt a Plan of Conservation and Development (POCD). Although a State requirement, the most important function for a Plan is to help guide the future growth and development of the Town, through a series of coordinated goals, policies and strategies. The Plan should record the best thinking of the municipality as to its future physical growth and development and to give direction to both public and private interests.

The Plan should encompass a long term vision for the community. While its objectives are generally long-range in nature, the Plan should be capable of offering guidance for short-range land use decisions as well.

Historically, the Town of North Branford has recognized the importance of planning. The POCD was updated in 1991. In addition, the Farmland and Rural Preservation Study was adopted in 1996, the Open Space Plan was adopted in 1998, a Northford Center Comprehensive Study was done in 1999, and the Economic Development Strategy was completed in 2003.

1. Statutory Requirements

The statute states that all plans shall consider the following:

1. The community development action plan of the municipality, if any.
2. The need for affordable housing.
3. The need for protection of existing and potential public surface and ground drinking water supplies.
4. The use of cluster development and other development patterns to the extent consistent with soil types, terrain and infrastructure capacity with the municipality.
5. The State Plan of Conservation and Development.
6. The Regional Plan of Development.
7. The physical, social, economic and governmental conditions and trends.

8. The human resource, education, health, housing, recreation, social services, public utilities, public protection, transportation, cultural and intercommunication needs.
9. The objectives of energy efficient patterns of development, use of solar and other renewable forms of energy, and energy conservation.

In addition to the above, the Statutes require that the POCD shall:

1. Be a statement of policies, goals and standards for the physical and economic development of the municipality.
2. Promote with the greatest efficiency and economy the coordinated development of the municipality, and the general welfare and prosperity of its people.
3. Recommend the most desirable use of land within the municipality for residential, recreation, commercial, industrial, conservation and other purposes.
4. Recommend the most desirable density of population.
5. Note any inconsistency it may have with the State Plan of Conservation and Development.
6. Make provisions for the development of housing opportunities, including opportunities for multi-family dwellings, consistent with soil types, terrain and infrastructure capacity for all residents of the municipality and region.
7. Promote housing choice and economic diversity in housing, including housing for both low and moderate income households.

The statute also states that the POCD may make recommendations for:

1. The conservation of trap rock and other ridgelines.
2. The system of principal thoroughfares, parkways, bridges, streets and other public ways.
3. The airports, parks, playgrounds and other public grounds.
4. The general location, relocation and improvement of public buildings.
5. The general location of public utilities and terminals.
6. The extent and location of public housing projects.

2. Implementation

The POCD has the greatest value if it is used appropriately by the applicable Town agencies and commissions. Therefore, this POCD has been designed with implementation as a primary consideration. However, it needs to be consistently reviewed and updated if necessary.

Therefore, it is very important that the Planning and Zoning Commission, as the adopters and “keepers” of the Plan, regularly review the Plan for the purpose of monitoring its implementation.

B. Process

This update of the North Branford Plan of Conservation and Development has been predicated upon the following factors:

- The 1991 Update was focused upon land factors that were important at that time.
- The most important of these land use factors was the decision whether to strengthen the separation of Northford from North Branford, and maintain and enhance the character and growth potential of each village area.
- There have been several subsequent planning documents that have furthered the important elements of the 1991 Plan.
- The Town of North Branford has been implementing the recommendations of the 1991 Plan.
- The Town has engaged in a number of planning documents that form the basis for this update, including:
 - The 2003 North Branford Economic Development Strategy.
 - The Route 80 Corridor Study conducted by the Regional Growth Partnership.
 - The North Branford Town Center Plan formulated by the Yale Urban Design Workshop, in cooperation with the Regional Growth Partnership.

Therefore, the focus of this process was based upon the updating and continuation of the ongoing planning process in North Branford that included an extensive public input process.

C. Heritage of North Branford

The Town of North Branford was incorporated in 1831. It encompassed the area of two ecclesiastical societies, North Branford and Northford, which were separated from the town of Branford. The early history of the Town was that of a community with commerce largely oriented to agriculture on fertile fields. That reliance continues to this day although diminished.

Other early businesses included saw mills and textile mills that were located at dams on the Branford and Farm Rivers. In the mid to late 19th century the Maltby and Fowler families operated a variety of manufacturing businesses in the Northford section of the community.

The New Haven Trap Rock Company began operations in North Branford in 1914. The quarry is located on the southern end of Totoket Mountain and is one of the largest in New England.

In the 1920's the New Haven Water Company began buying land in North Branford with the purpose of developing a reservoir, which became known as Lake Gaillard. The building of the Lake Gaillard dam began in 1926. The Lake is now the major water supply source of the South Central Connecticut Regional Water Authority (successor to the New Haven Water Company). The Town is a member of the Water District with approximately 5,000 residents served by the public water supply.

Like many towns in the State, North Branford began to transform to a suburban community during the 1950's. The first residential subdivisions were constructed in the southern section of the Town. The pace of suburban development increased during the seventies and eighties, which resulted in the further transformation of the community from an agricultural based to a bedroom community for the greater New Haven region.

D. North Branford Today

1. *The Natural Environment of North Branford*

The Town of North Branford is fortunate in that it retains an abundance of natural resources. These resources are important in defining the community and contributing to the character of life.

The important resources of the Town that require conservation and protection include wetlands, farms, and watershed areas. Many of these resources are being protected through regulation.

In addition, there are other important natural resources, whose impact and methods of protection are more appropriately done on a regional, statewide, or national level. These resources include air quality, global climate, and most elements of energy uses. Because policies and programs on the preservation of these resources are addressed on the federal and state level, these resources are not addressed within this Plan of Conservation and Development, although they are of great importance to the residents of North Branford and other Connecticut communities. However, the Town can take measures to support the preservation of these resources through its actions on the local regulation of land use and construction.

When analyzing the existing and potential open space resources, it is important to understand that many parcels may address more than one of the resource components for natural resource protection.

The resources within the influence of the municipal agencies of the Town of North Branford, and other regional agencies are described below:

a. Farmland

North Branford is somewhat unique as a suburban community of South Central Connecticut, in that agricultural land remains a dominant feature of the landscape, and is an important contributor to community character. Large areas of agricultural land remain within the community. See *Map 7: Farm Inventory Map*.

Most of the farmland in Town is along the Farm River Valley- Route 22 Corridor. In addition to its aesthetic, environmental and economic benefits, the retention of this farmland has served to maintain the physical separation and distinct community identities of Northford and North Branford. Recent actions on the part of the Town to preserve this land have reinforced the importance of this resource.

b. Open Space Resources

The Town has benefited from a strong emphasis on planning for the conservation of its natural resources over the years. The importance and role of these resources have been analyzed and documented, through important work including the 1996 North Branford Open Space Plan and the 1991 Plan of Conservation and Development. In particular, the 1996 North Branford Open Space Plan is a very important document and should be included by reference within the Plan of Conservation and Development, as updated herein.

As the 1996 Open Space plan points out, there are different definitions and categories for open space. The 1991 Plan of Conservation and Development and the 1961 Comprehensive Plan of Conservation and Development both included inventories of the Town's open space resources. Our use of the Town's GIS system has provided current information.

Table 1 tracks the amount of land in various "open space" categories from the 1961 Town Plan to the 1991 Town Plan to present. These tables do not include undeveloped land that is privately owned unless it has been in some way designated for open space or recreational use. It is not guaranteed that all the lands listed in the table will remain as open space or recreational land in the future, but it is likely that a large majority of lands will remain in these uses. While the data from each year is not exactly comparable, the data shows that there are 1,343 acres of open space exclusive of the quarry and RWA lands, or approximately 7.5% of the total land area.

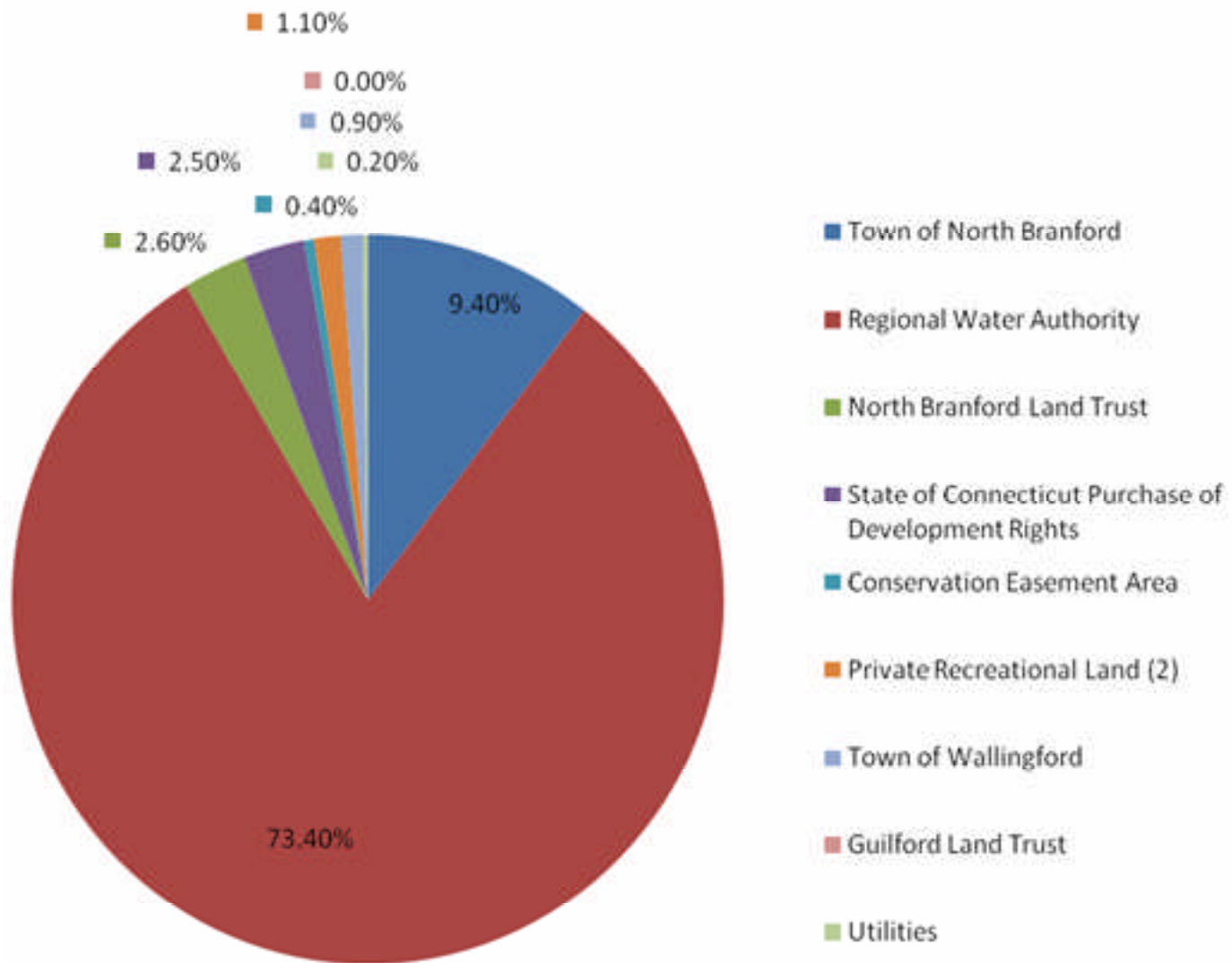
See *Map 1: Existing Open Space Map* for the locations of these areas.

**Table 1
Inventory of Open Space – Town of North Branford**

	2007	1991	1961
Category			
Town of North Branford (1)	777.18	323.9	196
Regional Water Authority	5,963.4	5731	6000
North Branford Land Trust, Inc.	218.9	149.6	0
State of Connecticut Purchase of Development Rights	202.97	71	0
Conservation Easement Area	34.56	28.2	0
Private Recreational Land (2)	88.3	35.5	162
Town of Wallingford	70.51	0	0
Guilford Land Trust	2.02	0	0
Utilities	18.83	0	0
Quarry(2)	786.27	798.8	734.8
Total	8162.94	7138	7092.8
Exclusive of Quarry and RWA	1342.76	608.2	358

- (1) Includes land that is anticipated to be deeded to the Town of North Branford
(2) Quarry land is not open space but is listed for comparison purposes.

*As of 2007



The above data clearly indicates that the vast majority of open space within the town of North Branford is owned by the Regional Water Authority.

An important reason for open space purchase and preservation is municipal cost avoidance. Numerous studies have shown that large-lot, single family development has a net negative impact upon municipal finances. The purchase of land that could be developed for residential purposes would likely result in lower municipal costs over the long term.

c. Wetlands

Connecticut statutes define wetlands as those soil types designated poorly drained, very poorly drained, and alluvial and floodplain. These soil types perform several valuable functions:

- Flood control, through absorption of water and reduction of runoff.
- Water Quality, by absorbing contaminants and allowing vegetation to renovate water quality.
- Wildlife habitat is a source of food and shelter for a wide variety of animal and aquatic life.
- Water availability, by slowly releasing the water that they have absorbed into the ground and recharging the aquifer.
- A range of other conservation, economic aesthetic, recreational and other uses and values.

To protect these functions and values in North Branford, activities within wetland areas are regulated by the North Branford Inland Wetlands Agency. The Agency is charged by State law to regulate the use of wetlands; “to protect the citizens of the state by making provisions for the protection, preservation, maintenance and use of the inland wetlands and watercourses by:”

- Minimizing their disturbance and pollution;
- Maintaining and improving water quality in accordance with the highest standards set by federal, state or local authority;
- Preventing damage from erosion, turbidity or siltation;
- Preventing loss of fish and other beneficial aquatic organisms, wildlife and vegetation and the destruction of the natural habitats;
- Deterring and inhibiting the danger of flood and pollution;
- Protecting recreational and other public and private uses and values; and
- Protecting the states potable fresh water supplies from the dangers of drought, overdraft, pollution, misuse and mismanagement.

Wetland areas are shown on Map 8: Wetlands with FEMA Floodplains.

Much of the wetlands within North Branford are located along the stream and river corridors. The preservation of wetlands is being adequately addressed through enforcement of the North Branford Inland Wetlands regulations.

d. Floodplains

Floodplains are low land along watercourses that are subject to periodic flooding. A 100-year flood is a flood that has a one percent probability of occurring in a given year. Similarly, a 500-year flood is one with a 0.2 percent probability of occurring in a given year. The extent and boundaries of the floodplains have been determined by the Federal Emergency Management Agency (FEMA). Floodways are those areas within the floodplains that convey the floodwaters. The floodways are subject to water being carried at relatively high velocities and forces. The floodway fringe are those areas of the floodplain outside of the floodway which are subject to inundation but do not convey the floodwaters.

Development or alteration of areas within the 100 year floodplain area is restricted by local regulations. Development activities that are permitted must conform with standards related to safety and the impact on floodwaters. Generally, development within the floodway fringe is permitted if it is adequately flood proofed, and has a base floor elevation above the level of the 100-year flood, while development within the floodway is more restricted. These standards have been incorporated within Town regulations. They have been adopted to be in compliance with FEMA regulations, so that properties in Town are eligible for federally sponsored flood insurance.

See *Map 8: Wetlands with FEMA Floodplains*.

e. Plant and Animal Habitat

Land in its natural state provides a habitat for plants and animals. Land that is habitat for species listed as either endangered or threatened by the State or Federal government should be a higher priority for preservation.

The State Department of Environmental Protection identifies these general habitat areas of concern, but it does not specify which species of plant or animal inhabits the area. The State DEP updates this database with the publication of a revised survey map in June and December of every year. The December 2006 issue is Map 9 of this Plan. North Branford contains several areas identified as habitats. Fortunately, most of them are within the land owned by the RWA, either around Lake Gaillard or along the upper reaches of the Farm River, so they are protected. However, there are several habitat areas outside of the RWA holdings:

- The hill west of Middletown Avenue, south of Foote Hill Road.
- Vicinity of Farm River Drive easterly to Robin Lane and Josie Drive.
- Area north of Woodland Drive.
- East of Skylark Drive southwesterly to Lanes Pond Road.
- Vicinity of Burr's Brook and the Farm River south of Foxon Road.
- Vicinity areas of Cedar Lake and Linsley Pond.

The December 2008 issue shows one additional area:

- Vicinity of Reeds Gap Road and Middletown Avenue.

f. Topography

Totoket Mountain is the dominant topographic feature of the Town, rising over 400 feet above sea level. Although most of the ridge of Totoket Mountain is within the RWA land, the southern portion of it is part of the Tilcon Quarry, and has been mined as a source of trap rock.

There are several other hills in Town, including Parsonage Hill in the northwest section of Town. The Farm River Valley is relatively level, but most of the rest of the Town outside of the RWA lands is gently rolling topography, with few areas of extreme steepness.

Slope data greater than 13 percent above base grade is shown on *Map 10: Wetlands Map with FEMA & Slope Data*.

g. Climate Change

The causes and impacts of changes in climate are being studied and analyzed. Although there are few definitive answers, there appears to be a consensus that human activity is causing warming of the climate.

The impact of activities under the control of the Town of North Branford on climate change is imperceptible but collective land use decisions of all municipalities could have an impact. Generally, anything that could be done to reduce automobile traffic and retain or replace natural vegetation would be beneficial.

The Town can also have an influence by encouraging the construction of “green” buildings, which use less energy and other resources. Although there are few large-scale commercial or industrial buildings constructed within the Town, the Town regulatory authorities can encourage such construction and give incentives where appropriate.

h. River Basins

Drainage basins are based upon a river or other principal watercourse. They are defined as all the land that drains into the watercourse. The largest category of drainage basins is Major Drainage Basins. These are relatively large areas drained by major rivers or watercourses. All of North Branford is within the South Coastal Basin.

The sub regional drainage basins are based upon specific rivers, streams or other water bodies. There are four sub regional basins within North Branford. The largest is the Farm River Basin, which includes much of the western and northern sections of the Town. The Branford River basin includes the entire southeastern section of the Town, including all areas draining into Lake Gaillard. The Muddy River sub basin encompasses the northwestern corner of the Town, including land extending south along the North Haven boundary. A small area of the Town is within the Cuginchaug sub basin, in the extreme northeastern corner of Town.

i. Public Water Supply Watershed and Reservoir Land

Roughly two-thirds of the town is located in the Farm River public water supply watershed area that supplies water through various diversions to Lake Gaillard reservoir in North Branford and Lake Saltonstall reservoir in East Haven. These reservoirs are part of the South Central Connecticut Regional Water Authority's (RWA) system which stores water for future use to the towns of North Branford, Branford, East Haven, North Haven and a part of New Haven. After this stored water is sent to its designated water treatment plant for processing, it is then distributed into the RWA's public water line system.

2. People of North Branford

Population Growth

North Branford's population has been growing faster than that of the New Haven Region or the State of Connecticut as depicted in the below comparison chart of years 1990 and 2005.

Population Data

Town	Population 1990	Population 2005	Population Growth 1990-2005 (%)
North Branford	12,996	14,396	10.8%
New Haven LMA	556,607	596,316	7.1%
Connecticut	3,287,121	3,534,280	7.5%

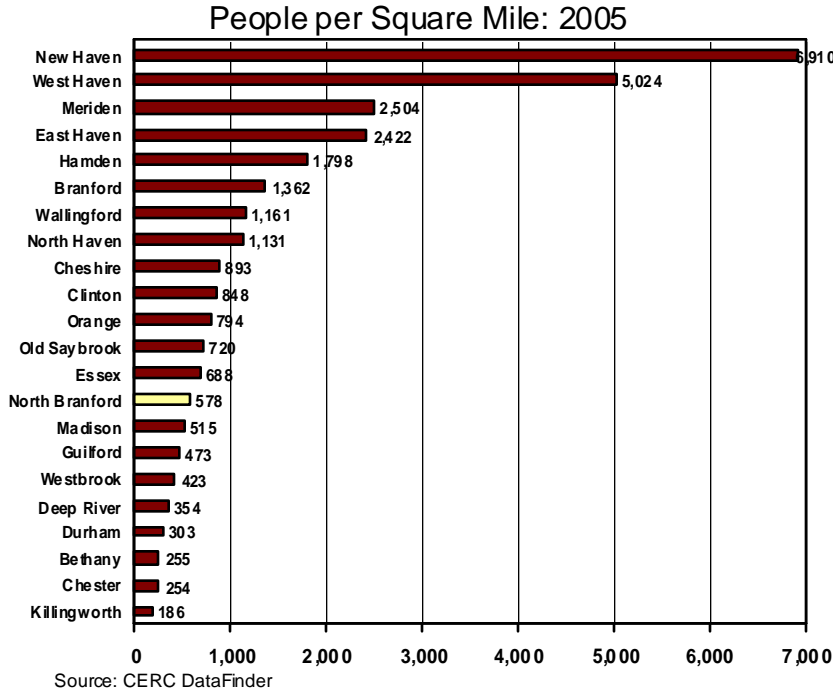
Source: 1990 U.S. Census 2005 CERC DataFinder

Other Demographic Trends

- North Branford's population grew 10.8% from 1990 – 2005 compared with 7.1% growth in New Haven County and 7.5% growth in the State of Connecticut.
- Population is projected to grow by the State Department of Communities and Economic Development 0.4% between 2006 and 2011, a slightly lower growth rate than predicted for the County and State.
- The median age of the Town's population in 2005 was 40, slightly higher than the county (38), and the State (39).
- 94.4% of the Town's population is classified as white. The population is significantly less diverse than the State or region.
- The percentage of the Town's population in poverty in 1999 was 1.9%, much lower than the County (9.5%) or the State (7.9%).

Population Density

North Branford has one of the lowest population densities of all area communities for year 2005.



However, in 2008, North Branford's population was 14,229 citizens, a slight 1.2% decline from its 2005 figure. An evaluation of that population shows North Branford as a town with a large majority of parents raising middle aged children and with an increasing number of seniors. The largest age total is the 25 to 49 yrs. old group followed by those with an age from 50 to 64 years. When that last group is combined with the 65 plus age group, it shows a town with an adult population evenly split between the growing older generation and the parents raising children.

NORTH BRANFORD AGE DISTRIBUTION – YEAR 2008 with Comparison to County & State Totals

Age	0-4	5-17-	18-24	25-49	50-64	65+	Total
Male	429 3%	1,288 9%	503 4%	2,487 17%	1,452 10%	803 6%	6,962
Female	412 3%	1,246 8%	448 3%	2,540 18%	1,568 11%	1,053 7%	7,267
Town Total	841 6%	2,534 17%	951 7%	5,027 35%	3,020 22%	1,856 13%	14,229
County Total	50,334 6%	143,836 17%	82,658 10%	82,658 35%	161,695 19%	120,415 14%	857,311
State Total	209,662 6%	597,403 17%	332,316 9%	332,316 34%	692,305 20%	490,117 14%	3,540,846

Source: CERC Town Profile 2009 – North Branford, CT

3. Transportation

The transportation system of North Branford is extremely automobile-oriented, not unlike the system for all suburban and rural communities within the State. The system includes a series of state highways that encompass the arterial road system of the community, as well as, a series of town roads that encompass the local and collector roads. The important components of the Town transportation system include:

- Route 80 (Foxon Road) is the main road in North Branford, carrying the highest volume of traffic and accommodating most of the commercial and industrial uses in the Town.
- Route 80 has experienced significant problems with congestion over the years, by virtue of its serving as a major alternative east-west route along the shoreline to Route 1 and Interstate 95. However, many of the problems of congestion will be alleviated by the recently completed improvements to the road between Forest Road and Notch Hill Road, and the planned improvements to Route 80 towards the east.
- The Town is served by a system of State highways, including Routes 22, 17, 80, 139 and 150, all of which provide the major traffic circulation within the Town, and connect the Town with adjacent communities and the regional highway network.
- Very little mass transit serves the Town, although bus service along Route 80 was more recently established. In addition, mini-transit van service has begun to operate on a trial basis providing a service connection to Northford Center, the Town Hall and North Branford Center.

4. Infrastructure

The availability and capacity of public water, sanitary sewers, and storm drainage systems are all important determinants to the growth and development of a community. These facilities are used to guide growth to certain locations and the lack of these facilities can be used to discourage growth.

See *Map 2: Utilities Map* for the current utility service areas for sanitary sewers and public water lines.

a. Sanitary Sewer

In general, sewer service is available to properties in the vicinities of Routes 80, 22 and 139 in the southern part of Town and along sections of Route 17. The sanitary sewer system in North Branford is tied into systems of three neighboring communities. Each of these three systems has a treatment plant that handles the North Branford discharge. The Town maintains all sewer lines in the town and pays for discharge into the three systems. Maintenance of the North Branford sewer system is done through a contractor arrangement.

The largest segment of the system within North Branford is connected to the Branford system. It serves much of the southern areas, including most of the commercial and industrial districts. Continued growth and expansion of the system is using much of the available capacity within this section of the system. The other two segments of the system which discharge into the North Haven and the Greater New Haven Water Pollution Control Authority are smaller, have sufficient available capacity to meet needs into the foreseeable future.

b. Water

All of North Branford is within the exclusive service area of the South Central Connecticut Regional Water Authority (RWA) although there are several community water systems that still operate in the northern part of Town. The water service delivery area is similar, but not coterminous, with the sewer service delivery area. Generally service is available to properties through much of the town from Route 80 southward, the area immediately north of Route 80 west of Forest Road, areas along Route 22 from Northford Center west, and a small area adjacent to the Durham town line.

There is adequate water capacity within the RWA system to serve any potential expansion of service in North Branford. Current RWA policy is that the customer or developer must pay for any expansions to water service.

There are no immediate plans to expand service in North Branford. However, the RWA has conceptual plans for service covering the entire Town. New connections must be done in conformance with that plan.

c. Storm Drainage/Flooding

There have been significant improvements to control flooding, particularly in the 1980's along the Branford River. In addition, the Town invests approximately \$20,000 per year to correct or improve minor storm drainage problems.

The major remaining area of flooding is along the Farm River. This primarily impacts areas along Route 80 near the East Haven line including the trailer park and Totoket Plaza. It is important to note that areas downstream in East Haven also experience flooding along the Farm River. In the past, solutions to the problem that were proposed included the construction of a dam across the river in North Branford. This was not implemented because of the potential environmental impacts in North Branford and opposition from the Town. There was some litigation between both communities, which was recently settled. Any solution to the flooding problem should be non-structural in nature, and minimize adverse environmental impacts. The most effective approach would be from an analysis of the entire basin, on an inter-municipal basis.

d. East Shore Health District

Under section 19-13B100a CGS, East Shore Health District regulates all development of properties without sewers. This includes additions to existing houses, adding pools, splitting lots, etc. Regulation of new developments usually is straightforward because wells and septic systems must be designed to current regulatory standards. Expansions to existing properties and lot splits are often a problem because the old well and septic systems may not be able to be brought up to current standards or expanded, or making the changes required could be very costly.

The following areas of concern within the Town for areas that utilize on-site wastewater disposal are:

- Many businesses utilized on-site disposal systems that are not consistent with contemporary standards. Expansion of many of these uses is likely to be limited by the use of on-site disposal systems.
- Lindsley and Cedar Lake are recreational resources. Monitoring the effects of storm water runoff and non-point pollution sources will help identify future threats to water quality in these lakes.
- Protecting water quality at Clear Lake is a difficult issue. The area was developed with seasonal properties on small lots without sewer and water services. Many lots also have steep slopes. Most of the properties have been converted into year round residences.
- There are indications that agricultural uses are a source of water pollution. Best management practices, especially within watershed areas, would improve water quality.

5. Community Facilities

Community services and facilities are important components of the Town that enhance the Town's residents' quality of life. They include the buildings, land, and equipment generally associated with government services and facilities owned and operated by other public, quasi-public, and private organizations for the benefit of the community as a whole. The demand for more and varied community facilities and services will increase as the Town's population increases, existing facilities become outmoded, and public expectations rise. Community needs will also depend on the population being served – for example, senior citizens will require different services than teenagers.

a. Fire Protection

Fire protection in North Branford is provided by volunteers. There are three fire stations, one of which is town owned (1351 Middletown Ave.-Company 4), and one which has its own building on a site leased from Tilcon (Company 1). Companies 1, 2 and 3 own their own buildings and lease them to the Town. The Town pays rent to the fire stations, which they use for operations. The ambulance service is now run out of Company 4 by volunteers supported by staffing of a private service under contract to the Town.

- At this time, the facilities are adequate to support the town and an anticipated moderate level of growth.
- Company 4 is not located in proximity to its major source of volunteer personnel, which is important for response time.

b. Libraries

The Town has been working on plans for updating and expanding its libraries for a number of years. In 1997, the Town bought the Reynolds-Beers House next to the Atwater Library to facilitate the creation of an expanded campus for the library utilizing both the then existing Atwater Library and the Reynolds-Beers House.

The first step in the process to evaluate library options was for the library board to prepare a strategic plan. The Plan had to answer the question as to whether it would be best to consolidate both libraries into one large central library, or improve both neighborhood libraries.

One of the key findings in the strategic planning process was that the libraries had very neighborhood based circulation, each essentially serving its own zip code area. This is largely a function of the changing nature of libraries as they evolve into information centers. In order to recognize and reinforce the functioning of the libraries as important neighborhood base community facilities, the Town decided to expand both facilities rather than build a new, large centrally located library. This decision also enhanced the opportunity for the Town to receive grants to offset a portion of the cost of the library projects.

Funds for a 7,000 square foot expansion of the Edward Smith Library were appropriated, by the Town in addition to the state funding grant that was received. Construction started in December 2007 and the finished library opened in February 2009. The proposed expansion included the acquisition of 13 Old Post Road, which directly abuts the Edward Smith library. For the expansion for the Atwater Library, an application for a library construction grant was approved by the State to add to the Town funds required for its construction cost. A projected 6,000 sq. ft. expansion is planned with proposed construction to start in the fall of 2009.

c. Education

- Overall school system enrollment rose 7.1% from 1997-2004. In 2006 the enrollment was down 3% to 2,450 students. December 2006 State Department of Education estimates project overall enrollment to generally decline over the next 10 years. The 2016 projected enrollment level is 2,100. The exceptions to this trend are that High School enrollment is projected to increase in 2007 then decline thereafter.
- A facilities study was completed by Moser, Pilon, Nelson in January 2003. It concluded that the existing school infrastructure is in poor shape. Many improvements are needed. Building expansions and renovations were recommended for each facility: North Branford High School, North Branford Intermediate School, Totoket Valley Elementary School, Stanley T. Williams Elementary School, and Jerome Harrison Elementary School. If all day kindergarten sessions are implemented in the future then the elementary schools will need to be expanded beyond the Moser, Pilon plan.
- The Town decided in 2007 to rebuild the North Branford Intermediate School. The addition and renovation project started construction in the fall of 2008 and has a tentative completion date of August 2010.
- From the land use/POCD perspective, most of the school facility needs can be accommodated on the existing sites.

- The acreage of all of the existing Town school sites is more than adequate based on State standards, but most sites have wetlands that constrain the use of a portion of the site.
- Overall it appears that the main site issue is the need for ball fields related to the High School and Middle School. The study recommended the acquisition of one parcel and a portion of another at the northwest intersection of Forest and Mill Roads. The plan called for the construction of six fields and a parking lot on these sites. The Town subsequently purchased one of the required sites, the Hyland property, at the northwest corner of Forest Road and Mill Road. All or a portion of a second site to the north would need to be purchased to accommodate the plan for six playing fields north of Mill Road.
- There are parking shortages at the High School when large events (such as football games) are held.
- An enhancement to the athletic field plan would be to purchase the remaining sites between the school complex and Mill Road and relocate the portion of Mill Road between Forest and Caputo Roads more northerly on the Town-owned Hyland parcel that would maintain the traffic circulation that Mill Road provides. A combined land assemblage would provide a direct pedestrian connection from the schools to the planned recreational fields on the Hyland parcel.
- Currently Intermediate School students are bussed off-site to various Town fields for after school sports.
- There is also a general lack of fields for youth sports. Existing fields are over-utilized. If extra fields are developed, it would allow for fields to be “rested” on a rotating basis
- The Moser, Pilon, Nelson study also recommended the relocation of the Central office to a freestanding location. This may require the Town to purchase an additional site, or utilize additional land at the Town Hall site.

6. Municipal Capital Improvements

In general, the Town had average bond ratings and per capita debt at the end of the 2006 fiscal year. The Connecticut Office of Policy and Management reported the Town's fiscal year end 2006 bond rating at A1 (Moody's) and its per capita debt at \$1,878, compared with a State average of \$1,942 per capita and a State median of \$1,458 per capita. Total debt service projected for the 2009 fiscal year is about \$4.7 million.

Three large investments will have a significant impact on the Town's expected debt service in the next several years. These three major projects are: bonding for the acquisition of the Donald Augur property (\$5.4 million including a purchase price of the \$4.75 million plus interest on notes and the cost of issuance); the North Branford Intermediate School expansion and renovation (\$21.7 million is the approximate expected cost to the Town net of State grants, the gross amount of Town bonds issued for the project is \$36.4 million); and the expansion of the two libraries (\$9.5 million is the gross amount authorized but this is expected to be reduced by State grants and by fund raising efforts). Together these projects are projected to more than double the Town's annual debt service. Debt service is projected to peak at over \$6.2 million in 2013 before declining thereafter.

A number of the recommendations in the Plan of Conservation and Development call for capital investments by the Town for the acquisition of land, for the maintenance and expansion of infrastructure, and for the construction, renovation and maintenance of Town buildings and facilities.

The Town has adequate bonding capacity for anticipated projects. Moody's finds that the Town is sound, measured in terms of debt as a percentage of net equalized grand list. Locally, an ongoing issue is the level of bond service as a percentage of the municipal budget. The Town has informally targeted that no more than 10% of the budget be devoted towards debt service.

It is likely that Town investments to implement the Plan of Conservation and Development will need to be spread out over a number of years. Further, it is likely that there will be a reluctance to take on projects that will require significant local borrowing in the next few years. Therefore, grants and partnership investments with organizations, such as the Regional Water Authority, will be essential to advance those recommendations of the Plan that will require a significant capital investment in the near term.

7. Cultural Resources

The Totoket Historical Society prepared a survey of historic structures in the community that was completed in 1980. The survey identified several clusters of historic buildings;

- North Branford Center/North Street area and in Northford Center.
- Foxon Road from Totoket Road to the George Baldwin House.
- Forest Road in the vicinity of the Old Forest Road loop.
- Along Middletown Road from Northford Center north beyond Woods Hill Road.

Subsequently nominations were prepared for National Register listings and the Town of North Branford now has two National Register Historic Districts. The North Branford Center Historic district was added to the National Register in 1999. It is comprised of 530 acres and 33 buildings located primarily along Church and North Streets north of Foxon Road (Route 80). A portion of the area along Foxon Road is part of the present North Branford Town Center. It includes churches, the library, cemeteries, historic schools, and buildings dating back to the early 18th century.

The Town's second designated National Register Historic District is the Northford Center District designated in 2002. It is comprised of 2300 acres and 83 buildings including the present Northford Center at the intersection of Routes 22 and 17. Northford Center District contains buildings dating back to the early 18th century and there are key public buildings including churches and the library that are located at the heart of the present Northford Center.

The Totoket Historical Society operates three historic sites: the Reynolds-Beers House (c. 1786 structure that houses a collection of period furniture); the Miller Barn Museum (the museum has a collection that includes an antique loom and a collection of textile tools and farm equipment); and the Little Red School House (c. 1805, the oldest one room school house still standing in New Haven County).

8. Patterns of Land Use

The land use plan of a community must reflect the goals and objectives of the community. It should be based upon realistic expectations as well as environmental conditions. The plan should reflect a balance between respect for private property and achievement of public welfare.

In the formulation of a land use plan for a community, it is important to identify those factors that are the major influences on land use.

1. Almost two-fifths of the Town is owned by the Regional Water Authority. This land has been preserved as vital to providing the region with potable water, and we expect that it will continue to be preserved as permanent open space. In certain respects, this land is not a functional part of the Town, as no roads cross the land and access by the public is limited. Residents have only limited access to the property.
2. The RWA lands prevent north-south access to the east side of the Town. This essentially makes the “useable” area of the Town a long, crescent shaped area, wrapped around the RWA lands.
3. The Town encompasses two distinct neighborhoods; North Branford and Northford.
4. North Branford is the larger of the two neighborhoods, containing most of the commercial and industrial land uses.
5. Route 80 (Foxon Road) serves as the main street of North Branford. Most of the Town’s businesses and governmental functions are located along the Foxon Road corridor.
6. North Branford is near, but not within the primary growth corridors of the south central Connecticut region. Most of the business development within New Haven County has occurred along the two primary corridors; the shoreline corridor along I-95 and the north-south corridor, between New Haven and Meriden, generally along I-91. Although North Branford is adjacent to both of these corridors, industrial and commercial development has been concentrated in neighboring communities.
7. An overwhelming majority of the Town’s housing stock is single-family, most of it located within the southern part of the Town.

8. Northford is still relatively rural, centered on the business and community uses within Northford Center.
9. The farms and undeveloped land within the Farm River Valley contribute to the definition and physical layout of two defined and distinctively developed neighborhood centers: Northford and North Branford. The Town's acquisition of large open space land parcels in this Farm River Valley corridor keeps the land from private sector development that would help to connect these two areas as one.
10. Farming is still an important land use in North Branford. The land devoted to agriculture has been declining as a result of residential development. However, public acquisition for open space and water supply has preserved some agricultural land.
11. The Town is still basically a residential semi-rural community, within a mid-sized metropolitan area. It is bordered by more urbanized communities to the south and west, and rural areas to the north and east.
12. Large areas of the Town do not have public water or sewer service. This helps maintain the rural atmosphere of certain areas. However, it has limited economic development or redevelopment of certain areas.
13. Although the Town has an established pattern of land uses, areas of vacant land provide opportunities to support the existing patterns of development.
14. The growing residential component and established pattern of land uses creates increased demands for increased municipal services.
15. By far the largest industrial land use is the Tilcon, Inc. quarry. The quarry is a regional asset connected to rail and barge services. The quarry has an estimated remaining life of 75 years.
16. Most of the other industrial areas within the community are relatively small, and interspersed with commercial uses. There is a relatively small supply of vacant land for future economic growth.
17. North Branford's economy is relatively concentrated in the manufacturing and service sectors. Land to support economic diversification is limited and present zoning does not set aside land for office and flex type uses.
18. The traditional center of North Branford, around the intersections of Routes 80, 22, and 139, has diminished in commercial prominence due, in part, to the competition from newer regional shopping developments.

The potential relocation of the community center (former Town Hall) and adjacent baseball field offer redevelopment possibilities that would be a catalyst to reevaluate the functions, uses and limits of the Town Center area and to re-establish the area's importance as a focus of North Branford.

19. Northford Center has served as the historic rural center of the Northford community. The area has provided commercial and institutional services to the neighborhood. However, the village center has evolved into an automobile oriented commercial area, with a road network and land use pattern that does not efficiently promote its character of a village center.

NORTH BRANFORD LAND USE BREAKOUT BY ZONING

<u>LAND USE CATEGORY</u>	ACREAGE	PERCENT
RESIDENTIAL	8,301 AC	48.30%
(designated PA 490 farm land = 1,666 AC, 9.7 %)		
(other remaining land = 6,635 AC, 38.6 %)		
COMMERCIAL	308 AC	1.80%
INDUSTRIAL	1,541 AC	9.00%
PUBLIC & SEMI-PRIVATE	7,050 AC	40.90%
(RWA = 5,963 AC, 34.6 %)		
(Town land: municipal facilities, parks, open space = 777± AC, 4.5%)		
(NB Land Conservation Trust & other land = 310 AC, 1.8 %)		
TOTAL LAND = 17,200 AC *		100%

* Source: Data used for Bonding Purposes, totals as of Sept. 2008

9. Housing

The nature and character of residential development is a vitally important component of the physical development of the community. In most communities, including North Branford, residential uses encompass the majority of existing and planned land uses within the community. In addition, the quality of life of a community and its residents are usually largely determined by the nature, characteristics and condition of its housing stock. Therefore, the analysis and recommendations concerning a community's housing stock is of vital importance.

- The data shows that the overwhelming composition of the housing stock in North Branford is single-family residences. Most of the remainder of the housing stock is multi-family residences, which encompasses twelve percent of the housing stock.
- The predominance of single-family residences in North Branford is very evident when the Town is compared with the State, New Haven County and area communities. However, the percentage of single-family homes in North Branford is lower than that of Durham, Guilford and North Haven.
- Although a predominately single-family community, North Branford has a higher percentage of its housing stock in multi-family stock than area communities such as Durham, North Haven and Guilford, and is comparable for percentages with Wallingford, a larger and more urban community.
- The housing stock in North Branford is relatively new, with only one-third of the units constructed before 1960. Almost one-third of the units have been constructed since 1980.
- A very high percentage of the housing stock of North Branford is owner-occupied, similar to that of Durham, Guilford and North Haven amongst area communities.
- All other area communities had greater levels of residential development than North Branford over the past 17 years. Since 1990, North Branford has had a relatively stable level of residential development on an annual basis.

- North Branford's housing stock grew 13% from 1990 – 2005 compared with 14% growth in New Haven County and 7% growth in the State of Connecticut.
- Home prices in North Branford are close to the average for the area, higher than those of Branford, East Haven, and Wallingford.
- The town's median household income in 2005 was estimated at \$69,948, significantly higher than the County (\$53,351) or the State (\$59,761).
- The town's median housing sales price in 2005 was estimated at \$315,000, significantly higher than the County (\$215,000) or the State (\$247,700).
- North Branford shares a problem of housing affordability with its neighbors and most of Connecticut.
- Current demographic data indicates that there are almost 5,800 North Branford residents aged 50 and over, encompassing approximately 40% of the population.

10. Residential Development Potential

An important component of the planning process is the determination of the potential residential “build-out” of the Town. In order to make this determination, we worked with the Regional Water Authority to utilize its Geographic Information System to determine the potential for residential development within the Town, if all properties were developed in accordance with current zoning.

R-80 District There are approximately 601 net acres of land exclusive of floodplains, wetlands and water bodies. Subtraction of 5% for slopes, 10% for roads and lot inefficiencies, and 10% for open space dedication yields a total of approximately 462.5 acres. Therefore, there is a potential for 252 additional dwelling units within the R-80 district.

R-40 District There are approximately 1,327 net acres of land exclusive of floodplains, wetlands and water bodies. Subtraction of 5% for slopes, 10% for road and lot inefficiencies, and 10% for open space dedication yields a total of approximately 1,021 acres. Therefore, there is a potential for 1,112 additional dwelling units within the R-40 district.

Certain limited forms of residential development are permitted by Special Permit in the I-3 zone. However, due to its special circumstances, it was not included within the residential development analysis.

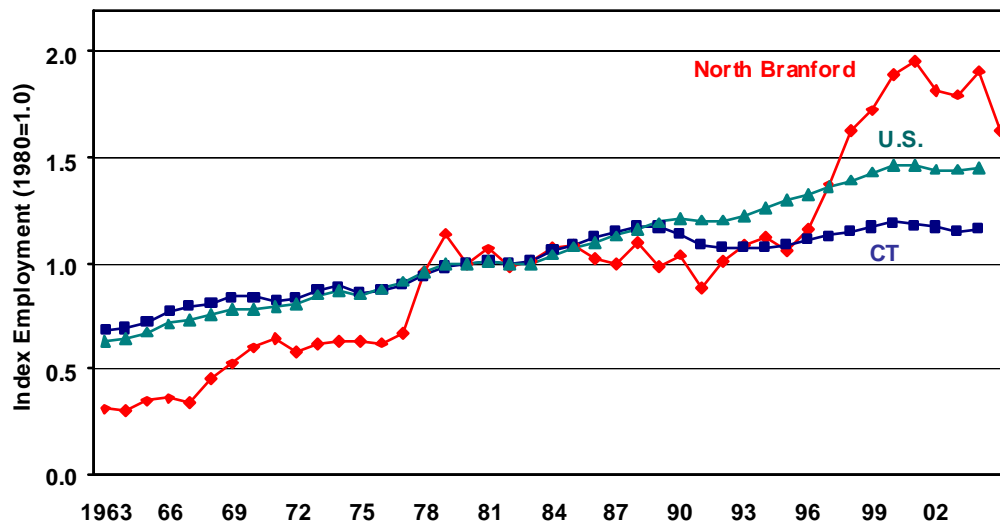
Therefore, under current zoning, there is a potential for an additional 1,364 single-family dwelling units to be constructed in the Town.

11. Economic Conditions

Employment Growth

Employment in North Branford has increased at greater rates than overall employment in the State of Connecticut or the United States since 1996.

Index of Employment

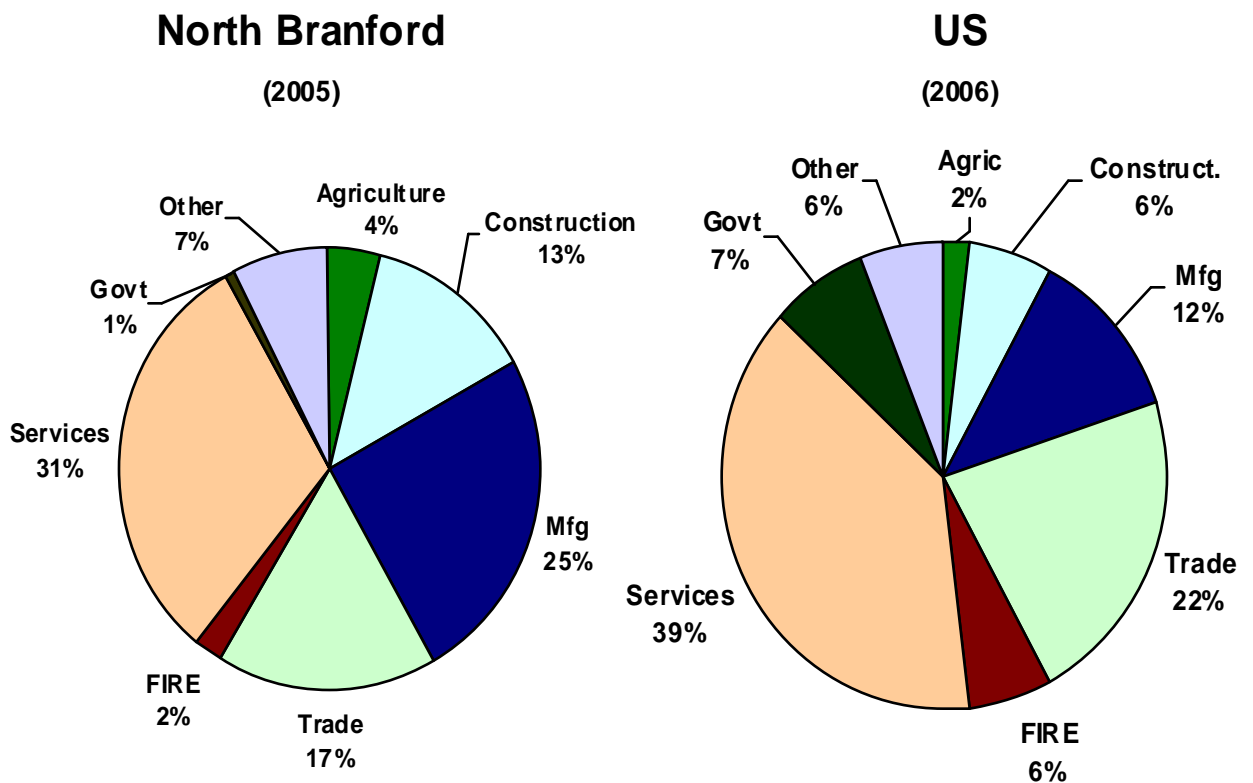


Sources: Connecticut Department of Labor, U.S. Bureau of Labor Statistics

Employment Sectors

North Branford's employment base is broadly distributed between the manufacturing and service sectors. The manufacturing base is more significant in the Town than in the nation as a whole.

Employment by Industry

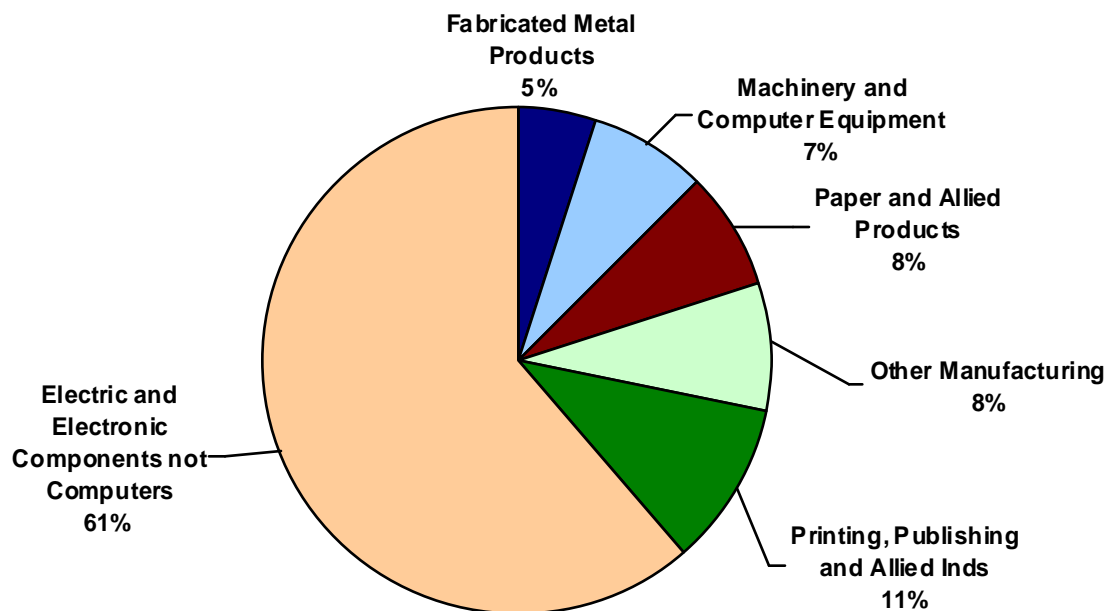


Source: D&B Sales & Marketing Solutions

Manufacturing Employment

Most of the Town's manufacturing employment is concentrated in electronics and electronic components. This includes the Town's largest employer, Honeywell Automation and Control Solutions.

North Branford Manufacturing Employment by 2-Digit SIC Codes, 2006



Source: D&B Sales & Marketing Solutions

Economic Growth

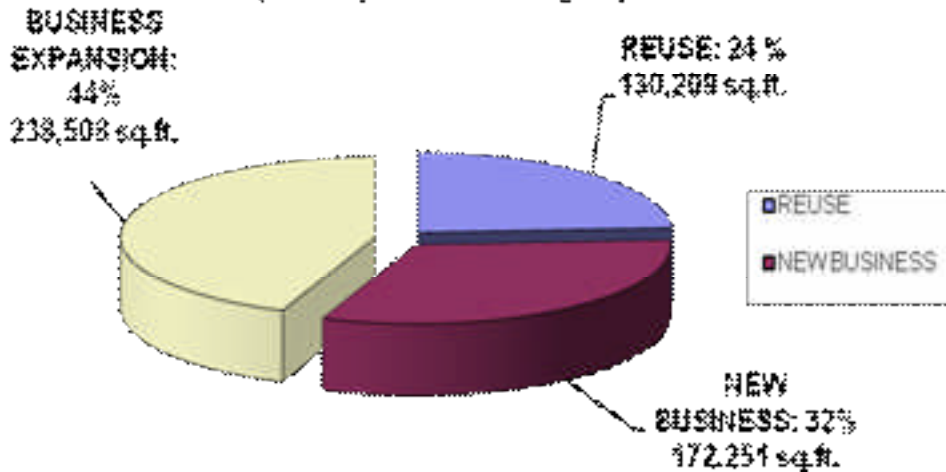
The following data tracks business and economic growth over since 2000. The data shows significant economic growth during this decade, with most of it occurring since 2003.

North Branford Business Growth per Building Square Footage Approved by PZC			
	New Business	Business Expansion	Business Reuse
	Sq.Ft.	Sq.Ft.	Sq.Ft.
2000	0	19,970	4,810
2001	0	9,930	2,113
2002	0	80,183	0
2003	11,200	39,092	79,756
2004	58,175	55,138	4,806
2005	0	2,455	1,578
2006	102,876	17,740	37,146
2007	0	14,000	0
TOTAL	172251	238508	130209

**8 YR. TOTAL: New Business, Business
Expansion & Reuse
2000 - 2007**

Source: North Branford Planning & Zoning Commission Site
Plan Application Approvals

Prepared by Town Planning Dept.



2005 Educational Attainment (Population 25+ Yrs)

Education Attainment	North Branford	New Haven LMA	20 Min Drive Time	CT
Less Than 9th Grade	2%	3%	3%	4%
9th-12th Grade no GDA	5%	7%	7%	7%
High School Grad	35%	32%	32%	31%
Some College, No Degree	17%	15%	14%	16%
Associates Degree	6%	5%	5%	6%
Bachelor's Degree	20%	20%	20%	22%
Graduate/Prof. Degree	15%	18%	19%	15%

Source: CERC DataFinder

- The Town is a net exporter of labor. Only one out of eight North Branford employed residents work in North Branford.
- The Town's estimated labor force in 2005 was 8,152 compared with an employment level in North Branford by place of work of 4,188. The Town is a net exporter of labor as it has about half as many jobs as workers. In 2000, 1,159 (approximately 14-15%) of North Branford's workers both live and work in Town up from 895 workers in 1990, but still the lowest percentage in the South Central region.
- The Town's unemployment rate has been consistently below State and Regional rates.
- Employment by place of work in North Branford increased by 79% between 1993 and 2001 (a much better performance than the State or region) but employment declined 17% between 2001 and 2005.
- North Branford's industry mix has a greater percentage of manufacturing and construction employment than the state or national average. Manufacturing employment was responsible for the largest part of North Branford's decline in employment between 2001 and 2005. Manufacturing employment is on a long-term decline in both the State and the nation. In

Connecticut, manufacturing employment declined by 43% between 1990 and December of 2006. Construction is a cyclical industry. Long term (1990- December 2006) construction employment in Connecticut is up 4.2%.

- Despite the significantly higher percentage of manufacturing employment in North Branford, the Town has less than the average percentage of residents employed in production and transportation occupations.
- There is a mismatch of local job opportunities with the skills and occupations of local residents. The Town has a large percentage of jobs in manufacturing and service and a low percentage of residents employed in those industries.
- The Town has a high percentage of its jobs in industries that are cyclical and are declining in the State or not experiencing long term growth.
- The Town has a relatively small percentage of its land zoned for commercial and industrial purposes.
- There are a relatively small number of vacant commercial industrial zoned sites and some of the larger sites have wetlands, floodplain or steep slopes that will constrain development and may lack utility services.
- The present commercial and industrial zone designations and uses have not changed significantly in a number of years and therefore need to be reevaluated.

12. Housing and Demographics

The nature and character of residential development is a vitally important component of the physical development of the community. In most communities, including North Branford, residential uses encompass the majority of existing and planned land uses within the community. In addition, the quality of life of a community and its residents are usually largely determined by the nature, characteristics and condition of its housing stock. Therefore, the analysis and recommendations concerning a community's housing stock is of vital importance.

1. Characteristics

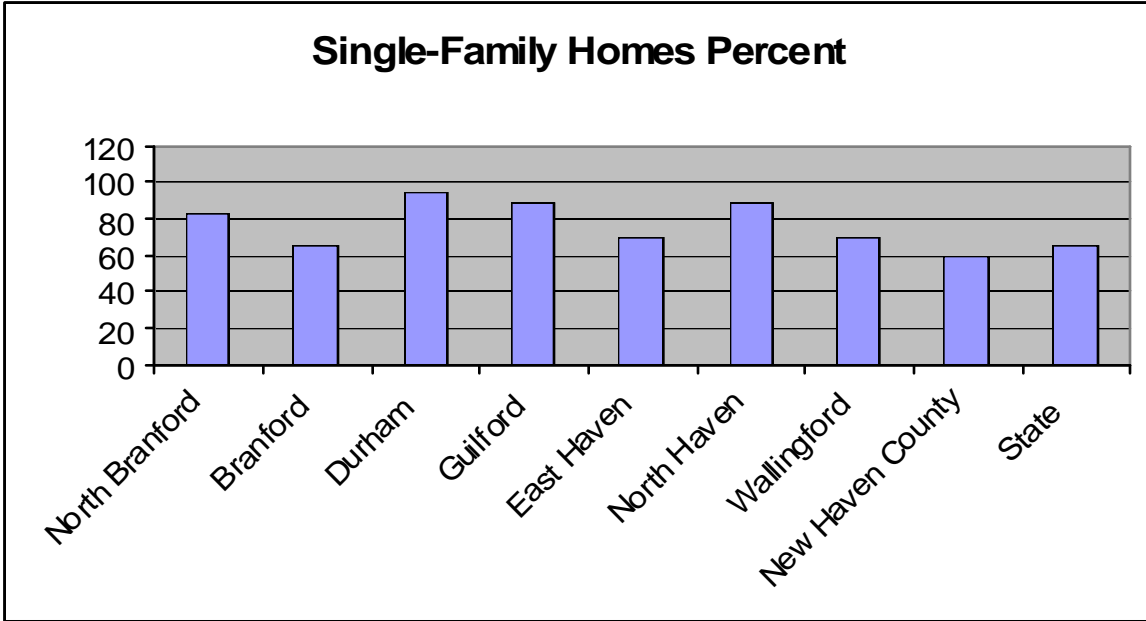
The nature of a community's housing stock is often a defining characteristic of the community. In Table 1, we compared the composition of North Branford's housing stock with other area communities.

Table 1
Composition of Housing Stock by Percentage 2006
Area Communities

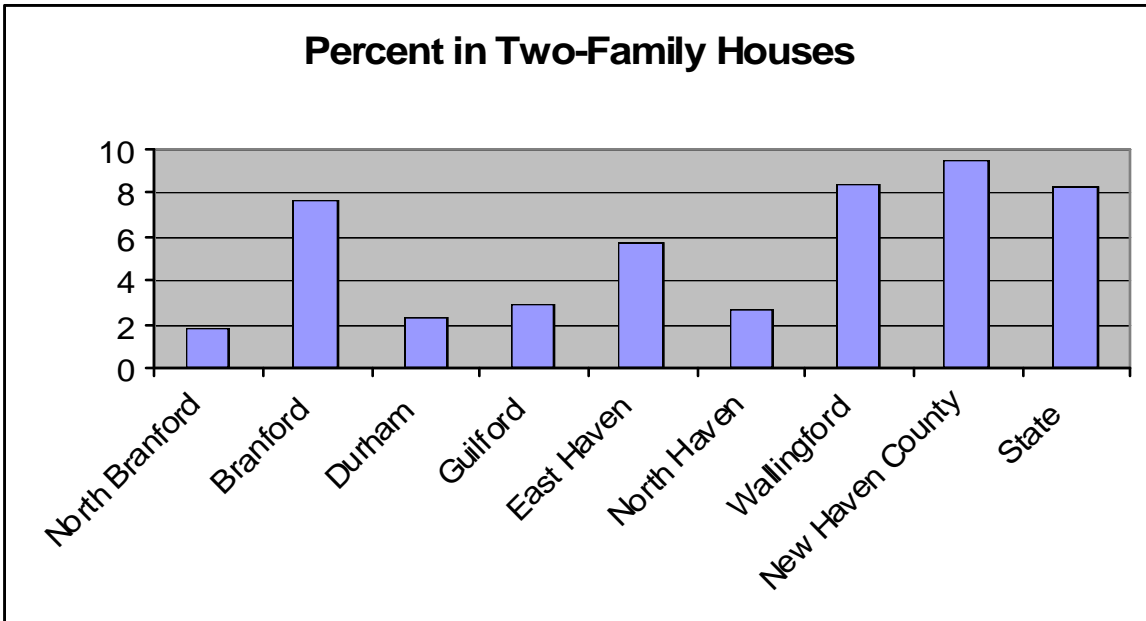
	Single Family Units	2 Family Units	3-4 Family Units	5 + Family Units	Mobile Homes
North Branford	83.1	1.7	2.5	12.0	0.6
Branford	65.1	7.6	7.1	18.5	1.7
Durham	95.3	2.3	1.2	1.2	0
Guilford	88.3	2.8	2.9	5.7	0.2
East Haven	69.1	5.6	4.9	20.2	0.2
North Haven	88.9	2.6	0.94	7.7	0
Wallingford	68.5	8.4	8.4	13.2	1.5
New Haven County	59.4	9.5	11.3	19.2	0.56
State	64.8	8.3	8.8	17.2	0.8

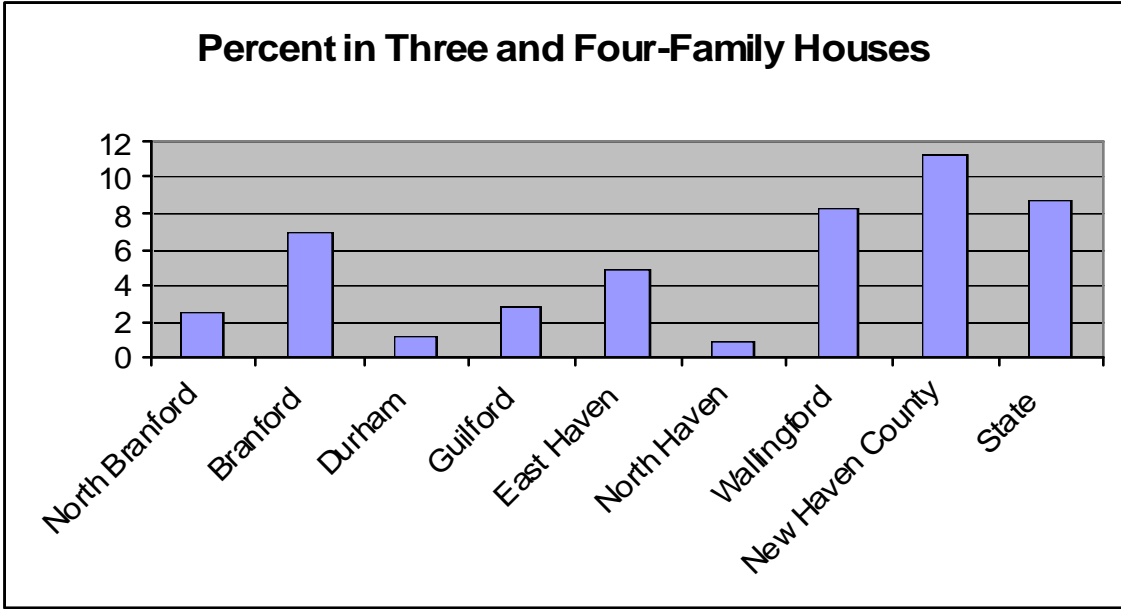
Source: State of Connecticut; Department of Economic and Community Development

The data shows that the overwhelming composition of the housing stock in North Branford is single-family residences. Most of the remainder of the housing stock is multi-family residences, which encompasses 16% of the housing stock.

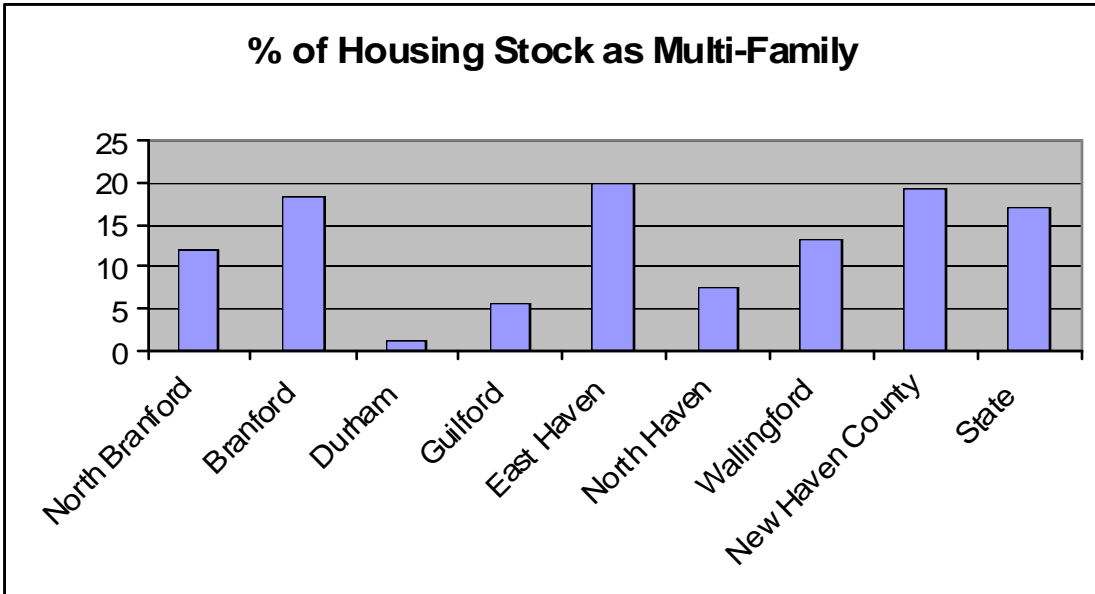


The predominance of single-family residences in North Branford is very evident when the Town is compared with the State, New Haven County and area communities. However, the percentage of single-family homes in North Branford is lower than that of Durham, Guilford and North Haven.



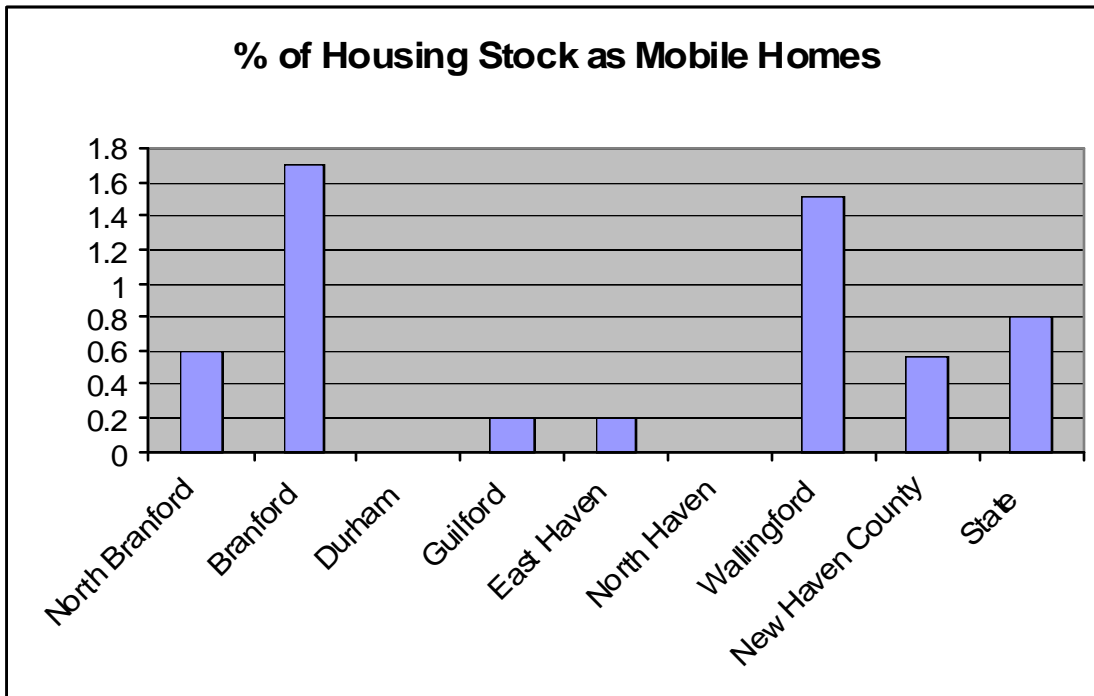


The charts above indicate that there are very few two-family, three or four family houses in North Branford.



The amount of housing stock within multi-family housing is often an indicator of the degree of urban uses within the area. The chart above indicates that the more urbanized communities have a higher percentage of their housing stock as multi-family uses. Although a predominately single-family community, North Branford has a higher percentage of its housing stock in multi-family stock than area communities

such as Durham, North Haven and Guilford, and is comparable for percentages with Wallingford, a larger and more urban community.

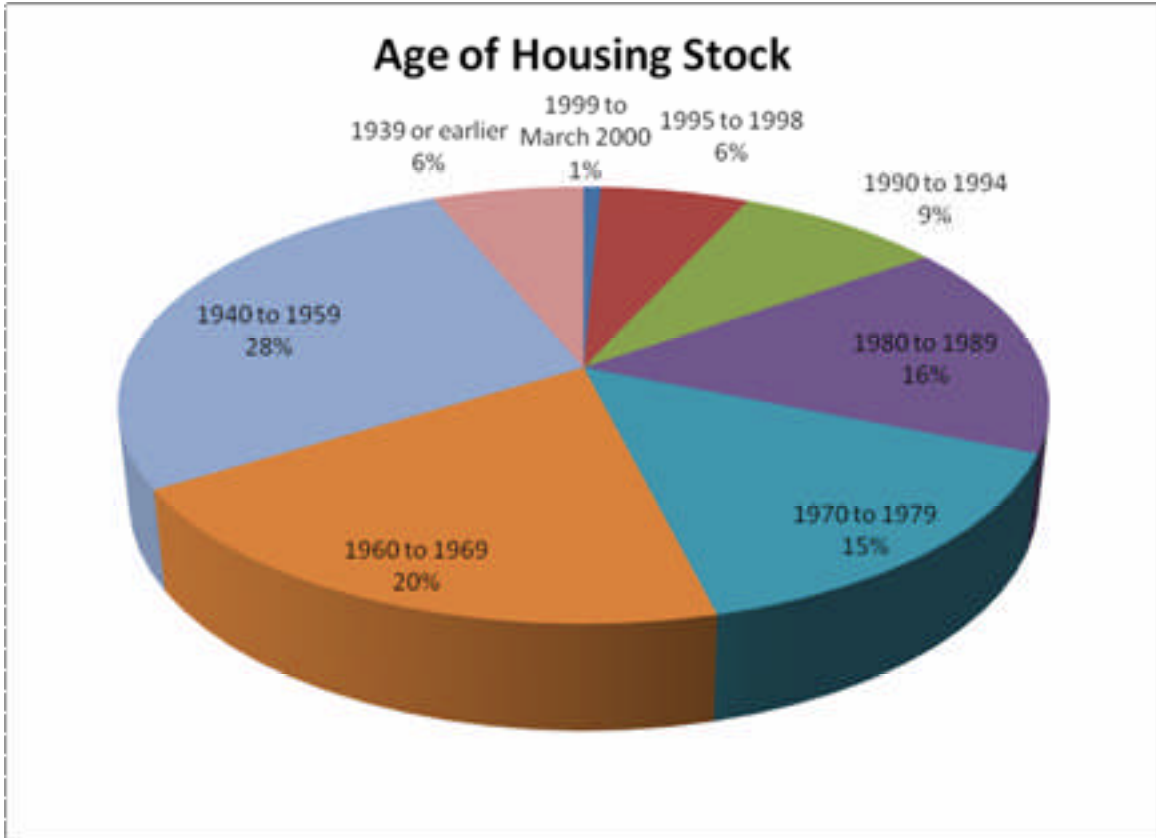


Mobile homes are generally a minor component of the housing stock in Connecticut. This is true in North Branford, where there are only a small number of mobile homes in the community, most of them within a park on Foxon Road

Table 2
Age of Housing in North Branford

Year Built	Number	Percent
1999 to March 2000	39	0.7
1995 to 1998	318	6.1
1990 to 1994	446	8.5
1980 to 1989	833	15.9
1970 to 1979	782	14.9
1960 to 1969	1,054	20.1
1940 to 1959	1,447	27.6
1939 or earlier	327	6.2

Source: 2000 United States Census



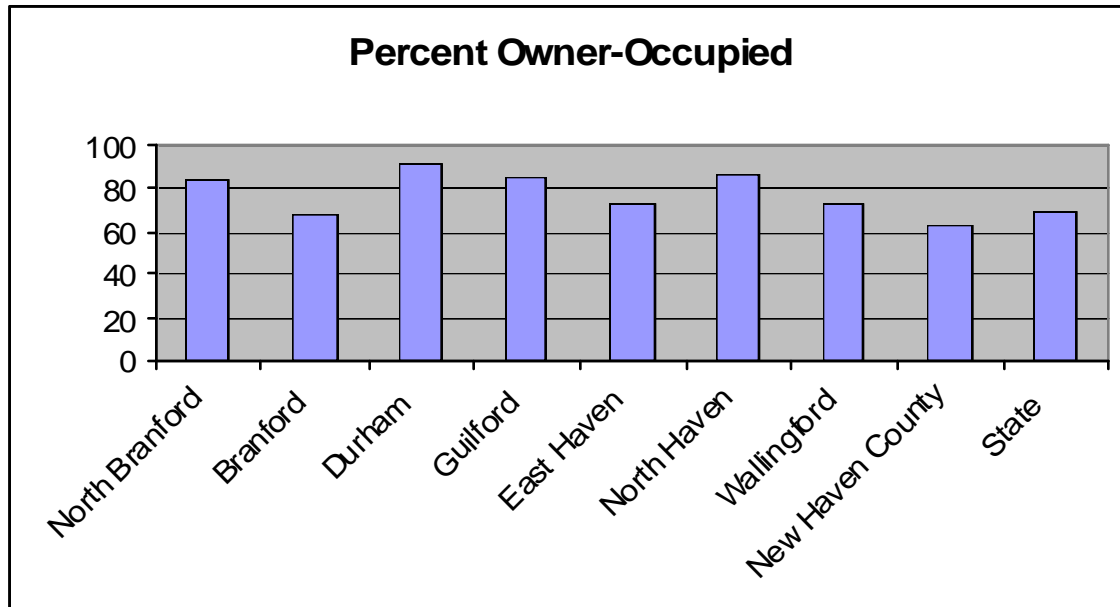
The data indicates a relatively new housing stock in North Branford, with only one-third of the units constructed before 1960. Almost one-third of the units have been constructed since 1980. The lack of older units generally indicates a housing stock in better overall condition, with a lower degree of functional obsolescence.

Table 3

Housing Tenure of Area Communities

	Owner Occupied %	Renter Occupied %
North Branford	84.2	15.8
Branford	68.6	31.4
Durham	91.0	9.0
Guilford	85.4	14.6
East Haven	72.8	27.2
North Haven	86.5	13.5
Wallingford	72.7	27.3
New Haven County	63.1	36.9
State	69.0	31.0

Source: 2000 United States Census



A very high percentage of the housing stock of North Branford is owner-occupied, similar to that of Durham, Guilford and North Haven amongst area communities.

2. Growth of Housing Stock

The growth in the housing stock of North Branford area communities since 1990 is shown in Table 4. This time period was used as it is a long range time period, and it includes economic areas of recession and expansion.

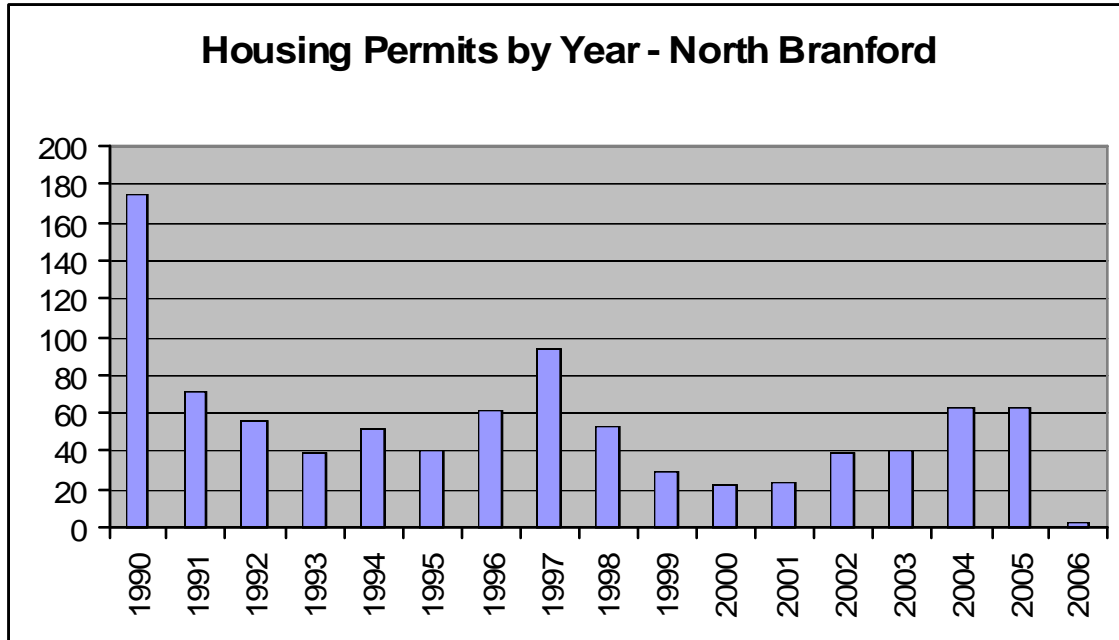
A town-wide single family house development pattern from 1991 to 2006 is shown on *Map 11: North Branford Subdivision Map, PZC Approval Date 1991–2006 Composite Map*.

Table 4
Housing Permit Data of North Branford Area Communities
1990-2006

	Years																	90-06
	90	91	92	93	94	95	96	97	98	99	00	01	02	03	04	05	06	
North Branford	175	71	57	39	53	41	62	94	54	29	23	25	39	40	64	64	4	934
Branford	87	63	135	86	116	57	52	42	39	54	38	44	60	34	46	80	33	1066
Durham	24	31	36	61	45	45	24	46	43	58	63	46	55	46	46	47	38	2000
Guilford	37	55	68	92	112	96	103	124	139	112	88	64	73	82	72	82	57	1456
East Haven	98	108	95	73	80	186	32	147	75	42	40	76	39	64	46	74	24	1299
North Haven	45	54	69	89	45	52	64	76	100	209	90	26	46	53	131	128	31	2755
Wallingford	105	110	190	163	145	171	166	127	196	191	136	113	151	144	158	172	59	2497
Connecticut	7,832	7,694	8,280	8,972	9,445	8,279	7,808	9,349	11,863	10,637	9,376	9,290	9,731	10,435	11,837	11,885	9,326	162,039

Source: State of Connecticut Department of Economic and Community Development

The data shows that all other area communities had greater levels of residential development than North Branford over the past 17 years. Since 1990, as the following chart shows, North Branford has had a relatively stable level of residential development on an annual basis.



3. Housing Affordability

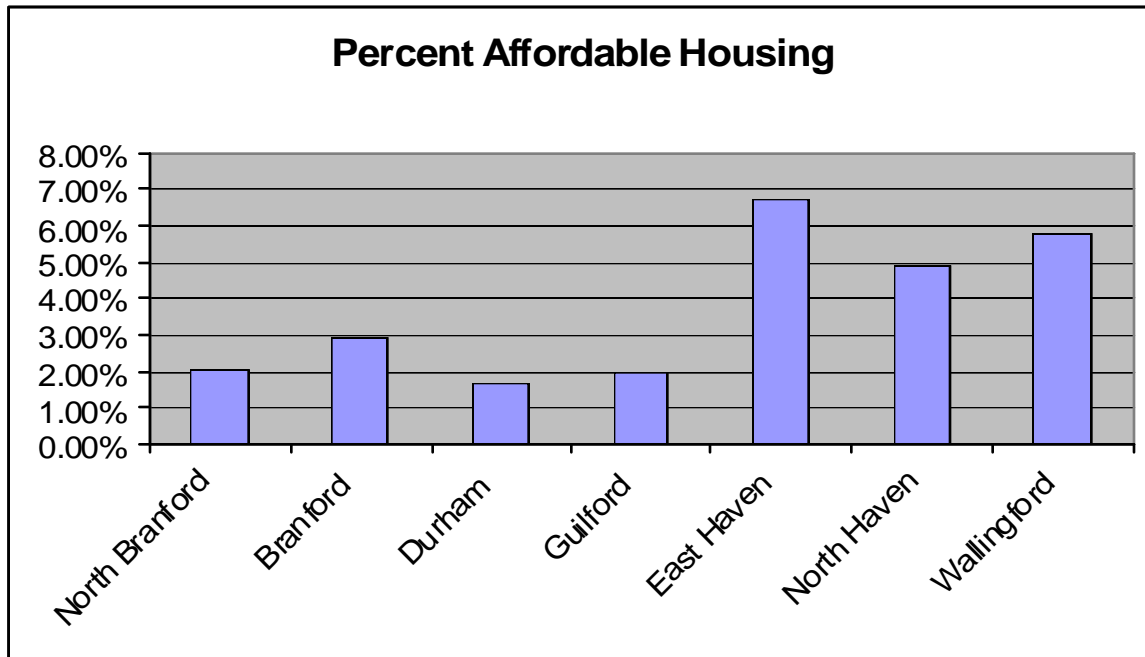
A municipal Plan of Conservation and Development is required to assess the affordability of housing within the community. The affordability of housing has some inherent subjectivity to it. What is affordable to some people may not be affordable to others.

A narrow definition of affordability is included within Section 8-30g of the Connecticut State Statutes. This chapter, often referred to as the Affordable Housing Appeals Act, defines housing units as affordable if: (1) they are governmentally assisted either through construction or ongoing public subsidy and made available to low and moderate income residents; (2) owner-occupied homes purchased with a mortgagee issued by the Connecticut Housing Finance Authority or the Farmers Home Administration; or (3) restricted by deed as to cost and occupancy for low or moderate income residents. The affordability of housing in accordance with this definition is shown in Table 5 for area communities.

Table 5
Housing Affordability 2006

TOWN	2000 CENSUS HOUSING UNITS	GOVERNMENT ASSISTED UNITS	CHFA/FmHA MORTGAGES	DEED RESTRICTED	TOTAL ASSISTED	%
North Branford	5,246	68	40	0	108	2.06%
Branford	13,342	255	130	0	385	2.89%
Durham	2,349	35	4	0	39	1.66%
Guilford	8,724	137	32	0	169	1.94%
East Haven	11,698	511	277	0	788	6.74%
North Haven	8,773	368	66	0	434	4.95%
Wallingford	17,306	655	301	41	997	5.76%
State	1,385,978	118,756	24,096	3,214	146,066	10.54%

Source: State of Connecticut, Department of Economic and Community Development



The importance of this definition is that the Affordable Housing Appeals Statute allows local zoning regulations to be overridden if the proposed development includes at least 30% of the units as affordable, in accordance with certain requirements. Communities are exempt from this law if they have a minimum of 10% of their housing stock classified as affordable by the Department of Economic and Community Development (DECD). DECD performs an annual evaluation. The law also contains provision for a moratorium if a community makes significant progress on the development of affordable housing.

According to the DECD data presented above, none of the area communities meet the 10% threshold. East Haven and Wallingford, which are among the more urbanized of

area communities, had the highest percentages, but both fell short of the threshold. North Branford has just over 2% of its housing stock classified as affordable. The affordable housing in North Branford consists of the units controlled by the North Branford Housing Authority and owner-occupied units that are financed by either CHFA or Farmer's Home mortgages.

It should be understood that this particular measure of affordable housing is heavily weighted towards the more urban communities. These communities have an older housing stock, a history of government sponsored residential development, and the utilities and community structure to support higher densities of housing. It is more difficult to have affordable housing as classified by the State Statutes to be developed in the more rural and suburban communities.

It is also important to understand that the State definition of affordable excludes many relatively low cost dwelling units. For example, most market rate rental units and mobile homes will not fall within the definition of affordable.

Since owner-occupied housing predominates in North Branford, it may be more useful to compare median sales prices of homes in North Branford with those of neighboring communities.

Median Residential Sales Prices in North Branford

Year	Single-Family	Condominiums	All Sales
1988	172,500	118,000	138,900
1989	185,250	120,000	154,500
1990	164,500	102,000	138,000
1991	145,000	98,500	130,000
1992	147,750	76,250	134,000
1993	147,000	87,750	132,000
1994	142,500	85,250	112,000
1995	132,000	75,750	105,000
1996	150,000	84,000	140,000
1997	145,000	82,500	138,000
1998	150,000	82,000	136,000
1999	163,500	75,000	142,000
2000	175,000	87,450	140,000
2001	190,000	97,900	158,500
2002	219,500	114,500	175,000
2003	250,000	129,000	230,500
2004	278,000	158,000	259,450
2005	319,000	189,750	310,000
2006	314,250	190,000	279,000
2007	292,000	172,000	275,000

Source: The Warren Group

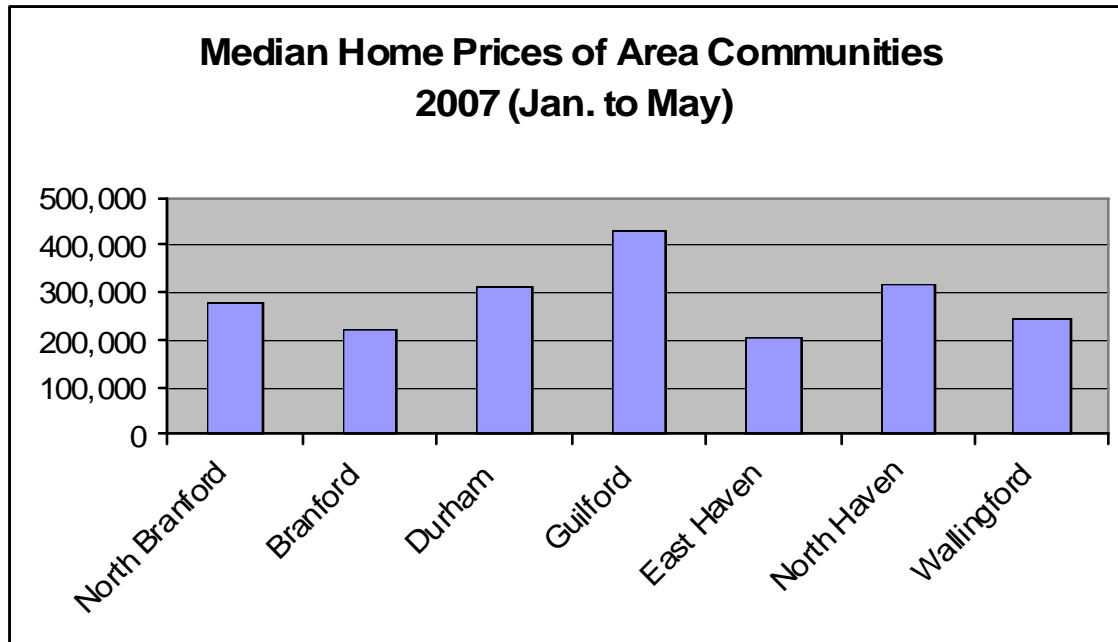
The data indicates that the prices were relatively level during most of the 1990's and started appreciating dramatically just after the turn of the century. However, values seem to have softened within the past several years.

Median Home Prices of Area Communities -



2007

TOWN	Median Home Sales Price
North Branford	275,000
Branford	225,000
Durham	310,000
Guilford	429,250
East Haven	207,500
North Haven	315,000
Wallingford	250,000



Home prices in North Branford are close to the average for the area, higher than those of Branford, East Haven and Wallingford. Branford's median values are influenced by the large number of condominiums in that community.

One of the important measures of affordability compares income with home prices. Unfortunately, accurate income data is not available at the time, but this was analyzed within the 2004 South Central Regional Housing Market Assessment¹. Figure 17 of this assessment compared median household income within each of the communities, and then determined what an affordable home price would be for families with incomes of 80% of the median. It was determined that 49.2% of the owner occupied homes in North Branford would be affordable to moderate income families, or those receiving 80% of the median income of the Town. This analysis was based upon data from the 2000 US Census, and there have been changes in economy and housing markets over the past several years. Therefore, it is likely that housing prices have increased at a greater rate than incomes.

North Branford shares a problem of housing affordability with its neighbors and most of Connecticut. The Town itself has a limited ability to permit or encourage the development of affordable housing due to the lack of infrastructure through most of the Town. However, there are several measures that can be taken, such as greater encouragement of two-family conversions, and development of multi-family housing as part of mixed use development along Route 80 that includes an affordable housing component.

¹ Regional Housing Market Assessment Prepared for the South Central Regional Council of Governments by Harrall Michalowski Associates in association with AMS Advisory Services, LLC and Silla, Dowling & Natarelli; May, 2004

4. Age Restricted Housing

Age restricted housing is being viewed by many communities as serving several purposes. First of all, it provides an alternative housing option to those long-time Town residents who no longer find a single-family house appropriate. The second purpose is that it is a fiscal benefit to the community, as its residents do not require educational services, which for most communities, including North Branford, encompasses two-thirds to three quarters of total expenditures.

The following age-restricted housing developments are currently in North Branford:

- Hillside Terrace, 167 Branford Rd. (Town Housing Authority) - 60 units
- Montgomery Village (55 and over detached single family houses on condo site) – 50 houses
- Evergreen Woods (55 and over with assisted living project) – 243 units

In addition, the Planning and Zoning Commission has approved with conditions the application of Notch Hill Village for 270 units (55 and over, 18 3 story buildings with 15 units each on a condominium site).

Current demographic data indicates that there are almost 4,800 North Branford residents aged 50 and over. This represents the potential eligible residents for age-restricted housing. Putting aside the assisted units at Hillside Terrace, if one assumes 1.75 residents per unit, the existing (Montgomery Village and Evergreen Woods) developments would house 513 residents. The proposed Notch Hill Village, if approved would house an additional 473 residents. Together, all of these projects would house approximately 20% of the total number of residents aged fifty and over. This would indicate that there is still an additional demand for age-restricted housing in North Branford.

13. Summary of 1979 Environmental Impact Statement for Sewer Expansion

In 1979 the United States Environmental Protection Agency completed its Environmental Impact Statement (EIS) titled, "Local Wastewater Management Program, North Branford, Connecticut". The EIS was prepared in response to an application from the Town to U. S. EPA and the Connecticut Department of Environmental Protection for funding to construct three sewer systems to serve portions of the town. The EIS published in 1979 addressed the sewer system planned for the southwestern section of Town also known as section B. The EIS was done to respond to concerns about constructing sewers in a water supply watershed, the Farm River watershed. Generally constructing sewers in a water supply watershed was against State policy. The conclusion of the study was that a limited sewer system was warranted to serve the southern portion of the Farm River valley, generally corresponding with the watershed of Burr Brook. Significantly the EIS defined limits of the "ultimate sewer service area" and this area was south of Mill Road and Route 22. The "Middle Valley", generally north of Mill Road and south of Northford Center, was to continue to be served by septic systems.

14. Analysis of Open Space Resources

1. Greenways

Farm River/Totoket Valley Greenway would run north/south primarily along the Farm River and its tributaries from Durham to the East Haven and Branford town lines. This corridor would serve several purposes including protecting the water quality of the Farm River, providing a green belt to support wildlife to allow wildlife movement between open space areas, to maintain the rural character of adjacent residential developments, and to provide nodes of access for passive recreation including hiking and fishing.

Another important feature of the Farm River/Totoket Valley Greenway is that it includes large areas in which the Farm River flows through properties in active agricultural use. This combination of greenbelt, water supply protection, and agricultural features gives the greenway a special significance, but it will also pose special management challenges to jointly manage and prioritize various open space values. At the time of the 1996 open space plan it was identified that approximately 5% of this corridor was public open space land. The plan identified a number of parcels for acquisition in the Farm River/Totoket Valley Greenway. In the 11 year

period from 1996 to the present, a number of key parcels have been publicly acquired in the Farm River/Totoket Valley Greenway.

The proposed **Totoket Mountain/Lake Gaillard Greenway** extends from the Durham Town Line to the RWA property and loops around Lake Gaillard. This greenway is already largely under the ownership of the Regional Water Authority. However, public access is by permit only and limited to a small portion of the Greenway in the RWA's Big Gulph recreation area. The RWA's primary mission is to provide a safe supply of drinking water to the Town of North Branford and the region. In the management of its lands the Authority implements a cautious public access program to safeguard the safety of the water supply. This management approach is reinforced by increased security concerns in the aftermath of the terrorist attacks of September 11, 2001.

One potential future trail envisioned within this greenway would be one that circumnavigates Lake Gaillard. Unfortunately, this may be in conflict with current management practices of the RWA. With this trail circuit as a long term vision, the Town might consider revisiting the path of the Greenway described in the 1996 Open Space Plan to move the path away from Lake Gaillard itself and from other assets that need to be secured. A revised trail path may be conducive to a phased implementation plan. The plan might explore alternatives such as creating a loop trail north of Lake Gaillard, a loop connection between the existing Big Gulph public access area and the Sugarloaf area on the border of Guilford, or the creation of trails on the Class III water company lands to the southeast of Lake Gaillard. Another option might be to explore a connection between Big Gulph and the Town and RWA properties that lie on both the east and west sides of Route 22 (Forest Road). This later route would provide a link between the Totoket Mountain/Lake Gaillard Greenway and the Farm River/Totoket Valley Greenway.

In addition, in the area of the northeast corner of the Town next to the Durham Town Line, there is a small portion of one of the secondary trails of the New England National Scenic Metacomet and Mattabesett Trail system, although located primarily in Durham, runs along a ridge area on a large vacant, privately owned piece of land in North Branford. When this land is proposed for development, plans should include protection of this ridgeline trail area by an open space dedication or public easement.

The **Munger Brook/Branford River Greenway** runs from the Guilford Town line on the east side of North Branford and snakes along Route 80 and then turns south in the vicinity of the old Town Hall site south to the Branford Town line. This corridor would serve to provide a green belt to support wildlife, to allow wildlife movement between open space areas, to

provide a green buffer to maintain the rural character of adjacent developed areas both residential and commercial, and to provide nodes of access for passive recreation and public enjoyment of the scenic features of this stream belt. At its southerly end the corridor passes through a large Town of North Branford property and farms so this may be a key area for public use. As the Greenway travels along Route 80 it offers the potential to serve as an amenity to the development of individual properties. There is also the potential to create small sitting areas for public use at key sites, including the old Town Hall site, in order to highlight the value of this greenway as a community asset.

The ***Eight Mile Brook/Muddy River Greenway*** runs from the Wallingford/North Haven town line south to the North Haven Town line south of Middletown Avenue. The 1996 Open Space plan characterized this corridor as having high scenic value. There is a number of North Branford Land Trust and Town owned parcels along this corridor. This corridor primarily winds through residential subdivisions with the publicly owned properties interspersed between. The Eight Mile Brook/Muddy River Greenway would serve to provide a green belt to support wildlife, to allow wildlife movement between open space areas, to provide a green buffer to maintain the rural character of adjacent developed residential areas and to provide nodes of access for public enjoyment of the scenic features of this stream belt.

The ***Burr Brook Greenway*** runs southwesterly from the Totoket Mountain/Lake Gaillard Greenway to the Farm River/Totoket Valley Greenway. This corridor would serve to provide a green belt to support wildlife, to allow wildlife movement between open space areas, to provide a green buffer to maintain the rural character of adjacent developed residential areas and to provide nodes of access and possibly a network of trails for passive recreation and public enjoyment of the scenic features of this stream belt. The feasibility of the northeasterly portion of this proposed greenway is problematic because it starts in restricted watershed lands of Lake Gaillard and then passes through the center of Tilcon's active quarry operation. From Route 80 southwest the greenway travels through a number of parcels owned by the Town, the RWA, and the North Branford Land Trust. These entities also own land south of the greenway including the Town of North Branford's open space area south of Doody Mountain. United Illuminating has utility corridors in the vicinity of the greenway. While wetlands along the greenway may make trails along the brook difficult, the Town, RWA and Land Trust own lands both north and south of the greenway. A more detailed study to explore the potential for a trail network in this vicinity may be advisable. This could also be linked to contiguous open space trails in the Town of Branford.

2. Regional Water Authority

The most significant component of the open space resources are the extensive holdings of the Regional Water Authority. The RWA owns about 34.9 % of the land within the Town. Most of these holdings surround Lake Gaillard, the largest reservoir within the RWA's water supply system.

The Authority also has significant holdings along the Farm River. Water from the Farm River is diverted to Lake Gaillard in Northford and Lake Saltonstall in East Haven.

Most of the RWA's holdings in North Branford are Class I and II watershed, the primary purpose of which is to protect the quality of the region's water supply. However, these extensive holdings serve other environmental purposes as well. In addition to watershed protection, the RWA's lands also preserve and protect a large area of wildlife habitat, help to maintain the rural visual aesthetic character of the Town, and limit the demands on Town infrastructure when compared to developed lands. On the other hand, the RWA lands are of limited availability for the use and enjoyment of residents. These holdings have largely defined the pattern of development in North Branford, establishing the community as a "C" shaped community resulting in a ten-mile traveling distance from Route 17 at the Durham town line to Route 22 at the Guilford Town line.

Although the Town does not collect taxes on the land of the RWA, it does receive a modest payment in lieu of taxes. 691.8 acres of the holdings are specially assessed pursuant to Connecticut Public Act 490, 671.7 are classified as forest and 20.1 acres as farm.

The most recent plan of the Regional Water Authority designates 170 acres of Class III water company land as non-essential to water supply protection. These 170 acres are located near the southern edge of the RWA's properties southeast of Lake Gaillard in the vicinity of North Street and Beech Street. The RWA plans to make this land available for sale in the future and the Town has the right of first refusal for purchase of this land. The RWA plans also include acquisition of additional lands, although the specific lands for acquisition have not been publicly identified. However, it is likely that the RWA would be interested in acquisition of additional lands in North Branford, particularly along the Farm River.

15. Proposed Transportation Improvements

1. Road Classification

Design Classifications

Roads may be identified by their functional classifications, which are defined by a street's role in the hierarchal process of travel. This hierarchy of roads ranges from local roads that access individual properties to principal arterials that provide longer-range travel. Design classifications are often "designed into" a road in terms of paved width, pavement markings, limits to horizontal and vertical curves, and the type of median and curbs used. The first measure used to classify a road's function deals with the nature of the roadway network geographically.

It is important to understand design classifications when planning land use. The land uses appropriate for an area are often dependent, at least in part, on the type of roads and public transit that is available to adjacent land. For example, most housing types are best located on local roads, while nonresidential uses are often better suited to arterials.

Design classifications as developed by the U.S. Department of Transportation Federal Highway Administration, are described below.

Principal Arterials

Principal Arterials are characterized by corridor movement with trip length and density suitable for substantial statewide or interstate travel. Route 80 is the principal arterial within the Town.

Minor Arterials

Minor Arterials link cities, larger towns, and other traffic generators that are capable of attracting travel over long distances as well as serving transportation needs within communities. This class of highway provides more access to adjoining land uses,

and has a higher frequency of access points and intersections with collectors and the local street system. Routes 22, 17, 139 and 150 provide arterial circulation within the Town and a degree of inter-town access.

Collectors

Collector roads serve to connect places of importance within a community, link the local street system with the arterial system or link locally important traffic-generating land uses with the arterial system. Generally, there are no limits to access with collectors. Local access is the collector's principal function, with traffic flow being incidental. Access to adjacent land uses along collectors is frequent. Totoket Road, Reeds Gap Road, Woods Hill Road, Maltby Land, Dayton Hill Road, Augur Road, Mill Road, Williams Road, Queach Road, West Pond Road and County Road can all be classified as collector roads.

Although these town roads tend to serve the greatest population, many were never designed to accommodate the traffic volumes that may or currently exist. Many of these roads evolved from farm roads to country lanes, and now must serve considerable residential development. Some have been improved to accommodate this increased traffic level.

Local Roads

The primary purpose of Local Roads is to provide access to abutting land uses that generate little or no through traffic. Local Roads are generally not designed for high speeds or volumes of traffic. The remainder of North Branford roads is classified as Local Roads.

16. Evaluation of Existing Commercial and Industrial Zoned Areas

At present there are approximately 31 sections of properties zoned for commercial and industrial uses that can be grouped into six major geographically defined areas: Town Centers, Tilcon Quarry, Route 80 Commercial/Industrial areas, Route 17 Commercial/Industrial areas, Route 22 Commercial/Industrial northwest portion at the North Haven line, and Route 22 and Route 139 Commercial/Industrial areas in the southeast portion town near Branford. Following is a discussion of these six major economic development land use areas including consideration of differing characteristics in each of the 31 sub areas.

1. North Branford Center

North Branford Center encompasses an area south of Route 80 around the intersection of State Routes 80, 22 and 139. North Branford Town Center currently contains a mixture of uses including the Central Plaza retail development, other retail uses, a gas station, single and multi-family residences, offices, a light industrial use, an artist studio, public and institutional uses including the former Town Hall, Library and Senior Center, a Town ball field, a firehouse, a cemetery, a funeral home, and the post office.

The area is influenced by the uses and topography of the properties on the north side of Route 80 in this vicinity including the crossing railroad bridge that serves a western gateway to North Branford Center, the significantly higher elevation of the Tilcon quarry and Great Hill Road residential street and the historic area around the church and green in the triangle of the intersection of Church and North Streets.

North Branford center is served by both public water and sewer. Current zoning is primarily B-2 Central Business, with a small portion zoned B-3 Local Business. The B-3 zoned area is a small triangle of land involved in the realignment of Route 80 and 139.

Two major changes will affect this area in the near future: the realignment of the intersection of Route 80 and 139 and the potential re-use of the

former Town Hall site. There is also an area of wetlands particularly south and east of the former Town Hall site.

North Branford Town Center, in spite of an advantageous grouping of uses, does not effectively function as a traditional town center. For example, pedestrian connections are difficult or non-existent, major roads divide the area, architectural styles are disparate, and several properties are suffering from deferred maintenance. In addition, key properties such as the former Town Hall site and Central Plaza, are poorly oriented to the road network. The realignment of Route 80 and Route 139 will provide a new opportunity to develop and redevelop adjacent properties to create a solid core for North Branford Center.

2. Northford Center

Northford Center's commercial area is located primarily on the east side of Route 17, in the vicinity of its intersection with Route 22. It is a relatively small area and includes the following characteristics:

- Outdated road alignments combine with high peak traffic levels and many curb cuts to create a difficult traffic situation in peak periods. The Connecticut Department of Transportation is studying strategies to improve the road network in this vicinity but there is no consensus around an improvement plan at this time.
- The rear of properties along the east side of Routes 17 and 22 contain significant areas of wetlands.
- A large contribution to the presence of the area as a Village Center is made by the institutional uses in the residentially zoned area to the west of Route 17 in this vicinity including two churches, the library, a firehouse, an elementary school and historic houses.
- Most of Northford Center is served by both public water and sewer.
- Most of the area of Northford Center is zoned B-2 Central Business. Two small nearby areas are zoned B-3 Local Business. Neither of the B-3 areas is functionally related to the town center.
- Commercial land uses in Northford Center include the Northford Plaza retail development, other retail uses, two gas stations, several multi-family developments, offices, a day care center, and public and institutional uses including the post office.

- As with North Branford Center, the existing commercial and institutional uses seem an appropriate mix for a Village Center, but they are not organized in a cohesive manner. For example, pedestrian connections are difficult or non-existent, major roads divide and create physical barriers, architectural styles are disparate, and several properties would benefit from revitalization. In addition, Northford Center and the adjacent properties under common ownership are not well oriented to the road network.

3. Tilcon Quarry

The Tilcon quarry encompasses approximately 740 acres of property in the I-1, Quarry Zone. This is the largest single tract of industrial zoned land in the community. The property is strategically located at the intersection of Routes 22 and 80. Water and sewer service is available at the site and is utilized by certain quarry facilities.

The quarry is served by an exclusive rail line that connects directly to port facilities in Branford. It is used to transport the earth material, and is effective in reducing the need for truck traffic in the area.

The quarry in its entirety is an active mining operation. It presently has an estimated useful life of 75 years. Once its useful life as a mine is complete, it would be environmentally advantageous to consider its reuse as open space with linkage to the Regional Authority property unless future planning needs of the community demand redevelopment to economic based uses.

4. Route 80 Commercial/Industrial – West Section

Route 80 is the major commercial – industrial corridor of the Town, with the west section encompassing the area between the East Haven town line and the railroad bridge. The analysis is being done by zoning district within each area.

- I-2 Area near East Haven Town Line

This small area along Shaw Road is a small fully developed industrial park. The area is served by public water and public sewer, with sewer draining into the East Haven system.

There is no traffic signal at the intersection of Route 80 and Shaw Road and entering and exiting can be difficult because of short sight lines in relation to the average traffic speed in this area of roadway.

- I-3 Area near East Haven Town Line

East of Shaw Road is an area zoned I-3, Industrial Park. The land along the Route 80 frontage uses includes a residence and stable. A larger area to the rear is used for commercial recreational use (Connecticut Sportsplex). One industrial use property is at the northeast corner of this zone area and fronts on Totoket Road. Traffic from this industrial site travels along Totoket Road past residential uses and meets Route 80 at the signalized intersection.

The area is served by public water and the Connecticut Sportsplex is served by public sewer draining into the East Haven system. Two other properties with Route 80 frontage are not served by sewer (sewers serving Shaw Road and the Sportsplex run to the north of Route 80 instead of along the road).

- B-1 Area to Totoket Road

The balance of the area along Route 80 east to Totoket Road is zoned B-1, General Business. The properties are served by public water but not sewer.

The area contains a variety of existing land uses including retail, automotive (repair and gas station), light industrial and residential. The development pattern is oriented to the automobile with no sidewalks or cross walks and many curb cuts. There is no common architectural identity and numerous properties would benefit from revitalization. Many of these uses are outdated and are in need of redevelopment. The overall appearance of this stretch of Route 80, which is the primary gateway from the west, needs to be enhanced to better fit the image of the Town.

This area is also partly constrained by the flood plain of the Farm River. However, the lack of sewer service is a major constraint to this areas redevelopment. It should be noted that this area is also ineligible to receive funding through the Façade and Landscape Grant program, because it is designated as a Conservation Area on the State Plan of Conservation and Development. This designation also prevents any state funding for the installation of sewers within this area.

- I-3 Doral Farm Road Area

The I-3, Industrial Park, area in the vicinity of Doral Farm Road has no traditional industrial park uses. The area is served by public utilities. Residential uses predominate in this area. The only other uses are the water treatment plant and other land of the Regional Water Authority and parcels owned by the North Branford Land Trust. There are also wetlands and some steep slopes on the undeveloped parcels. It is unlikely that land in this area will be developed for industrial use.

- B-1 area along South Side of Route 80

This B-1, General Business area, extends from just west of North Branford Town Hall at the intersection of Routes 80 and 22 to just west of Cedar Lake Road. This area has experienced the most significant recent changes. Route 80 was improved between Route 22 Forest Road and North Branford Center. The area is serviced by public water and sewers that have been extended through the area as part of the nearly completed Route 80 widening project.

Existing land uses include individual business and strip style retail development, automotive uses, single family residences, offices, and Town Hall. A new supermarket based retail center is constructed on a site at the east end of the B-1 area near Cedar Lake Road. The center is North Branford's largest retail development and has a higher quality of landscaping and design than other properties in this vicinity.

The overall development pattern is typical of suburban patterns oriented to the automobile with no sidewalks and many curb cuts. The majority of properties have been developed in the sixties and have a variety of architectural styles. The Route 80 widening to four lanes and extension of sewers has created potential for revitalization of the area. The new retail center is also likely to be a catalyst to redevelopment of other properties in the area and that it will attract other national and regional retail users. However, challenges to further economic growth in this area include challenging topography, small and shallow lot sizes, and wetlands interspersed throughout the area.

- Commerce Drive – Twin Lakes Road I-2 and I-3 Area

There is a section of I-2 zoned land on Route 80 in the vicinity of Commerce Drive. The area actually wraps around North Branford Center

and has additional frontage on both Route 139 and Twin Lakes Road. All area within these two zones is served by public water and sewer.

These two zone areas front on three streets and they are essentially fully developed by industrial park type uses with the exception of a trash hauler on Commerce Road and a residential use at the corner of Route 139 and Twin Lakes Road. The businesses at the road frontage of Route 80 and Commerce Drive are industrial uses with curb cuts and building orientation to Commerce Drive, not Route 80. The frontage along Route 139 is across the street from residential uses but the width of this major road and the set backs of the industrial buildings create a significant buffer between the uses. On Twin Lakes Road there are two industrial uses fronting on the road and residences are across the street. The uses are in closer proximity here but the industrial buildings (one a converted school) are set back from the road. One of these building has been recently renovated to a new use and has been enhanced with façade improvements and new landscaping.

5. Route 80 Commercial/Industrial – East Section

- I-3 area west of Fowler Road

There is a significant largely undeveloped area of I-3, Industrial Park, zoned land with frontage on Route 80 and Fowler Road. The area is served by public water but sewer will need to be extended to the site. The land is divided into two parcels, the larger being the former “City Mission” parcel fronting on Route 80. The only potential access to the City Mission land is from Fowler Road.

An age restricted residential development called “The Village at Notch Hill” has recently been approved on the City Mission property. This project includes the extension of sewers from Frederick Street to Fowler Road.

The second parcel in this I-3 area is located at the end of Fowler Road. This second parcel is partially developed by light industrial use and a significant portion of its undeveloped area is wetlands.

- I-2 area of Fowler and Ciro Roads

The industrial zoned areas along Fowler and Ciro Roads are contiguous to parcels on Route 80, but do not have frontage or direct access on to

Route 80. The area is served by public water but not by public sewers at this time.

The Fowler Road side of the I-2 zone is light industrial uses with several residences and small construction and landscape contractors. There is one undeveloped lot.

Existing uses on Ciro Road are general or “heavy industrial” in nature including construction contractors, manufacturers, self storage, truck repair and a school bus yard. A five lot subdivision was recently approved on the north side and at the end of Ciro Road. More than 20 acres were subdivided but the useable area is considerably less because of the presence of wetlands. The lack of sewers requires portions of the five sites to be reserved for subsurface septic systems. Ciro Road is bounded by the West Pond Road single family residential neighborhood to the east and three small industrially zoned lots are West Pond Road rear lots.

- B-1 Fowler Road East

This small area consists of properties fronting on both sides of Route 80 between Fowler Road and West Pond Road Extension. This area is served by public water but not sewers. Wetlands are present near the West Pond Road Extension.

This area consists of a small retail center, free standing retail uses, automotive uses and residential uses. Some of the properties have benefited from recent rehabilitation and redevelopment. The development pattern is oriented to the automobile with no sidewalks or cross walks and large and multiple curb cuts.

Many of the properties were developed prior to the promulgation of contemporary septic system standards. Soils in this vicinity are generally poor for the use of septic systems, thus septic issues are a constraint to expansion and change in use of business properties in this area.

- North Side of Route 80 east of West Pond Road

The properties in the I-2 Industrial Zone area east of West Pond Road have public water but not sewers. There are significant areas of wetlands and floodplain along Munger Brook particularly at the rear of the industrial lots. Existing land uses are primarily industrial type uses with some vacant land. The area is unusual in that it has general industrial uses

fronting on Route 80 in an area that is otherwise commercially oriented. A single parcel in the B-2 zone is located at the west end of this area and is occupied by Cumberland Farms.

- B-2 and B-1 zone areas in the Vicinity of Whitewood Lane

The properties in the B-2 and B-1 zone areas in the vicinity of Whitewood Lane have public water but not sewers. Areas of wetlands are present on the north side of Route 80. The B-2 zone is generally along the Route 80 frontage and the B-1 zone is at the rear. There are areas of wetlands and floodplain along Munger Brook. Existing uses along Route 80 include retail, automotive and single family residential. Uses in the B-1 areas include light industrial, contractors and auto/truck repair. The development pattern is oriented to the automobile with no sidewalks or cross walks. The commercial properties are generally in good repair.

6. Route 17 Commercial/Industrial

There are four areas along the Route 17 corridor from the North Haven town line to the Durham town line, including the one already discussed in the Northford town center section. The seven remaining areas will be analyzed from west to east.

- I-2 area at the North Haven Town Line

There are two areas of I-2 Industrial Zone on Route 17 near the North Haven town line divided by a small section of B-1 zone. The area is not served by public water and sewer. Some wetlands are present particularly on the south side of Route 17. Existing uses include a refuse contractor, truck terminal, contractors, light industrial uses, a Town storage yard and a bus company. There is a limited potential for business expansion in this area.

- B-1 area at the North Haven Town Line

The small area of B-1 zone on Route 17 near the North Haven town line is surrounded by industrial and residentially zoned areas. The area is not served by public water and sewer. Some wetlands are present particularly on the south side of Route 17. Existing uses include small retail and service businesses and an auto related sales and service establishment (Trailer Depot). The development pattern is oriented to the automobile with no sidewalks or crosswalks. There is no defining architectural character.

- I-3 area Northeast of Northford Center

There is a single property zoned I-3 located on Route 17 northeast of Northford Center, Northford Business Center. The site is next to the Town's Northford Park and is served by sewer but not public water. Some wetlands are present on the eastern portion of the area. The property is a multi-tenant complex with tenants including manufacturers and small contractors. The condition of the property is fair, but it does not have the design or layout of a modern business park.

- B-1 area Northeast of Northford Center

There are three sections of B-1 zoned area located on Route 17 northeast of Northford Center. Sewer service extends to the area but connections are only allowed if on-site system problems cannot be solved on the property. Public water is not available. The area is crossed by two wetlands/stream corridors. Existing uses include single family residential, retail, automotive and commercial. The area is dominated by residential uses. The commercial uses are oriented to the automobile with no sidewalks or crosswalks. There is no defining architectural character.

7. Route 22 Commercial/Industrial

The north side of Route 22 as it enters Town from North Haven is zoned I-3. The area is served by public water and sewer. Some wetlands are present at the rear of the parcels in this zone area. Honeywell, the Town's largest manufacturing employer, and Northford Ice Pavilion are located here. In addition, there is a parcel of the land at the rear with potential for development. Existing developments in this area are of high quality.

8. Branford Town Line Business Zones (southeast corner)

- I-2 area along Route 139

There are two distinct sections of the I-2 zone area along Route 139, one to the east of the road and the other to the west. The western section is partially served by public water and sewer. The developed area of the western section is largely on Enterprise Drive and the uses are manufacturing and construction related. Significant areas of wetlands are present on the west side of Route 139. On the east side of Route 139 wetlands are at the rear of Route 139 frontage parcels in the vicinity of Valley Road. The sections of the I-2 area east of Route 139 are primarily in agricultural use with most of the land area being Rose Orchards and Van Wilgen Nursery and Garden Center. Both of these businesses have retail

operations that take up a small part of the land area and growing areas that occupy most of the land. In addition, there are a few single family houses along Valley Road. The eastern section is also partially served by public water and sewer.

- I-3 area along Route 22 (Notch Hill Road)

The I-3 area at the southeast corner of Town at the Branford town line is in part accessible from Route 22 and in part through sections of properties in Branford to Route 1. The area is partly served by public water and sewer. The dominant existing uses are the high quality Evergreen Woods retirement housing development and vacant land. Significant portions of the undeveloped areas are wetlands and floodplains and there are some areas of steep slopes. There is some potential for further development within the Evergreen Woods property and for development of the vacant land perhaps with access from Route 1 in Branford.

- B-1 area at Route 22 (Notch Hill Road) near Route 1

The B-1 area at the southeast corner of Town at the Branford town line is in part accessible from Route 22 and in part through sections of properties in Branford to Route 1. At present the area is not served by public sewer or water services. There is a small area of wetlands at the rear of the area. A portion of the site is an extension of the Bill Miller's banquet facility in Branford and part is vacant. There may be some potential for additional development of this area in conjunction with either Evergreen Woods or with development of vacant contiguous I-3 zoned land with primary access from Route 1 in Branford.

E. The Plan for the Future

The Town of North Branford has been evolving from a rural community into a suburban Town of the Greater New Haven area. Although growth has not been explosive, it has been steady over the past several decades, and will continue at least over the next ten years.

Although growth has changed the Town, important elements of its basic character have remained; abundant open space, agricultural areas of the Farm River Valley, and the historic village development of North Branford and Northford. Planning for the Town has been effective in preserving these important characteristics. The challenge for planning into the future is to maintain this legacy and provide for future needs.

Overall Goals of the Plan

The following overall goals have been used in the formulation of the Plan and should be used:

- 1. Maintain the quality of the residential neighborhoods.**
- 2. Provide economic growth that can support the level of services required by Town residents.**
- 3. Maintain rural qualities by preserving the rural nature of the community, especially the Farm River Valley.**
- 4. Commercial and residential growth should support the ~~continued separation and~~ distinctive character of the two villages.**

These goals are broad and far-reaching. Yet they are complementary and will provide the basis for more specific recommendations.

Basically, these goals are calling for the continuation and enhancement of a Smart Growth policy for the Town. The philosophy known as “Smart Growth” has been gaining acceptance as the most effective way to guide land use planning. Although “Smart Growth” is a fairly recent terminology, its principles have been the basis of land use planning for many years; to concentrate growth in areas within or near existing developed areas, with access to public utilities, transportation and employment. This more concentrated pattern of development is an alternative to sprawl, where low density development is scattered throughout rural areas, consuming large amounts of land and limiting open space resources.

This concept is not new. More and more communities have been trying to use it over the past decade. However, it has been easier to adapt in communities with a strongly defined urban center, surrounded by more rural outlying areas. As we have discussed, the land use pattern of North Branford does not fall easily into this pattern. Therefore, the application of these principles to a maturing suburban community will be a challenge.

Map 3 is the current Zoning Map.

Map 4 depicts the Vacant/Underutilized Properties in the Commercial and Industrial Zones.

Map 5 is the Proposed Land Use Map that is being recommended under this Plan of Conservation and Development.

1. Primary Recommendations and Strategies

i. Major Recommendation – Open Space Plan

Establish a program to secure the land for open space that is needed to preserve natural resources, maintain agriculture within the community, provide passive recreation areas for Town residents, and minimize additional municipal costs that would be required for residential development. A range of mechanisms should be used including acquisition by the Town, acquisition by the Regional Water Authority, acquisition by the North Branford Land Conservation Trust, Inc., use of conservation easements, land dedication and partnerships with other public and private entities.

1. Continue to maintain and utilize the Open Space Trust Fund Ordinance for future open space acquisition.
 - Continue to utilize State funds, in conjunction with local bonding and funds generated as payment in lieu of open space dedication, to acquire open space within the Town.
 - Achieve greater leverage of local funds for open space acquisition through partnerships with the Regional Water Authority and with other public and private entities, such as the North Branford Land Conservation Trust, Inc..
 - Although there may not be many other open space acquisition grants, other than the State program, continue to explore and pursue those grants.
2. Increase the level of quality open space dedicated to the Town through its existing subdivision and zoning regulations by coordinating efforts with the Conservation and Inland Wetland & Watercourses Agency, Land Preservation Committee, ~~and~~ the Planning and Zoning Commission and the North Branford Land Conservation Trust, Inc. to assure that the land conveyed is suitable for current and future recreation uses or for the permanent protection of historic or scenic areas.

- Review each proposed subdivision as to whether it includes proposed open space as described in this plan. If so, require the dedication of open space as part of the subdivision, or encourage the developer to utilize an open space development.
 - Continue to utilize the payment of a fee-in-lieu of open space dedication in situations where the proposed subdivision does not encompass land for dedication that would be consistent with the open space plan.
 - Require the continued use of conservation easements in subdivisions and site plans to protect sensitive environmental areas that may not be suitable for dedication. However, their effective use requires implementation of an effective method of enforcement.
 - Encourage the use of conservation or open space subdivisions within this area that set aside 30% to 50% of the land area for open space. This may be accomplished by incentives within the zoning regulations that permit more units if a large amount of open space is preserved.
3. Continue to utilize open space conservation and preservation techniques in land use regulations and the control of utility expansion. These techniques should include:
- Continue the zoning regulations to encourage the use of open space development that would permit the same number of units that would be permitted with a conventional subdivision.
 - Limit development or disturbance on areas of steep slopes (more than 25%) within zoning and subdivision regulations for the conservation and preservation of these areas and ridgelines.
 - Protect natural resources on hillsides and ridgelines by carefully evaluating the impact of visual structures to these areas.
 - Consider requiring a minimum buildable area for any cluster developments within the zoning regulations to be exclusive of wetlands and steep slopes.
 - Designate proposed service areas within the Town. This will allow for the potential future extension of municipal sewer service into planned areas for which capacity exists and that are consistent with the goals of this POCD. It will also serve as a

basis revisions to the State's 2011-2015 Plan of Conservation and Development, which may result in reclassification of areas currently designated for conservation that need to be changed to reflect local planning strategies.

4. Continue to utilize a variety of tools as part of a farmland preservation program.
 - The purchase of development rights should be one of the primary methods of farmland preservation. The Town should leverage Town funds with State Open Space funds to purchase the development rights of farmland within the community.
 - The most effective method of farmland preservation is to assist, as much as possible, the viability of the farms as businesses. The recently established Agriculture Commission can serve as an advocate for the agricultural business interests. Some actions that should be considered to support the agricultural businesses in North Branford follow:
 - Review of zoning regulations to ensure that they do not inhibit bona fide agricultural operations. This can include regulation of livestock, height and bulk regulations for barns, and regulation of ancillary agricultural activities, such as farm stands.
 - Tourist oriented agricultural activities represent a growing component of Connecticut agriculture. This capitalizes on the appeal of the farms of the state as a destination for people to visit. The range of activities for the tourist agricultural operations include farm stands, hayrides, vineyards, pick your own and specialty products. Very often these activities go beyond the conventional farm stand in which the farmers are permitted to sell products not produced on the farm.
 - Provide for cooperative marketing for North Branford farms. Consider the use of periodic farmers markets coordinated with other well publicized community events that will provide the opportunity for farmers to sell their products to a wider market.
5. The emphasis on open space acquisition should continue to be within the Farm River Valley. The Town has concentrated its resources into preserving this land over the years and this should be continued. Acquisition of land within this area has the benefits of preserving the aesthetic qualities of the land between Route 80 and Northford, thereby preserving essential elements of the community

character of the community. However, the lack of land development in this area physically continues to separate the two very distinctive centers of Northford and North Branford, but, there is growing opinion that some of the Town-owned property could be used to develop a defining public facility to draw residents from both areas of town, thus helping to unify the community as one. In addition, the Farm River is diverted to the Lake Gaillard and Lake Saltonstall reservoirs, so it is an important source of public drinking water for the region.

- The Farm River is an extremely important natural resource within the Town, as it is both a potable water supply source and the central component of the central rural area of North Branford. Therefore, this resource should be additionally preserved through the imposition of an enhanced setback boundary along its banks, which may encompass 100 feet in undeveloped areas.
6. Open space protection of natural resources should continue to include preservation of the five greenways of the Town:
 - Farm River – Totoket Valley
 - Totoket Mountain/Lake Gaillard Greenway
 - Munger Brook/Branford River Greenway
 - Eight Mile Brook/Muddy River Greenway
 - Burr Brook Greenway
 7. In any assessment of the costs and benefits of open space purchase, the Town should consider that the preservation of land as farmland or open space would entail a degree of municipal cost avoidance. Due to the potential negative municipal fiscal impact of single-family residential development, the preservation of land for open space that could be developed for residential purposes is likely to result in lower municipal costs over the long term.
 8. Have the Town's Land Preservation Committee assume the primary responsibility to maintain contact with property owners who own land that would be advantageous for open space preservation. Coordinate efforts with input from the North Branford Land Conservation Trust Inc..
 9. In some situations, the acquisition of a public access or trail easement over a parcel of land may be appropriate to consider, in lieu of acquisition of the entire parcel. This may be especially appropriate where a privately owned parcel is between two public

open space parcels. However, single family developed properties should be discouraged from use in establishing a public access or trails for these areas.

10. The Planning and Zoning Commission should amend the subdivision regulations to require that all open spaces dedicated in conjunction with subdivision development should be clearly marked and identified along the boundaries of the open space.
11. Sustaining the agricultural land uses in various methods enhances the Town's open space goals.
12. The Town should pursue the acquisition and/or preservation of the following properties, in addition to those previously identified on the open space plan.
 - Properties at the end of Jerz Lane to connect the Town-owned properties of Swajchuk (south of the Totoket Valley Park to the rear of the Police Station) and Hyland.
 - Small properties on the south side of Mill Road adjacent to the school properties.
 - Property on the east side of Forest Road to connect the Town owned Totoket Park and Donald Augur property area with Regional Water Authority properties in the vicinity of Lake Gaillard.
 - Class III water company land south of Lake Gaillard owned by the Regional Water Authority and designated by RWA for disposition.
 - Properties to connect the Class III water company land south of Lake Gaillard owned by the Regional Water Authority and the Town's Atwater Library complex on Foxon Road.
13. The Planning and Zoning Commission should continue its policy of review of proposed open space dedications, with input from the Inland Wetlands Commission, Conservation Commission, the Land Preservation Committee and the North Branford Land Conservation Trust, Inc..
 - Have the Land Preservation Committee and the North Branford Land Conservation Trust, Inc. provide input to the Planning and Zoning Commission concerning proposed open space dedications in conjunction with subdivision applications.

- The emphasis for open space acquisition should be on larger, more functional areas, which are identified on the open space plan. The use of having the developer pay a fee-in-lieu of open space dedication should be used with subdivisions that do not include any potential functional or desirable open space.
14. The Town should coordinate the development of a review panel made of pertinent town agencies and groups to list and rank key land for future Town acquisition.

ii. Major Recommendation – Route 80 Corridor

Strengthen the Route 80 Corridor as the commercial – industrial spine of the Town in a way to create a more attractive and pedestrian oriented environment.

Most of the Town’s industrial and commercial sector is located along Route 80. In many ways, Route 80 through North Branford is rather typical for a medium density suburban commercial strip. All the uses are exclusively automobile-oriented and there is no theme or cohesion to the area. The road is currently a very uninviting area for walking or bicycling. There is little interrelationship between the existing uses.

Many of the buildings and uses are several decades old, constructed as small commercial uses, “on the highway” and not conducive to contemporary commercial uses and supporting layout design.

However, recent events offer the opportunity for some beneficial revitalization of this area. The road has recently been widened between Route 22 (Forest Road), and the railroad overpass. There are additional plans to improve the intersections of Route 139 and Route 22, with some associated road widening. In addition, a new retail plaza, anchored by a large supermarket is under construction.

The challenge for the Town is to facilitate the conversion of a user unfriendly commercial strip into a more attractive and pedestrian oriented commercial environment that serves as the economic center of the Town.

The Regional Growth Partnership studied the corridor in 2006. The report contained a series of general recommendations. These recommendations have been included in this plan and made more specific as appropriate.

Actions and Recommendations

1. **Zoning – General**

- a. The zoning regulations should include access control requirements. These requirements would include:
 - i. Limitations on the number of curb cuts.
 - ii. Requirements for the installation of mutual access easements for abutting properties to provide alternative access.
 - iii. The zoning regulations should strongly encourage the consolidation of small lots with incentives, such as increased coverage, or reduced setback requirements.
- b. Overall, the zoning regulations should permit more intensive development of commercial properties.
 - i. The zoning regulations should contain design standards for all commercial and industrial development within the Route 80 corridor, similar to the design district standards currently in place for North Branford and Northford Centers. Standards for building facades are an important component of this.
 - ii. Regulations for signs should be reevaluated to ensure a higher level of design.
 - iii. The regulations should permit small scale, multi-family residential development as a component of a mixed-use development proposal.
 - iv. Higher intensity zoning should be permitted within this area. This may require a re-assessment of the parking requirements and setbacks for this area. As a general rule, building near the road would be preferable to buildings with large setbacks, except in specific situations where they are appropriate as part of a planned streetscape. The parking ratios should be reevaluated to assure that unneeded paved areas are not being required.

2. **Zoning – Specific Properties**

1. The Northwest quadrant of the intersection of Route 80 and Totoket Road – There are parcels of vacant land in a residentially zoned area on the west side of Totoket Road behind the B-2 zoned Route 80 frontage. The residential parcels are owned by the same party that owns the commercially zoned area and the owner has requested a zone change. A zone change to B-2 would be appropriate.

2. Section of Route 80 east of Totoket to Caputo Road – This stretch of Route 80 is zoned R-40. There are pre-existing, non-conforming business uses mixed among the residential uses. In this area and other areas in Town along state roads limited business uses, such as professional offices, could be considered on the frontage parcels by special permit. It would be necessary to restrict these uses by limiting it to relatively low traffic uses, to have setbacks and buffers for adjacent residential properties, to require a minimum lot size perhaps larger than the underlying zone, and to review the traffic safety issues.
3. Section of Route 80 on the north side opposite the intersection of Route 139. Limited business uses, flexibility for home businesses and expanded reuse options for historic structures could be considered on the frontage parcels. This is the vicinity of the North Branford Town Center and there are institutional uses and existing non-conforming business uses in the area. Topography will be a limiting factor. However, this wooded area may be better suited as a natural open space buffer area to be part of an expanded Town Green open space area along the Route 80 frontage for the North Branford Town Center.
4. I-2 Zoning on north side of Route 80 between West Pond Road and Beech Street – These areas consists of small industrial properties, along with some adjacent residential properties. Some of these properties are encumbered by environmental constraints, such as floodplains. A special zone that permits some limited commercial uses should be considered for this area.
5. B-1 and B-2 Zoning between Beech Street and Clearview Manor Road - This area consists primarily of small retail uses. The zoning should be revised to encourage the transformation of this area into a commercial center that provides services to residents of the neighborhood in a more attractive manner.
6. In other Route 80 areas, consider rezoning to reflect market trends and development opportunities for economic growth that are consistent with the objectives and goals of this POCD.

3. Sewer Extension near East Haven Town Line

It is very important that sanitary sewer service be extended to the area along Route 80 between the East Haven town line and the currently served areas in the vicinity of the intersection of Totoket Road. As pointed out, these areas would benefit from redevelopment. The lack of sanitary sewer service is a major factor that inhibits the redevelopment of these areas. However, any extensions must be consistent with available capacity.

One of the considerations involved in the extension of sewer service to this area is that it is designated as a Preservation Area on the State Plan of Conservation and Development. Apparently, this was done to protect the water quality of the Farm River as a source of drinking water. In fact, it has had the opposite effect, as it is preventing the redevelopment of commercial properties that have negative environmental impacts upon the drinking water source in that;

- The existing commercial properties contain on-site wastewater disposal systems that were installed many years ago and that are probably inconsistent with contemporary standards. This probably leads to infiltration of untreated wastewater into the Farm River.
- The storm-water drainage systems for these properties are several decades old, and generally encompass the discharge of untreated stormwater directly into the Farm River, or a pipe that discharges directly into the Farm River. The redevelopment of these properties would necessitate the installation of stormwater management measures that treat stormwater to contemporary standards.

The redevelopment of these properties with the installation of sanitary sewers and contemporary storm-water disposal systems would serve to improve the water quality of the Farm River, and thereby enhance the quality of the drinking water flowing into Lake Saltonstall. Therefore, the following actions are needed:

- a. The Town should commence the studies needed to extend sewer service to the unsewered properties along Route 80 between the East Haven town line and Totoket Road. This will likely include the installation of a pump station and increases in capacity.
- b. The Town needs to petition the State Office of Policy and Management to change the designation of this area on the State Plan of Conservation and Development from Preservation Area to Growth Area, for the reasons discussed above, after the update of the POCD.

4. Sewer Extension – East

The sewer line is proposed to be extended from Fowler Road to West Pond Road. Strong consideration should be given to extending the line further east along Route 80, perhaps as far as past Whitewood Lane. This will facilitate development and redevelopment of the properties in this area. Additional capacity within the system would be required in conjunction with an extension of service.

5. Sidewalks- Bikeways

The key to the development of a new type of commercial corridor, one that functions as a focus of the community and becomes more amenable to alternative methods of transportation, is to construct a bikeway/walkway to enhance the pedestrian connections within the corridor. The installation of these facilities should be in accordance with the following considerations:

- a. There are no sidewalks currently existing along the corridor in North Branford. However, state plans for the reconstruction of the intersection of Routes 139 and 80 show sidewalks along the south frontage of Route 80.
- b. Sidewalks can co-exist with bikeways. However, bikeways should be at least eight feet wide, while sidewalks can be as narrow as four feet.
- c. The highest priority for the installation of sidewalks along the Route 80 corridor is within the vicinity of North Branford Center, particularly from the intersection of Route 22 southwest towards the railroad overpass.
- d. The installation of a sidewalk/bikeway link between the Big Y Center and North Branford Center is also an important linkage, as it would provide a connection between North Branford Center and the largest retail center in North Branford.
- e. Depending upon engineering considerations, it may be more feasible to construct the bikeway on the north side of Route 80 between the intersection of Forest Road and the railroad overpass. However, there should also be some walkways along the south side of the road.
- f. As described in the Open Space Plan component, it may be advantageous to install transit trails and bikeway passages on publicly owned portions of the old trolley right-of-way just south of Route 80, between the Farm River and Twin Lakes Road, if a suitable, adequate system of trails can be developed using these areas.

6. Access Control and Property Integration

One of the limitations for redevelopment of the properties along Route 80 into uses that would fulfill the goal of strengthening the corridor as the commercial focus of the community is the pattern of land ownership within the corridor. Many of the parcels are relatively small. This pattern of development leads to small, low density, isolated commercial uses. Therefore, the zoning regulations should be amended to encourage the consolidation or joint use of parcels by (1) eliminating a side and rear yard setback requirement for properties developed in accordance with a unified site plan; (2) continue to limit the number of curb cuts along Route 80, and other town highways; and (3) requiring that access easements be dedicated in favor of adjacent properties for commercial site plans along the corridor.

7. Design

Prepare a streetscape design for the corridor that would address landscaping, building facades, street trees, signage, utility poles, lighting design including pedestrian lighting and site layouts. The study should result in a series of recommendations for regulatory change and public improvements promoting sustainable design, materials and development (LEEDS).

8. Financial Incentives

- a. The Town should continue its program of financial incentives to assist property owners along Route 80, and other areas if appropriate, to improve the exterior conditions of their property.
- b. The Town should pursue the expansion of the Façade Improvement Program and other economic development incentives to the west section of the Route 80, to assist in the revitalization of this section of the corridor.

iii. Major Recommendation – North Branford Center

Promote the establishment of a bona fide North Branford Town Center near the intersection of Routes 22 and 139 through the redevelopment of the former Town Hall site and private redevelopment of nearby properties.

The use of the site of the former Town Hall and the realignment of the intersections of Routes 80 and 139 creates the opportunity for the Town to create a North Branford Village Center, with the Town in the position to take a more proactive approach.

The site of the former Town Hall and an associated baseball diamond is the primary development site. It consists of approximately 5.9 acres, 4.4 acres that are developable.

The availability of the site for economic development is contingent upon actions by the Town to relocate the little league field and relocate the community center now located in the former Town Hall. In addition, the Town needs to petition the State Office of Policy and Management to change the State Plan of Conservation and Development designation of this area from “Preserved Open Space” to “Neighborhood Conservation”.

The Town engaged Yale Design Workshop to create concept plans for the development of the site if the Town moves forward with the site disposition.

It is recognized that redevelopment and linkages to surrounding properties will be necessary for the transformation of the area into a more traditional ~~Town~~ Village Center. Properties that will be particularly important to redevelop in concert with the former Town Hall site are the triangle of land west of the new Route 80 and 139 intersection including the Department of Transportation parcel along Route 80 west of the new Route 22 intersection that will be excess property after the road realignment is complete, Central Plaza, and a small office building.

A preferred development plan has been presented in the Yale study which features a new Town Green along the Route 80 frontage and an 82,800 square foot mixed use development including 22,800 square feet of retail space, 29,300 square feet of residential space, and 6,100 square feet of food space and 28,000 square feet of office. The plan calls for the preservation and reuse of the historic Central School building on the site and the demolition of all other structures to make way for new buildings. The architecture of the new buildings will be central

to the creation of a place that will have the presence of a town center. Other options reflective of market conditions should be given due consideration relative to the overall objectives of the Town's Plan.

The Town has the opportunity to redevelop this property into the anchor of a new Village Center. The Town offices have been relocated, but the decisions must be made to relocate the community center, which uses the former Town Hall building, and the baseball field.

Most importantly, if the Town determines that this property should be made available for private redevelopment to create a new distinctive North Branford Village Center, that redevelopment must be in accordance with this Plan.

If the Town decides to proceed with the disposition of the former Town Hall Site for redevelopment, the following actions are needed:

- Determination of the general pattern of development desired to occur on the site, utilizing the YUDW study as a basis.
- Amend zoning regulations of the area, if necessary, to permit village center type development.
- Issuance of a Request for Proposals for redevelopment of the property.
- Recommend selection of a developer largely on basis of adherence to Plan for area.
- Although the extreme east end of the Tilcon property on the north side of Route 80 could be considered for the development of office and related uses if the zoning was amended, an alternative consideration should be for the continued preservation of a wooded open space buffer to compliment the open space area of the proposed North Branford Town Green site.

iv. Major Recommendation – Economic Development Zoning

Revise the Zoning Regulations to ensure that development consistent with current and anticipated market trends and the goals of the community occur.

- a. The zoning regulations should require that large scale commercial and industrial developments be reviewed in accordance with special permit procedures.
- b. The standards and requirements for the I-2 and I-3 district should be reviewed to assure that they permit and facilitate the type of development planned.
- c. The zoning regulations should include provisions and incentives to upgrade older commercial properties. In some situations, these properties are nonconforming, which makes any improvements or redevelopment in accordance with the zoning regulations difficult. The zoning regulations should permit the Commission to waive or alter setback, parking or coverage requirements under certain criteria and circumstances, by Special Exception, if they believe that it would result in an upgrade of the property and greater conformance with the intent of the zoning regulations and economic development goals of the Plan of Conservation and Development.

v. Major Recommendation – Northford Center and Northford

Promote the growth of Northford Center as an attractive, functional village center.

Northford Center has served some of the commercial and governmental needs of neighborhood residents. It also offers a unique environment as a community center that includes or is in close proximity to significant natural areas. However, the challenge is to enhance this function by the growth of the area into a more pedestrian oriented area while preserving the historic and natural character of the area.

In order to promote the transformation of this area into a more productive and functional use of this area, the following recommendations are proposed:

1. Abandon Ardsley Road.
2. Promote the construction of a loop road from Route 22 south of the Northford Plaza out to Mansfield Drive, as recommended in the Council of Governments study, to encourage more intensive commercial development of the interior properties.
3. Revise the zoning regulations to encourage more intensive, pedestrian oriented development of the commercial properties on the east side of Route 22. This should encourage incentives for redevelopment of existing properties and the consolidation of adjacent properties.
4. The zoning regulations should also require and / or encourage the location of commercial buildings close to the road, with parking on the side or rear.
5. Use regulatory methods and incentives to reduce the size and number of curb cuts along Forest Road and Middletown Avenue.
6. Consider rezoning property on the west side of Middletown Avenue and Clintonville Road on both sides of the intersection of Clintonville Road for commercial or mixed uses.
7. Include within the Design District regulations to implement the planned planting and streetscape theme.
8. Incorporate the natural features of the Farm River into any design of the area, with pedestrian linkages to the main commercial areas.

9. Plan for the installation of a new Northford Village Green that would anchor and enhance a new pedestrian circulation system in the community. Ideally, the Village Green would be on the commercial side of the village, and have a link into the planned Farm River Greenway. One possible location would be the use of the abandoned Ardsley Avenue, with some additional land to the back.

Promote the economic development of the northwest corner of Northford, north of Route 22.

The land north of the Northford Pavilion has remained vacant in spite of its industrial zoning and access to Route 22. The expansion of sanitary sewer service, in addition to the existing water service, would increase its land use for economic development to potentially match existing adjacent high quality developments.

It is recommended that the Town take the following steps to foster the economic growth of this area:

1. Petition the State Office of Policy and Management to change the State Plan of Conservation and Development within this northwest corner of Town, north of Route 22 and west of Woodvale Drive from “Conservation Area” and “Preservation Area ” to a “Growth Area”.
2. Provide for the expansion of sanitary sewer service to this site as an incentive to a proper developer.



**Northford Center Plan from the Route 22 Corridor Planning Study
South Central Council of Governments**

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Plan of Conservation and Development – Adopted November 19, 2009, Effective December 21, 2009
Town of North Branford, CT
Turner Miller Group, LLC

v. Major Recommendation – Sewer Capacity

Investigate obtaining additional sewer capacity within the Branford System.

As discussed, this is the largest section of the Town system, and serves most of the commercial and industrial properties along Route 80, as well as a sizeable number of residential properties. Recent development approvals, notably the Village at Notch Hill, will add to this discharge. In addition, the Town is desirous of expanding the sewer line along Route 80 from Fowler Road out to the corner of West Pond Road. This is likely to lead to additional development and redevelopment in the properties along this stretch of road and more use of the sewer.

The strengthening and revitalization of the Route 80 corridor will require additional sewer capacity. It is not known at this point if the Branford system has surplus capacity, or what improvements would be needed to increase said capacity. However, the implementation of a smart growth policy to concentrate development along the Route 80 corridor will require expanded sewer capacity sufficient to meet reasonable economic development considerations.

The Town should maximize potential increases in the sewer system areas of service while balancing the environmental impacts of same. It should be understood that untimely failures and maintenance costs of aging septic systems, especially in flood-prone areas, are regarded as a significant deterrent to business retention and expansion in addition to obvious health-related risks. The Town should also promote the use of the latest technological advances in mitigating any significant increases in sewer flow from private commercial entities.

The Town's Water Pollution Control Authority should develop a master plan to reflect areas where sanitary sewers should be extended to that is based upon available capacity, needs and economic development potential.

vi. Major Recommendation - Housing

Permit higher density residential development along the Route 80 corridor and within Northford Center as a way to continue the diversification of the Town's housing stock.

The underlying concept of the plan is to concentrate development in specific areas of the Town, while leaving the rest of the Town in its rural or low-density state. Therefore, in order to address other housing needs, the higher density development should be permitted under strict circumstances within these areas.

- Consider additional higher density housing development within the following areas:
 - Within or adjacent to the village center areas of North Branford Center and Northford Center.
 - Near the commercial areas along the Route 80 corridor as similar appropriate areas.
- The zoning regulations should require that higher density residential development in accordance with the above requirements should include an affordable housing component. The Town should investigate the provisions of the Home Connecticut legislation, which provides certain financial incentives for the zoning and for construction of high density residential development that includes an affordable housing component and is consistent with Smart Growth principles.

The benefit here, in addition to meeting a greater housing need, would be to have more residents near businesses, which would reduce some travel, provide a greater consumer base to the business community, and enhance the diversity of the Town's housing stock by providing some affordable housing.

2. Other Recommendations and Strategies

i. Recommendation - Economic Development – Industrial Zoning Categories

In 2006 the Economic Development Commission presented a set of zoning recommendations to the Planning and Zoning Commission concerning text changes to the industrial zones. In general the purpose of these recommendations was to create a clearer definition between an industrial park zone that would allow light industrial, warehouse, technology, R&D and office type uses and a general industrial zone that would allow a broader range of uses including heavy industrial uses, contractor's yards and the like. Map changes may also be required as follows, in conjunction with these changes

1. Change from General Industry (I-2) to Industrial Park (I-3) – Commerce Drive and the contiguous section of Branford Road, Fowler Road, Twin Lakes Road (industrial zoned portion), Shaw Road, Route 80 industrial (vicinity of Autac), and Route 17 industrial area west of Reeds Gap Road. Maintain as I-3 the area on Route 22 at the North Haven Town line
2. Maintain other existing General Industry (I-2) areas. This would involve the I-2 Districts – Ciro Road, the area west of Branford Road at the Branford Town Line, the area on Route 17 at the North Haven town line.
3. Other industrial areas that should be considered for rezoning:
 - a. The area east of Branford Road at the Branford town line including Rose Orchards and Van Wilgens, should be zoned to promote the development of high quality offices and limited industrial uses. This will require the designation of a new zone for this purpose.
 - b. The area at the Branford town line in the vicinity of Evergreen Woods. These areas are zoned I-3, and have their provincial access to Route 1 through Branford. These properties may be suitable for commercial uses, but there should be some coordination with the Town of Branford. Some of that property in Branford is zoned Residential Business, while the rest of it is zoned General Industrial.
 - c. The area of Route 80 near the East Haven Town line including Connecticut Sportsplex.
 - d. Properties along Route 22 directly east of the Honeywell facility and south of the Northford Ice Pavilion are currently zoned R-40 and should be considered for I-3 zoning.

ii. Recommendation - Open Space

This plan includes a review of the 1996 Open Space Plan. The Open Space plan, with some modifications, should remain a component of the Plan of Conservation and Development. The following goals and policies encompass the Open Space Plan, along with Major Recommendation 1.i. The proposed Open Space Plan is depicted on *Map 6*.

- A. Continue long-range protection of existing preserved open space areas and protect important natural and cultural resources and encourage aesthetic enhancement.**
1. Develop a comprehensive river and stream corridor management program including the adoption of a stream buffers strategy.
 - The Inland Wetlands and Watercourses Commission should consider embodying a 50 foot non-disturbance area into its regulations.
 2. The Town should establish a maintenance and stewardship policy over the open space lands to assure proper maintenance of open space resources. In the establishment of this policy, the Town should explore the potential for public – private partnerships, including support for the North Branford Land Conservation Trust, Inc. and private sponsorship for the maintenance of individual areas.
 3. Continue to encourage beautification activities and preservation of historic sites.
 - Re-energize the Beautification Commission, with the purpose of recommending and advocating for beautification projects within the community, at a relatively small cost to the Town.
 - Improve the entrances into the Town in the area of “The Welcome to North Branford” with a program of ongoing maintenance and zoning enforcement to eliminate illegal temporary signs in the road right of ways in these areas.
 - Formulate a design or landscaping scheme for the major road corridors in the Town. This can be used by public improvements and private development projects, as regulated by the Planning and Zoning Commission.
 - Identify specific public areas that should be enhanced as a landscaping feature. This can be accomplished by either cooperation

with nearby developers or an “Adopt a Spot” sponsored by a business in Town.

4. Participate in either State or Federal funding sources to develop alternative transportation modes that also enhance transportation opportunities within the community.
 - The Town should establish a trails and bikeway committee, or charge an existing commission, such as the Parks and Recreation Commission, to formulate a trails and bikeway plan.
 - The Trails/Bikeway plan does not have to link all areas of the community, and can be phased to take advantage of initial opportunities. One promising and relatively easy to implement initial link may be between the High School – Intermediate School complex and the proposed new athletic fields north of Mill Road.
 - An additional trail/bikeway linkage could extend east towards North Branford Center. The old trolley right-of-way should be evaluated for intergration for this linkage. With the adoption of a revised trail design, developers can be required to include these byways within their development.
 - Additional trail/bikeway linkages could be constructed along the Farm River Valley to link Northford Center.
 - A bikeway lane on Route 17 from Northford into North Haven would enhance regional linkages.
5. Encourage projects which are consistent with the Route 80, 22 and 17 Beautification Program.
 - Continue to work with the State Department of Transportation to incorporate aesthetic considerations into the remaining work to be done on Route 80.
 - Continue to require extensive landscaping in the redevelopment of properties along Route 80.
 - Continue to work with property owners to encourage improvement of landscaping along Route 80 through the Façade Improvement Program.
6. Develop a program in coordination with local farmers and large lot owners to ensure a lasting conservation of natural resources.
 - Encourage the Agriculture Committee to fomulate a joint marketing program to encourage the sale of North Branford agricultural projects.

- Work with the Agriculture Committee to revise zoning regulations, wherever appropriate, to permit agricultural related businesses.

B. Provide for current and future passive and active recreational needs.

1. Work with the Parks and Recreation Commission to prepare a park and recreation plan which identifies the recreational needs of the community and future recreational programs to meet the needs, and includes plans for the use of newly acquired lands that will provide for the recreational needs of the Town.

C. Work with the Regional Water Authority to preserve and maintain their current and future land holdings and expand upon their overall passive and active recreational opportunities.

1. Establish a special planning committee responsible for working jointly with the RWA and establishing an open space/recreation plan. This plan would supplement this open space plan.
 - The Class III RWA lands near the south side of Lake Gaillard should be retained as open space. If the RWA decides to dispose of these lands, The Committee should work with the RWA to assure that the Town acquires these lands.

D. Establish a watershed management program.

1. Formulate local zoning, subdivision and inland wetland regulations to protect watershed areas and the quality of its source water, that flows into the two area storage reservoirs used for future public drinking water, by considering low impact design standards, appropriate land uses and lesser development coverage especially adjacent to the Farm River and its tributaries.

iii. Recommendation – Transportation

The transportation system of North Branford is well established. It is overwhelmingly based upon automobile transportation and the roads that have been constructed to accommodate the automobile needs of the twenty-first century.

1. Work with the State to continue the improvements to Route 80 in North Branford Center in a way that is supportive of the goals and recommendations of this Plan of Conservation and Development.
2. Work with the State to expedite the improvements to Northford Center in accordance with the Route 22 Corridor Study recommendations.
3. Realign the intersection of Routes 22 and 150.
4. Continue to improve the collector roads of the Town to improve safety and maintenance procedures in a way that is consistent with the Town's character.
5. Encourage the use of carpooling and other user based alternatives to commutation by single-occupied vehicles. This can be a technique used in conjunction with major economic development projects to mitigate the potential impacts of traffic of major developments.
6. Continue to encourage and provide transportation alternatives to automobile transportation for the populations that lack access to automobiles or are unable drive.
7. Improve the intersection of Parsonage Hill Road at Totoket Road.
8. The zoning regulations should include access control regulations to be used along the State highways within the Town. These regulations should limit the size, number and placement of curb cuts; and require provisions for joint access for adjacent properties.

iv. Recommendation – Age Restricted Housing

The Town should permit additional age-restricted housing in various types that meets the needs of the residents of North Branford.

- This housing should occur in areas near the two town centers, as well as, in proximity to the commercial areas along the Route 80 corridor and similar appropriate areas.
- The Town should not permit the conversion of any additional commercial or industrial property for housing use, including age restricted housing, unless as done as part of a mixed-use development within one of the Town Centers.
- In order to promote the development of affordable housing, age restricted developments should be required to include at least 20% of the units as affordable housing, as defined by state statutes.

v. Recommendation – Fire Protection

At this time, the facilities are adequate to support the town and an anticipated moderate level of growth. However, fire protection in the Town could be improved with the following:

- Extension of water lines in business areas would increase fire safety. There is no fire hydrant east of Beech Street along Route 80.

vi. Recommendation – The Use of “LEEDS” Building Standards

The US Green Building Council's Leadership in Energy and Environmental Design Standards (LEEDS) is a voluntary, consensus-based, market-driven rating system for commercial and industrial buildings used to determine what constitutes sustainable building by national standards.

The Town should utilize LEEDS principles in the future of public buildings where practical and encourage use within Town by private interests.

F. Consistency with State and Regional Plan

Section 8-23 CGS requires that a municipal plan of development take into consideration the State Plan of Conservation and Development and the applicable regional plan for the area.

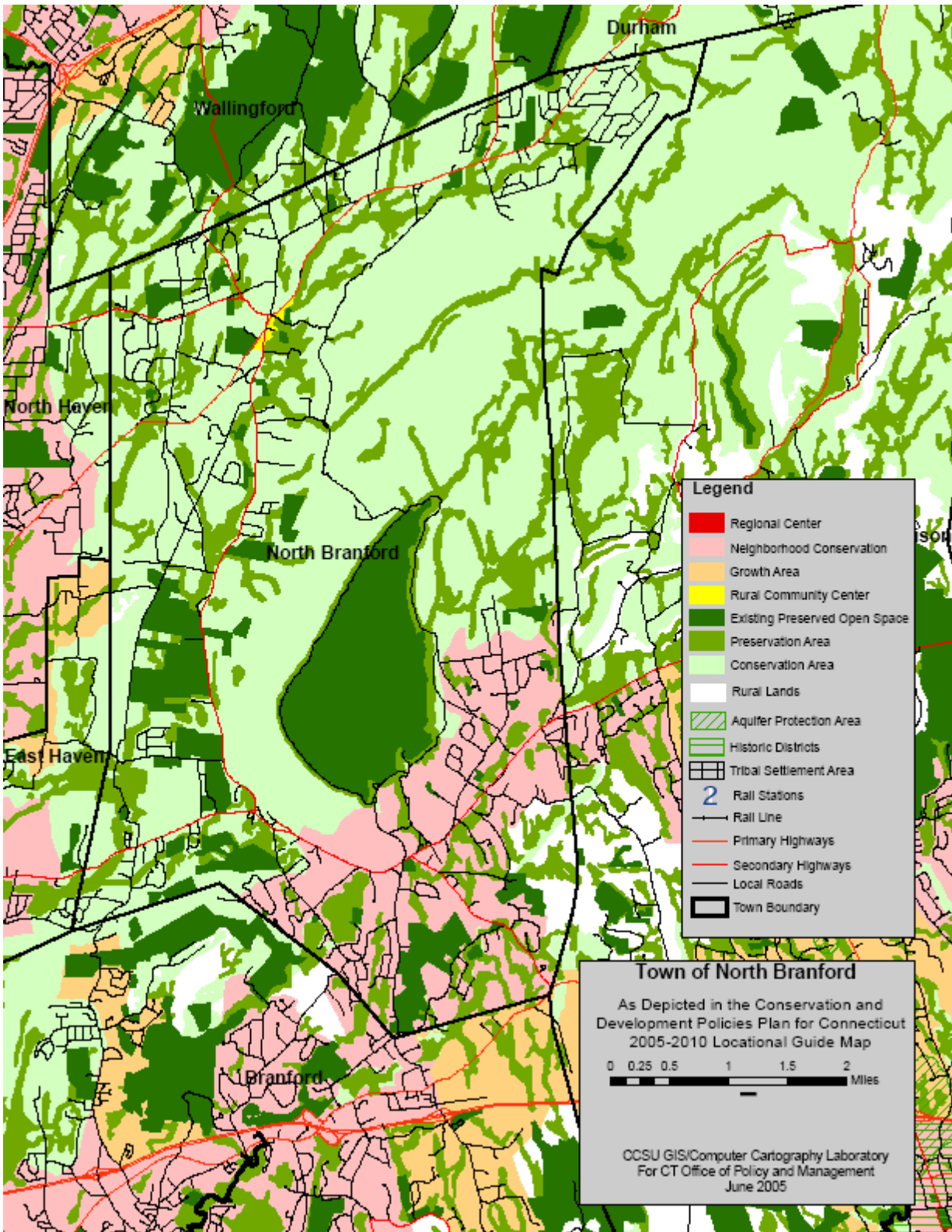
1. State Plan of Conservation and Development

The Conservation and Development Policies Plan for Connecticut, 2005-2010 (C&D Plan) is comprised of two separate components – the Plan text and the Locational Guide Map. Both components include policies that are intended to guide the planning and decision-making processes of state government.

The policies contained in the C&D Plan text provide the context and direction for state agencies to implement their plans and actions in a manner consistent with the following six Growth Management Principles (GMPs):

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

The Locational Guide Map is intended to guide relevant state actions by providing a geographical interpretation of the state's conservation and development policies. The map comprises four development categories and four conservation categories that are prioritized according to their characteristics and suitability for various state actions. The policies associated with these categories reflect the Plan's different applications and impacts relative to an area's character of development, social structure, economic base, natural conditions, and public service facilities.



STATE 2005-2010 LOCATIONAL GUIDE MAP – TOWN OF NORTH BRANFORD

According to the Locational Guide Map, the following locational categories are within North Branford:

- Growth Area;
- Rural Community Center;
- Existing Preserved Open Space;
- Conservation Area; and
- Rural Lands.

Although most of the state designated locational categories are consistent with the goals, policies and land use classifications of this update of the North Branford Plan of Conservation and Development, there are several situations of inconsistency between the State Plan and proposed municipal plan. These are with the current local zoning classifications, and in several situations, with the actual land use.

- The former Town Hall site located at the intersection of Route 80 and Route 139 is currently designated as “Preserved Open Space.” The plans embodied within this Plan to further the goals of strengthening a town center for North Branford and smart growth would require that this area be designated as Neighborhood Conservation, which is consistent with the designation of the surrounding area.
- The southwestern area of the Town, centered along the Route 80 corridor, between the intersection of Twin Lakes Road and the East Haven town line is currently designated as a Conservation Area. Presumably, this area was designated as a Conservation Area because it is within the watershed of the Farm River, which is a water supply to Lake Saltonstall. However, despite the State designation, this area is almost fully developed. The commercial developments within this area along Route 80 were constructed decades ago and are not in conformance with current requirements for storm water treatment or wastewater disposal, as they rely on older on-site disposal systems that are inadequate. The effective redevelopment of these properties would require the installation of sanitary sewers and the re-designation of this area into a Growth Area on the State Plan.
- The area of Northford within the northwestern corner of the Town, north of Route 22, and west of Woodvale Drive, has a split designation as a Conservation Area and a Preservation Area, yet has long been zoned for growth in accordance with the standards of the Growth Area designation.

2. Regional Plan

The Plan for the South Central Connecticut region, which includes North Branford, was updated in 2000. The plan is regionally oriented and, as such, emphasizes overall approach to land use issues within the region. It includes a series of strategies and implementation factors.

The Plan emphasizes that the focus of development should be within the traditional regional centers of the region, and along the regional transportation corridors along Intestates 91 and 95, which is consistent with regional growth trends. Specifically, the Plan had the following recommendations for North Branford:

- Reinforce the Town Center of North Branford as the state widening of Route 80 continues.
- “Clear concepts and attention to detail” can maintain scale and foster additional development within existing developments that are located in a difficult physical and traffic environment (Northford Center.)

The 2000 regional plan emphasizes development within the existing urban centers, and does not include a detailed or substantive analysis of where North Branford fits within the region. The plan is being updated at this point in time, and would hopefully include a discussion of the role of the smaller suburban centers, such as North Branford and Northford, as well as that of suburban highway corridors, such as Route 80.

G. Implementation

The value of this POCD is based on the ability to have it implemented. The POCD emphasizes actions that can be taken by the various boards and agencies within the Town. The key to successful implementation is the cooperation and coordination of the various Town agencies to act. The Plan contains numerous individual recommendations which are summarized below into ten major action categories. It is followed by a detailed ACTION PLAN that listed all goals and recommendations contained within this POCD document with a priority ranking for completion and the suggested implementing parties to lead the action.

The Planning and Zoning Commission is the body primarily responsible for the adoption and implementation of the Plan. The Commission can monitor the successful implementation of the plan, by reviewing the strategies on a bi-annual basis.

	Action	Implementing Agency	Timing	Notes
1.	Implementation Zoning Changes	PZC	Years 1-3	Series of regulatory changes needed
2.	Redevelopment of Town Hall Site	Town Council, EDC	Years 4-6	Finalized based upon State Road improvements
3.	Phase II Plan for NB Center	Staff, PZC	Year 1-3	
4.	East Sewer Expansion	Staff, WPCA, Town Council	Years 1-3	STEAP Grant in place
5.	Sewer Capacity	Staff, WPCA, Town Council	Years 1-5	
6.	Financial Incentives	EDC: Town Council	Ongoing	
7.	Open Space Acquisition	Land Preservation Committee, Town Council, RWA, North Branford Land Conservation Trust Inc	Ongoing	Town Council & its agencies in cooperation with RWA & North Branford Land Conservation Trust Inc.
8.	Open Space Improvements	PZC, Town Council, North Branford Land Conservation Trust, Inc	Year 1	Revise fee-in-lieu of OS procedures, maintenance policy
9.	Recreational Improvements	Recreation Commission; Town Council	Years 1-6	Ongoing
10.	Continue Economic Dev. Incentives	EDC, Town Council	Ongoing	Façade Improvement Program, Tax Incentives

OVERALL ACTION GOAL			PRIORITY			
Goals / Actions	Relevant Pages	Lead Agencies	On-Going	Short Term 1-3 yrs	Mid Term 4-6 yrs	Long Term 7-10 yrs
GOAL: Implement the recommendations of the Plan of Conservation and Development (POCD).						
Action: Monitor implementation with semi-annual written reports listing the progress, obstacles and adjustments occurring in the implementation of the POCD's recommendations by the lead responsible parties.	6	PZC, TP		•	•	•

1. LAND USE ELEMENT			PRIORITY			
Goals / Actions	Pages	Agencies	On-Going	1-3 yrs	4-6 yrs	7-10 yrs
GOAL 1. : Revise the Zoning Regulations to ensure that development is consistent with the current and anticipated market trends and the goals of the community.						
Action: Require that large scale commercial and industrial developments be reviewed in accordance with special permit procedures.	86(a)	PZC, TP		•		
Action: Review the I-2 and I-3 zoning districts standards and requirements to assure that they permit and facilitate the type of development planned that creates a clearer definition between an industrial park zone that would allow light industrial, warehouse, technology, R&D and office type uses and a general industrial zone that would allow a broader range of uses including heavy industrial uses and contractor's yards.	86(b), 92	PZC, TP		•		
Action: Change the zoning from General Industry (I-2) to Industrial Park (I-3) - Commerce Dr. and the contiguous section of Branford Rd, Fowler Rd, Twin Lakes Rd (industrial zoned portion), Shaw Rd, Route 80 industrial (vicinity of AUTAC), and Route 17 industrial area west of Reeds Gap Rd. Maintain as I-3 the area on Route 22 at the North Haven Town line.	92 (1)	PZC, TP		•		

AC - Agriculture Commission; BC - Beautification Committee; BO - Building Official; CWWA - Conservation & Inlands Wetlands & Watercourses Agency; CT DEP - CT Dept. of Environmental Protection; CT DOT -CT Dept. of Transportation; CT OPM -CT Office of Policy & Management; EDC -Economic Development Commission; ESDHD -East Shore District Health Dept.;HA -Housing Authority; LPC - Land Preservation Committee; Nbfd - North Branford Fire Dept.; NBLCT - North Branford Land Conservation Trust; NBLPD - North Branford Police Dept. PRC -Park & Recreation Commission;PWD -Public Works Dept.; PZC -Planning & Zoning Commission; RWA -Regional Water Authority;SCCOG -South Central Council of Governments; TB - Town of Branford; TC -Town Council; TE -Town Engineer; THS -Totoket Historical Society; TM -Town Manager; TP -Town Planner; WPCA -Water Pollution Control Authority

1. LAND USE ELEMENT (con't)			PRIORITY			
Goals / Actions	Relevant Pages	Lead Agencies	On-Going	Short Term 1-3 yrs	Mid Term 4-6 yrs	Long Term 7-10 yrs
Action: Maintain other existing General Industry (I-2) areas. This would involve the I-2 Districts - Ciro Rd, the area west of Branford Rd at the Branford Town Line, the area on Route 17 at the North Haven Town Line.	92(2)	PZC, TP		•		
Action: Consider the rezoning of the area east of Branford Rd at the Branford Town Line including Rose Orchards and Van Wilgens to a new zone designation that promotes the development of high quality offices and limited industrial uses.	92(3.a)	PZC, TP		•		
Action: Consider rezoning the I-3 zoned area at the Branford Town Line in the vicinity of Evergreen Woods that accesses through Branford to Route 1 with input and coordination from the Town of Branford on compatible zoning for the highest best uses for these properties.	92(3.b)	PZC, TP		•		
Action: Consider rezoning areas of Route 80 to reflect market trends and development opportunities for economic growth that are consistent with the POCD objectives and goals, such as near the East Haven Town Line.	80(6.) 92(3.c)	PZC, TP		•		
Action: Consider rezoning the R-40 zoned properties along Route 22 directly east of the Honeywell facility and south of Northford Ice Pavilion to I-3 zoning.	93(3.d)	PZC, TP		•		
Action: Consider zoning regulation provisions and incentives to upgrade older commercial properties, which may be nonconforming, by permitting the PZC to waive or alter setback, parking or coverage requirements under certain criteria & circumstances, by Special Exception, if it results in an upgrade of the property and greater conformance with the intent of the zoning regulations and economic development goals of the POCD.	86(c)	PZC, TP		•		
GOAL 2. : Improve the functionality of the Route 80 Corridor by zoning amendments/changes.						

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1. LAND USE ELEMENT (con't)			PRIORITY			
Goals / Actions	Relevant Pages	Lead Agencies	On-Going	Short Term 1-3 yrs	Mid Term 4-6 yrs	Long Term 7-10 yrs
Action: Develop design, building façade, additional sign and lighting design standards for all commercial and industrial development within this area.	83 (8.a& 8.b)	PZC, EDC, TP		•		
Action: Incorporate access control requirements on the limitations on the number of curb cuts and require mutual access easements for abutting properties to provide alternative access.	79 (1.ai & 1.a.ii)	PZC, TP, NBPD, TE		•		
Action: Amend the zoning regulations to encourage the consolidation or joint use of parcels by eliminating a side and rear yard setback requirement for properties in accordance with a unified site plan, continue to limit the number of curb cuts along Route 80 and other town highways and require access easements to and from adjacent properties for commercial site plans along the Rout 80 corridor.	79 (1.a.iii)	PZC, TP		•		
Action: Encourage consolidation of small lots by providing incentives such as increased coverage or reduced setback requirements.	79 (1.a.iii)	PZC, TP		•		
Action: Permit higher intensity zoning that includes reevaluating parking requirements on ratios, setback distances and location to assure unneeded paved areas are not being required.	79 (1.b.iv)	PZC, NBPD, TE, TP		•		
Action: Develop regulations that permit small scale, multi-family residential development as a component of a mixed-use development proposal in North Branford Center and adjacent areas on Route 80.	79 (1.b.iii)	PZC, TP		•		
GOAL 3. : Encourage sustainable land uses.						
Action: Review zoning regulations regarding permitted agricultural related businesses, livestock, height and bulk standards for agricultural structures, and ancillary agricultural activities & uses to ensure that they do not inhibit bona fide agricultural operations.	74 (3) & 95 (6.-2)	PZC, AC, TP		•		

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2. NATURAL RESOURCES ELEMENT			PRIORITY			
Goals / Actions	Relevant Pages	Lead Agencies	On-Going	Short Term 1-3 yrs	Mid Term 4-6 yrs	Long Term 7-10 yrs
<i>GOAL 1.: Allow and encourage development that protects natural resources and reflects the natural constraints of the land.</i>						
Action: Limit development or disturbance on areas of steep slopes, more than 25%, within zoning and subdivision regulations for the conservation and preservation of these areas and ridgelines, and the impact of visual structures.	55, 73 (3.)	PZC, TP		•		
Action: Consider requiring a minimum buildable area for any cluster developments within the zoning regulations to be exclusive of wetlands and steep slopes.	73(3.)	PZC, CIWWA, TP		•		
<i>GOAL 2.: Maintain and preserve the Farm River and its valley as an important natural resource because it is a potable water supply source and the central component of the central rural area of North Branford.</i>						
Action: Develop a comprehensive river and stream corridor management program including the adoption of a stream buffer strategies which consider an enhanced 100 ft. setback boundary along its banks in undeveloped areas for site plan developments and 50 foot non-disturbance areas from watercourse and wetland areas.	75(5), 93(1)	PZC, CIWWA, RWA, NBLCT, TP		•		
Action: Establish a Town watershed management program by formulating local zoning, subdivision and inland wetland regulations to protect watershed areas and the quality of its source water by considering low impact design standards, stormwater maintenance policies, appropriate land uses and lesser development coverage especially adjacent to the Farm River and its tributaries.	95(D.1)	PZC, CIWWA, TP, TE, CTDEP, NBLCT		•		
Action: Designate proposed service areas within the Town to allow for potential future extension of municipal sewer service into planned areas for which capacity exists and that are consistent with the recommendations of this POCD.	73(3)	TC / WPCA, PZC, TE, TP		•		

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2. NATURAL RESOURCES ELEMENT (con't)			PRIORITY			
Goals / Actions	Relevant Pages	Lead Agencies	On-Going	Short Term 1-3 yrs	Mid Term 4-6 yrs	Long Term 7-10 yrs
Action: Petition the CT OPM to change the designation of the commercially developed Route 80 corridor in the area of the Farm River from Preservation Area to Growth Area to have redevelopment of those properties with sanitary sewers and contemporary stormwater disposal systems which will eliminate infiltration of untreated wastewater and stormwater to the Farm River and improve its water quality.	81 (b)	TC / WPCA, CTOPM, PZC, TE, TP		•		
Action: Work with the RWA to assure that the Town has the right of first refusal to acquire any land the RWA decides to dispose of.	95(C.1)	TC, RWA, TM		•		
GOAL 3.: Have the open space protection of natural resources by continuing to include preservation of the five greenways of the Town: Farm River - Totoket Valley, Totoket Mountain/Lake Gaillard Greenway, Munger Brook/Branford River Greenway, Eight Mile Brook/Muddy River Greenway & Burr Brook Greenway.						
Action: Develop a Town plan for the acquisition of a public access or trail easements over parcels of land where appropriate, in lieu of acquisition of the entire parcel, especially where a privately owned parcel is between two public open space parcels, but excluding single family developed land if bike trail use is proposed.	75-76(9)	PZC, PRC, CIWWA, NBLCT, TC, TP		•		
Action: Consider the amendment of the zoning and subdivision regulations to require that any development approvals in these areas consider conservation easements along with the requirement of public access or trail easements in these greenways.	54-56, 75(9)	PZC, CIWWA, PRC TP		•		
Action: Incorporate the natural features of the Farm River into a planned Farm River Greenway as part of any design plan of the Northford Center, with pedestrian linkages from the proposed abandoned Ardsley Avenue and the main commercial areas.	87(8.) 88(9)	PZC, CIWWA, PRC NBLCT, TP		•		

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2. NATURAL RESOURCES ELEMENT (con't)			PRIORITY			
Goals / Actions	Relevant Pages	Lead Agencies	On-Going	Short Term 1-3 yrs	Mid Term 4-6 yrs	Long Term 7-10 yrs
Action: Develop a program in coordination with local farmers and large lot owners to preserve important natural land areas and watercourses corridors from development while conserving the land for agricultural purposes.	94(6.)	AC, LPC, CIW WA, PZC, TP		•		
3. CULTURAL RESOURCES ELEMENT			PRIORITY			
Goals / Actions	Relevant Pages	Lead Agencies	On-Going	Short Term 1-3 yrs	Mid Term 4-6 yrs	Long Term 7-10 yrs
GOAL 1.: Continue to encourage aesthetic enhancement and beautification activities at important locations within the Town.						
Action: Formulate a design or landscaping scheme for the major road corridors (Routes 80, 22 & 17), identify specific public areas that can be enhanced with landscaping and other design features as a Village Green and anchor a new enhanced pedestrian circulation system in those areas while preserving the historic & natural character of the community.	93(3.)	TC, PZC, PRC, THS, TM, TE, TP		•		
Action: Re-energize the BC with the purpose of recommending and advocating beautification projects within the community at minimal Town cost.	93(3.)	BC, TC, TM, TP		•		
Action: Develop a beautification program for Routes 80, 22 & 17 that is regulated by the PZC and implemented by public improvements and private development projects including an "Adopt a Spot" sponsorship by a business.	93-94(3.)	TC, TM, BC, PZC, EDC, PWD, TP			•	
Action: Encourage projects consistent with this beautification program.	94	EDC, BC, PZC, TM, TP		•		
Action: Continue to require extensive landscaping in the redevelopment of properties along Route 80.	94(5.)	PZC, TP	•			
Action: Continue to work with property owners to encourage site improvements along Route 80 through the Façade Improvement Program.	94(5.)	EDC, TM, PZC, TP	•			

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3. CULTURAL RESOURCES ELEMENT (con't)			PRIORITY			
Goals / Actions	Relevant Pages	Lead Agencies	On-Going	Short Term 1-3 yrs	Mid Term 4-6 yrs	Long Term 7-10 yrs
Action: Continue to work with the CT DOT to incorporate aesthetic considerations into the remaining work to be done on Route 80.	94 (5.)	TC, CTDOT, TM, TE, THS	•			
Action: Improve the Welcome Sign entrance areas into the Town with the development of design and maintenance policies and programs that include private sector volunteer participation of materials and maintenance labor.	93 (3.)	TC, TM, PWD, BC, PZC, TP		•		
4. OPEN SPACE AND RECREATION ELEMENT			PRIORITY			
Goals / Actions	Relevant Pages	Lead Agencies	On-Going	Short Term 1-3 yrs	Mid Term 4-6 yrs	Long Term 7-10 yrs
GOAL 1. : Continue the established program to secure land for open space that is needed to preserve natural resources, to maintain agriculture within the community and to provide recreation areas for Town residents.						
Action: Continue to maintain and utilize the Open Space Trust Fund Ordinance for future open space acquisition.	72	TC, LPC, TM, PZC, TP NBLCT	•			
Action: Continue to utilize money resources of any available grants, State funds, local bonding and funds generated as payment in lieu of subdivision open space dedication in order to acquire additional Town open space.	72	TC, TM, TP NBLCT	•			
Action: Develop partnerships with the RWA and others for additional funds to obtain acquisition of mutual important open space land.	72	TC, RWA, NBLCT, TM		•		
GOAL 2. : Have the Town pursue the acquisition and/or preservation of the properties that enhance the existing open space areas, increase the preservation of natural resources and provide additional recreation areas as identified in the Open Space Plan.						
Action: Formulate and adopt a strategic acquisition plan on future open space acquisitions with an emphasis within the Farm River Valley.	72, 74-75(5.)	TC, LPC, PRC, NBLCT, PZC, TP		•		
Action: Coordinate the development of a review panel made of pertinent town agencies and groups to list and rank key land for future Town acquisition.	77(14)	TC, LPC, PRC, PZC, CIWWA, NBLCT		•		

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4. OPEN SPACE AND RECREATION ELEMENT (con't)			PRIORITY			
Goals / Actions	Relevant Pages	Lead Agencies	On-Going	Short Term 1-3 yrs	Mid Term 4-6 yrs	Long Term 7-10 yrs
Action: Have the LPC or a primary municipal contact responsible to maintain contact with property owners who own land that would be advantageous for open space preservation. Seek NBLCT input.	75(8.)	LPC, TM NBLCT		•		
Action: Consider the Town acquisition of the properties at the end of Jerz Lane to connect the Swajchuk and Hyland parcels.	76	TC				•
Action: Consider the Town acquisition of the small properties on the south side of Mill Road adjacent to the school properties.	76	TC			•	
Action: Consider the Town acquisition of the RWA's Class III watershed land south of Lake Gaillard designated for disposition.	76	TC		•		
Action: Consider the Town acquisition of the property on the east side of Forest Rd to connect the Town owned Totoket Park and Donald Augur property with RWA properties in the vicinity of Lake Gaillard.	76	TC				•
Action: Consider the Town acquisition of the properties to connect the Class II watershed land south of Lake Gaillard owned by the RWA and the Town's Atwater Library complex on Foxon Rd.	76	TC				•
GOAL 3. : Increase the quality level of subdivision open space that is dedicated to the Town or a non-profit land holder to assure that the land conveyed is suitable for current and future recreation uses or for the permanent protection of historic or scenic areas.						
Action: Continue a policy of review of proposed open space dedications with input from all pertinent municipal agencies, including the CIWWA, the PRC, the LPC and the NBLCT.	72, 76(13)	PZC, TC, CIWWA, PRC, LPC, NBLCT	•			
Action: Review and enhance existing subdivision and zoning regulations to incorporate the open space policy goals of this plan to utilize open space conservation and preservation techniques in those land use regulations.	73	PZC, TP NBLCT	•			

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4. OPEN SPACE AND RECREATION ELEMENT (con't)			PRIORITY			
Goals / Actions	Relevant Pages	Lead Agencies	On-Going	Short Term 1-3 yrs	Mid Term 4-6 yrs	Long Term 7-10 yrs
Action: Review each proposed subdivision as to whether it includes proposed open space as described in the policy goals of this plan to have larger, more functional areas, preservation of important resources areas and linkage to key natural resources. If so, require the dedication open space as a part of the subdivision or encourage the developer to utilize an open space development to achieve those goals of land preservation.	73	PZC, TP	•			
Action: Continue to utilize the payment of a fee-in-lieu of open space dedication in situations where the proposed subdivision does not encompass land for dedication that would be consistent with the open space plan.	73(2.), 77(13.)	PZC, TP	•			
Action: Require the continued use of conservation easements in subdivisions and site plans to protect sensitive environmental areas that may not be for open space dedication.	73(3.)	PZC, TP	•			
Action: Encourage the use of conservation or open space subdivisions within areas of important natural resources that set aside 30% to 50% of the suitable land area for open space.	73(2.)	PZC, TP	•			
Action: Continue the zoning regulations to encourage the use of open space development that would permit the same number of units that would be permitted with a conventional subdivision.	73(3.)	PZC, TP	•			
GOAL 4. : Continue long-range protection of existing preserved open space areas and important natural and cultural resources and historic sites.						
Action: Consider amending the subdivision regulations to require that all open spaces dedicated in conjunction with subdivision development be clearly marked and identified along the boundaries of the open space.	76(10)	PZC, TP		•		
Action: Consider amending municipal land use regulations to incorporate standards and requirements on ridge line protection.	73(3.)	PZC, TP		•		

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4. OPEN SPACE AND RECREATION ELEMENT (con't)			PRIORITY			
Goals / Actions	Relevant Pages	Lead Agencies	On-Going	Short Term 1-3 yrs	Mid Term 4-6 yrs	Long Term 7-10 yrs
Action: Establish a maintenance and stewardship policy over the Town open space lands to assure proper maintenance of open space resources.	93(A.2)	TC, TM, PWD, PRC, CIWWA		•		
Action: Explore the potential for public - private partnerships in the maintenance of open space resources, including support for the NBLCT and private sponsorship for the maintenance of individual areas.	93(A.2)	TC, NBLCT, RWA, TM, PWD		•		
GOAL 5. : Provide for current and future passive and active recreational needs.						
Action: Prepare a new park and recreation plan on community recreational needs and associated future recreational programs.	95(B.1.)	TC, PRC		•		
Action: Develop and implement plans for the recreational use of the Town-owned Swajchuk, Hyland and Augur properties.	95(B.1.)	TC, PRC, PZC, CIWWA, TM, TE, TP	•			
Action: Relocate "Wall Field", little league field, on the former Town Hall site to the Swajchuk property as part of the recreational development of that land to allow for private redevelopment of the former Town Hall site.	84	TC, PRC	•			
Action: Develop feasibility and needs study where to relocate the existing community center now located in the former Town Hall.	85	TC, PRC	•			
GOAL 6. : Work with the Regional Water Authority to expand upon their overall passive and active recreational opportunities on their land holdings in town.						
Action: Establish a special planning committee responsible for working jointly with the RWA and establishing an open space/recreation plan. This plan would supplement the Town's open space plan.	95(c.1)	TC, RWA, PRC, PZC, TM, TE, TP, NBLCT		•		
GOAL 7. : Maintain agriculture land use as a critical part of the Town's scenic open space areas and rural character.						
Action: Investigate the development of a local farmland preservation program that considers the possible purchase of development rights on existing farms with State and/or Town funds or considers the possible use of local tax abatements for continued agricultural use.	74(4.)	TC, AC, LPC, EDC, TM		•		

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5. CIRCULATION / TRANSPORTATION ELEMENT			PRIORITY			
Goals / Actions	Relevant Pages	Lead Agencies	On-Going	Short Term 1-3 yrs	Mid Term 4-6 yrs	Long Term 7-10 yrs
GOAL 1. : Seek transportation improvements that are needed for adequate circulation and continued growth consistent with the community's character.						
Action: Work with the State to continue the improvements to Route 80 in North Branford Center in a way that is supportive of the goals and recommendations of this POCD.	96(1.)	TC, CT, DOT, TM, TE, THS	•			
Action: Work with the State to expedite the improvements to Northford Center in accordance with the Route 22 Corridor Study recommendations.	96(2.), 87(2)	TC, CT, DOT, SCCOG, TM, TE		•		
Action: Realign the intersection of Route 22 and 150.	96(3.)	TC, CT, DOT, SCCOG, TM, TE		•		
Action: Continue to improve the town collector roads by improving safety and maintenance procedures in a way that is consistent with the Town's character.	96(4)	TC, TM, PWD, TE	•			
Action: Encourage the use of carpooling and other user based alternatives other than single-occupied vehicle use, especially with major economic development projects to mitigate the potential impacts of major development traffic.	96(5)	EDC, TC, SCCOG, PZC			•	
Action: Continue to encourage & provide transportation alternatives to car transportation for populations that lack access to car or are unable to drive.	96(6)	TC, SCCOG, TM	•			
Action: Improve the intersection of Parsonage Hill Road at Totoket Road.	96(7)	TC, TM, PWD, TE			•	
Action: Amend zoning regulations to include access control regulations to be used along the Town's State highways to limit size, number and placement of curb cuts and require provisions for joint access for adjacent properties.	96(8), 79(1)a.i.ii.	PZC, TP, TE, NBPd, CT DOT,		•		

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5. CIRCULATION / TRANSPORTATION ELEMENT (con't)			PRIORITY			
Goals / Actions	Relevant Pages	Lead Agencies	On-Going	Short Term 1-3 yrs	Mid Term 4-6 yrs	Long Term 7-10 yrs
GOAL 2. : Promote safe bicycle and pedestrian travel where possible.						
Action: Establish a trails and bikeway committee and a trails/bikeway plan with possible linkages: the High School-Intermediate School complex and the proposed athletic fields north of Mill Rd; extension easterly towards North Branford Center and/or a requirement for future Route 80 development; along the Farm River Valley to link Northford Center; and on Route 17 from Northford into North Haven would enhance regional linkages.	94(4.)	TC, PRC, PZC, TM, TP NBLCT		•		
Action: Participate in either State or Federal funding sources to develop proposed trails/bikeways, as not only as a recreational feature but as an alternative transportation mode that provided transportation opportunities.	94(4.)	TC, SCCOG, CT DOT, TM, TE, TP			•	
Action: Construct a bikeway/walkway to enhance the pedestrian connections within the Route 80 corridor that extends the State sidewalk construction along the south frontage of Route 80 at the intersection of Routes 139 & 80 with additional areas from the intersection of Route 22 southwest towards the railroad overpass then to the Big Y.	82(5),a,c,d	TC, SCCOG, CT DOT, TM, TE, TP		•		
Action: Consider an alternate plan for a bikeway on the north side of Route 80 between the intersection of Forest Rd and the railroad overpass if south side space is lacking to link these areas to the North Branford Center by an additional source of transportation.	82 (5)e, 94(4.)	PRC, PZC, TC, TM, TP				•
Action: Consider installation of a trail/bikeway along publicly owned portions of the old trolley right-of-way just south of Route 80, as a recreational use under the Town's Open Space Plan.	82 (5)f, 94(4.)	PRC, PZC, TC, TM, TP NBLCT				•

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6. ECONOMIC DEVELOPMENT ELEMENT			PRIORITY			
Goals / Actions	Relevant Pages	Lead Agencies	On-Going	Short Term 1-3 yrs	Mid Term 4-6 yrs	Long Term 7-10 yrs
GOAL 1. : Increase economic growth of commercial areas on Route 80 with expanded areas that have available vacant and under-utilized properties.						
Action: Change zone to B-2 on vacant land parcels in the residentially zoned area on the west side of Totoket Rd behind the B-2 zoned Route 80 frontage.	79(2.) 1	PZC, TP		•		
Action: Develop a special use permit zoning regulation for the development of limited low traffic business uses on frontage parcels along Route 80 from east of Totoket Rd to Caputo Rd that would include additional setback buffer and larger lot size requirements.	80(2.)	PZC, TP		•		
Action: Rather than developing zoning regulations for limited business uses including flexibility for home businesses and expanded reuse options on the frontage parcels on the north side of Route 80 opposite the Route 139 intersection, preserve as a natural open space buffer area to enhance the Town Green open space area of the North Branford Village Center.	80(3.)	PZC, TP		•		
Action: Consider the development of a special zone that permits some limited commercial uses in environmentally constrained I-2 zoned properties on the north side of Route 80 between West Pond Rd and Beech St.	80(4.)	PZC, TP		•		
Action: Consider rezoning areas of Route 80 to reflect market trends and development opportunities for economic growth that are consistent with the objectives and goals of this POCD.	80(6.)	PZC, TP		•	•	•
GOAL 2. : Contribute to the economic redevelopment of existing commercial areas in the Route 80 corridor.						
Action: Extend the sanitary sewer service along Route 80 between the East Haven Town Line and the unserved areas in the vicinity off the Totoket Rd intersection to stimulate commercial redevelopment.	81 a.	TC / WPCA, TM, TE		•		
Action: Extend the sanitary sewer service along Route 80 from Fowler Rd to West Pond Rd and from West Pond Rd. easterly to past Whitewood Lane.	82(4.), 90	TC / WPCA, TM, TE	•			•

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6. ECONOMIC DEVELOPMENT ELEMENT (con't)			PRIORITY			
Goals / Actions	Relevant Pages	Lead Agencies	On-Going	Short Term 1-3 yrs	Mid Term 4-6 yrs	Long Term 7-10 yrs
Action: Re-evaluate the uses of the B-1 and B-2 zoning on Route 80 between Beech Stand Clear Lake Rd to encourage a more attractive neighborhood service orientated commercial center.	80(5.)	PZC, TP		•		
Action: Prepare a streetscape design for the Route 80 corridor that addresses landscaping, building façades, street trees, signage, utility poles, site layouts and other design features that recommends regulatory changes and public improvements.	83(7.)	TC, PZC, TM, EDC, PWD, TE, TP		•		
Action: Continue the town's program of financial incentives to assist property owners along Route 80 and other areas if appropriate to improve the exterior conditions of their property.	83(8.)a	TC, EDC, TM	•			
Action: Pursue expansion of Town's Façade Improvement Program to west section of Route 80 to assist in the revitalization of this section of the corridor.	83(8.)b	TC, EDC, TM	•			
GOAL 3. : Promote the establishment of a bona fide North Branford Town Center on Route 80 near the intersection of Routes 22 and 139 with the redevelopment the former Town Hall site and nearby properties.						
Action: Petition the CT OPM to change the State POCD designation of the former Town Hall site at the intersection of Routes 80 and 139 from Preserved Open Space to Neighborhood Conservation.	84, 100	TC / WPCA, CT OPM, PZC, TM, TP,		•		
Action: Study and develop a conceptual master design that integrates the resulting parcels left from the Route 80 and Route 139 road realignments with the former Town Hall site, Central Plaza and the remaining small office building property within the prior land triangle to transform the entire area into a more traditional Town Center.	84	TC, PZC, EDC, TM, TP		•		
Action: Decide to proceed with the disposition of the former Town Hall site for private redevelopment.	85	TC, TM			•	

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6. ECONOMIC DEVELOPMENT ELEMENT (con't)			PRIORITY			
Goals / Actions	Relevant Pages	Lead Agencies	On-Going	Short Term 1-3 yrs	Mid Term 4-6 yrs	Long Term 7-10 yrs
Action: Determine the general pattern of development to occur on the site utilizing the <u>Yale University Design Workshop study as a basis.</u>	85	TC, PZC, EDC, TM, TP		•		
Action: Amend zoning regulations to permit the desired town center type of development.	85	PZC, TP		•		
Action: Issue a request for property development proposals and select the developer largely on the basis of adherence to the area plan.	85	TC, TM, TE, TP			•	
Action: Require the continued preservation of a wooded open space buffer instead of encouraging /amending the zoning to permit easterly side of the Tilcon property on the north side of Rt 80 as developed office & related uses.	85	PZC, TP		•		
GOAL 4. : Promote the economic growth of Northford Center as an attractive, functional village center.						
Action: Abandon Ardsley Road.	87(1.)	TC, TM, TE			•	
Action: Promote the construction of a rear access loop road south of Route 22 starting at Mansfield Dr. down to Northford Plaza, as recommended in the SCCOG study, to encourage more intensive commercial development of the interior properties.	87(2.)	TC, SCCOG, CT DOT, PZC, TM, TE, TP		•		
Action: Use regulatory methods and incentives to reduce the size and number of curb cuts along Forest Rd & Middletown Ave.	87(5)	PZC, NBPD, TE, TP		•		
Action: Consider amending zoning regulations to require and encourage commercial building locations closer to the road with parking on side or rear.	87(4)	PZC, TP		•		
Action: Revise zoning regulations to encourage redevelopment of existing properties & the consolidation of adjacent properties on the east side of Route 22 with a pedestrian orientation.	87(3)	PZC, TP		•		
Action: Plan for the installation of a new Northford Village Green with a pedestrian circulation system and a link to the planned Farm River Greenway.	87(8), 88(9)	TC, PZC, PRC, CIWWA, TP		•		

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6. ECONOMIC DEVELOPMENT ELEMENT (con't)			PRIORITY			
Goals / Actions	Relevant Pages	Lead Agencies	On-Going	Short Term 1-3 yrs	Mid Term 4-6 yrs	Long Term 7-10 yrs
Action: Revise the Design District regulations to implement a new planting and streetscape theme that incorporates a Town Green design concept.	87(7)	PZC, TP, EDC		•		
GOAL 5. : Increase economic growth of commercial areas in Northford Center and industrial areas in the northwest portion of Northford with expanded areas designated for economic development.						
Action: Consider rezoning property west side of Middletown Ave & Clintonville Rd at both sides of Clintonville Rd intersection for commercial or mixed uses.	87(6)	PZC, TP		•		
Action: Petition the CT OPM to change the State POCD designation of the northwest portion of Northford, north of Route 22 and west of Woodvale Dr from Conservation and Preservation Areas to Growth Area.	88, 100	TC / WPCA, CT OPM, PZC, TM, TP,		•		
GOAL 6. : Support agriculture as a component of a diverse town economy.						
Action: Continue the policies and work of the established AC as an advocate for the agricultural business interests in town so that the viability of the farms as businesses continue.	74(4)	TC, AC	•			
Action: Encourage the AC to formulate a joint marketing program to encourage the sale of North Branford agricultural products by providing for cooperative marketing for North Branford farms offering farmers markets and supporting community events in which the farmers are offered the opportunity to sell their products to a wider market.	74(4)	AC, TP	•			
Action: Partnership with key groups to promote development and expansion of Tourist oriented agricultural activities such as expanded products and services for farm stands, hayrides, vineyards, pick your own and specialty products for local agricultural operations to offer as a destination for people to visit as part of the appeal of the farms within the State.	74(4)	AC, EDC, PRC, TM, TP	•			

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7. HOUSING ELEMENT			PRIORITY			
Goals / Actions	Relevant Pages	Lead Agencies	On-Going	Short Term 1-3 yrs	Mid Term 4-6 yrs	Long Term 7-10 yrs
GOAL 1. : Permit higher density residential development along the Route 80 corridor and within Northford Center as a way to continue the diversification of the Town's housing stock.						
Action: Consider zoning regulation changes to permit higher density housing development within or adjacent to the village center areas of North Branford Center & Northford Center, near commercial areas along Rt 80 corridor and similar appropriate areas.	91	PZC, TP		•		
Action: Investigate provisions of the Home Connecticut legislation, which provides certain financial incentives for zoning and construction of high density residential development consistent with Smart Growth principles that includes an affordable housing component, and consider its implementation by revising the zoning regulations.	91	PZC, TP		•		
GOAL 2. : Provide age restricted housing in various housing types to meet the needs of the residents of North Branford.						
Action: Consider zoning regulation changes to have this housing type in areas near the two town centers, as well as, in proximity to the commercial areas along the Route 80 corridor.	97 iv.	PZC, TP		•		
Action: Change the zoning regulations to not permit the conversion of any additional commercial or industrial zoned property for housing use, including age restricted housing, unless as done as part of a mixed-use development within one of the town centers.	97 iv.	PZC, TP		•		
Action: Require the zoning regulations for age restricted developments to include at least 20% of the units as affordable housing, as defined by the State Statutes.	97 iv.	PZC, TP		•		

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8. SERVICES AND FACILITIES ELEMENT			PRIORITY			
Goals / Actions	Relevant Pages	Lead Agencies	On-Going	Short Term 1-3 yrs	Mid Term 4-6 yrs	Long Term 7-10 yrs
GOAL 1. : Expand sanitary sewers to implement the smart growth policy of additional economic development and growth along the Route 80 corridor and other key areas that meet the objectives and goals of this POCD.						
Action: Recommend that the Town's WPCA develop a master plan to reflect areas where sanitary sewers should be extended to that is based upon available capacity, needs and economic development potential.	90	TC / WPCA, TM, TE		•		
Action: Investigate obtaining additional sewer capacity within the Branford system and other existing systems that provide service to the town.	90	TC / WPCA, TB, TM, TE		•		
Action: Continue the proposed project to expand the sewer line along Route 80 from Fowler Rd out to the corner of West Pond Rd when Notch Hill Village is developed and consider extending east as far as Whitewood Lane.	82(4), 90	TC / WPCA, TM, TE		•		
Action: Petition the CT OPM to change the designation of the commercially developed Route 80 corridor in the area of the Farm River from Preservation Area to Growth Area to have redevelopment of those properties with sanitary sewers. (cross listed on pg 108)	81(b.)	TC / WPCA, CTOPM PZC, TM, TP, TE		•		
Action: Commence studies needed to extend sewer service to unserved properties along Route 80 between the East Haven Town Line & Totoket Rd.	81(a)	TC / WPCA, TM, TE		•		
GOAL 2. : Improve fire protection for commercial properties in the east section of Route 80.						
Action: Extend water lines to business areas along Route 80 east of Beech St.	97 v.	TC, RWA, TM, TE			•	
GOAL 3. : Have sustainable buildings that reflect environmentally efficient construction methods.						
Action: Consider the use of Energy and Environmental Design Standards LEEDS for future municipal building construction projects where practical and encourage use in private building construction projects within Town.	97 vi.	TC, TM, BO	•			

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