

A PLAN OF CONSERVATION AND DEVELOPMENT FOR THE TOWN OF HARWINTON



PREPARED BY THE
Harwinton Planning Commission

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TABLE OF CONTENTS

INTRODUCTION	8
Harwinton Planning Commission Plan of Development Survey Results	9
PLAN OF CONSERVATION AND DEVELOPMENT SUMMARY	12
Proposals	12
To Protect our Natural Environment	12
To Maintain the Rural Character of the Town	12
To Make Harwinton an Even Better Place to Live	13
To Improve Municipal “Housekeeping”	14
To Regulate Future Land Use	14
State & Regional Plan Statement	15
State of CT Conservation and Development Plan	15
Litchfield Hills Regional Plan of Conservation and Development	15
HOW HARWINTON CAME TO BE: A BRIEF HISTORY	17
HARWINTON’S LAND AND HOW IT IS USED	21
Overview of Harwinton Land	21
Residential	21
Industrial and Utility	27
Commercial	27
Open Space	28

Harwinton Open Space Land	29
Harwinton Recreational Land	30
Public and Semi-Public Land	31
Roads	31
Definition of Road Classification	35
Inland Wetlands and Watercourses	36
 DEMOGRAPHIC AND ECONOMIC DATA	 37
Harwinton Population Characteristics	37
Harwinton Income Statistics	42
Harwinton Housing Data	43
Harwinton Economy	47
 FUTURE HARWINTON...PROPOSED POLICIES TO GUIDE GROWTH.....	 51
General Development Policy	51
To Protect our Natural Environment.....	52
Proposals to Protect the Natural Environment	52
Proposal to Promote Alternative Energy	53
To Maintain the Rural Character of the Town	54
Proposal to Protect Forest and Farmland.....	54
Proposals to Protect and Enhance the Town's Rural Character	55
Preservation of the Historic Character	56
Proposals to Preserve the Town's Historic Character	57
To Make Harwinton an Even Better Place to Live	57
Open Space	57

Naugatuck River Greenway	58
Cook's Dam Reservoir	60
North/South Trail System	61
Conservation	62
Natural Resources	62
Harwinton's Transportation Policy	63
To Improve Municipal Housekeeping	69
Proposals for Town Utilities	69
Public Sewers	69
Public Water	69
Protection of Existing Well Water Supplies	70
Proposed Sewer and Water Supply	70
Municipal Facilities	71
Education Facilities	72
Emergency Services	73
Housing for the Elderly	74
Facilities at Harwinton Center	74
Town Garage, Dog Pound and Storage Yard	75
Proposed Land Use Policies	76
Residential Land Use Policies	76
To Regulate Future Land Use	78
Residential Policies	78
Proposed Residential Densities	78
Economic Development	80
Commercial Development	82

Commercial Policies	82
Present Patterns of Commercial Development	82
Proposed Commercial Policy	83
Industrial	83
Existing Patterns of Industrial Development	83
Proposed Industrial Policy	84
 IMPLEMENTATION OF THE PLAN	 85
Establishing Commitment and Accountability	85
Implementing the Recommendations.....	85
Modification of Regulations and Standards	85
Determining Needed Municipal Improvements.....	86
Accessing Available Monies	87
Managing Economic Development.....	87
Ongoing Updating to the Plan of Conservation and Development.....	88
 ACKNOWLEDGEMENTS	 89
 APPENDIX	 91
A-1 Harwinton Ownership Map	
A-2 Wetlands Soils	
A-3 Surface Water	
A-4 Surface Water Quality	
A-5 Regulated Lands Map	
A-6 2002 Land Cover	

- A-7 Naugatuck River Greenway (Section 1)
- A-8 Naugatuck River Greenway (Section 2)
- A-9 Naugatuck River Greenway (Section 3)
- A-10 Harwinton Drainage Map
- A-11 Harwinton Public Utilities Map
- A-12 Harwinton Zoning Map
- A-13 Harwinton Slopes Map
- A-14 Harwinton Acreage Map

INTRODUCTION

In 1995, the Planning Commission of Harwinton published a Plan of Conservation and Development. The Connecticut General Statutes require that the Plan must be updated each decade. The purpose of this Plan is to guide the Town in matters of development and conservation and to inform residents of trends and challenges the town faces. The Plan addresses economic growth, residential trends, and the infrastructure needs required to accommodate future growth.

For the last six years the Planning Commission has reviewed the activities and issues that have come before the board in order to understand the development and conservation trends and pressures facing our Town. The Commission has held numerous hearings at which residents could present their views on housing, land use, recreation, commercial development, and open space. A survey of our citizenry, a summary of which is presented below, was conducted on major developmental topics. The Commission has requested input from other Town boards and commissions where their knowledge and responsibilities are applicable. The Commission has followed with interest similar issues in nearby towns and throughout Connecticut.

This Plan of Conservation and Development relies on the 1995 Plan, available in the town library, for earlier history, statistics, and trends, and attempts to update statistics of continuing significance. It presents the current evaluation and observations of the Planning Commission relative to growth, the use of our land, and challenges we face. It presents the Commission's recommendations relative to these matters.

The Town of Harwinton is centrally located in the Bristol/Torrington/Hartford commercial corridor and both reaps the benefits of and feels the effects of increased commerce in neighboring towns. Residents have easy access to stores and services but must deal with increasing traffic as a "connector town".

There has been a steady increase in population and more particularly in the school population. Developers have built and turned over to the Town several new roads, which we must now maintain. Our Town has acquired two significant parcels of land for recreational and other purposes, and has created an Open Space Committee that will likely lead to land acquisition for open space and passive recreation. Commercial development has been minimal, as most citizens of Harwinton seem content to do business outside our borders while living in the Town. Rising tax bills are a constant topic of discussion and dissatisfaction. At the same time, we insist on quality education and retention of a rural atmosphere. Recent submissions to Town boards have included multi-family homes and potential subdivision plans as large as fifty-six residences.

The Planning Commission consists of five members who are elected by the voters of Harwinton and three alternates who are appointed by the Commission and approved by the Board of Selectmen. Membership changes over time, so many different members have provided input to this Plan.

The Commission's objective is that this plan be a "living" guide, providing direction on key issues, while recognizing that the pace of change has accelerated dramatically – and once every 10 years may not be the appropriate interval for reevaluation of priorities. The Commission anticipates continued input and comment on this document and on development issues as they arise in the future.

In the summer of 2005, the Planning Commission began work on crafting the required Plan of Development for the town of Harwinton. As part of this process, a questionnaire consisting of thirteen questions was sent to every household in town. There were 342 returns, with approximately 16% of households responding. This information was compiled into a data sheet, which has been used in putting together the Plan of Development. The Planning Commission would like to thank those residents who took the time to respond for their input.

The survey and results follow.

HARWINTON PLANNING COMMISSION PLAN OF DEVELOPMENT SURVEY RESULTS

Question 1: What is the most attractive characteristic of Harwinton as a place to live (Please check all that applies.)?

- 55.73% Quality of Life
- 92.36% Rural Character
- 42.99% Schools
- 14.33% Taxes/Cost of Living
- 9.55% Other

Question 2: Would you support setting aside funds to purchase property for specific purposes (Please check all that apply.)?

- 73.89% Open Space
- 28.98% Senior Housing
- 28.03% School Expansion
- 17.52% Industrial Park Development
- 14.65% Other

Question 3: Over the past several years the town has purchased two parcels of land (the Wilcox property on Hill Road and the Zavatkay property on Bentley Drive). How would you like to see those utilized (Please check all that apply.)?

- 70.70% Open Space/Conservation Area
- 62.10% Recreation Fields
- 18.79% Cemetery
- 13.38% Town Hall Expansion
- 12.42% Other

Question 4: Should the Town of Harwinton set aside an area in town to promote economic development?

53.18% No

40.45% Yes

Question 5: Would you like to see the Planning Commission be more proactive in driving economic development through the plan?

51.59% No

37.35% Yes

Question 6: Would you be interested in being part of this effort?

66.88% No

16.24% Yes

Question 7: Would you like to see the Planning Commission be more proactive in driving conservation efforts through the Plan?

79.98% Yes

13.06% No

Question 8: Would you be interested in being part of this effort?

52.87% No

28.34% Yes

Question 9: Should building lot sizes in town be redefined?

65.61% Keep Them the Same

32.17% Increase Size

3.50% Decrease Size

Question 10: Please tell us a little about yourself.

52 average age

21 average years lived in town

3 average number in household

Question 11: Are you retired?

75.16% No

20.38% Yes

Question 12: Do you have children?

74.2% Yes

20.38% No

Question 13: Do they attend Region 10 schools?

35.35% Yes

58.28% No

Percents represent the percentage of total respondents who selected a specific option and so may not total 100%.

PLAN OF CONSERVATION AND DEVELOPMENT SUMMARY

The purpose of the Plan of Conservation and Development is

- To protect our natural environment
- To maintain the rural character of the Town
- To make Harwinton an even better place to live
- To improve municipal “housekeeping”
- To regulate future land use

PROPOSALS

TO PROTECT OUR NATURAL ENVIRONMENT

1. Present regulations of the Planning, Zoning, Inland Wetlands and Conservation Commissions are generally sound. The maintenance and, where appropriate, strengthening of these regulations is the best way to assure the future beauty and character of Harwinton.
2. The streams and watercourses of the Town should be designated as the official storm water drainage system. This will increase the authority of the appropriate boards and commissions to protect the streams as the Town develops. Streams shown on the USGS map are a good point of departure.

TO MAINTAIN THE RURAL CHARACTER OF THE TOWN

1. Results of the survey indicate that the rural character of the Town must be preserved. That preservation is a foundational policy of this Plan of Conservation and Development.
2. The provision of sewers to all parts of the Town being an unreasonable policy, the Town will continue to operate on a policy of no new sewers. This is the reasoning for existing large lot zoning and strict wetland preservation policies. The preservation of quality water supply yields the fringe benefit of rural character.

3. Any proposal by a landowner or developer that adds to the rural flavor of the Town should be considered, even if it means amending regulations.
4. Changes in the subdivision regulations that encourage subdivisions to develop internally and not front on existing roads and that preserve open space should be considered.
5. Similar changes that preserve ridgelines from development should be considered.
6. Distinctive rustic signs for subdivisions should be encouraged.
7. Natural-design public-works engineering, which encourages stonework instead of steel and concrete, should be considered. The impact of commercial, municipal and residential lighting should also be considered and every effort made to minimize potential "light pollution."
8. The existing historic districts should be maintained. A map of natural and historic buildings and features of the Town should be kept up to date and preserved so that it can be referred to by commissions involved in development.
9. Every effort should be made to design roads that retain the rural flavor of the town. Stonewalls and selected trees should be preserved when considering road-bed layout.

TO MAKE HARWINTON AN EVEN BETTER PLACE TO LIVE

1. Trail systems should be encouraged to tie together open space areas such as Cook's Dam, the Roraback Conservation Area and the Naugatuck River Valley, including the proposed Greenway.
2. More housing for the elderly should be constructed and services provided as needs and opportunities arise.
3. The Town should consider the prohibition of underground fuel tanks and require periodic inspection of septic tanks and systems.
4. The Town should encourage active involvement of the Lake Harwinton Association Representatives with town commissions when appropriate.
5. The Town should continue to work with the Connecticut DOT to identify projects of concern.
6. The Town should continue its policy of improvements to Town roads as the need arises and funds permit.
7. The Town should continue to acquire open space to preserve the natural environments.

TO IMPROVE MUNICIPAL “HOUSEKEEPING”

1. A uniform procedure for design review, bonding, construction and inspection should be agreed upon and structured. The Town should consider forming a Design Committee to ensure new development is consistent with the existing rural character.
2. The task of determining Town owned roads and public rights-of-way should be pursued. A policy of abandoning (or discontinuing) roads should be adopted and town roads should be improved as necessary.
3. In preparation for future development, all existing policies, regulations, and procedures should be reviewed and improved when called for.
4. Location for a new ambulance base should be identified and secured.

TO REGULATE FUTURE LAND USE

The regulation of future land use is the heart of the statutory requirements for a Plan of Development. Such regulation, together with the proposed residential densities, is a key responsibility of the Plan.

STATE & REGIONAL PLAN STATEMENT

According to state statutes, municipalities are required to consider consistency with both the state and regional plans of conservation and development.

STATE OF CT CONSERVATION AND DEVELOPMENT PLAN

The Conservation and Development Policies Plan for Connecticut, 2005-2010 (C&D Plan) contain policies that guide the planning and the decision-making process of state government relative to:

1. Addressing human resource needs and development
2. Balancing economic growth with environmental protection and resource conservation concerns
3. Coordinating the functional planning activities of state agencies to accomplish long-term effectiveness and economies in the expenditure of public funds

The C&D Plan includes the following six Growth Management Principles:

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.

It is the finding of the Harwinton Planning Commission that this Plan is consistent with the above growth management principles.

LITCHFIELD HILLS REGIONAL PLAN OF CONSERVATION AND DEVELOPMENT

The Litchfield Hills Council of Elected Officials (LHCEO) is the state recognized planning organization for the eleven-town Litchfield Hills Region, including the Town of Harwinton. The LHCEO adopted a Regional Plan of Conservation and Development in October of 2009 as an advisory document that

“evaluated conditions, trends and issues of regional significance; recommends policies that will address regional issues; and provides a framework to guide residents and local officials in considering conservation and development activities in the region.”

The major objectives of the Regional Plan are to:

1. Conserve and strengthen exiting urban and village centers
2. Promote compatible development forms adjacent to these areas
3. Provide sufficient land and infrastructure for vigorous economic development
4. Avoid intensive development on environmental sensitive areas
5. Promote the protection of important open space and agricultural land
6. Preserve the unique rural charter of the Region

The Harwinton Planning Commission reviewed the Litchfield Hills Regional Growth Policy Map (Appendix A-16) and concluded that the town plan is consistent with the recommendations of the regional plan in regards to the following land categories:

1. Rural Community Centers
2. Low Density Neighborhood Areas
3. Rural Areas
4. Preservation Areas
5. Existing Preserved Open Space
6. Watershed Land and Other Open Space

HOW HARWINTON CAME TO BE: A BRIEF HISTORY

The Town of Harwinton is fortunate to have had citizens like Raymond George Bentley. Born in the Town in 1892, he attended the old fourth district Clearview School, lived a full life in Harwinton and contributed to the Town's future by writing a book, History of Harwinton, now out of print, but available in the Town Library. It is from this book that much of the following information comes. This short chapter is not about the social, political or economic history of the Town, but about the land and how it came to be divided and occupied.

In 1614, six years before the Pilgrims landed at Plymouth in 1620, a Dutch navigator, Adrian Block sailed up the Connecticut River. In June of 1633, a trading post was established by the Dutch where Hartford is now. English settlers came to what is now the Town of Windsor in September of the same year. The Windsor site, where the Farmington River joins the Connecticut, gave easier access inland than Hartford would have. Wethersfield was settled in 1634, Old Saybrook shortly thereafter, and the Dutch, not interested in farming on the Connecticut River, withdrew. Hartford was settled in 1635.

With the Dutch in New York (New Amsterdam) and the English in Massachusetts and along the Connecticut River, there remained a large area of uninhabited land between. There were no roads, save for Native American and animal trails, and most settlements were located by the rivers and shores. By 1686, there were 29 towns in Connecticut. Some, like Farmington (1645), were quite large, covering land occupied today by many other towns.

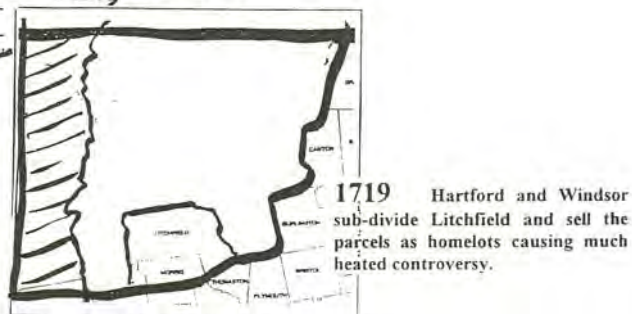
The large undeveloped area in what is now Connecticut was referred to simply as "the Western Lands." In 1686, there was a fear in Connecticut that Sir Edmond Andros, appointed Captain-General of New England by King James II, was getting ready to annex the "Western Lands" to New York or claim it for himself. To prevent this, the Colonial court passed the following resolution:

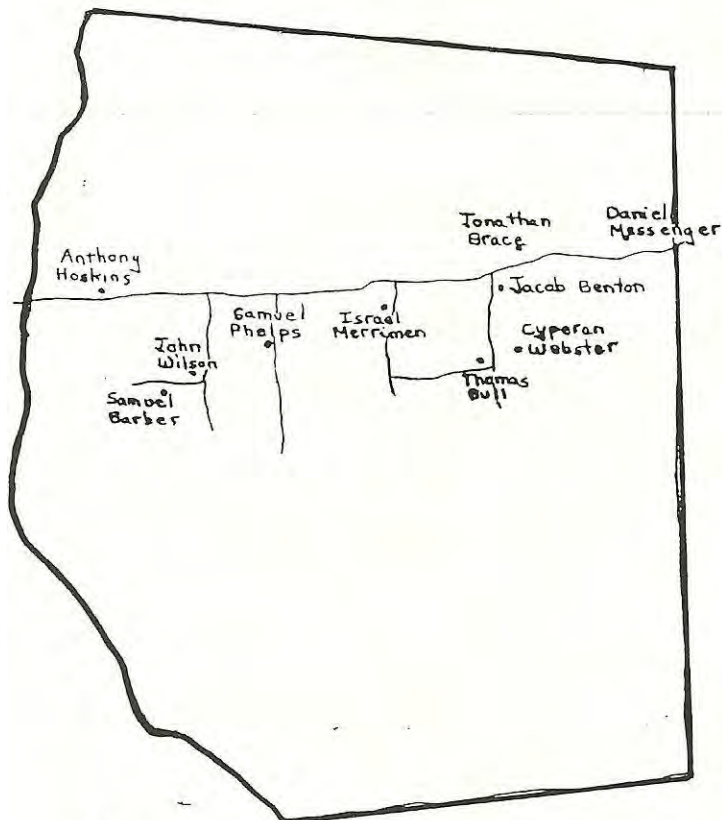
"This Court grants to the plantations of Hartford and Windsor those lands on the North of Woodbury and Mattatuck, and on the west of Farmington and Simsbury, to the Massachusetts line north, to run west to the Housatonick or Stratford River, provided that it be not, or part of it, formerly granted to any particular person to make a plantation or village."

Thirty-three years later, as more and more of the state was settled, the demand for land increased and in 1719, Hartford and Windsor divided Litchfield, which included Morris and part of Washington, into house lots and sold them. Since there had been great controversy over whether these lands were actually owned by Windsor and Hartford a compromise was reached. The Connecticut Colony got the Western half and Hartford and Windsor got the Eastern half, and now occupied by seven towns including Harwinton, illustrated by maps on the following pages.

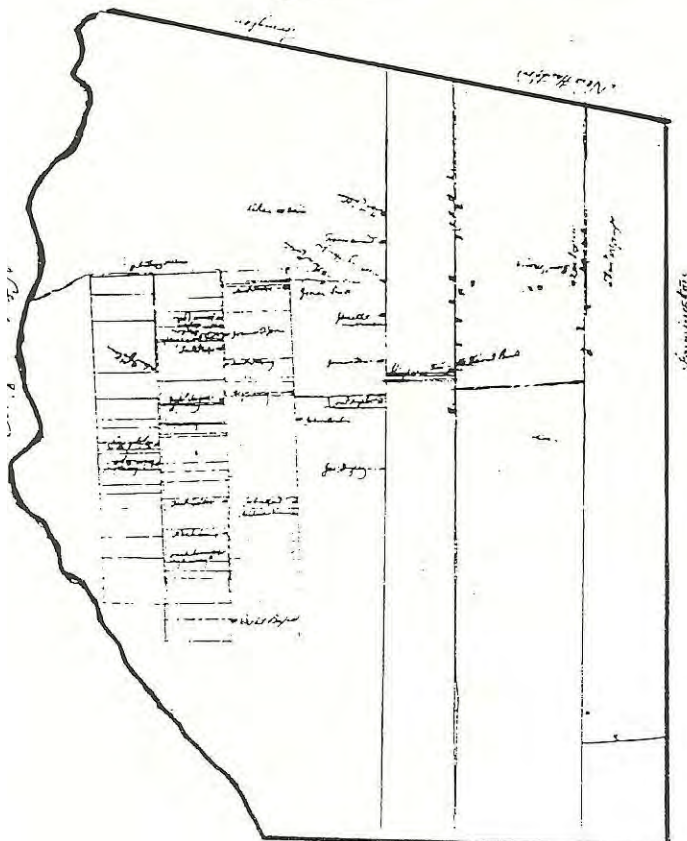
With all the subdivided lots in Litchfield, traffic between Farmington and Litchfield increased, and the trail it followed was right where it is today – State Routes 4 and 118, Burlington Road and Litchfield Road. Along this roadway came Harwinton's first recorded settlers: Daniel Messenger settled in 1730,

followed shortly by the Brace, Hopkins, Webster, Phelps, and Wilson families. Hartford and Windsor, following the Litchfield example, subdivided the Town and started selling lots. Hartford and Windsor had more or less divided the Town east and west. The Windsor side was incorporated in May, 1732 and the Hartford side May, 1733. In 1735 the settlements were given the right to raise taxes for a minister's salary. The Hartford group and the Windsor group joined forces and the Town was incorporated in 1737. There is little disagreement that the first part of the Town's name came from HARTford and WINdsor, but historians have disagreed about the final syllable. Many have that "TON" is simply a common English shortening of "town:" HAR-WIN-TON.

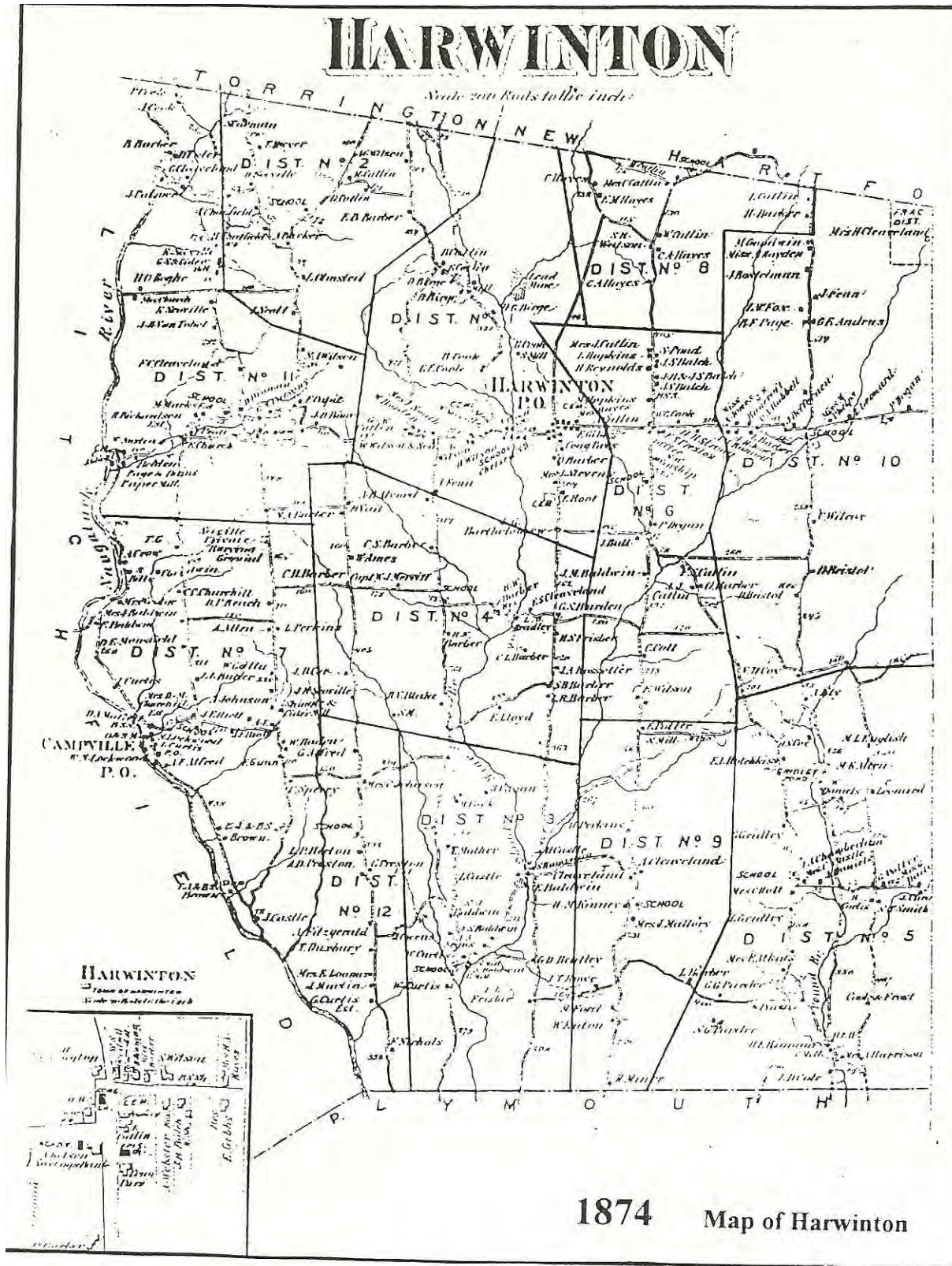




1737 Location of homes of men who attended the first Town meeting from a map drawn for Bentley's History of Harwinton.



1740 First recorded map showing land subdivision in Harwinton.



HARWINTON'S LAND AND HOW IT IS USED

The land in Harwinton today is very much like it was when the Town was incorporated in 1737. A report in 1836 called it, “elevated and hilly, with great granite rocks.” The Naugatuck River was where it is today. The Town is still “six miles in length and upwards of five in width.” (1837) The Stage road across town from Hartford to Litchfield is still the road across town from Hartford to Litchfield, now Routes 4 and 118. The same streams and rivers exist, although most of the lakes and ponds in town have been manmade.

In short, what is different now from 270 years ago is how the land is used – what is built on the land.

OVERVIEW OF HARWINTON LAND

The total size of Harwinton is 31 square miles or 19,904 acres.

Land Use Type	Number of Acres	% of Total Land
Residential	3,162	15.9%
Utility	623	3.1%
Commercial	182	0.9%
Public and Semi-Public	133	0.7%
Roads	800	4.0%
Total Land in Town	19,904 Acres	

Source: Town of Harwinton, Tax Assessor

RESIDENTIAL

3,162 acres of land in Harwinton, 31.2% of all the land in use and 15.9% of the total land in town is used for residential use. While there are minor exceptions, the great portion of residential uses are single-family-detached dwellings.

While housing types in town are predominantly single-family on a single lot, there are exceptions, but they are in such a minority as to be almost insignificant. Some of the older houses in the town center, which are within an area zoned for multi-family use have apartments.

There are three multi-family zones located along Leadmine Brook Road/Garden Lane, Burlington Road and Mountain View Drive.

Scattered throughout town are a few homes with in-law apartments. These special exceptions have provided residency options for those who might otherwise not be able to reside in town.

The Wintergreen Housing complex located off Bentley Drive provides 20 units specifically designed for the elderly.

According to the US Bureau of the Census, housing data is as follows:

2000 U.S. Census Count of Dwelling Units:

Total Population	5,283
Owner- Occupied Housing Units	1,822
Renter-Occupied Housing Units	136

Source: US Census 2000

HARWINTON'S NORTHWEST CORNER

Clearly the most densely developed section of Harwinton is its northwest corner. Well over half of the Town's population is located in an area bounded by Burlington Road on the south and Harmony Hill Road on the east. Harwinton's northwest corner is the only area in town that has public sewers.

The US Bureau of the Census has collected data for two census tracts in Harwinton. According to 2000 data, the population for Northwest Harwinton (Census Tract 2983) is 2,857 individuals and the population for the remainder of the town (Census Tract 2984) is 2,426 individuals.

Source: LHCEO Census Data

HISTORICAL DISTRICT

The Harwinton Historic District Commission was established in 1987. The Commission continues to promote the educational, cultural, economic and general welfare of the Town of Harwinton through the preservation and protection of buildings and places of historic significance within the Town, and to preserve and protect the several architectural phases recognizable in Harwinton's history.

Harwinton has two historic districts and one historic property: the Litchfield Road/South Road District (Center Corners District), and the Burlington Road/Harmony Hill Road District (Catlin Corners District). These districts are on the National Register of Historic Places. The historic Samuel Peck House property is located on County Line Road. Additionally, a 1.7-mile segment of Route 4 is designated as a State Scenic Road. The segment begins in the east at Rock Brook and site of Cook's Dam, and ends in the west at Cemetery Road.

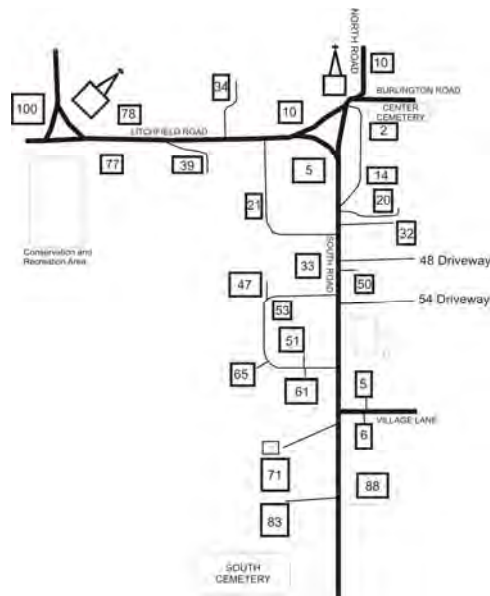
A major function of the Commission is to act upon applications for Certificate of Appropriateness for various changes, construction and/or modifications to properties within the district. The Commission works with the property owners to guide them in their plans for change in an effort to preserve the historic details of the building's architecture for future generations to appreciate and study.

Even as the Town grows and changes, there is a desire shared by residents of Harwinton to retain the qualities that led them or their ancestors to choose it as a place to live. Accordingly, the citizens established a Planning Commission and a Zoning Commission with comprehensive regulations, and in 1990 voted to create two Harwinton Historic Districts, administered by an appointed commission working under the provisions of Connecticut State General Statutes and the Town Ordinances.

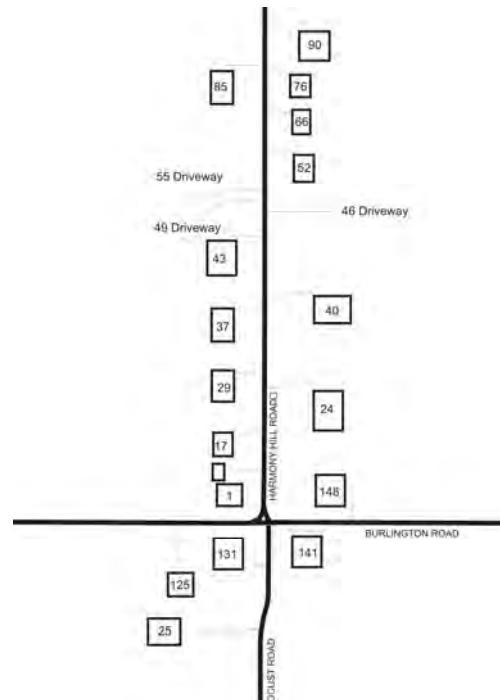
The intent of any Historic District is: 1) To encourage the preservation of sites and buildings within the district which contributes to the educational, architectural, and aesthetic values that make the area unique; 2) To comply with the pertinent Statutes; and 3) To advise and guide new construction or additions to existing buildings so that exterior features visible from a public way are compatible with the surroundings. Through the Historic District and Historic Properties Commission the character of Harwinton can survive rather than be sacrificed to unrestricted development.

Harwinton's history is one of change and maturity. Some of Connecticut's Historic Districts consist of structures almost identical in style and age. By contrast, Harwinton's structures range from mid-18th century to late 20th century buildings. Many of them have been homes at one time and have seen public or commercial uses at another. It is this continuity, wed to natural growth that is worthy of preservation and protection. Harwinton has changed and adapted, but always with an awareness of how the past affects the present. The Historic Districts and Properties have been created to ensure that change takes place in a manner that preserves and protects the buildings, structures and overall character presently in place.

Past experience indicates that threats to the integrity of Historic Districts may come from commercial interests indifferent to local surroundings. Changes to historic properties may be presented by conscientious concerned citizens whose project proposals may require some adjustment.



*Center Corners/
Litchfield Road-South Road
Historic District*



*Catlin Corners/
Burlington Road-Harmony Hill
Historic District*

The character of a town such as Harwinton is the sum of small elements, which together, constitute the town's attributes and sense of place. These fragile qualities belong in common to all who live here and are enjoyed by those who visit. The Historic Districts and Properties serve to perpetuate the community's heritage, the destruction or compromise of which would be an irreparable loss.

No building or structure within the Historic Districts or Historic Properties may be erected, altered, removed, or demolished until a Certificate of Appropriateness as to exterior architectural features has been granted by this commission.

Among the benefits of Historic Districts is the assurance they provide to the town and residents of a stable environment. It is to this end that the Historic District and Properties Commission address its efforts.

Pre-1900 Homes in Harwinton

Street Name	House No.	Owner (As of Sept 2007)	Original Owner	Year
Bentley Drive	60	Harwinton Housing Authority	Jason Skinner	1800
Bull Road	115	Ferry	Bull	1750
Burlington Road	8	Ryan	Unknown	1800
Burlington Road	58	Cushman	Marvin Pierce	1870
Burlington Road	12	Sullivan	Moses Beach	1780
Burlington Road	21	Febbroriello	Walter Balch	1840
Burlington Road	25	Febbroriello	Jonathan Beach	1840
Burlington Road	32	Lubus	Newman Hungerford	1870
Burlington Road	33	Mankus	Elijah Gibbs	1795
Burlington Road	131	Chiaromonte/Archer	Bygher Gibbs	1820
Burlington Road	257	Sheahan	Jones	1760
Clearview Avenue	212	Hetlinger	Adin Phelps	1836
County Line Road	295	Gurin	Samuel Peck	1754
Harmony Hill Road	95	Rabinko	Riggs	1865
Harmony Hill Road	1	Baker	Elijah Catlin	1760
Harmony Hill Road	76	Norton	Jonathan Balch	1830
Harmony Hill Road	90	Alexsavich	Lathrop Bartholomew	1733
Harmony Hill Road	252	Callahan	Chester A. Hayes	1810
Harmony Hill Road	345	Colette	Deacon Spooner	1850
Harmony Hill Road	85	Reilert	Unknown	1700's
Harmony Hill Road	270	Cables	Unknown	1894
Litchfield Road	10	Elliott/McMillen	Trueman Kellogg	1824-1838
Litchfield Road	77	F. Rybak	Eli Wilson, Jr.	1818

Litchfield Road	100	M. Rybak	Phineas W. Noble	1809
Litchfield Road	172	Nashe	Lewis Smith	1790
Locust Road	44	Camp	Nathan Winship	1798
Mansfield Road	144	Arsego	David Mansfield	1822
North Road	10	Chin	L. Adams Francisco	1760
North Road	330	Lareau	Lawrence Carrol	1824
Plymouth Road	160	Booth & Steincamp	Corneaise Holt	1770
Plymouth Road	230	State of CT – DEP	Cyrus Wilson	1878
Plymouth Road	760	Seleman	Mary Miner	1830
South Road	5	Davis	Anson Hungerford	1813
South Road	14	Town of Harwinton	Christ Episcopal	1790
South Road	20	Harwinton Congregational Church	Dr. Timothy Clark	1790
South Road	33	Tilley	Rev. George Pierce	1822
South Road	50	Romano	Unknown	1763
South Road	88	O’Sullivan	Winship	1735
Terryville Road	210	Coppola	David Wilcox	1750
Valley Road	260	Brown	Samuel Brown	1830
Whetstone Road	64	Brayboy	Eli Wilson	1790
Wildcat Hill Road	251	Petrovits	Thomas Shanley	1857
Wildcat Hill Road	369	Cofrancesco	Unknown	1860
Wildcat Hill Road	250	Combs	Unknown	1860
Woodchuck Lane	155	Brazaitis	Benjamin Page	1790

Source: The list above and the locations on the accompanying map were prepared by interested citizens as part of the Plan of Conservation and Development process.

INDUSTRIAL AND UTILITY

623 acres, 6.2% of the land in use and 3.1% of the land in town is used for industrial and public utility purposes.

The most obvious utility in Harwinton is the sewage disposal plant of the City of Torrington, located on a 30-acre site along the Naugatuck River, north of Bogue Road. Just east of that is Supreme Industries, a wood processing facility and sand and gravel supplier. On the west side of Clearview Avenue, on the hill above the street, is Clearview Storage Park.

The area most people think of when “Industrial & Utility” is mentioned is the area on County Line Road across from the now defunct airport. On the north side of Route 4 are about 26 acres in four sites, all occupied, which are zoned Light Industrial. Unfortunately, one of these locations is the source of a state “superfund” pollution problem that is undergoing remediation.

The land around the defunct airport appears suited for light industrial development on landscaped lots. The problem, of course, is traffic. Vehicles emerging from this area that have a Route 8 or Torrington destination have to traverse the entire length of the town.

COMMERCIAL

Only 182 acres, 1.8% of the total land in use and 0.9% of the total land is used for business and commercial uses. There appears to be little demand for additional commercial land.

The largest commercial entities assessed in Harwinton are Connecticut Light and Power, Torrington Water Company, ERA II, Inc., Supreme Forest Products, Inc., Orix Financial Services, Inc., Supreme Industries, Inc., Fairview Farms Golf Course LLC, O&G Industries, Inc., Lafferty Enterprises, Inc. and Flowers Landscaping Development, Inc.

According to the Connecticut Economic Resource Center (CERC) in 2006, the top five employers in Harwinton are Region School District 10, Harwinton Town Hall, Supreme Industries, Putnam Tennis Courts and Hometown Pizza II.

OPEN SPACE

The Harwinton Open Space Committee defines open space as follows:

“OPEN SPACE” is undeveloped, natural land that is publicly owned for the purpose of conservation, watershed protection, or passive recreation. Publicly-owned land includes parcels owned by the Town of Harwinton, the State of Connecticut, or the United States Government, as well as land owned or leased in perpetuity by non-profit conservation organizations, including, but not limited to, the Harwinton Land Trust and the Audubon Society. Natural land includes forestland, grassland, old-field, or wetlands including swamps, marshes, ponds and streams. Lands designated as Open Space have mechanisms for public access, use, oversight, perpetual protection, and conservation.

Open Space does not include all other lands in Harwinton, even though some may be used for recreation or maintained in an undeveloped condition. Open Space does not include golf courses, sports fields, playgrounds, fairgrounds, cemeteries, private forestland, private farmland, conservation easements that do not allow public access and use, non-profit conservation organization land that does not allow public access and use, and land used for utilities and storm water detention.

All undeveloped water company lands are not Open Space. Although these large tracts of natural habitat are important for watershed protection, conservation of natural resources and maintaining the rural character of Harwinton, they provide limited or no public access and use and have no public oversight and no guarantee for perpetual protection.

Passive recreation open spaces should be protected to retain Harwinton’s rural character. Protection could involve purchase of land, purchase of development rights, or conservation easements that provide public access.

Recommendation: The Town Open Space Committee should continue to identify parcels, communicate with landowners, and establish a fund or bonding mechanism to pay for this protection. The Town should also utilize its 10% of value or donation policy from developers to purchase open space.

HARWINTON OPEN SPACE LAND

STATE OF CONNECTICUT, DEPARTMENT OF ENVIRONMENTAL PROTECTION

Roraback Wildlife Management Area

The area is 2,222 acres of mixed hardwoods, open/agricultural space with ponds, gravel roads for hiking, wetlands, and large segments of Leadmine Brook and Rock Brook. The area is situated in the southern part of Harwinton, essentially straddling the Leadmine Brook and Rock Brook valleys.

Fishing and hunting are allowed. It is open to small game and archery deer hunting in season but no camping is allowed.

HARWINTON LAND TRUST

The Trust is organized exclusively for charitable purposes to preserve and conserve the natural resources within the Town of Harwinton. Legal fishing is permitted but hunting and camping are not. Hiking and walking on the properties are allowed.

High Meadow Farms

This is a wildlife refuge which consists of 6.83 acres on Birge Park Road (Route 4) on the west side across from the intersection with Dutton Hill Road.

Bull Pond

This is a 70.5 acre wildlife refuge at the intersection of Locust and Bull Roads with a short walking trail. Legal fishing is permitted. Rowboats and canoes are allowed but not power boats.

Indian Meadow

33.87 acres are located north of Burlington Road (Route 4) between Woodchuck Lane and White Oak Drive.

Meadow View

22.1 acres are located off Meadowview Drive, which is off of Woodchuck Lane. A hiking trail has been developed.

Forever Forest

11.65 acres located off Whetstone Road. A hiking trail has been developed.

Laurel Marsh

23.75 acres are located across from Wilson Pond on Laurel Road. There is a short walk to an observation platform.

Prudden Property

In addition, the Harwinton Land Trust manages the Prudden property containing 36.08 acres on North Road, which is not open to the public.

LITCHFIELD HILLS AUDUBON SOCIETY***Kalmia***

The Audubon Society maintains 12 acres at the end of Laurel Road, dedicated to hiking and environmental training. Picnicking is allowed. There is a butterfly observation/conservation area for public viewing.

HARWINTON RECREATIONAL LAND**TOWN OF HARWINTON*****Harwinton Conservation/Recreation Area***

The area consists of 88.9 acres located just south of the traffic light at the intersection of Connecticut Routes 4 and 118. About 25 acres are considered as recreation area and include three tennis courts administered by the Harwinton Recreation Commission. Also included are picnic and play areas, sand volleyball court and playground, hiking trails through the woods and along Leadmine Brook.

During 2006 and 2007, the Selectmen established a committee to consider the acquisition of permanent space for recreation in town. As a result, the town purchased 32.28 acres (the Zavatkay property) directly behind the Town Hall in 2007 through a combination of town and state funding. The Stage 1 design for this property includes 7 multi-use fields designed for soccer, lacrosse and Little League baseball. An additional 10 acres are available for future expansion with an expectation that this will not occur until the next iteration of this plan is completed. While much of the effort involved with the design of the property involved the Harwinton Youth Sports Association (HYSA), the property is expressly defined as Town Property and available for use by all town residents.

In an advisory report to the Board of Selectmen, the Planning Commission supported the development of this new recreation complex with the caveats that in order to meet the objectives of the Plan of Conservation and Development the following occur:

- The proposed fields not be lighted and will be available for use only during daylight hours. The access road will not be plowed in the winter months and the fields will be gated and fenced to prevent access during other times.
- Access to the fields will be managed and controlled by the Town Recreation Director, with primary focus on Harwinton residents. The fields will not be rented out to external groups.
- Layout of the fields will attempt to maintain as many of the existing stonewalls and important features of the land as possible.
- Safety considerations be added to the proposed design, including buffers for adjacent property owners, improved access and parking, adequate signage and seating room by each field.

PUBLIC AND SEMI-PUBLIC LAND

133 acres are in this designation, which includes all schools, churches and cemeteries, the Town complex, elderly housing, fairgrounds, and two firehouses.

In addition, approximately 110 acres of privately owned land are protected by conservation easements.

ROADS

Approximately 800 acres, nearly 7.9% of the land in use and 4.0% of all the land in town are used for roads. Roads are the Town's third greatest use of land, behind residential uses and open space.

CLASSIFICATION OF HARWINTON'S ROADS

Roads are commonly defined by their function. Expressways, arterials, collector, and local roads are the most common designations. There is some confusion in the classification of roads in Harwinton in that in the past, roads have been defined in several additional or alternate categories. Existing subdivision regulations mention rural residential streets, local residential streets, feeder streets, and commercial streets.

In fact, it appears that the various types of roads mentioned above were used more as descriptors of Harwinton's existing roads rather than an attempt at formal classification.

It appears prudent to have the same road classification in the Plan of Development, the Subdivision Regulations, and the Town Highway standards, with the same standards and procedures for construction.

There are two designated scenic dirt roads in Harwinton, Hayden Road and Shingle Mill Road. Anyone who lives at Lake Harwinton knows about passways, the alley-like paths that provide access to homes and cottages. The purpose of a valid road classification system, however, is not so much to define a road but to apply specific standards of construction to it. These are especially important in the subdivision regulations because the developer builds the road to town standards.

It is also important, to avoid confusion, to use nomenclature commonly used by others. A feeder road and a collector road may have the same meaning, but the word collector is more commonly used. We propose that the following classification be applied to the Town's roads:

- Expressways
- Arterial Roads
- Collector Roads
- Local Roads

There are 65.38 miles of locally maintained roads in the town. Through an annual survey of local roads, town officials develop a strategy for maintaining and improving the local road network within available funding limits. The town has traditionally applied a sand seal periodically for basic roadway maintenance. However, the town is in the process of phasing out this road oiling and sand-sealing program in favor of paving and chip sealing. This is being done due to environmental concerns, resident objections to road oiling and sand, and general satisfaction with the final product in roadway paving. The town generally paves about two miles of roadway each year and chip seals about 6 miles each year, with the intention to reach 10 miles per year in the not-too-distant future.

The Highway Dept. maintains a Road List of Locally Maintained Roads. This list shows the following:

Total Improved Miles: 61.69

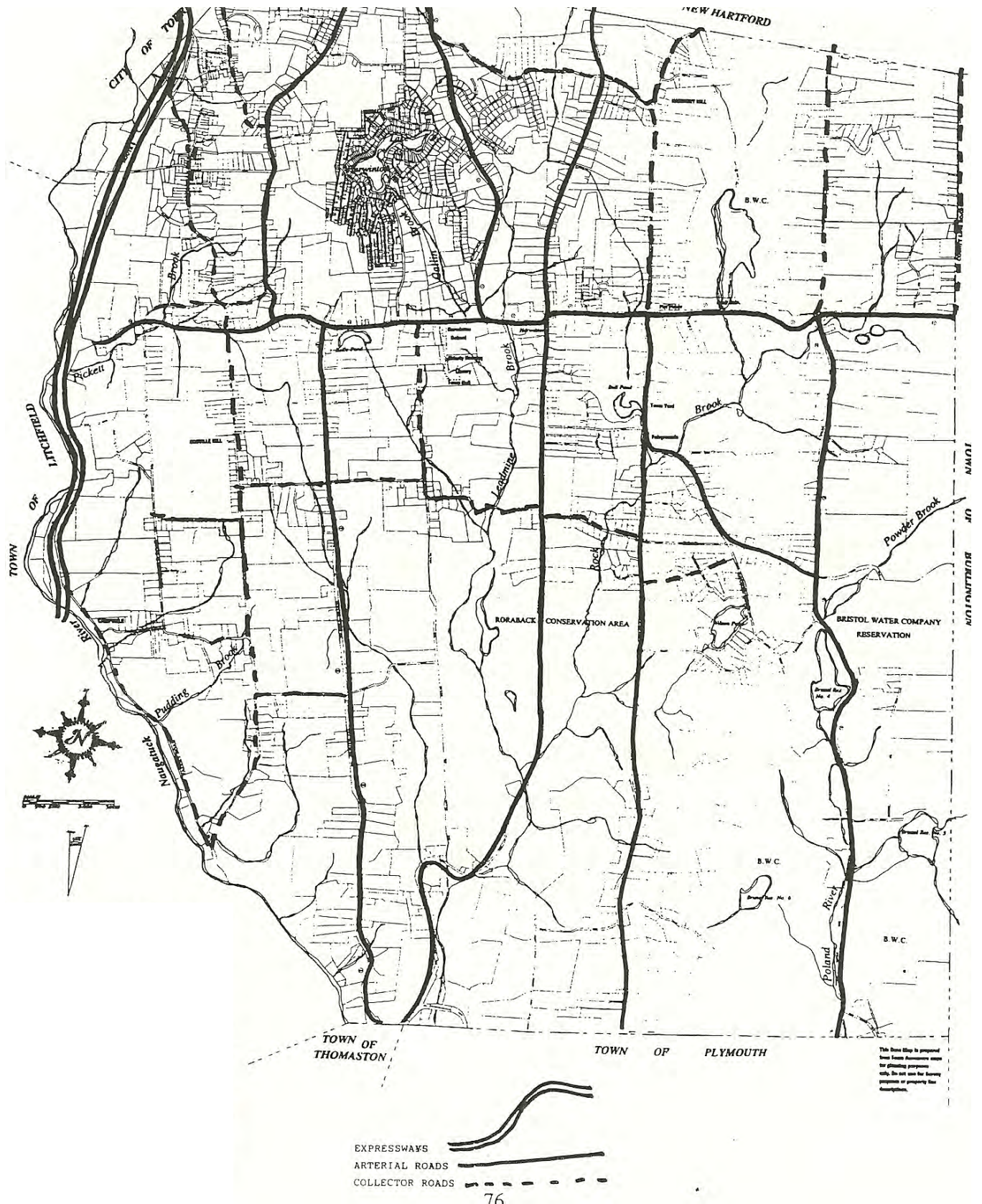
Total Unimproved Miles: 3.69

Total Miles: 65.38

Note: All data as of 1/25/08

Note: the above roads do not include Bentley Drive, which is not a road, rather a driveway with a length of 2,750 feet. The inclusion of Bentley Drive will bring the total number of improved miles to 65.90. By adding four miles of Lake Passways for winter maintenance, the total number of improved miles is 70.

The map on the following page illustrates the types of roads located in Harwinton.



DEFINITION OF ROAD CLASSIFICATION

EXPRESSWAYS are easy; there is only one: Route 8. Expressways carry traffic across towns and across states. They are divided and, in Connecticut, have grade-separated interchanges. An expressway is meant to move large volumes of traffic.

ARTERIAL ROADS carry traffic across town and from one town to another. In some towns all arterial roads are state highways and the definition is simple. Certainly, all state highways in Harwinton are arterial roads (not counting Route 8), but other roads in town also serve as arterials.

The following roads are classified as Arterial Roads:

CT Route 4	CT Route 72	CT Route 118
CT Route 222	Birge Park Road	Burlington Road
Clearview Avenue	Hill Road	Litchfield Road
Locust Road	North Road	Plymouth Road
Scoville Hill Road	South Road	

COLLECTOR ROADS serve the function that their title implies. They collect traffic from the local roads and feed it into the Arterial Roads or to other collectors. This is why in the past the Town has called them Feeder Roads. They are called *feeder roads* in the existing subdivision regulations. The name Collector Road is, the Planning Commission feels, preferred.

The following roads are designated Collector Roads:

Bogue Road	Breezy Hill Road	Bull Road
Clearview Avenue	County Line Road	Harmony Hill Road
Leadmine Brook Road	Mansfield Road	Scoville Hill Road
Twenty-Four Bumper Road	Weingart Road	Wildcat Hill Road
Woodchuck Lane		

LOCAL ROADS serve only the immediate neighborhood. Its purpose is simply to connect arterial and connector roads to driveways.

INLAND WETLANDS AND WATERCOURSES

Since the early 1970's, Connecticut Statutes have permitted municipalities to control and regulate the development of the land categorized as inland wetlands and watercourses. Inland wetlands are defined as all streams, water bodies, and land with soil types classified by the U.S. Department of Agriculture as "poorly drained or very poorly drained."

The importance of these wetlands is best stated in Sec. 22a-36 of the Connecticut Statutes.

"The inland wetlands and watercourses of the State of Connecticut are an indispensable and irreplaceable but fragile natural resource with which the citizens of the State have been endowed. The wetlands and watercourses are an interrelated web of nature essential to an adequate supply of surface and underground water; to hydrological stability and control of flooding and erosion; to the recharging and purification of groundwater; and to the existence of many forms of animal, aquatic and plant life."

Because of Harwinton's many streams and its dependence on underwater aquifers for well water, the control of development affecting inland wetlands and watercourses is a continuing process under the administration of the Inland Wetlands and Watercourses Commission.

The official Wetlands Map from which locations in this report are taken is indicative only of the approximate location. The precise location of regulated areas can only be determined by field inspections by qualified professionals. This mapping inaccuracy is inherent since the original Connecticut wetlands maps were taken from soil maps, which were in turn taken from aerial photographs from the mid-1950's. The aerial photographs were never intended for accurate measurement.

The Inland Wetlands and Watercourses Commission regulates a zone of 100 feet in width adjacent to all wetlands and watercourses and reviews sewage disposal systems 100 feet from watercourses. 24% of the Town area is categorized as inland wetlands and watercourses and is a major factor in land development. There are 3,300 acres of soils classified as wetlands and 266 acres of water bodies, with an additional estimated 164 acres of streams and watercourses, a total of 3,370 acres or 18.9% of the Town. Land not in use has wetlands covering 1,978 acres or 19.2% of the Town.

Please see the appendix for the following related maps:

A-2	Wetlands Soil	A-4	Surface Water Quality	A-6	2002 Land Cover
A-3	Surface Water	A-5	Regulated Lands Map	A-7	Land Cover Change

DEMOGRAPHIC AND ECONOMIC DATA

Harwinton is fortunate to be a member of the Litchfield Hills Council of Elected Officials (LHCEO), a regional planning agency that has done the analytical work necessary to make the U.S. Census data accessible. Without the work of the LHCEO staff the census information that follows would not be available in the form shown for this Plan of Development.

The LHCEO in April 2006 published a profile of the Litchfield Hills Region that included Harwinton. The form and availability of this material permitted us to sift through and present data we felt was necessary for the presentation of a balanced statistical overview of the Town. Because it was a Regional report, all towns in the region were shown on all information tables in the LHCEO report. For most tables, we have shown only Harwinton. For others, where we felt a comparison was important, we have included all towns in the region.

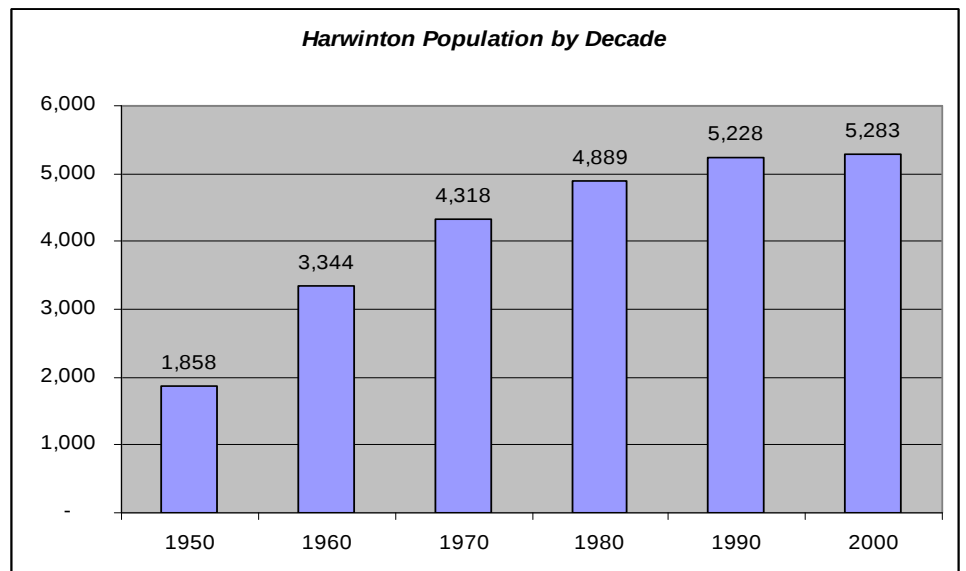
The heart of the US Census analysis includes POPULATION, EMPLOYMENT, LABOR FORCE CHARACTERISTICS and HOUSING data.

HARWINTON POPULATION CHARACTERISTICS

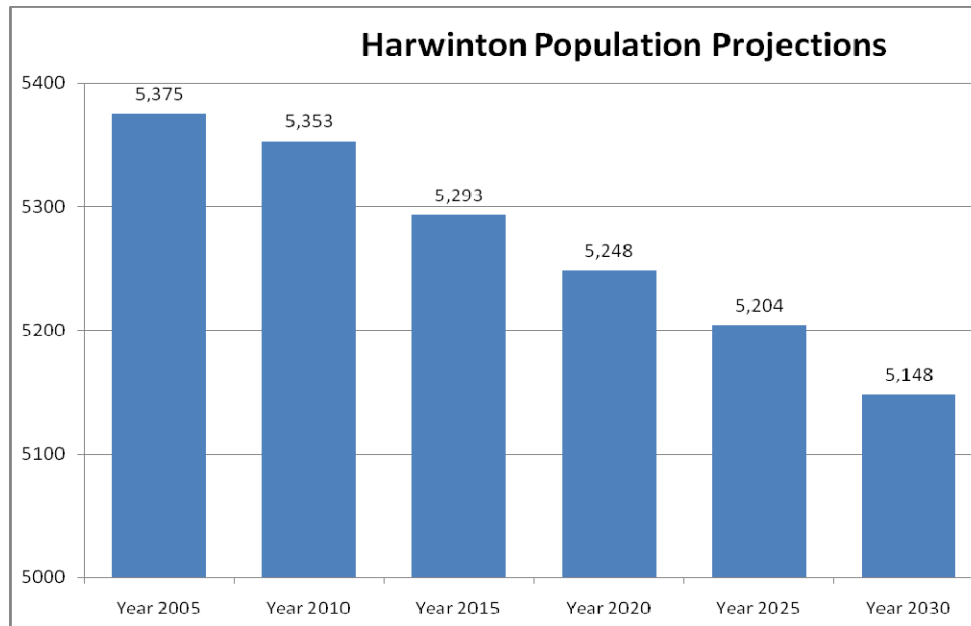
The population of the Litchfield Hills Region experienced a steady rate of growth between 1950 and 2004, with an average annual increase of 538 persons. The Region is projected to continue with this steady growth rate over the next 20 years, with an average annual increase of 568 persons.

The Town of Harwinton represents 6.74% of the Region's population. From 1950 through 2000, Harwinton's population increased 1.1%, slower than the Region's growth rate of 2.0%. Over this time period, the Town of Harwinton saw an average increase of 69 persons per year.

The State Census Data Center takes the U.S. Census figures, considers certain



projection items, such as forecast of births and deaths and in-and-out migration, and estimates future population. The figures for Harwinton are shown below.



HARWINTON POPULATION DENSITY, 1960-2004

<i>Square Miles</i>	<i>1960</i>	<i>1970</i>	<i>1980</i>	<i>1990</i>	<i>2000</i>	<i>2004</i>	<i>% Density Change 1960-2003</i>
30.74	109	141	159	170	172	180	65%

The rural nature of Harwinton is reflected in the population density of the town, which is about one third of the statewide average. Nevertheless, since 1960 the population density of Harwinton has increased by 65% to 180 persons per square mile.

HARWINTON POPULATION AS PERCENT OF REGION, 1950-2000

<i>1950</i>	<i>1960</i>	<i>1970</i>	<i>1980</i>	<i>1990</i>	<i>2000</i>
3.51%	5.51%	6.33%	6.93%	6.74%	6.67%

HARWINTON GENERAL POPULATION CHARACTERISTICS, 1990 AND 2000

	<i>Total Population</i>	<i>% Female</i>	<i>Families</i>	<i>Households</i>	<i>Persons Per Household</i>
1990	5,228	50.6	1,510	1,811	2.89
2000	5,283	49.8	1,547	1,958	2.70

HARWINTON POPULATION BY AGE GROUPS, 1980, 1990 AND 2000

	<i>0-19</i>	<i>20-34</i>	<i>35-54</i>	<i>55-64</i>	<i>65+</i>	<i>Total</i>
1980	1,660 (34%)	1,019 (20.8%)	1,328 (27.2%)	498 (10.2%)	384 (7.8%)	4,889
1990	1,456 (27.9%)	985 (18.8%)	1,709 (32.7%)	471 (9.0%)	607 (11.6%)	5,228
2000	1,443 (27.3%)	656 (12.4%)	1,868 (35.4%)	627 (11.9%)	689 (13.0%)	5,283

Consistent with statewide trends, the number of elderly residents in Harwinton is increasing as a percentage of total population. In 1980, 7.8% of the town's residents were age 65 and over. By 2000, this percent increased to 13%. The aging of the population is also reflected in the town's median age, which increased by 13.9 years to 41.4 years in 2000.

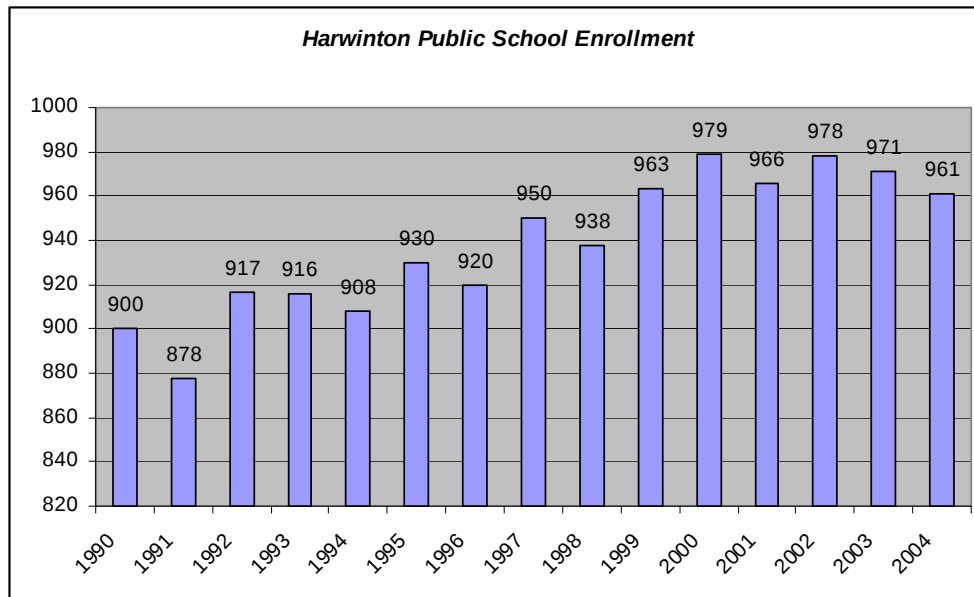
HARWINTON MEDIAN AGE, 1970-2000

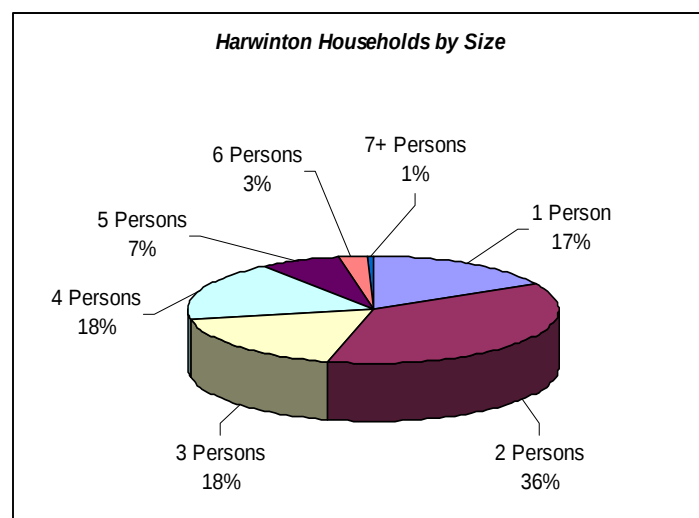
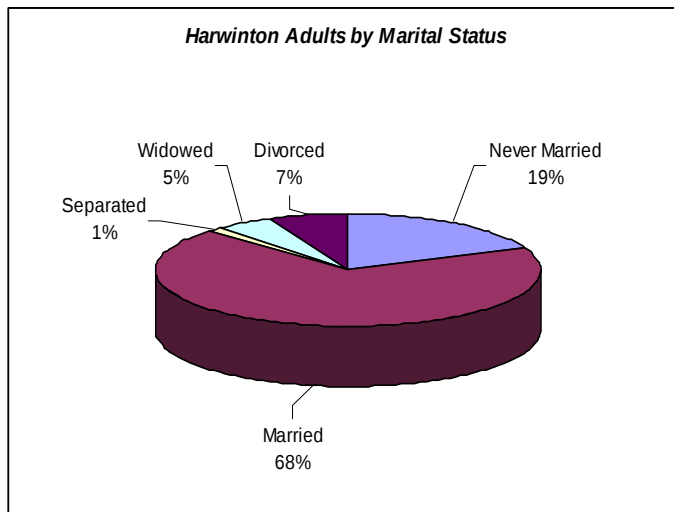
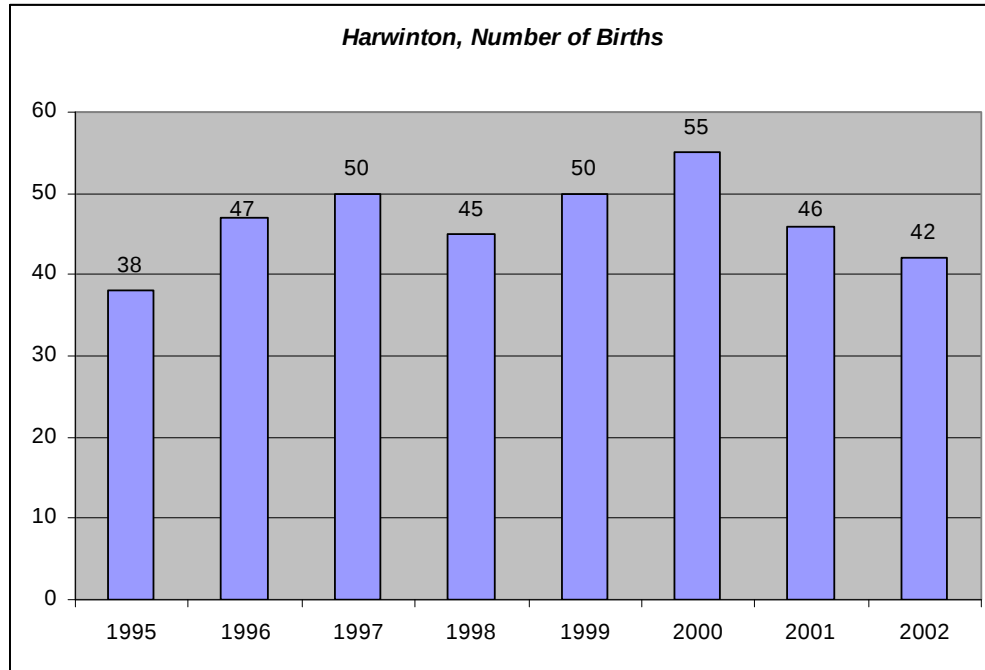
1970	1980	1990	2000
27.5	32.5	36.8	41.4

HARWINTON EDUCATIONAL ATTAINMENT, 1980-2000

	<i>% High School Graduate or Higher</i>			<i>% Bachelor's Degree or Higher</i>		
	<i>1980</i>	<i>1990</i>	<i>2000</i>	<i>1980</i>	<i>1990</i>	<i>2000</i>
Harwinton	73.3%	86.8%	92.3%	17.0%	26.4%	33.0%
Region	65.7%	78.2%	83.3%	15.4%	21.5%	24.1%
State	71.5%	79.2%	84.0%	20.7%	27.2%	31.4%

The town witnessed a significant increase in the percentage of persons aged 25 and over with high school degrees (73% to 92%) and college degrees (17% to 33%) between 1980 and 2000. This increase in educational attainment is consistent with regional and state trends.





HARWINTON POPULATION, BY RACE 1980-2000

	<i>White</i>	<i>Black</i>	<i>Asian Pac. Isl.</i>	<i>or Other</i>	<i>Two or More Races</i>	<i>Total</i>
1980	4,863	2	7	17	NA	4,889
1990	5,200	9	16	3	NA	5,228
2000	5,214	4	30	10	25	5,283

HARWINTON INCOME STATISTICS

According to the U.S. Bureau of the Census, the median household income in Harwinton increased 33% over a ten-year period to \$66,222 in 1999. According to data from Connecticut Economic Resource Center (CERC), Harwinton's income levels have continued to increase steadily, reaching \$85,114 in 2008. This remains above both the region and statewide levels.

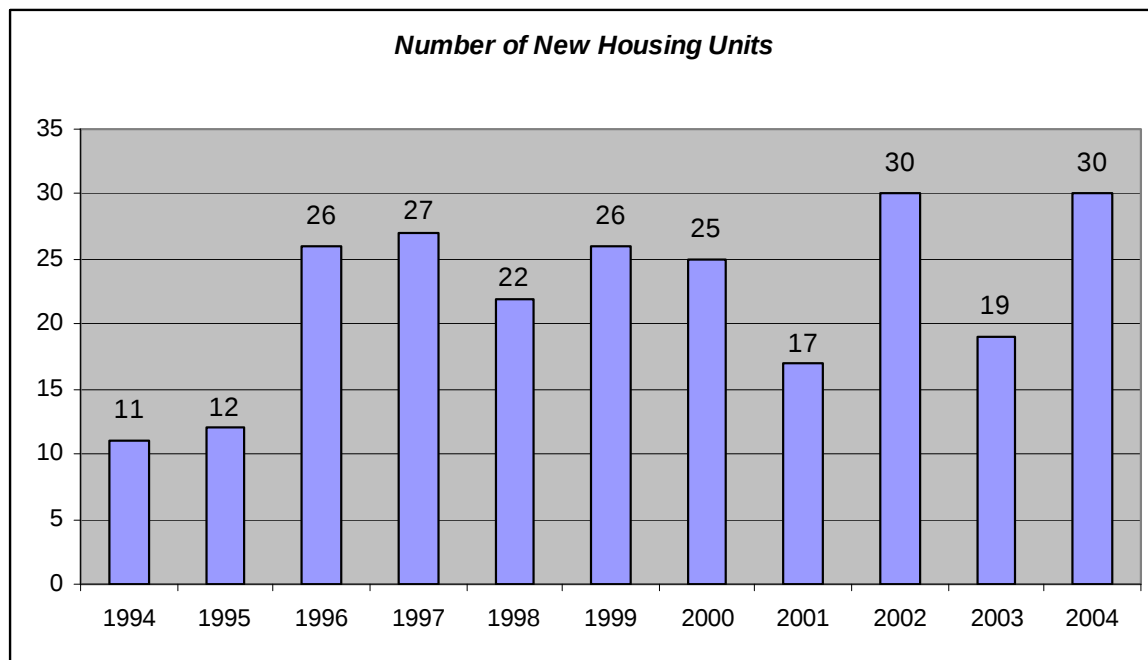
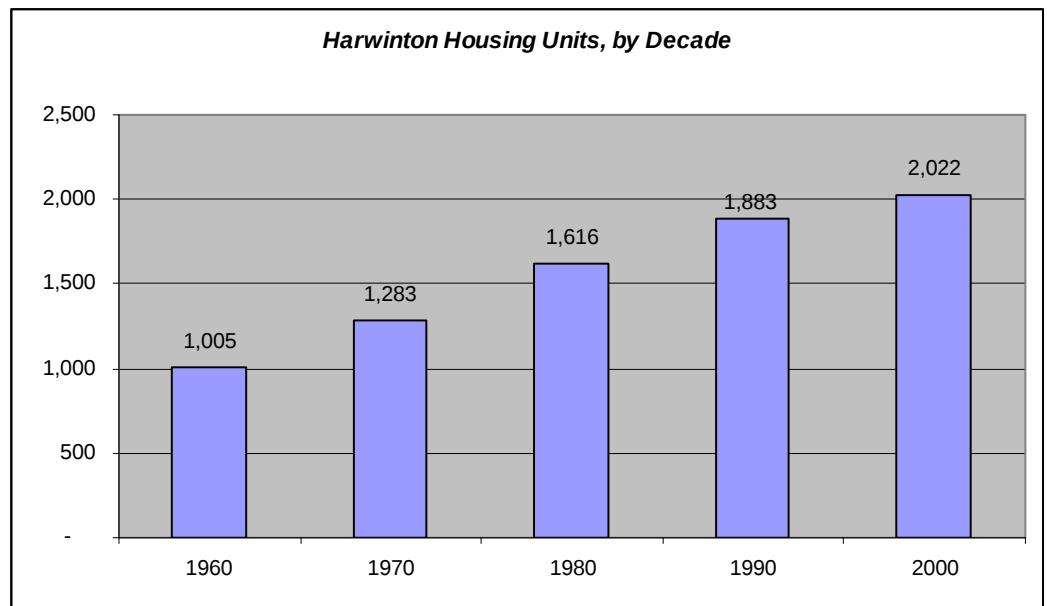
	1979	1989	1999	% Change 1989-1999
Per Capita Income	\$7,942	\$23,636	\$32,137	36%
Median Household Income	\$21,530	\$49,926	\$66,222	33%

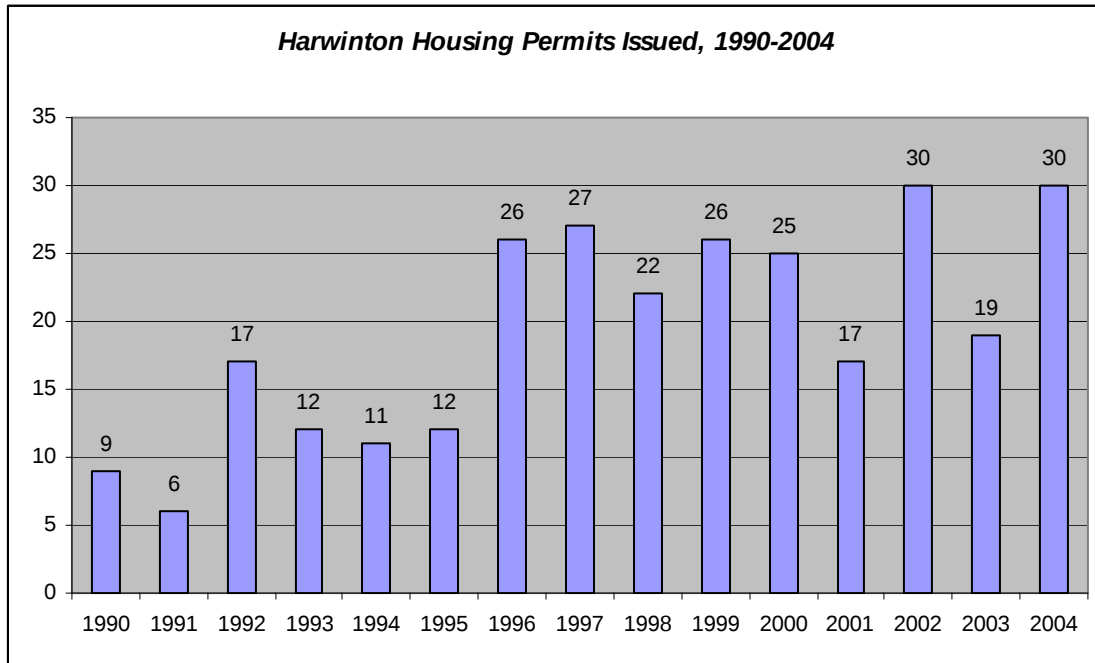
The percent of Harwinton's residents living below the poverty level was 2.2% according to the 2000 U.S. Census. This is the third-lowest rate in the region, behind only New Hartford and Hartland.

HARWINTON HOUSING DATA

From 1990 to 2000 one hundred thirty-nine (139) new homes were erected in town. As a comparison to the number of homes built during the last three decades, this number is approximately one-half of the average number of homes built in each of the prior three decades.

From 1994 to 2004 the average number of homes built annually was 22.27.



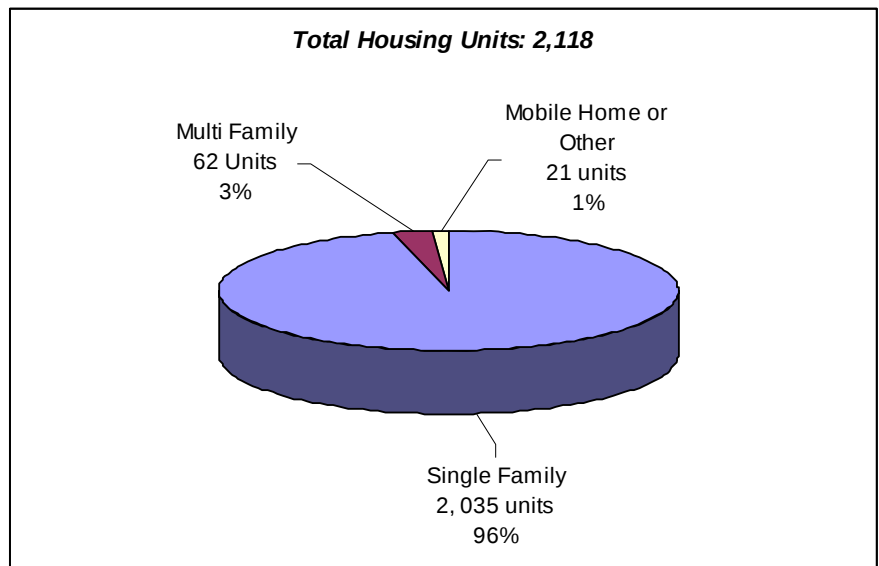


HOUSING UNITS BY TYPE

Harwinton is a community of single-family homes on single lots. This fact has been the foundation of zoning for the Town. Moreover, with a future of no sewers, there is little opportunity for alternate housing types, especially multi-family housing, even though zoning regulations permit them in restricted zones. There were exceptions noted in the land use study, however, and these exceptions show up in the census.

Of all the housing units in town, 96% are considered single family homes. Only 3% are considered multi-family units.

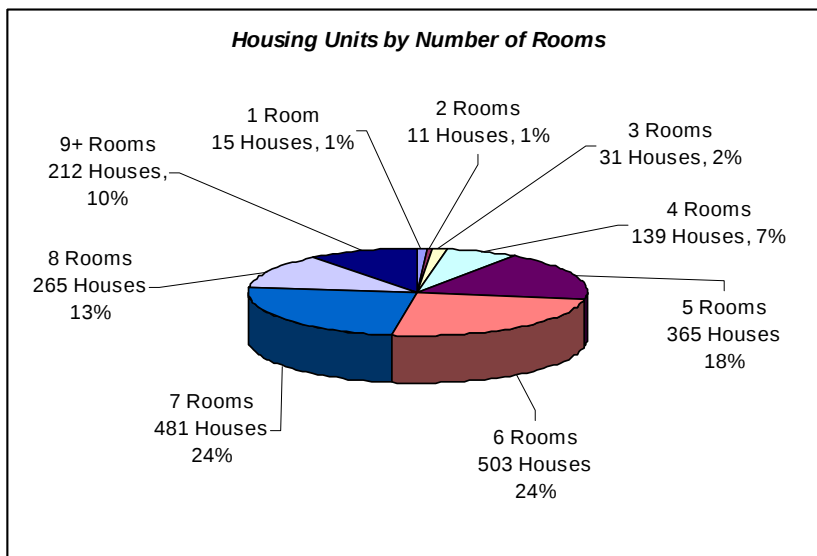
The majority (90%) are owner-occupied. Only 6.7% are occupied by renters.



HARWINTON HOUSING UNITS BY TENURE AND VACANCY, 1990 AND 2000

	Owner Occupied		Renter Occupied		Seasonal/ Recreational		Vacant		Total Housing Units	
	2000	1990	2000	1990	2000	1990	2000	1990	2000	1990
Year										
Units	1,822	1,682	136	129	17	23	47	49	2,022	1,883
% of Total	90.1%	89.3%	6.7%	6.7%	0.9%	1.2%	2.3%	2.6%		

Forty-seven percent of the homes in town have seven or more rooms. Eleven percent have four or fewer rooms. Forty-two percent have five to six rooms.



MEDIAN SALES PRICES

The median sales prices of single-family homes in Harwinton has steadily increased from \$157,450 in 2000 to \$235,000 in 2007; representing a 49.3% increase over a seven-year period.

In eleven towns of the two Regions in the Northwestern Corner, the median sales prices of single-family housing declined in 2007. However, in eight towns the median sales price actually increased. In one town it was unchanged. Both the increases and the decreases ranged from minor – a 1.1% increase in Winchester – to significant – a 22.5% decrease in Norfolk.

Perhaps the most significant change from 2006 to 2007 was the decline in the number of sales. In the LHCEO Region, the total number of sales declined 13.4%; in the Northwest Connecticut Council of Governments (NWCCOG) Region, the decline was 15.9%. As might be expected, there were some exceptions to the decline in housing sales: three towns in the NWCCOG and three in the LHCEO regions had increases in the number of sales.

Year-to-year changes in housing prices should not obscure the longer-term trends. Between 2000 and 2007, the median sales prices of single-family houses in all twenty LHCEO municipalities increased much faster than the rate of inflation (20.4%). The smallest percent of increase in sales price (47.3% in Norfolk) was still more than twice the rate of inflation.

Of the twenty towns, Winchester in 2007 had the lowest median sales price, \$177,000. Despite a 13.6% decline between 2006 and 2007, Roxbury at \$605,000 still had the highest. Only three municipalities – North Canaan, Torrington and Winchester – had median sales prices under \$200,000. Eight of the NWCCOG towns and three of the LHCEO towns had median sales prices over \$300,000.

Source: Northwest Connecticut Council of Governments (NWCCOG) and, Litchfield Hills Council of Elected Officials (LHCEO)

Median Sales Price: Single Family Homes	
1990	\$ 157,750
2000	\$ 157,450
2005	\$ 272,000
2006	\$ 285,000
2007	\$ 235,000
% Change 2000-2007	
	49.3%
% Change 2006-2007	
	-17.5%
<i>Source: The Warren Group</i>	

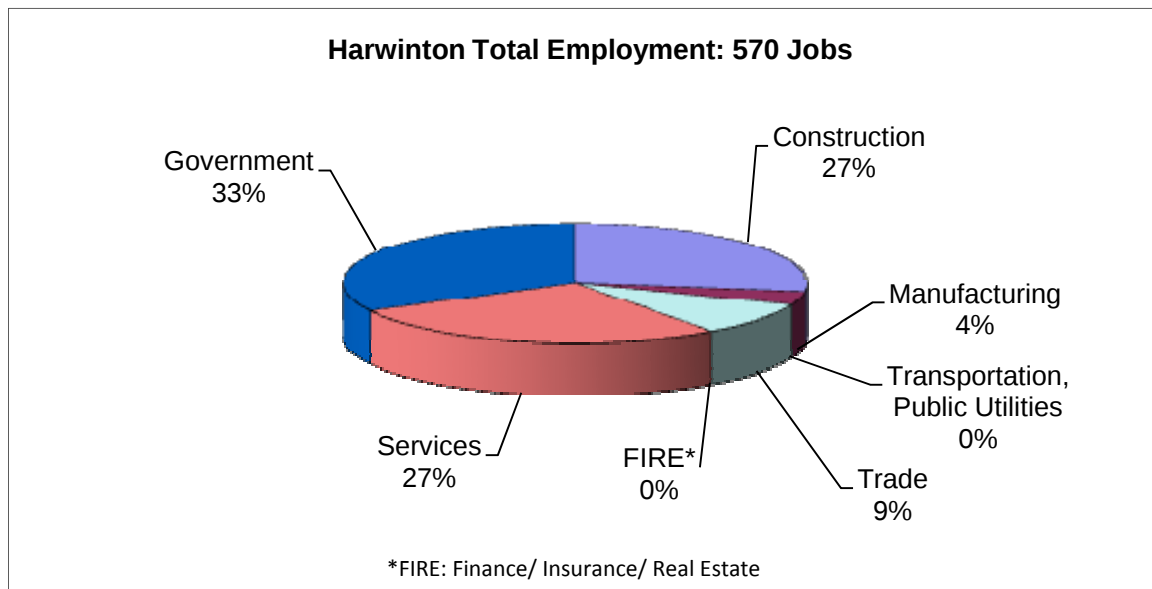
HARWINTON ECONOMY

Employment in the region is projected by the state to increase steadily over the next 25 years. However, annual growth is anticipated to be less than experienced during the preceding 25 years.

Harwinton employment is made up of Government (33%), Services (27%), Construction (27%), Manufacturing (4%), and Trades (9%). As with national and state trends, the manufacturing/heavy industrial sector has declined as a percent of total employment for Harwinton. It is anticipated that the ratio of employment sectors will remain the same over the next 5 years unless the regional economy trends lower and the impact moves into other employment sectors.

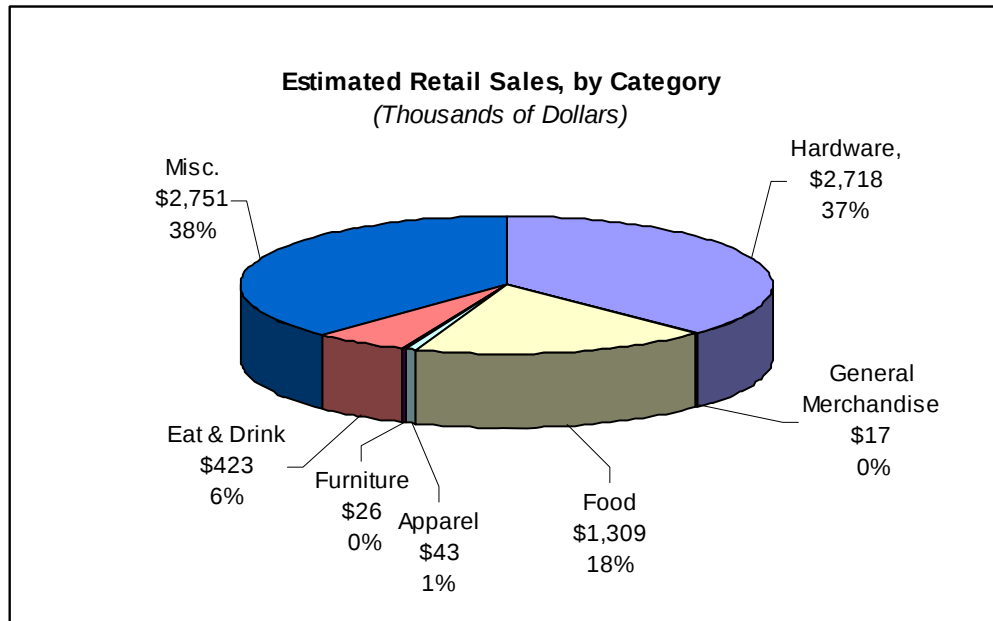
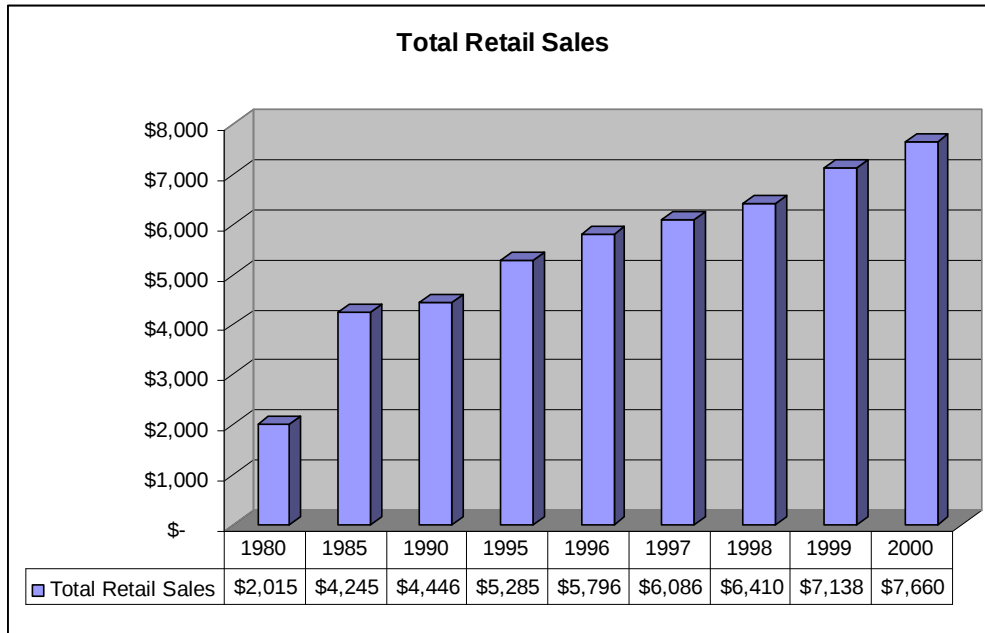
Employment Trends, 1970-2001

Year	Harwinton	% of Region's Employment
1970	230	1.0%
1975	160	0.8%
1980	230	0.6%
1985	410	1.6%
1990	380	1.3%
1995	520	1.9%
2000	560	2.0%
2001	570	2.0%
Avg Annual Change		11%



RETAIL SALES

According to the CT Department of Revenue Services, total retail sales in Harwinton reached \$7,660,000 in 2000. The majority of these sales (37%) were in the hardware category.



Note: Data for the above charts are from the CT Department of Revenue Services. Sales are assigned to the town where tax returns are filed and may not accurately reflect sales within a particular town (e.g. a chain store may file from a corporate headquarters.)

LABOR FORCE TRENDS

Year	Labor Force	Unemployment
1980	2,424	7.3%
1990	3,077	4.5%
1995	2,880	5.2%
2000	2,981	1.8%
2004	3,046	4.6%

<i>Employment Projections</i>	
2000	560
2010	600
2020	660
2025	690
Avg. Annual Change	5.2%

Regionally, a significant and increasing proportion of residents commute to jobs outside the region. This indicates that the region is increasingly serving as a bedroom community for other labor market areas. It is anticipated this trend will continue for Harwinton.

Employment in the region is projected by the state to increase steadily over the next twenty-five years. However, the annual rate of growth is anticipated to be less than that during the proceeding twenty-five years.

JOURNEY TO WORK FROM RESIDENCE IN HARWINTON

Rank	Work Site	Trips
1	Torrington	658
2	Harwinton	305
3	Hartford	196
4	Farmington	122
5	Bristol	119
6	Waterbury	91
7	Litchfield	87
8	Burlington	87
9	Winchester	70
10	Thomaston	68
11	East Hartford	49
12	New Hartford	42
13	New Milford	40
14	Woodbury	38
15	Berlin	38
16	Canton	37
17	Naugatuck	35
18	Watertown	34
19	New Britain	33
	All Other	668

OCCUPATIONAL CHARACTERISTICS FOR HARWINTON

OCCUPATIONS	
Management, professional	1,240
Service	311
Sales and office	686
Construction, extraction, maintenance	359
Production, transportation	225
INDUSTRY	
Agriculture, forestry, mining	22
Construction	294
Manufacturing	366
Wholesale trade	55
Retail	394
Transportation, warehousing, utilities	73
Information	77
Finance/Insurance/Real Estate	281
Professional, scientific, management	242
Education, social services	656
Arts, entertainment	138
Other services	99
Public administration	124
CLASS OF WORKER	
Private wage and salary	2,136
Government	463
Self-employed	222

Of the 2,821 men and women over the age of 16 who comprise the town's labor force, about 44 percent (or 1,240 workers) hold professional or management positions. Workers in sales and office occupations represent another quarter of the town's working population. Construction, production, transportation and service occupations comprise the remainder of the jobs held by Harwinton residents.

When considering the industries in which we work, the greatest concentration can be found in education and social services with nearly one-quarter of the town's labor force engaged in that industry. Retail and manufacturing are virtually tied at second place with 14 and 13 percent respectively. Construction, FIRE (finance, insurance and real estate), and professional, scientific and management endeavors account for approximately ten percent each.

The majority (76%) of residents have careers in private industry while sixteen percent are government employees. Self-employed individuals account for under eight percent of workers. The distribution of occupations among Harwinton jobholders is roughly equivalent to their incidence across the State of Connecticut as a whole.

FUTURE HARWINTON...PROPOSED POLICIES TO GUIDE GROWTH

GENERAL DEVELOPMENT POLICY

Harwinton will continue to be a place where families can enjoy the rural quality and character of the Town while benefiting from the Town and State services, which their taxes provide. The key to the effectiveness of this development policy is the continued protection and enhancement of the rural quality of the community and the continuation of prudent spending policies and a sound economic base. Preservation of agricultural land should be encouraged. The State of Connecticut has delegated strong zoning and subdivision controls to its towns through local Zoning and Planning Commissions and powers to protect natural resources through Inland Wetlands Commissions.

It should be the policy of Harwinton to use all reasonable controls to enhance and support its development goals. As an example, the large-lot zoning requirement that provides open space and a non-built-up flavor to the Town is a byproduct of a health policy formulated to protect the effectiveness of septic tanks for sewage disposal. The flowing streams that are protected by the Inland/Wetlands and Watercourses Commission add to the rural character of the Town and are currently the storm water drainage system for Harwinton.

In order to facilitate energy efficiency and promote energy cost savings, the Town of Harwinton should adopt the Leadership in Energy and Environmental Design (LEED) standards as mandatory for any new town-funded construction, should encourage compliance with LEED standards in private commercial and residential construction, and should evaluate whether incentives or regulations should be adopted concerning compliance with the LEED standards in private construction. According to the United States Green Building Council:

The Leadership in Energy and Environmental Design (LEED) Green Building Rating System encourages and accelerates global adoption of sustainable green building and development practices through the creation and implementation of universally understood and accepted tools and performance criteria. LEED is the nationally accepted benchmark for the design, construction and operation of high performance green buildings. LEED promotes a whole-building approach to sustainability by recognizing performance in five key areas of human and environmental health: sustainable site development, water savings, energy efficiency, materials selection and indoor environmental quality.

The State of Connecticut has already passed legislation mandating compliance with LEED standards in the construction of state-funded buildings. Numerous municipalities across the country have now adopted LEED standards, including, for example, Arlington, Massachusetts; Babylon, New York; and Bangor, Maine.

TO PROTECT OUR NATURAL ENVIRONMENT

THE KEY TO THE MAINTENANCE OF HARWINTON AS A RURAL COMMUNITY IS THE PROTECTION OF THE NATURAL ENVIRONMENT.

This policy is so important that a valid question for any public action, whether subdivision development or utility line tree cutting is, "Have we done everything within our legal power to make sure that the natural environment of Harwinton has not been damaged?"

PROPOSALS TO PROTECT THE NATURAL ENVIRONMENT

1. Existing zoning controls are sound. While many textual changes should be considered by the Zoning Commission, the policies contained within the regulations support the policies of this Plan. It is extremely important that present and future Zoning Commissions maintain the policies of the present regulations, particularly as they relate to lot size. The residential density proposals of this Plan are based on existing zoning regulations.
2. The streams and watercourses of the Town should continue to be protected, including as the storm drainage utility system. This appropriate boards and commissions should preserve the Town's streams and watercourses as the Town develops.
3. The Conservation Commission, Planning Commission, Zoning Commission, Inland/Wetlands and Watercourses Commission, Open Space Committee, Board of Selectmen, and other interested parties should meet at least once a year to make certain that there is consensus on policies for the preservation of natural features. This applies to the obvious issues of wetlands and open space, but it is also important to have a uniform policy for public works activities.
4. Existing subdivision regulations provide authority to preserve natural features. They should be used as necessary. The subdivision regulations should be amended to provide for low-impact design techniques that preserve the environment, such as ridgeline preservation and tree buffers by the roadways.

PROPOSAL TO PROMOTE ALTERNATIVE ENERGY

The Town of Harwinton should facilitate the use of alternative energy sources, such as wind, geothermal and solar, which are abundant, renewable and nonpolluting energy sources. Alternative energy is a community asset because it 1) enhances the reliability of the power grid by reducing peak power demands and thereby reduces the threat of blackouts; 2) contributes to national security by reducing dependence on foreign energy sources; 3) reduces dependence on polluting forms of electric generation; and 4) can ultimately save Town residents money. As provided in Addendum I to the Town's Subdivision Regulations, "Energy Conservation in Subdivisions," the Town already encourages the use of alternative energy. This Plan of Development now strongly encourages the Town and its residents to utilize alternative energy, particularly solar and wind, to the fullest extent possible.

Regarding solar energy, residents and developers are strongly encouraged to consider installing photovoltaic solar systems on residential and business properties. The Connecticut Clean Energy Fund estimates that in Connecticut, a residential solar system can be expected to generate approximately 6,560 kilowatt hours (kWh) per year, or about three-quarters of the average Connecticut household consumption of 8,400 kWh of electricity per year. Solar has been made more affordable because of the significant rebates available; for example, a rebate of up to \$46,500 per household for Connecticut residents installing a solar photovoltaic system is available from the Connecticut Clean Energy Fund. The Town should work with the Energy Fund to provide information regarding this program. There is also a federal income tax credit available for homeowners who install a solar system.

Regarding wind energy, the Connecticut Clean Energy Fund is planning to develop a rebate program similar to its solar rebate program. The Town should work with the Energy Fund to provide information regarding this program once it is established. Harwinton should enact wind-power-friendly ordinances and regulations. However, because the development of such ordinances and regulations must consider the potential secondary impacts of wind turbines, including noise and visual impacts, it is recommended that wind-power-related ordinances and regulations include the following:

1. Only "small wind" energy systems be allowed, consisting of a wind turbine, a tower, and control/conversion electronics with a rated capacity of not more than 10kW (which size, according to the American Wind Energy Association, typically lowers a household electricity bill by 50% to 90%).
2. A tower may only be located on a property that is at least 2 acres in size.
3. The maximum tower height will be 120 feet (with the understanding that, to be effective, a tower should be at least 30 feet taller than any structure, trees or hills within 300 feet of the tower).
4. The tower should be located in the center of the property, away from the property line, to the maximum extent possible.

5. Noise from the system shall not exceed 60 db at the property line.
6. Color and surface treatment of the installation (such as painting the tower and turbine blades dark green) shall minimize visual impact.
7. The turbine blades shall have safety features to prevent uncontrolled rotation.

The Town should explore the potential for a regional wind farm, utilizing much larger wind turbines than the “small wind” type used for individual businesses or residences if appropriate locations for a regional wind farm are identified, such as the Johnnycake Airport site.

TO MAINTAIN THE RURAL CHARACTER OF THE TOWN

The preservation of the natural environment goes hand in hand with a policy that has been stated and assumed since these planning studies began. This policy was inherent in the work of the Planning Commission in the mid-1980's round of Plan of Development activities and has subsequently been endorsed by each Planning Commission, including the present Commission.

This policy, simply stated, is that the Town of Harwinton should do everything possible to maintain its rural character. At this time, there is no additional sewage disposal capacity; thus the Town should operate on a policy of no new sewer service areas. Rural quality has various shadings of meaning to different groups and different property owners and developers. Here, it is assumed to mean a flavor physically characterized by farms, streams, open fields, meadows, aged trees, great outcroppings of rocks, and roads that wind around the natural beauty of the land. Even the main highway, through town, Routes 4/118, flows over the hills and through the old town centers.

Harwinton's physical structures also fit into this definition of rural character. The farmhouses and barns, the historic houses and churches, the small scale of the commercial areas are such that contemporary features such as traffic signs and overhead wires seem to fit into the overall fabric of a rural place. Even the occasional fallen barn does not detract from the scene.

PROPOSAL TO PROTECT FOREST AND FARMLAND

The U.S. Census Bureau in 1990 identified 1.5% of Harwinton's population as being employed in Agriculture, Forestry, Fisheries, or Mining. In 2000 this percent dropped to 0.8%, or 22 people.

According to the Harwinton Grand List of 2006, there are 4,477.2 acres of land that have been identified as forestland and have been placed under the protection of Public Act 490. The acreage does not

include the Bristol Watershed or land owned by the State of Connecticut. An additional 1,971.25 acres is protected under Public Act 490 and is classified as Farmland.

Agriculture was once an important activity in Harwinton, but much of the former farmland is now overgrown or has been converted to other uses. Existing open farmland contributes to the attractiveness of the town and most certainly adds to the rural character cherished by most Harwinton citizens. However, this land is vulnerable to the pressures of development, and once lost, cannot be recovered.

The Town of Harwinton needs to take a proactive approach in considering ways to preserve and protect prime forestland, wildlife habitat and agricultural parcels of land. Grants, preservation programs, and the like should be explored to help generate the funds necessary to purchase these properties. Innovative planning and zoning practices and techniques should also be considered to preserve existing prime farmlands, forestland, wildlife habitat and agricultural land.

A committee should be established to explore funding options as well as to identify significant properties that may have potential as farmland, wildlife habitat and agricultural land.

PROPOSALS TO PROTECT AND ENHANCE THE TOWN'S RURAL CHARACTER

The above proposals for the protection of the natural environment will also enhance and preserve the rural character of the Town. In addition, we propose the following:

1. Any proposal by any landowner or developer that adds to the rural character of Harwinton should be seriously reviewed and considered. Because it is impossible to anticipate all good ideas, some of these proposals may require amendments to existing regulations. Town commissions should be amenable to such changes when the end results will benefit the Town.
2. Changes to existing town ordinances and subdivision regulations recommended in the chapter on ROADS to permit the construction and improvement of rural roads should be considered for adoption.
3. Change to both subdivision and zoning regulations to encourage subdivisions that develop internally, leaving natural tree cover along the collector roads, should be considered for adoption.
4. Changes to the subdivision regulations to permit the Planning Commission to preserve ridgelines in certain subdivisions should be considered for adoption.
5. Distinctive designs for rustic signs and entryways for subdivisions should be encouraged.
6. Advocate natural design and materials in public-works engineering. Use of stonework should be encouraged instead of concrete.

7. Consideration should be given to amending the zoning regulations to permit a small reduction of frontage and area to subdividers who prefer not to construct their homes with direct access to collector roads.
8. Amend local road specifications to permit flexibility where rural design quality is a result.
9. Permit shared driveways to limit entry to collector roads and encourage shared driveways where rural design is achieved.
10. Consider amending the zoning regulations to permit open space subdivisions where, under strict design control, lot sizes are reduced and the land saved is designed into the subdivision as open space.

PRESERVATION OF THE HISTORIC CHARACTER

The Town of Harwinton's logo is illustrated below. It shows a stylized view of the corner of South Road and Burlington Road with the distinctive road marker sign in the foreground and the church in the background, which are located in the Harwinton Historic District. The logo was designed so that it could be adopted as the Town's seal and letterhead and to illustrate the distinctive character of Harwinton's historical heritage.



In a prior planning process, the Planning Commission and the Historic District Committee coordinated efforts. The result is several maps shown in the HISTORIC PRESERVATION section in this Plan, which show all the buildings built before 1900 in Harwinton and the Historic District area information. The maps can be amended in the future; giving the Planning Commission a tool to use as the Town develops.

PROPOSALS TO PRESERVE THE TOWN'S HISTORIC CHARACTER

The Planning Commission recommends the following to preserve Harwinton's unique historic character:

1. Maintain and preserve the existing historic district.
2. Prepare the HISTORIC HOUSES map for public display in Town Hall.
3. As each development proposal is reviewed, the reviewing Commission should check the historical maps to see if a preservable site or building is involved and then work with the developer and the Historic District Commission to determine whether it can be preserved.
4. The historical maps should be periodically reviewed and updated as necessary.

TO MAKE HARWINTON AN EVEN BETTER PLACE TO LIVE

OPEN SPACE

The Town has an ad hoc Open Space Committee that is looking into obtaining and preserving open space land. The Committee is presently working on the following projects:

1. An application has been made to the DEP for a \$50,000 Recreational Trails Grant.
2. An application, which proposes to purchase flood plain property along the east bank of the Naugatuck River south of the Campville Bridge to provide recreational and fishing access to the river, has been made for \$100,000 to the administrators of grant funds available from the federal government's settlement with General Electric involving the Housatonic River PCB contamination.
3. The purchase of 85-acres south of the DEP property on Plymouth Road.
4. The Committee hopes to have the Town secure bond money for purchase of open space, or, where appropriate, development rights. The Committee has been consulting with bond specialists and the Trust for Public Land on the subject of bonding.

5. Purchasing the 65-acre Carros property; this land adjacent to Leadmine Brook will provide continuous hiking trails from the present Conservation Area to Roraback Wildlife Management Area.

In order to retain the rural character of Harwinton, and in order not to prevent growth, but to keep it to a reasonable and acceptable pace, the Committee plans to pursue the following:

1. Obtain land on the east side of the Naugatuck River, from Route 118 southward (eventually all the way to the border with Thomaston) for trails, fishing access, parking, and general recreation.
2. Secure land adjacent to Leadmine Brook to provide continuous hiking trails from the present Conservation Area to Roraback Wildlife Management Area.
3. Obtain land to have connecting preserved land between the Land Trust property on Whetstone Road and the Wilcox property.

In addition, the Planning Commission recommends that:

1. The Town pursue several categories of land if and when various suitable parcels become available. Large tracts, and land adjacent to existing open spaces or critical areas, are of particular interest.
2. The Town works closely with the Lake Harwinton Association to set aside open space. These should be investigated for purchase of development rights, Open Space Designation, or outright purchase.
3. Any funds generated by utilizing Payment in Lieu of Open Space must be solely used for the purchase of open space.

NAUGATUCK RIVER GREENWAY

The Naugatuck River flows through the Litchfield Hills region and is one of the most significant natural resources in the area. The Litchfield Hills Council of Elected Officials (LHCEO) in cooperation with the Towns of Harwinton, Litchfield, and Thomaston, initiated the preparation of a Greenway Assessment (July 2006). This was done to better understand the natural and cultural resources of the six-mile long segment of the river corridor located on Route 118 at the Harwinton and Litchfield town line and the Thomaston Dam.

The Naugatuck River Greenway Project study team developed a conceptual plan for improving public access, enjoyment, and passive recreational use of the river. The following activities were identified as top priorities for that section of the Naugatuck River that is in the Town of Harwinton.

1. Construct a short handicapped-accessible trail from the old roadbed located on the Army Corps of Engineers' property just north of Campville Hill Road on the east bank of the river.
2. Extend the side trail, recommended above, northerly along the east bank of the river to the Route 118 crossing and beyond.
3. Pursue the creation of a hiking trail along the east bank of the river from the Campville Road Bridge south to the Thomaston Dam.
4. Enhance parking opportunities along the roadway shoulder on Valley Road, with additional trail development in this area.
5. Consider reconstruction of the old Route 8 bridge located midway between the Thomaston Dam and Campville Road Bridge as a footbridge to enhance non-motorized trail access and use.
6. As a long-term objective, pursue connecting the Greenway to adjacent preserved open spaces such as a trail system to the existing trails at the Roraback Wildlife Management Area and the Town of Harwinton's Conservation Area on Route 118.

The following are general recommendations for the Naugatuck River Greenway:

1. Promote the continued judicious management of the U.S. Army Corps of Engineers (USACE) property within the Greenway for multiple uses, including the remote control aircraft field, wildlife food plots and nesting boxes, forest management program, and existing trail network for dirt bike, snowmobile, and other recreational uses.
2. Because this area may contain prehistoric and historic archaeological relics, consider conducting a professional reconnaissance survey to identify and evaluate them.
3. As trails are developed along the river corridor, consider opportunities to enhance user experience by installing a trailside system of historical markers.
4. Encourage a meeting between the Army Corps of Engineers, ConnDOT, the DEP, and the Northwest Conservation District to discuss how to address serious erosion problems occurring from storm water runoff at the Route 8 crossing of the Naugatuck River.
5. To enhance fisheries' habitat, encourage the DEP to work with other interested groups in improving cover for fish populations in selected channel segments.
6. Restore the riparian corridor by planting a species-diverse, noninvasive mix of trees and shrubs.
7. Apply to the Connecticut Greenways Council for official greenway designation of the Naugatuck River from the Route 118 crossing to the Thomaston Dam.
8. Pursue recognition of the Naugatuck River Greenway as a priority open space protection area.

9. Consider the creation of an “Upper Naugatuck River Watershed Association” to pursue and help coordinate implementation of the recommended Greenway enhancement measures.

The Town of Harwinton should consider meeting with local landowners to pursue the establishment of conservation easements and a hiking trail along the east bank of the River from the Campville Road Bridge south the Thomaston Dam in cooperation with the Army Corps of Engineers. With the creation of any additional trails, provisions will need to be made for ongoing maintenance of the trail. With the support of local officials and landowners, selected property acquisitions by the DEP along the river could also be explored. Consideration should also be given to the need for additional parking opportunities along the roadway shoulder with the creation of a trail in this area.

Please See A-8, A-9, and A-10 for maps of the proposed Greenway.

COOK’S DAM RESERVOIR

This area consists of 11.65 acres immediately north of Connecticut Route 4, .3 miles east of the firehouse. Fishing is allowed in accordance with state law. No hunting or camping is permitted.

Since the early 1960’s, the City of Bristol water department acquired additional land to double the size of the old Cook’s Dam Reservoir north of Burlington Road between Harmony Hill Road and Woodchuck Lane. In the future, when circumstances and finances are available, the City of Bristol may construct a new dam and reservoir that will stretch from Route 4 to the New Hartford line.

With the recent introduction of waterlines on Route 4, the need to access this reservoir for future water supply is diminished.

Harwinton should maintain its ten- acre buffer around the dam and should avoid potential tax consequences resulting from drawing water from the reservoir.

The availability of this reservoir for future water supply for Harwinton may be important. Equally important is the opportunity for a dramatically beautiful lake and open space area for Harwinton.

The following policies regarding Cook’s Dam should be followed:

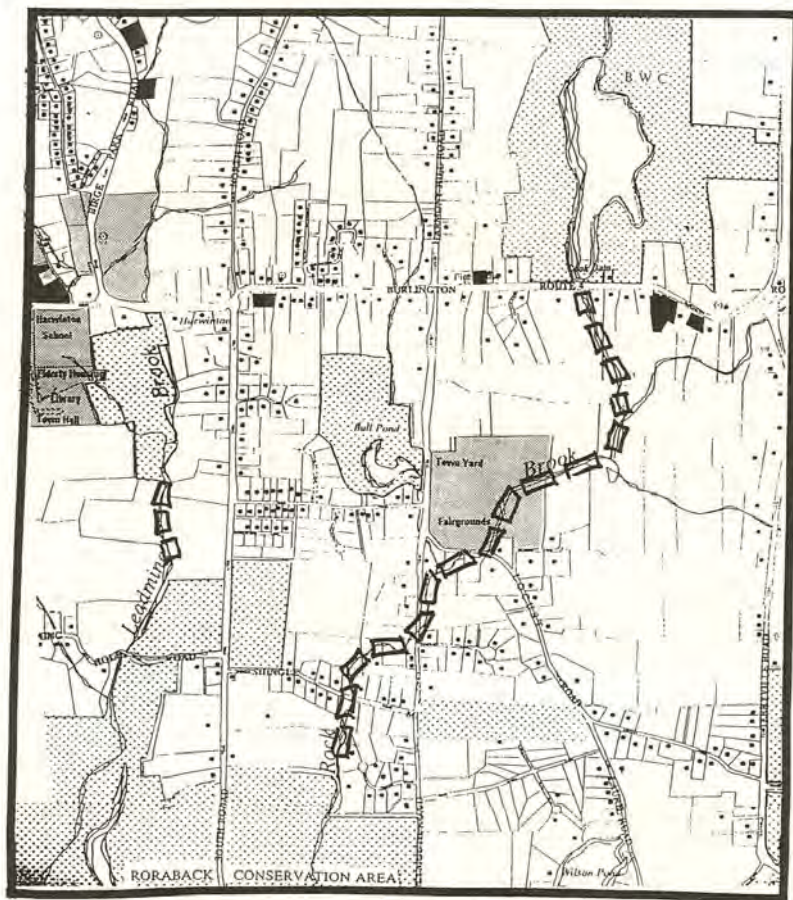
1. The Town should cooperate with the City of Bristol and their water department administrators. If handled properly this reservoir can be a win-win situation for both Bristol and Harwinton.
2. The new reservoir should be dramatically visible from Route 4. This will involve close cooperation and, perhaps, legislative action at the State level.
3. Every attempt should be made to make use of the abutting land for recreational purposes.

4. Provision should be made for a minimum flow release from the Cook's Dam area, with cool water piped from the bottom of the water body to aid the trout in the brook.

NORTH/SOUTH TRAIL SYSTEM

If development of the Cook's Dam Reservoir continues, the Town of Harwinton should consider introduction of a North/South Trail System. Design and acquisition details should be guided by the following principles:

1. The trail system could be developed, financed and maintained in a variety of ways, but the overall coordination should be by a specific trail development committee.
2. The trail should follow Rock Brook.
3. Separately from any reservoir construction considerations, every effort should be made by the Town to acquire rights of way and easements as soon as possible. Much of the private land between the Water Company land and the state land is undeveloped.
4. The Planning Commission should encourage the contribution of right-of-way land as individual parcels develop.
5. Similar walking trails could be developed along Leadmine Brook and other brooks that flow into the Roraback land. The system of trails would maximize the use of the reserve and enhance the creation of a distinctive community.
6. The Planning Commission recommends that this North/South Trail System should be a low priority of the Open Space Committee.



CONSERVATION

One of the guiding principles of this Plan of Development is to propose policies and recommend procedures for keeping Harwinton rural. As the Town grows, fair and reasonable development controls should be applied to maintain this rural character. This Plan proposes that policies should focus on both the preservation of existing natural resources, agricultural lands and open space areas, and the addition of new parcels to protect natural resources and expand open space. This section will deal only with natural resources and open space.

NATURAL RESOURCES

Natural resources are defined as substances that occur in nature that can be used by people in general. They include, but are not limited to, clean and unpolluted air, water, and soil; undomesticated vegetation, fish, and wildlife; petroleum and ores; and natural and scenic areas.

AIR

Connecticut lies in the Northeast corridor where air pollution may travel in from the south and west. That is beyond the scope of this document.

Recommendation: The local preservation of our clean air should focus on restricting commercial development of incineration or combustion facilities.

WATER AND SOIL

Since most of Harwinton's population is serviced by well water, which is filtered through soil and rock, these topics will be addressed together. Most wells provide healthy, potable water. This means that, generally, our soil is not overloaded with inorganic pollutants from manufacturing or organic pollutants from human or animal waste.

Soil is a natural resource, as it allows percolation of rainwater and cleanses and protects groundwater sources. It also is necessary for agriculture, which helps retain the town's rural character. Steps should be taken to aid the establishment of small farms as well as the retention of larger established

agricultural usages. With the increased difficulty of shipping food for long distances, local sources must be cultivated.

REDUCING POLLUTION

Known sites: There are two known pockets of ground pollution. One is near the site of the service station near the intersection of Route 4 and Locust/Harmony Hill Roads. The second site is that of the defunct Mitral Corporation, near the intersection of Route 4 and County Line Road. The EPA is currently monitoring this property. In addition, the installation of a water line from Torrington provides clean water to homes affected by the Mitral site.

Unknown sites: It is possible that small businesses, including now-defunct agricultural usages, have polluted smaller areas of ground.

Recommendation for the future: Develop a system of communication to ensure that small businesses have access to current best practices for the proper disposal of pollutants. Ensure that any businesses not using proper disposal practices are provided with information on how to dispose of wastes appropriately, before groundwater pollution occurs.

HARWINTON'S TRANSPORTATION POLICY

The purpose of transportation policies is to provide for the safe and efficient movement of people and goods into, out of and within the Town. The following are transportation recommendations:

1. Provide safe and efficient vehicular traffic circulation patterns within all areas of Harwinton that include residential neighborhoods, recreational areas, business and commercial areas, places of worship and employment.
2. Encourage developers to look at improving east-west corridors throughout the town as land is developed.
3. Encourage developers to plan for future use of cul-de-sacs and dead-end streets for connections to other roadways in the immediate neighborhood of the development.
4. Annually evaluate road projects proposed by the State Department of Transportation (ConnDOT) for potential impact on the Town's infrastructure. Secure annual updates from this agency for the Land Use Office. A review should be done annually by the land use commissions so an assessment can be made of the impact on the Town Plan of Conservation and Development.

5. Continue to work with the Litchfield Hills Council of Elected Officials (LHCEO) as a resource tool for assessing local traffic impacts and with the state to address regional transportation issues.
6. Maintain consistency of all road classifications on mapping to reflect the functional road classifications established by ConnDOT and adopted by the Federal Highway Administration and LHCEO. Road classifications are tied to federal funding sources for road improvements.
7. With the number of work trips increasing due to the trend of increased distances between job and residence, promote increased options for mass transit.
8. Work with ConnDOT to facilitate and promote carpooling.
9. To periodically evaluate roads that need improvement and encourage the town to fund needed improvements as necessary.

Areas of concern:

1. Erosion of drainage areas from roads into wetlands and waterways.
2. Development of airport land with new water line.
3. Route 8 access and maintenance.
4. Speed of vehicles.

LITCHFIELD HILLS REGIONAL TRANSPORTATION PLAN

As in all towns in the Region, state funding for local road maintenance has not kept pace with rising costs, and the town has been forced in recent years to raise the local budget for road maintenance and improvement.

Routes 4 and 8 are the major arterial highways in the town, with Routes 222, 118, and 72 serving as major collectors. In general, the condition of the state highways in town is good. However, several safety improvements are needed along the state road network. Along Route 118, the removal of a rock ledge just west of Davis Road is needed. This ledge, located on the south side of Route 118, limits sightline distances and promotes hazardous icing of the roadway during the winter months. Minor straightening of the curve at this location should also be considered.

A suggested local road improvement need is vertical realignment of a section of Bogue Road near Clearview Avenue to correct sight line deficiencies at this location. As detailed in a March 2001 letter to the town prepared by WMC Consulting Engineers, *"An examination of the roadway vertical alignment in the field revealed that the length of the crest vertical curve is extremely insufficient for the travel speed of the road. It would appear that the top of the hill would need to be lowered from 8 to 10 feet to*

accommodate adequate sight line over the crest. Lowering the roadway in this area probably involves some rock excavation, and realignment of at least one private driveway, perhaps two.” The estimated cost of the proposed improvement according to the WMC letter was \$240,697.

An assessment of the Route 8 southbound off-ramp at Route 118 is also recommended due to the high accident experience at this location. It appears that the bridge railing is restricting sightlines to the east at this location.

There are no programmed improvements to state highways, other than bridge improvements at two locations (Catlin Road and Northfield Road) in the Town of Harwinton over the next ten years, according to the states' 2007 Master Transportation Plan.

Source: LHCEO: Regional Transportation Plan

IMPROVEMENTS TO STATE HIGHWAYS

The major cross-town road is comprised of Burlington Road, Route 4, and Litchfield Road, Route 118. This highway was carrying 7,300 cars per day in 1986, 8,300 cars in 1992 and 13,900 cars in 2006. At the Torrington line the figures for Route 4 remained the same as they were in 1992 at 8,400. Any future State plans should respect local planning initiatives.

CONDITION AND STATUS OF COLLECTOR ROADS

All the collector roads are accepted and maintained by the Town. All the roads are old and were not built to modern construction standards. The list of necessary road improvements is reviewed and updated annually. Improvements are constructed as money permits on collector roads.

The effort to bring town collector roads up to a reasonable standard will be continuing well into the future and it is expected that continued funding will be required. All subdivisions, with few exceptions, front on or have access to a state highway or a collector road. Subdivision roads are built to contemporary standards, including streets, rights-of-way and storm drainage. The collector roads or state highways that they connect to are not.

Harwinton Subdivision Regulations require an adjustment of rights-of-way from the subdivision to the old road. They also require the recognition of drainage systems from adjacent land. This adjacent land could also include an existing old town road that needs improvement. How much of the improvements to existing systems in connecting town roads must be made by the developer will always be subject to reason and, at times, negotiation. The problem of a subdivision connecting to a private road or an unpaved road relates more to Local Roads and is discussed below.

EAST-WEST ROADS

A major deficiency in Harwinton's traffic circulation system is the lack of east-west collectors across the town. The Town should continue to pursue possible east-west connections to allow movement of traffic around Routes 4/118 should that route become blocked.

HARWINTON'S LOCAL ROADS

A local road serves only the immediate neighborhood; its purpose is simply to connect arterial and connector roads to driveways.

Harwinton has a variety of local roads, many of which are different in construction, alignment, purpose, and even ownership. Harwinton maintains an adopted list of accepted town roads, which are publicly maintained. Following are types of local roads:

SUBDIVISION ROADS

Subdivision roads have been built to town standards since Subdivision Regulations were adopted in 1961. They are built with wide rights-of-way, proper width, a base that will last, and a surface that is easy to maintain.

There are also subdivision roads built before those regulations. These roads may have been built to whatever town standard existed at the time or not. These roads have high maintenance costs because of inadequate base and surface and, in most cases, an absence of drainage structures, but they are still accepted Town roads.

Some local roads are unpaved, even though town-maintained. Some unpaved roads are private or in debatable ownership. Each of these roads presents a separate problem with a unique solution, which must be solved one at a time. New subdivision roads cannot be built when access is from a private road.

SCENIC ROADS

There are rural roads whose scenic beauty is to be preserved to help maintain the rural character of the Town as expressed in the Plan of Development. These situations can only be handled on an individual basis until such time when they are officially designated as “scenic”. When considering an individual road as “scenic,” the potential impact to connector roads, remaining developable land, and the potential need for access by emergency vehicles should be kept in mind.

PASSWAYS

A group of roads in Harwinton is clearly an exception to standard road planning. These are the Passways around Lake Harwinton. Laid out long before town regulations, these alleyways were intended to provide access to the houses around the lake. Some are paved, others are not. Some are named, others are not. They are not town roads but they are roads in the Town. The Zoning Commission has worked with the Lake Harwinton Association of property owners to bring the area within the overall density controls of zoning. In the future the Town should cooperate, if possible, in rebuilding passways to town road standards. The proposed language to permit rural roads in certain design circumstances could very well apply to some of the passways. In the meantime they are private roads and remain the responsibility of the owners.

The illustration on the following page shows the roads around Lake Harwinton.

EXCEPTIONS TO PROPOSED ROAD SIZE FOR CERTAIN LOCAL ROADS

An Unimproved Road Plan should be prepared showing:

1. All unimproved roads (passways not included).
2. Ownership or acceptance as best determined.
3. Roads that are required for future orderly that provide access to few if any buildings for which no subdivision can abut), add to rural flavor of the Town, and will be left unaccepted.



4.

TO IMPROVE MUNICIPAL HOUSEKEEPING

The zoning policy of one and a half and two-acre zoning is dependable for reasons of sanitary health and is the existing town policy as established in the Zoning Regulations.

PROPOSALS FOR TOWN UTILITIES

PUBLIC SEWERS

There are approximately five miles of sewer lines in Harwinton that include a Clearview Ave interceptor as well as the Scoville Hill Road line that was installed in 1985 at a cost of \$1.7 million. The discharge capacity is limited by a flow contract with Torrington. The current contracted capacity with Torrington is 77,000 gallons per day. Harwinton's average annual flow is about 50,000 gallons per day. The remaining capacity by WPCA regulation is limited to a single residential connection for each assessor's lot of record on existing sewer lines (at the time of the WPCA regulation change). This precludes the possibility of any new sewer line construction or additional connections as a result of property divisions.

Given the current demands on the Torrington Wastewater Treatment Plant and the City of Torrington's Plan of Development, it is highly unlikely that any additional flows will be available for purchase by the Harwinton WPCA.

PUBLIC WATER

The map in Appendix-11 shows public utilities and the natural drainage areas that Harwinton lies across. **A** is the Naugatuck River Basin, **B** the Housatonic River Basin and **C** the basin of the Farmington River.

The Natural Drainage Areas map also shows the watershed areas of the various drainage systems. Harwinton has many public water supply reservoirs owned by the City of Bristol, which are adjacent to the Metropolitan District Commission property. The MDC serves the greater Hartford area but has no public water system of its own.

In 2005, as a result of the contamination of well water by the Mitral site, the town extended the Torrington Water Company water line along Route 4 to the Burlington town line to provide public water to Harwinton residents on Town Line Road and White Oak Drive. Other residents along the route are

able to access the public water if they so desire. The water line has been connected to the Municipal Complex and Recreation Fields.

See A-11 for Public Utilities Map

The problem of using water from Bristol or the MDC has not been one of availability. It is a function of how limited the original charters were written as to who water clients could be. This limited policy ethic on the part of the state is no longer as strict and there is reason to believe that should the need arise, the Town could become a part of the Bristol or MDC supply system. The Planning Commission recommends utilizing the Torrington Water Company as needed to avoid potential tax implications resulting from drawing from the Cook's Dam Reservoir.

PROTECTION OF EXISTING WELL WATER SUPPLIES

Because of the small lot sizes, the Town should continue to work with the Lake Harwinton Association and take steps to make any studies necessary and enforce any controls required to avoid pollution at Lake Harwinton. Controls include the prohibition of underground fuel tanks, the periodic pumping out of septic tanks, and system inspections and corrections.

PROPOSED SEWER AND WATER SUPPLY

The Town should continue its policy of large-lot zoning. In recognition that public water and sewer systems are not reasonable alternatives, the most important action that the Town can take to maintain the quality of its drinking water and avoid household waste problems is to maintain this present policy.

MUNICIPAL FACILITIES

The Town of Harwinton owns and maintains the following facilities:

Location	Address	Date Built	Build Cost	Value (Per Assessor)	Building SF	Comments
Town Hall	100 Bentley Drive	1989	\$1,486,584	\$939,200 in 1998	8,850	Building is in good condition, but will need a roof in near future.
Public Library	80 Bentley Drive	1989	\$1,231,941	\$666,570 in 1998	5,900	Building is in good condition, but will need a roof in near future.
Town Garage (old)	104 Locust Road	1952/ 1962	\$409,505	\$160,000 in 1998	5,816	Building is in good condition, the exterior was painted 10/06.
Town Garage (new)	104 Locust Road	2001	\$1,939,107	\$675,000 in 2002	12,400	Metal building in new condition.
Salt Barn	104 Locust Road	1991	\$60,000		3,750	Concrete and steel building in good condition.
Dog Pound	104 Locust Road	1997	\$110,000		1,500	Block and steel building in good condition.
Senior Center	209 Weingart Road	1996	\$448,247	\$310,000 in 1998	4,828	Bought by the Town in 1996 and rehabbed into a senior center.
Community Hall	14 South Road	1916		\$370,000		Stone and brick building once used as the Town Hall.
Recreation Area	Litchfield Road	1978	\$11,128 for pavilion, \$30,000 for tennis court. Town also owns many acres.	\$5,500 in 1998 for pavilion, \$5,000 for tennis court	600	Wood pavilion in good condition. Tennis court in good condition.
Wilcox Property	160 Hill Road	1920s	Town paid \$375,000 for house & acreage in 2002.	\$262,578 in 2009	1,250	Old wood and stone house in fair condition. Bought for recreation land.

Over recent years Harwinton has planned and developed a 140.3 acre site in the center of town off Litchfield Road that is unique for a town of 5,700.

Located on the campus are the Town Hall, Library, Wintergreen Elderly Housing, the Consolidated School, and the Town Conservation/Recreation Area.

The site, illustrated below, is home to the facilities below.

EDUCATION FACILITIES

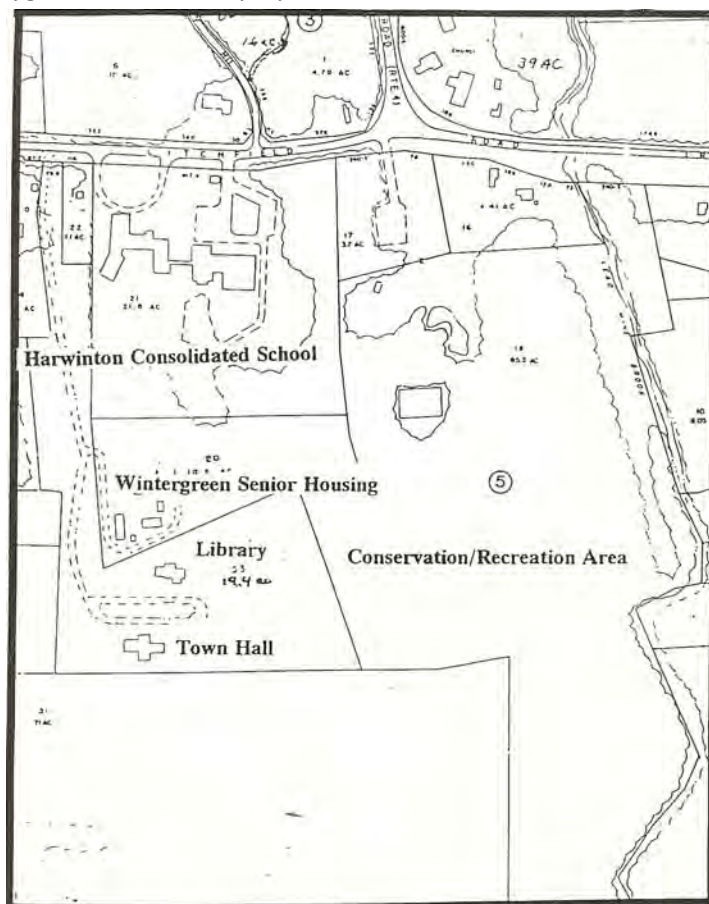
Harwinton is a part of Connecticut Regional School District #10, and its public education program is supervised by the Regional School District Board of Education. Grades 9 – 12 are taught at the Lewis S. Mills High School in Burlington, grades 5-8 at the Har-Bur Middle School and Elementary grades K – 4 at the Harwinton Consolidated School on Route 118 at the municipal complex in Harwinton.

Continuing expansion of facilities occurs at the Consolidated School as needs arise and as funds are authorized.

The Consolidated School site is 21.8 acres and has a playground as well as playfield facilities that serve a portion of Harwinton's recreation needs.

TOWN HALL AND LIBRARY

The Town Hall and Library share a 19.4 acre site. The Town Hall houses Town offices and meeting rooms and the resident state trooper and constables. The Library was built in 1986 and was intended to meet the needs of the town for twenty years. Because of the time it takes to accomplish library planning, the Library Board established a planning committee in 2007 to review the need for expansion. This committee will consider the impacts of the digital revolution on the need for space as well as changing town demographics. While there is currently room for expansion on the site, this may be constrained by the new Recreational Fields.



FUTURE PLANS: HARWINTON PUBLIC LIBRARY

Libraries across Connecticut are changing and becoming information and cultural centers for their communities. Harwinton Public Library is no exception, as wireless internet access, cultural programs, video, DVD and audio availability are now a routine part of our library services.

The Library has a Ten Year Planning Committee that is examining our current resources and identifying a number of unmet needs. Included are the need for a larger, comfortable reading and gathering space, a room devoted to teenagers, a separate quiet study area with carrels, a separate room for copy machine, fax, and office supplies for use by students and others, a separate room for students and tutors, a coffee/tea area, recreational software for children, self-checkout, a larger meeting room, expansion of Harwinton historical resources, more space for displaying new books, more space for DVD's, audio, video, magazines and books and a shut-in service.

The existing Library was built to meet the town's needs through 2009. There are many unmet needs that can be addressed through remodeling and enlarging the current building. Due to the 7–8 year time span it takes to meet the state's requirements for library planning, financing, and construction, a Library Planning and Building Committee should be appointed in the immediate future with members selected from the existing Library Board as well as several at-large community members appointed by the Board of Selectmen.

EMERGENCY SERVICES

The Town of Harwinton is served by two volunteer fire departments and one volunteer ambulance association. Law enforcement is provided by two resident state troopers and the CT State Police, Troop L District in Litchfield.

FIRE PROTECTION

The Harwinton Volunteer Fire Department is located on a 1.4 acre site on Route 4, Burlington Road. Harwinton Westside Volunteer Fire Department is located on a 1.8 acre site on Scoville Hill Road. The Westside firehouse was renovated and expanded in 1995 and meets the space needs of the Department.

The Insurance Service Organization (ISO) collects information on municipal fire-protection efforts in communities throughout the United States. In each of those communities, ISO analyzes relevant data using their Fire Suppression Rating Schedule (FSRS). They then assign a Public Protection Classification

(PPC) from 1 to 10; Class 1 represents exemplary public protection, and Class 10 indicates that the area's fire-suppression program doesn't meet ISO's minimum criteria. By securing lower fire insurance premiums for communities with better public protection, the ISO program provides incentives and rewards for towns that choose to improve their firefighter services.

The Town of Harwinton currently has an ISO rating of 4/8b. In an effort to improve the ISO rating, Harwinton should require developers to include a cistern in all new residential developments. Cisterns will help with water supply issues in the event of a structure fire. The Emergency Services Committee should also encourage both fire departments to work together to improve the town's rating.

AMBULANCE SERVICE

The Harwinton Ambulance Association (HAA) currently shares space with the Harwinton Volunteer Fire Department. In 1982, the HAA signed a 99-year lease agreement for \$1/year. This space no longer meets the Association's current and projected needs.

The 32-member Ambulance Association is currently looking for another location that can house two ambulances, with expansion capabilities to house an additional vehicle if needed in the future. To accommodate overnight crews, separate male and female bunkrooms and restrooms are needed. Due to the nature of emergency responses, the new ambulance garage also needs shower facilities for the decontamination of personnel and facilities for the decontamination of equipment. The new facility needs a day room for crews and, ideally, will have a separate training room. The Ambulance is currently evaluating properties.

HOUSING FOR THE ELDERLY

There is and will continue to be interest in housing facilities for the Town's senior residents. The Wintergreen project with its rehabilitated historic building is located on the Town campus within walking distance to the Library. Additional sites for affordable elderly housing should be explored.

FACILITIES AT HARWINTON CENTER

The historic center of the Town is at the intersection of South Road and Burlington Road. Here are located the historic district, the old Town Hall – now a Community Center – the historic burying ground, the Congregational Church with its architectural dominance, the Town Green with its historic signpost and, a short distance away, the old Theodore A. Hungerford Memorial Library, now used as a museum.

TOWN GARAGE, DOG POUND AND STORAGE YARD

The Town Garage, dog pound and storage yard are located on a 3.175 acre site next to the Harwinton Agricultural Society Fairgrounds. The original cement block garage was built in 1952, and a substantial addition was built in 1962 to increase the total square footage to 5,816. In 1991 a 3,750 square foot salt and salt/sand storage barn was constructed of concrete with a steel roof and side extensions. This building meets or exceeds all present state regulations for salt storage. In 1997 a 1,500-square-foot new dog pound was constructed as an addition to the east side of the salt barn. This dog pound meets all state regulations and at this time is considered state-of-the-art, often housing other town's dogs on a temporary basis.

A new Town Garage was constructed in 2001. This building is insulated steel, clear span with a maintenance garage, office space, break room, parts room and bathroom facilities. This new garage covers 12,400 square feet and presently houses the entire town's everyday rolling stock. The old garage is used for storage of less-used equipment and as a welding garage. This upgrade of the Town Garage facility should carry the public works needs of the Town for the next twenty-five years or so. The storage yard is a problem, as more space could be used for materials storage, and there is no more room for buildings should the time come as the town continues to grow. A larger site will be needed in the future, or perhaps neighboring property could be acquired. This is something that may need to be considered in the future.

PROPOSED LAND USE POLICIES

The Connecticut statutory provision for a municipal Plan of Development requires that the plan contain, “the Commission’s recommendation for the most desirable use of land within the municipality for residential, recreational, commercial, industrial and other purposes and for the most desirable density of population in the several parts of the municipality”. The chapter on OPEN SPACE AND RECREATION contains proposals for the recreation requirement. This section covers Residential, Residential Densities, Commercial, and Industrial uses.

RESIDENTIAL LAND USE POLICIES

The Town is fortunate that several years ago its basic residential policies were set down in the Plan of Development and in the Zoning Regulations that exist today. The Zoning Commission, supported by the Planning Commission, adopted regulations requiring building lots of two acres in the Country Residential (CR) zones and one and a half acres in the Town Residential (TR) zones. The CR zone covers most of the Town and the TR zone most of the rest. (The Lake Harwinton zone is a special-purpose zone that recognizes special lot development around Lake Harwinton, but new construction requires the acre and a half density.)

There is also Multi-Family zone, but because of a lack of sewers in town its use has been limited.

Please see A-12 for a Zoning Map which shows the generalized location of the residential zones.

With the exception of the TR zone, the Town has developed under the patterns required by present zoning regulations. The TR zone includes older portions of town that were developed with smaller lots and fewer controls.

As the maps clearly show, the great majority of land in Harwinton is zoned in at least two-acre lots in the Country Residential zone. The major growth areas of town lay almost exclusively in the CR two-acre zones. Current zoning regulations in Harwinton achieve the valuable goal of protecting the freshwater aquifers from which the private wells on each building lot draw water.

EXISTING ZONING POLICY

Zoning requirements cover more than permitted uses and lot sizes for residential areas. Equally important are requirements for yards, frontage, setbacks, and floor area, to name only a few. We have printed below the key zoning requirements for the residential zones of Harwinton.

Zone	Min Lot Area (SF)	Min Lot Width	Min Front Yard	Min Side Yard	Min Rear Yard	Min Habitable Floor Area (SF)
CR – Country Residential	87,120 SF	200 ft.	60 ft.	35 ft.	75 ft.	950 SF on 1 st floor
TR – Town Residential	65,340 SF	175 ft.	50 ft.	25 ft.	50 ft.	950 SF on 1 st floor
LC – Lake Harwinton	65,340 SF	150 ft.	35 ft.	25 ft.	50 ft.	950 SF on 1 st floor
LA – Lake Harwinton	65,340 SF	175 ft.	50 ft.	25 ft.	50 ft.	950 SF on 1 st floor
Multi Family	5 acres	150 ft.	75 ft.	75 ft.	75 ft.	600 SF – 2 room 725 SF – 3 room

These requirements, and the zoning maps showing residential districts, are printed in this Plan of Development because they are sound and will provide well-planned growth. This Plan proposes that they be continued as the foundation of proposed residential densities.

TO REGULATE FUTURE LAND USE

RESIDENTIAL POLICIES

1. The key decisions about residential development in Harwinton were made decades ago and before recent development; however, the basic zoning regulations are sound and should be maintained.
2. The text of the zoning and subdivision regulations must be modified when necessary.
3. Both the Planning and Zoning Commissions should consider any proposal that would accomplish the goals of this Plan and the policies of the Town. New ways to design subdivisions that preserve open space and maintain the rural character of the Town will always be an issue and should be carefully and seriously considered while preserving public safety.
4. Driveways and local roads should be engineered and constructed to facilitate easy passage of emergency vehicles. Consideration should be taken in when reviewing lengths of driveways because most fire apparatus carries 1,200 – 1,500 feet of supply hose.
5. The Town may consider researching soil based land use policies, in accordance with CT State Statute Sec. 8-23, e.

PROPOSED RESIDENTIAL DENSITIES

The present policy of 2-acre density in that part of Town south of Routes 4 and 118 and east of Route 4 northerly should be continued. Because of the necessity to maintain septic systems and on-site wells, it is essential to maintain this policy.

The map in Appendix-12 shows existing Zoning. A statutory requirement, this map is a major part of the Plan of Development. The Zoning Regulations control residential densities in the Town. This plan proposes to keep the existing pattern of residential zoning and no boundary changes are proposed.

In fact, as the Town develops, growth will occur in the two-acre density area where open land is located. However, this portion of Harwinton south of Routes 4/118 contains the large reservations of the Bristol Water Company and the open space of the Roraback Wildlife Area.

As of 2008, the town's residential population density is 184 persons per square mile compared to 209 for the County and 707 for the State.

AFFORDABLE HOUSING

The State of Connecticut, pursuant to Section 8-23 of the Connecticut General Statutes, requires that a Plan of Conservation and Development address housing, “including housing for both low and moderate-income households.” Affordable housing is now an important consideration in planning because, in a municipality (such as Harwinton) with less than 10% affordable housing (calculated via the state's definition, including public housing, rent subsidized housing, state funded CHFA mortgages, and Affordable Housing Developments) a developer may seek a court order for approval of a rejected mixed-income housing development proposal where 25% of all of the units are affordable. Pursuant to the state's Affordable Housing Appeals Procedure, a court will likely grant such an order unless the municipality can show that 10% or more of its total housing units are affordable. Thus, unless Harwinton takes the steps necessary to achieve 10% affordable housing, as required by state statute, developers will likely provide the affordable housing in a manner against the planning wishes of the town and its residents.

If the town wants to avoid affordable housing imposed by developers, and if the town wishes to control where affordable housing will be located, Harwinton must facilitate the construction of affordable housing. The town should consider Affordable Housing Developments. These developments must be designed, constructed, and managed according to formulas set forth in the statute setting requirements for the percentage of total housing units that must be certified as Affordable, the income levels for which the units must be priced, and management standards for how the Affordable Housing units are to be advertised, marketed, and leased or sold. It very well likely may require town funding to establish Affordable Housing Developments. The town could recoup its investment via receiving rental income on the properties or by selling the properties. As a positive incentive for accepting Affordable Housing Developments, a town earns a three-year moratorium from appeals under Sec. 8-30g when a qualifying Affordable Housing Development is completed.

In 2007, the state created a new program to facilitate the creation of affordable housing via Incentive Housing Zones. The State's Office of Policy and Management has a program of direct grants to localities to provide incentives for the creation of Incentive Housing Zones (“IHZ districts”) and the implementation of housing within those districts. These grants include Planning Grants to initiate local planning for IHZ's. This program allegedly has a streamlined application procedure and few pre-ordained requirements as to the outcome of the planning process. Torrington has recently received approval for a \$50,000 grant, and Goshen a \$43,000 grant. The Town of Harwinton should immediately seek such a grant, if it has not already done so. There are also state grants available to reward the enactment of Incentive Housing Zones. These grants are structured as a dollar amount for each unit allowable in the IHZ. In addition, the state provides Building Permit Grants to reward the actual construction of Affordable Housing units. These grants are structured as a dollar amount for each building permit issued within the IHZ.

The Planning Commission recognizes that construction of affordable housing in town, particularly if it is partially or fully funded by the town, will create controversy. However, based upon current state law,

the town has no option unless it wants to allow developers to decide where to put affordable housing. This is a matter of utmost priority for the town to address and the Board of Selectman must address this issue immediately.

The town should also try to comply with the state affordable housing requirements, along with promoting Harwinton's goal of providing sufficient housing for its elderly citizens, by exploring establishing programs to develop more affordable rental housing for low-income elderly residents. Affordable elderly housing provides elderly residents the opportunity to continue to reside within the community where they have lived and not be forced to move elsewhere. Such housing is a critical concern statewide.

With regard to determining suitable and needed affordable elderly housing, the town should establish a committee to explore: 1) the type(s) of affordable elderly housing to develop in Harwinton; 2) potential sites in town for such affordable elderly housing; and 3) non-profit organizations who might be willing to partner with the town in the development of affordable elderly housing.

With regard to the type of affordable elderly housing to develop in Harwinton, there is a large and growing need for independent living facilities for the elderly and those with disabilities. These facilities are not, and should be distinguished from, nursing homes, residential care facilities, assisted living facilities, congregate living facilities, and continuing care retirement communities. Independent living facilities provide rental housing for those senior citizens, and younger persons with disabilities, whose physical health allows them to live independently without assistance. There is currently a shortage of independent living facilities in the state and a long waiting list to obtain a residence in one. An independent living facility should be developed with a non-profit organization to provide affordable housing for low-income, independent senior citizens and disabled persons.

ECONOMIC DEVELOPMENT

In keeping with the community's rural character, careful consideration must be given to the further development of existing sites or development of future sites. Positive changes can help control the impact on the appearance of the community and may have significant implications for the tax base of Harwinton. The Town's goal should be to retain and attract businesses, sustain business investment, and create economic opportunity and jobs.

The Planning Commission recommends the following:

1. Review and enact zoning regulations that are conducive to the development of a town center, and identify a market niche for the area.
2. Reaffirm the policy of permitting home-based businesses when they are compatible with single family neighborhoods.

3. Encourage private investment in brownfield site(s). Continue to secure federal and state help to clean up and monitor the site(s).
4. Expand the Town's tax base and employment opportunities through existing businesses or by attracting new businesses to suitable locations within the community.
5. Give priority to those prospective businesses that would support existing businesses, provide employment opportunities for residents, and not overburden the ability of the Town's infrastructure to provide necessary services.
6. Continue to use the Litchfield Hills Council of Elected Officials (LHCEO) as a resource tool for assessing economic development in the region that impacts how Harwinton modifies or expands its economic plan.
7. Examine the feasibility of a small office park, which could promote the diversity of businesses and commercial uses.
8. Determine the responsibility of the developer in providing and extending Town services prior to approval of any commercial development proposal. The burden for providing services to any development should not fall solely upon the public.
9. The Economic Development Commission should be established and tasked to identify areas in town suitable for industrial and commercial operations.
10. Encourage Mitral site for smart development once it has been deemed "clean" by the government.
11. There are three "Gateways" to Harwinton: Route 118 near Route 8, Route 4 near the Torrington border, and Route 4 near the Burlington border. Focus, rather than scatter, the development of light industrial and/or commercial sites at the Town's gateways of Routes 4, taking into consideration the architectural and rural community flavor of the area.
12. As funds are available, participate in regional economic development efforts that can assist Harwinton businesses such as the Litchfield Hills Micro Loan Program and the Litchfield Hills Regional Façade Improvement Program.

COMMERCIAL DEVELOPMENT

There are three basic land uses in a Connecticut municipality: Residential, Commercial, and Industrial. Of the three, Commercial is usually the most controversial. It is the battle for Commercial zoning that creates the warehouse store and shopping center wars that are so disruptive to orderly growth. Not so in Harwinton.

COMMERCIAL POLICIES

1. There appears to be little demand in Harwinton for expanded commercial uses by either residents or commercial developers. Land presently zoned for commercial uses contains land for expansion.
2. Present zoning regulations for commercial uses are workable and effective.
3. Future commercial development should be at or near present zones. Centers should be well-landscaped and small scale.
4. The Town should keep an open mind as to commercial development and seriously review ideas that would benefit it.

PRESENT PATTERNS OF COMMERCIAL DEVELOPMENT

Almost all commercial uses in Town are located on land zoned for commercial use. The exceptions to this are home-operated service businesses, which may or may not be governed under zoning, but they have little impact on the Town.

There are two commercial zones in Harwinton, a Retail Service (RS-A) zone and a Planned Retail Service (RS-B) zone.

The Retail Service zones (RS-A) are scattered along Routes 4 and 118 from the fire station west and along Route 4 as it turns north toward Torrington. Retail development is small in scale and conforms to the development patterns of the Town.

The Planned Retail Service zone (RS-B) is located across from the Consolidated School on Route 118. This zone, which consists of 40 acres, was clearly intended to be more tightly controlled and design-restricted.

All commercial development is permitted only by special permit, which requires site plan approval and is controlled by parking, landscaping, and sign restrictions.

Both zones are shown on the Zoning Map in A-12.

PROPOSED COMMERCIAL POLICY

There appears to be little demand for additional retail outlets by town residents. The following proposals for changes and new direction are offered for consideration:

- The 1,000 foot restriction from a town line for restaurants serving liquor seems somewhat limiting.
- If there is ever an opportunity for the construction of a new small shopping center, it should be located on Route 4 approaching Torrington. Development should be of small scale, set well back from the highway with well-designed buildings, landscaping and controlled signs.
- The future of the airport land, zoned for Industrial use, is unknown. The Town should stay flexible and open to any good ideas that will serve the Town, its citizens, and its tax base.
- The Town of Harwinton is encouraged to provide continued support for the growth of the Harwinton Fair. The annual fair takes place the first weekend in October and is a long-standing town event that highlights and encourages businesses in town. This event draws people from other towns far and wide.
- The Town should establish an Economic Development Commission that would encourage dialogue about Commercial Development proposals.

INDUSTRIAL

Industrial uses in Harwinton cover a wide range of activities, from the Torrington Sewage Disposal plant to small shops and the businesses in the Clearview Storage Park.

EXISTING PATTERNS OF INDUSTRIAL DEVELOPMENT

The Town has two Industrial zones, a Light Industrial Zone A (LI-A) and Light Industrial Zone B (LI-B). Both are intended for light, non-polluting industries. Both are special-permit zones requiring site plan approval. The LI-B requires a ten acre site.

Both zones are shown on the Zoning Map in A-12.

PROPOSED INDUSTRIAL POLICY

1. The Town tax base must be broadened. While there appears to be little pressure for additional industrial development, the Town should be open to any proposal which is well designed, does not impact the residential character of the Town, has highway access, and is not harmful to the environment.
2. The Town should establish an Economic Development Commission that would encourage dialogue about Industrial Development proposals.

There appears to be universal agreement that it would be beneficial to increase Harwinton's tax base. However, there seems to be no pressure to provide additional industrial sites.

Industrial uses in rural communities range from haphazard construction to well-planned office areas that have landscaping and large grounds and are appropriate neighbors to most residential properties.

Assuming that no use should be permitted that is damaging to the Town or neighborhood either visually or environmentally, a good industrial use for Harwinton would have the following characteristics:

1. Professional design, in keeping with the rural character of the Town.
2. Underground utilities
3. Large, well landscaped lots with low coverage
4. Uses which generate no noise, no waste, no outside storage
5. Uses which are usually limited to one story
6. Uses that have no adverse visual impact on neighbors
7. Adequate buffers to adjacent residential zones

Please see the Zoning Map in A-12.

IMPLEMENTATION OF THE PLAN

Critical to the success of any plan is the approach taken to its implementation. The Planning Commission expects this document to serve as a reference and guide for the Board of Selectmen and various commissions of the Town of Harwinton. The Planning Commission also expects that the plan may need to evolve over the next ten years as economic and demographic trends change in the Town. With commitment and accountability by the members of Town government and a proactive approach to implementation, the Commission believes this Plan can be a useful and worthwhile tool for the future.

ESTABLISHING COMMITMENT AND ACCOUNTABILITY

Upon completion of the plan, it should be made available to residents and other interested parties through the town's web site. In addition, the Plan will be referred to the Regional Planning Agency and a copy filed with the Town Clerk. After public noticing in a local newspaper, a Public Hearing will be held, any necessary revisions made, and the draft referred to the Board of Selectmen.

Once adopted, the three selectmen, all town commission members and key Town employees should be given hard copies and should reference this document when considering changes to regulations or policy.

IMPLEMENTING THE RECOMMENDATIONS

MODIFICATION OF REGULATIONS AND STANDARDS

Once the Plan of Conservation and Development has been finalized and accepted, the Planning Commission will need to work with the Board of Selectmen, the Town Engineer, and certain Commissions to ensure that regulations and ordinances are modified as appropriate to support the recommendations. Primary on this list will be a review of the Zoning, Inland Wetlands, and Subdivision Regulations. This work should be started within two years following adoption of the plan. An ongoing review of the Plan vis-a-vis Zoning, Wetlands and Subdivision regulations should be conducted on an annual basis, driven by the First Selectman and the Town Engineer. In addition, construction standards within each set of regulations should be reviewed against other towns' standards and the stated objectives and updated as appropriate.

DETERMINING NEEDED MUNICIPAL IMPROVEMENTS

A committee should be formed to identify needed improvements to the town's infrastructure, including:

- Transportation
- Schools
- Emergency services
- Community center
- Senior housing and services
- Recycling center
- Communication of information to residents (website, signs, etc.)
- Other services (e.g., internet access, business support)

This committee should include representatives from all Commissions, the Board of Finance, and interested groups and will be responsible for:

- Determining needed and desired improvements
- Evaluating costs and benefits of potential improvements
- Prioritizing potential improvements and developing recommendations
- Presenting recommendations to the Board of Selectmen and town residents as appropriate
- Monitoring implementation of recommendations

This committee should be established one month after Plan adoption and should be expected to complete its review and recommendations within one year of adoption. A smaller subcommittee will be needed to monitor ongoing implementation and to evaluate the need for the attention of a larger group again in subsequent years. The Board of Selectmen will be accountable for ensuring that this Committee is re-formed if resident input determines the need for additional improvements.

A Trail Development Committee and Elderly Affordable Housing Committee should also be established or become the responsibility of a current committee.

ACCESSING AVAILABLE MONIES

The Board of Selectmen should continue to pursue available funds for land acquisition and preservation, including state, grants, and matching funds. They should work with the Conservation Commission and Harwinton Land Trust to identify parcels of interest and possible approaches for acquisition.

MANAGING ECONOMIC DEVELOPMENT

A crucial element to the success of this plan will be proactive attention to economic development. As described earlier, some commercial enterprise will help improve the tax base of the Town, making it more affordable for residents to remain. This will need to be actively managed in order to maintain the desired balance with rural character. An Economic Development Council should be established with the ongoing charge to:

- Define desired business characteristics
- Determine possible sites (by industry type)
- Seek out potential businesses for relocation to Harwinton
- Identify new business opportunities for start up in Harwinton
- Work with business owners to determine infrastructure needs and evaluate risk/return
- Determine potential incentives, if appropriate
- Work with business owners to coordinate transition
- Monitor success and report results

Clearly, the success of this council will require the commitment at some level of resource by the Town. While we initially expect this to be a volunteer activity, the group must have adequate representation and be supported as needed by Town staff. The Council will be expected to report on activities at the Selectmen's meetings. The First Selectman will be accountable for ensuring the success of this Council and will have the authority to make changes as needed.

ONGOING UPDATING TO THE PLAN OF CONSERVATION AND DEVELOPMENT

Based on the experience of the current Planning Commission, we recommend that the Board of Finance set aside funds for consultant help in updating and creating the next required Plan of Conservation and Development. While the involvement of local people and direction by the Planning Commission is critical, it was essentially impossible for a volunteer board with a heavy load of development requests to complete the process in the time required. Setting aside funds over the next 8 years should ensure that the next Plan is completed in a more timely manner. In addition, the Town should consider funding a build-out analysis to help shape the next Plan of Development.

ACKNOWLEDGEMENTS

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Litchfield Hills Council of Elected Officials (LHCEO) – Census Data

LHCEO – Regional Transportation Plan

LHCEO – Naugatuck River Greenway Assessment

LHCEO – Profile of the Litchfield Hills Region 2006

Harwinton Ambulance Association

Harwinton Westside Volunteer Fire Department

John Fredsall, Harwinton Highway Supervisor

Michael D. Rybak, Town Attorney

Roger Plaskett – Town Historian – Harwinton Historical District

Harwinton Conservation Commission

Harwinton Housing Authority

Harwinton Water Pollution Control Authority

Harwinton Public Library, Board of Directors

Harwinton Open Space Committee

The Planning Commission would also like to thank past members for their contribution in bringing the Plan of Conservation and Development to completion. Those past members are:

Christopher Beyus, former Chairman

Lawrence Connors, former Chairman

Susan McClen, former Secretary

Kathleen Deprey

Cathleen Gautherin

Roger Johnson

Martin Peabody

Roland Perreault

Judith Pleau

Donald Prigitano

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