

# Town of Plainfield



Plan of Conservation and Development  
2008 - 2018

# Plan of Conservation 2008 - 2018 and Development

*“The Plan of Conservation and Development is a living document created by citizens who are actively involved in the Town and want to promote compatible growth and protect the natural environment. This plan, as required by state statute, will guide the conservation and development of land for the next ten years.”*

**Prepared by the**  
**PLANNING AND ZONING COMMISSION**  
With assistance from the  
PLAN OF CONSERVATION AND DEVELOPMENT COMMITTEE  
CONSERVATION COMMISSION  
BOARD OF SELECTMAN  
ECONOMIC DEVELOPMENT COMMISSION  
PLANNING AND ENGINEERING DEPARTMENT  
PLAINFIELD HISTORICAL SOCIETY

**Adopted: August 12, 2008**

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# I. Introduction

**P**LAINFIELD is located in the northeastern corner of the State of Connecticut. The Town of Plainfield was incorporated in 1699 and celebrated its tercentenary in 1999. The Town of Plainfield has prided itself on the hard-working and dedicated labor force that had been established near the beginning of the twentieth century. This area has predominantly been one of the poorer sections of Connecticut, but is not a poor community. There has always been a sense of pride and worth to members of this community. Over the course of time, the Town has accepted challenges and changes. Whether through participation in wars or accepting a greyhound racing facility, the town has dealt with adversity. The Town has faced some significant events in the past ten years that have drastically affected the quality of life. Several large manufacturing firms vacated the town and other companies in the region have also closed their doors. However, both the town and the region are starting to turn around. An increase in tourist traffic and the amount of undeveloped land adjacent to a major highway has made Plainfield a prime location for new development. This *Plan of Conservation and Development* is a celebration of the Town's history and resources, as well as a guide to the continued development and progress of the Town, in an orderly and appropriate fashion. This plan addresses current conditions and the future needs of the citizens and the community. This Plan should be a blueprint for municipal improvements and expenditures and should help to guide policy makers through tough decisions.

Section 8-23 of the Connecticut General Statutes states that *at least once every ten years, the commission shall prepare or amend and shall adopt a plan of conservation and development for the municipality. Following adoption, the commission shall regularly review and maintain such plan. The commission may adopt such geographical, functional or other amendments to the plan or parts of the plan, in accordance with the provisions of this section, as it deems necessary. The commission may, at any time, prepare, amend and adopt plans for the redevelopment and improvement of districts or neighborhoods which, in its judgment, contain special problems or opportunities or show a trend toward lower land values.*

*In preparing such plan, the commission or any special committee shall consider the following: (1) The community development action plan of the municipality, if any, (2) the need for affordable housing, (3) the need for protection of existing and potential public surface and ground drinking water supplies, (4) the use of cluster development and other development*

*patterns to the extent consistent with soil types, terrain and infrastructure capacity within the municipality, (5) the state plan of conservation and development adopted pursuant to chapter 297, (6) the regional plan of development adopted pursuant to section 8-35a, (7) physical, social, economic and governmental conditions and trends, (8) the needs of the municipality including, but not limited to, human resources, education, health, housing, recreation, social services, public utilities, public protection, transportation and circulation and cultural and interpersonal communications, (9) the objectives of energy-efficient patterns of development, the use of solar and other renewable forms of energy and energy conservation, and (10) protection and preservation of agriculture.*

*Such plan of conservation and development shall (A) be a statement of policies, goals and standards for the physical and economic development of the municipality, (B) provide for a system of principal thoroughfares, parkways, bridges, streets, sidewalks, multipurpose trails and other public ways as appropriate, (C) be designed to promote, with the greatest efficiency and economy, the coordinated development of the municipality and the general welfare and prosperity of its people and identify areas where it is feasible and prudent (i) to have compact, transit accessible, pedestrian-oriented mixed use development patterns and land reuse, and (ii) to promote such development patterns and land reuse, (D) recommend the most desirable use of land within the municipality for residential, recreational, commercial, industrial, conservation and other purposes and include a map showing such proposed land uses, (E) recommend the most desirable density of population in the several parts of the municipality, (F) note any inconsistencies with the following growth management principles: (i) Redevelopment and revitalization of commercial centers and areas of mixed land uses with existing or planned physical infrastructure; (ii) expansion of housing opportunities and design choices to accommodate a variety of household types and needs; (iii) concentration of development around transportation nodes and along major transportation corridors to support the viability of transportation options and land reuse; (iv) conservation and restoration of the natural environment, cultural and historical resources and existing farmlands; (v) protection of environmental assets critical to public health and safety; and (vi) integration of planning across all levels of government to address issues on a local, regional and state-wide basis, (G) make provision for the development of housing opportunities, including opportunities for multifamily dwellings, consistent with soil types, terrain and infrastructure capacity, for all residents of the municipality and the planning region in which the municipality is located, as designated by the Secretary of the Office of Policy and Management under section 16a-4a, (H) promote housing choice and economic diversity in housing, including housing for both low and moderate income households, and encourage the development of housing which will meet the housing needs identified in the housing plan prepared pursuant to section 8-37t and in the housing component and the other components of the state plan of conservation and development prepared*

*pursuant to chapter 297. In preparing such plan the commission shall consider focusing development and revitalization in areas with existing or planned physical infrastructure.*

*Such plan may show the commission's and any special committee's recommendation for (1) conservation and preservation of trap rock and other ridgelines, (2) airports, parks, playgrounds and other public grounds, (3) the general location, relocation and improvement of schools and other public buildings, (4) the general location and extent of public utilities and terminals, whether publicly or privately owned, for water, sewerage, light, power, transit and other purposes, (5) the extent and location of public housing projects, (6) programs for the implementation of the plan, including (A) a schedule, (B) a budget for public capital projects, (C) a program for enactment and enforcement of zoning and subdivision controls, building and housing codes and safety regulations, (D) plans for implementation of affordable housing, (E) plans for open space acquisition and greenways protection and development, and (F) plans for corridor management areas along limited access highways or rail lines, designated under section 16a-27, (7) proposed priority funding areas, and (8) any other recommendations as will, in the commission's or any special committee's judgment, be beneficial to the municipality. The plan may include any necessary and related maps, explanatory material, photographs, charts or other pertinent data and information relative to the past, present and future trends of the municipality.*

## II. Goals

### General Policy Goals

#### Purpose

1. To formulate an orderly approach towards future development and conservation of the Town. The Town should encourage development in areas that have existing or planned infrastructure (water, sewer, public transit). The Town should also protect and preserve agricultural areas of the Town that are of statewide importance.
2. To locate parcels of land that are most viable for future development, and to locate parcels of land, which should be conserved. The Town should create a comprehensive plan that identifies which land should be developed or preserved. The comprehensive plan should conform to the recommendations of the *Town of Plainfield Plan of Conservation and Development*.
3. To conform with the requirements of C.G.S. Sec. 8-23, as amended. The *Plan of Conservation and Development* shall conform with the requirements established by the Connecticut General Assembly and the State of Connecticut *Plan of Conservation and Development*.

#### Intent

1. To provide the opportunity for all households in Plainfield to live in a safe, sanitary and attractive home and neighborhood. The Town should strive to maintain the quality of life and to create a "sense of community" and family within our borders.
2. To attract compatible industries to locate and remain in Plainfield. To promote and provide quality education for all residents. The Town, under the auspices of the Board of Education, should maintain and continue to provide a variety of educational opportunities to residents of all ages.
3. To enhance the ability of existing commercial centers to prosper, while encouraging new commercial development. To centralize and consolidate government functions and facilities whenever possible. The Town should work to consolidate all of the services that are provided in duplication (sewer, libraries, etc). Consolidation of these services could result in a more efficient government and a better provision of services.
4. To provide a safe and convenient transportation network. The Town should work to maintain the current road network to ensure that vehicles can pass safely along these routes. The Town should maintain an inventory of dangerous roads and establish a list for reconstruction/rectification priority.

5. To develop a broader range of cultural and recreational opportunities for the residents. The Town should encourage and promote cultural activities to broaden the entertainment, recreational and educational awareness and appreciation.
6. To preserve major portions of the Town, in their natural or nearly natural state, thereby preserving the Town's scenic resources, wildlife habitat and natural resources. The Town should maintain a database of natural resource areas and work with the Connecticut Department of Environmental Protection (CT DEP) to protect these important environmental areas.
7. The Town should look favorably on property owners who use their land in a manner consistent with the *Plan of Conservation and Development and the Comprehensive Plan*.
8. To maintain water quality. The Town should work to maintain current regulations regarding water resource protection. The Town should work with the Connecticut Department of Environmental Protection (CT DEP) and private water companies to establish clear and concise expectations. The town should require non-point source Best Management Practices (BMPs) implementation on storm water systems for all new developments.
9. To maintain air quality. To protect the Town's aquifer as a natural and economic resource. The Town should continue to recognize the importance of the aquifer. The Town should encourage aquifer compatible industries and activities to locate in areas designated for protection of this resource.
10. To promote Moosup Pond as a vital natural and recreational resource. Moosup Pond serves many purposes in the Town of Plainfield and the Town should work to protect this natural resource. The Town should continue to maintain recreational opportunities at Moosup Pond and should work to protect the Moosup Pond watershed. To identify, conserve and preserve the Town's natural, historic and agricultural resources and rural environment. The Town is an important contributor to the Quinebaug-Shetucket Heritage Corridor (QSHC) and should work to maintain that level of contribution.
11. To provide opportunities for orderly and energy-efficient development and a safe and compatible land-use balance of housing, business, industry, agriculture, open space and government functions. New Town sponsored development should correspond with the *Plan of Conservation and Development and the Comprehensive Plan*.
12. To strengthen and encourage a sense of neighborhood and community throughout the Town. The Town has always had the ability to rally around high school athletics. Other avenues for community spirit should be explored by the Town. The Town should work to re-establish the "sense of community" and neighborhood through

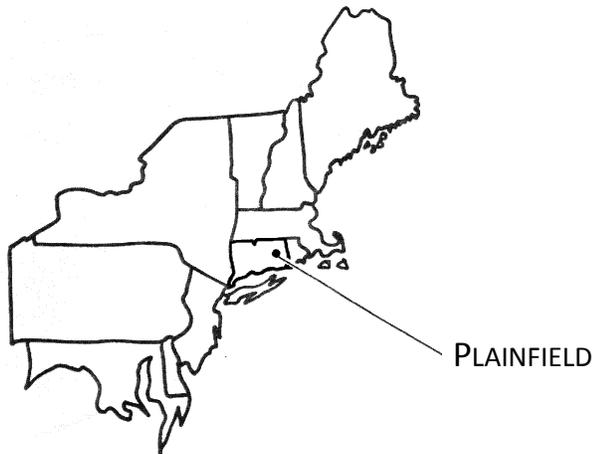
- Town sponsored fairs, parades and picnics. Infrastructure improvements, new parks and village center beautification could help to restore community pride.
13. To encourage and provide for a mix of housing opportunities for all income levels. It is important that the Town recognize the need for equal opportunity housing. The Town should continue to provide subsidized housing programs for residents who are income eligible. To encourage development patterns which enhance public transportation opportunities. To encourage redevelopment and restoration of the Village Centers. The Town should consider acquiring properties in lieu of delinquent taxes. These properties could be advertised to prospective developers for a minimal fee.
  14. To promote the growth of tourism, by protecting and marketing the natural environment. As part of the Quinebaug-Shetucket Heritage Corridor, it is important to realize the impacts of tourism. Future developments should not conflict with the history of the Town and should complement the intentions of the Heritage Corridor, whenever possible.
  15. To advocate the Quinebaug-Shetucket National Heritage Corridor and to promote the regional trail network. The Moosup Valley State Park trail should be a priority for future capital improvement projects.
  16. To create and maintain congruence with both the State of Connecticut *Plan of Conservation and Development* and the Northeastern Connecticut *Plan of Conservation and Development*.
  17. The Town should work with the regional transit districts to establish more transit routes and to coordinate future development with public transit. The Town should also work to promote transit ridership through advertisements, bus shelters and convenient stops.
  18. The Town should develop and implement an ordinance for property management standards.
  19. To develop a plan to promote the growth of Health Care and related Industries in Town.
  20. All new development should be encouraged to promote pedestrian transportation.

### III. General Information

<b>Town Population - 2000</b>		Source: 2000 US Census	
<b>Age</b>	<b>Total</b>	<b>Female</b>	<b>Male</b>
Under 5 years	951	448	503
5 to 9 years	1,151	544	607
10 to 14 years	1,142	546	596
15 to 17 years	693	367	326
18 to 19 years	353	168	185
20 years	164	77	87
21 years	159	72	87
22 to 24 years	487	270	217
25 to 29 years	967	482	485
30 to 34 years	1,156	588	568
35 to 39 years	1,298	659	639
40 to 44 years	1,270	596	674
45 to 49 years	1,065	541	524
50 to 54 years	879	453	426
55 to 59 years	667	327	340
60 to 61 years	217	114	103
62 to 64 years	325	188	137
65 to 66 years	195	107	88
67 to 69 years	252	142	110
70 to 74 years	413	230	183
75 to 79 years	331	196	135
80 to 84 years	263	190	73
85 + years	221	161	60
<b>Totals</b>	<b>14,619</b>	<b>7,466</b>	<b>7,153</b>

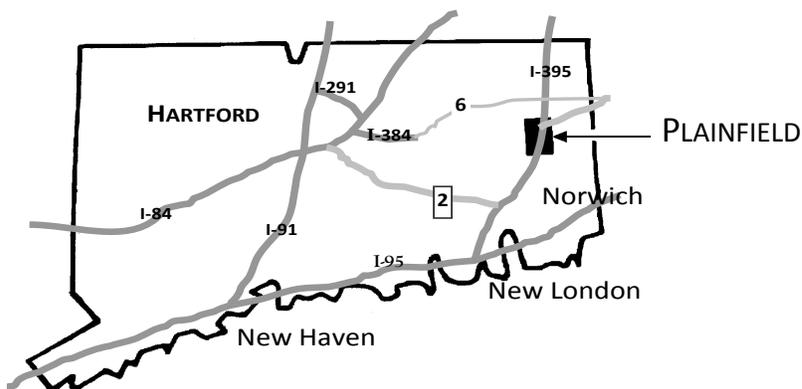
## Location

- A. Regional: Within a 500 mile radius of the Town of Plainfield are:
1. The borders of 14 states and the District of Columbia;
  2. One-third of the nation's population;
  3. Nearly two-thirds of Canada's population; and
  4. Canada's major markets.



Montreal - 320 Miles  
Toronto - 490 Miles  
Boston 84 Miles  
Providence - 36 Miles  
Hartford - 44 Miles  
New York - 110 Miles  
Washington, D.C. - 265 Miles

- B. Local: On a local scale, Plainfield has convenient access to all major Northeast trade, tourism and distribution centers.



Boston, MA - 84 Miles  
Bridgeport - 89 Miles  
Foxwoods Resort Casino - 20 Miles  
Hartford - 44 Miles  
Mohegan Casino - 21 Miles  
Mystic - 35 Miles  
New Haven - 72 Miles  
New London - 30 Miles  
Norwich - 20 Miles  
Providence, RI - 36 Miles  
Springfield, MA - 66 Miles  
Worcester, MA - 48 Miles

## Population Characteristics

In the past decade, the population of the Town of Plainfield has been growing at an average rate of seven percent (7%). The projected rate of growth average for the next decade is also seven percent (7%). This rate of growth appears to be comparable to the state and regional growth rate projections. The town might experience a larger growth in population if the tourism industry of Southeastern Connecticut migrates north into Plainfield. The Town still has very affordable housing and large areas of undeveloped land. These two items could help increase the population of the Town through the next ten years.

### Population Change, 1920 – 1970

	1920	1930	1940	1950	1960	1970
Population	7,926	8,027	7,613	8,071	8,884	11,957
Percent Increase		1.3%	(5.2%)	6.0%	10.0%	34.6%

### Population Change, 1980 – 2020

	1980	1990	2000	2010	2020	
Population	12,774	14,363	14,619	15,630	16,660	
Percent Increase	6.8%	11.1%	1.8%	6.9%	6.6%	

## Census Tracts & Population

Note: For General Planning Purposes Only

**Moosup CDP**  
**3,289 residents**

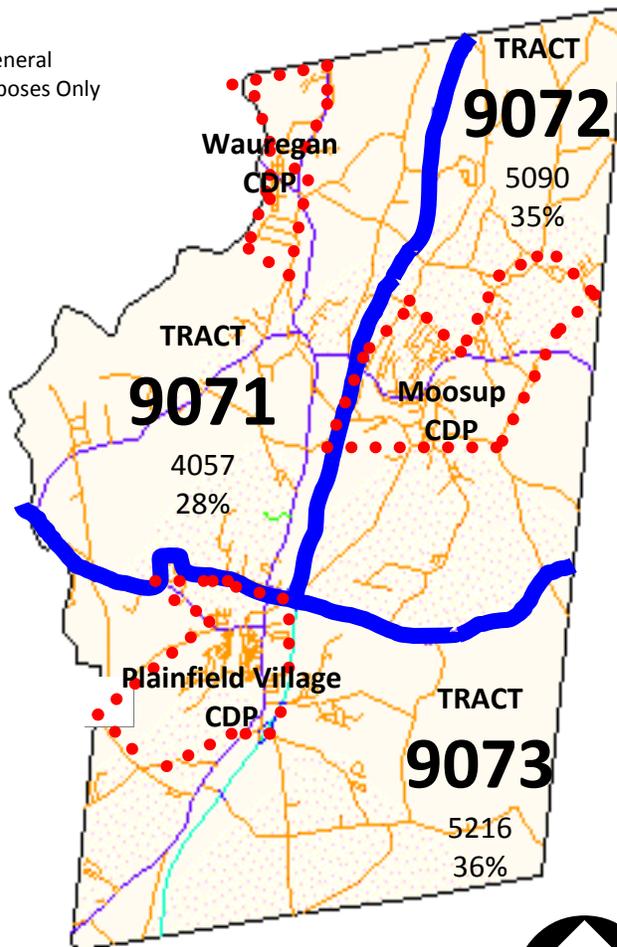
- ☐ 23% of Town population
- ☐ 65% of Tract 9072 population

**Plainfield CDP**  
**2,859 residents**

- ☐ 20% of Town population
- ☐ 55% of Tract 9073 population

**Wauregan CDP**  
**994 residents**

- ☐ 7% of Town population
- ☐ 25% of Tract 9071 population



LEGEND

- █ Census tracts
- Census Designated Place (CDP)

Planning and Engineering Department, 1997, Not to scale

## IV. History

Before the influx of European settlers, this area was occupied by Indians, primarily belonging to subdivisions of the Algonquin Confederation. About twenty years before the settlers arrived, Pequots invaded the area; they drove away the Narragansetts, and subdued the Quinebaugs and Wabbaquassetts. The first transfers of land in the territory, which was to become the Towns of Plainfield and Canterbury, immediately created land disputes between the new owners, Major Fitch and John Winthrop.

The Town of Plainfield was first settled in 1689, as part of "Quinebaug County". The Town was incorporated in 1699 and named Quinebaug. In 1700 it was renamed Plainfield and in 1703 divided into the Towns of Plainfield and Canterbury.

The earliest colonists were, for the most part, farmers who kept some livestock, raised their own food, wool, and flax, and made their own clothing. They established grist mills, saw mills and fulling mills for finishing cloth.

On a ridge to the east of the Quinebaug River ran the main stage or post road between Norwich and Providence (present Route 12 through Plainfield Village). Homes, stores and taverns were built along this route and its branch northward toward Killingly.

During the 1800's textile manufacturing along with the building of the railroads (1850's) helped form the present day villages of Wauregan, Plainfield, Moosup and Central Village. Textile manufacturing continued to flourish until the end of World War I. Most of these mill buildings and mill housing still exist; the Town of Plainfield wishes to keep these historically and architecturally significant structures as assets to the community.

To this end, the Town Planning and Zoning Commission has developed special permit regulations allowing historic conversions (changes in use) to these properties, in any zoning district, thus enabling these buildings to be rehabilitated and reused. The Town has also completed historic surveys of the four villages and rural areas of historic significance. (c.1983) The historic surveys have documented particular buildings, neighborhoods and blocks which are of historic and architectural interest. These detailed surveys provide a tool for the Town to use when considering future developments and the maintenance of the Town's historic character. Possible historic districts and building nominations for the National Register are included in the survey documents at the Plainfield Town Hall.

Until the 1960's, population growth was slow, due to textile manufacturing decline in New England and the movement of those firms to the South. From the 1960 to the 1980's Plainfield had attracted new residents and new industries. The Town of Plainfield lost many of those jobs when primary employers closed in the mid 1980's. The Town of Plainfield is actively interested in recruiting new commercial enterprises and industries into the Town in order to eradicate its historically high unemployment rate and to broaden the tax base.

**FIRST CONGREGATIONAL CHURCH  
OF PLAINFIELD**  
c.1816



Sketch by Gordon C. Johnson

## V. Historic Preservation

### Goals and Intentions:

1. Protect and enhance Plainfield's Historic Resources:
  - a. Require that future Town decisions regarding growth and development (including planning for capital improvements and public infrastructure) be sensitive to these historic resources. Decisions should be referred to the appropriate department in a strict time frame. Include these requirements in a more streamlined, "one-stop" development process when established.
  - b. Create a central inventory of historic resource information so that it is available to Town departments, commissions and the general public.
  
2. Preserve and protect historic buildings and areas, particularly the revitalization of core historic villages; adaptive reuse of historic mills, commercial buildings and homes; and preservation of significant rural and open spaces:
  - a. Strengthen minimum maintenance requirements. (CGS 29-406 (b).)
  - b. Establish a loan/grant program for property improvements. Target historic villages using CDBG moneys for building/health code compliance and façade restorations/upgrades.
  - c. Support streetscape improvements to include appropriate landscaping, sidewalks and lighting.
  - d. Encourage building official to assist owners, where appropriate, to take advantage of Article 513, State Building Code, which allows flexibility for historic buildings in meeting code requirements.
  - e. Discourage strip development along Route 12, when such development threatens historic resources. Encourage development perpendicular to Route 12 where appropriate, to reduce the number of entrances on the highway.
  - f. Support future growth around existing villages by following historic development patterns, thereby helping to preserve open space and rural landscapes and to reduce costs of infrastructure expansion.
  
3. Protect and enhance other resources of historic significance, including historic and archaeological sites, cemeteries, human burials, distributions of cultural remains and artifacts.

- a. Amend subdivision plan review to require specific protective measures. If historic cemetery is affected, the Town may take ownership and specify a 20-foot undeveloped buffer around the borders to protect old burials that are sometimes found just outside of what appears to be the perimeter of the burial grounds.
- b. Encourage the use of conservation and historic preservation easements.
- c. Prepare a comprehensive inventory and sensitivity map of Town archaeological resources.
- d. Establish linear trails/parks along the waterways to preserve historic resources connected to the 19th-century industry, Native American life, and early European settlement. Establish a buffer zone on sides of certain stream-belts with construction and clearing only by special permit. (50'-100')

## **Development Patterns**

Once the hunting grounds of the Native Americans, Plainfield's first settlers arrived circa 1689 to form a community of small-scale farming clusters. In the 1800's, Plainfield experienced a burst of water-powered industrial growth. In the 20th century, the Town has settled into a pattern of modest but steady expansion.

Plainfield reflects all of these periods in history in its buildings, patterns of population concentration, rural landscapes, and wealth of archaeological sites. The Town has been and is a transportation corridor, first by stagecoach, then by railroad and now by highway.

A number of mill buildings and their associated villages help preserve the Town's industrial past, while more rural areas maintain a historic agricultural character, with farm houses and buildings, stone walls and cultivated fields among hills and forests. Altogether, these elements comprise a clear picture of the historical development patterns worthy of careful planning for preservation.

Plainfield has experienced considerable growth in recent years, with new subdivisions, commercial areas and an industrial park. Development poses a threat to the continued existence of the Town's historic resources, including:

- ❑ Mills and villages with their historic buildings and bridges
- ❑ Colonial era farmhouses with open fields, stone walls and mature trees.
- ❑ Archaeological and industrial sites
- ❑ Cemeteries

- Natural features that are part of Plainfield’s history, such as: Squaw Rocks, as well as waterways with waterfalls/dams and a fishing weir.

**Why the historic landscape should be preserved**

1. The historic landscape conveys a sense of place, and gives Plainfield its own character and identity.
2. Historic structures are visual reminders of Plainfield's heritage, and provide a better understanding of the forces that shaped our present environment.
3. The historic landscape provides an aesthetic quality that improves the *quality of life* and the *sense of community*.
4. Historic structures can have definite economic impact, as development could occur, based on the Town’s appearance. Reuse of historic buildings could also help to invite tourists to the area.
5. Historic districts, the historic landscape and historic structures gives both residents and visitors, pleasure when properly preserved and maintained. The Town of Plainfield is located in an area of the United States that is rich in American cultural heritage. The Town should look to preserve and promote important incidents that occurred in the Town.

**Resources:**

Sites on the National Register of Historic Places

1. Wauregan Historic District
2. Plainfield Street Historic District
3. First Congregational Church of Plainfield
4. Lawton Mills Historic District
5. Packerville Bridge
6. March Route of Rochambeau’s Army – Plainfield Pike
7. Plainfield Woolen Mill, Central Village (Central Square Condo’s)
8. Central Village Historic District
9. Aldrich Free Public Highway
10. Sterling Plainfield town line (one property)

**Individual Buildings:**

1. Aldrich Free Public Library
2. First Congregational Church, Plainfield
3. Packerville Stone Arch bridge, Plainfield
4. Plainfield Woolen Mill, Central Village (Central Square Condos)

**Additional Districts and Structures deemed eligible for National Register listing per Historic Resource Surveys:**

1. Mills and mill village related structures in Moosup:
  - Milner Hall (VFW), Bowes House, Alexis Potvin House
  - Commercial Business District (Main and Prospect Street)
  - Two lenticular truss bridges over the Moosup River
2. Individual structures outside of the village centers:
  - Woodward Homestead (Bishop Crossing Road)
  - David Kinne House (Black Hill Road)
3. Other Historic Sites
  - Squaw Rocks
  - Quinebaug River fishing weir
  - Moosup Pond
  - Glen Falls
  - Cemeteries -see map and appendix
  - Archaeological assessment
4. Historic Villages
  - Plainfield
    - Plainfield Street
    - Packerville
  - Moosup
    - Uniondale
    - Almyville
  - Central Village
    - Kennedy City
  - Wauregan
    - Lawton Mills
    - Gladdings

**Intentions:**

1. Create a central inventory of historic resource information for public availability.
2. Require that future development in Historic Districts be sensitive to these resources.
3. Consider creating a Historic Overlay District with specific regulations.
4. Establish a loan/grant program for property improvements. Facade restorations and upgrades; Building and health code compliance.

5. Establish a Town Historic District Commission to designate “Historic Properties” for more stringent protection in the future.
6. Amend sign regulations for appropriateness to historic districts.
7. Discourage strip development along Route 12 in areas where such development threatens historic resources. Encourage “shared access” drives to reduce the number of driveways on Route 12.
8. Prepare a comprehensive inventory and sensitivity map of Town archaeological resources (Currently mapped-vague)
9. Establish trails to preserve historic resources connected to 19th-century industry, Native American life and early European settlement.
10. Establish a buffer around streams, with construction and clearing by special permit only.

## **VI. Open Space**

### **Conservation**

Open Space conservation is an integral part of the Plan of Conservation and Development, since how and where Open Space and natural resource conservation is implemented determines what the character of Plainfield will be. A thoughtful open space implementation plan is the most effective way to conserve and protect natural resources directly, through land acquisitions or conservation easements, or indirectly, by changes to land use regulations to promote the use of open space in a manner that protects natural resources.

#### **Overall Goals**

1. Require developments that involve forested parcels of land to maintain wildlife and recreational corridors that connect with adjacent forested parcels of land. Create corridor mapping that shows habitats and habitat interaction.
2. Require open space set-asides or compensatory open space for developments of large forested parcels.
3. Manage the Town's 90-acre parcel of land for forest products and recreation.
4. Promote private planned forestry management.
5. Acquire large forested parcels or encourage land owners of large forested parcels to manage them for timber, fuel-wood and recreation. There should be a commitment Town-wide, for long-term forest management
6. Protect ground water: both public water supplies and private wells.
7. Establish stream-belt protection zones.
8. Protect and manage the Moosup Pond watershed.
9. Promote farm profitability and protect the most valuable farmland.
10. Protect the Town's best scenic vistas and views, stone walls and unusual natural areas.
11. Provide sites for both active and passive recreation, in cooperation with private organizations.
12. Develop a Town Greenway system.
13. Develop a multi-purpose trail system, and coordinate it with the regional multi-purpose trail plan.
14. Develop public river access, including: views, trails, fishing and canoeing.

## Planning

### Purpose

Determine the optimum use of Open Space in the Town, for conservation and preservation purposes. Open Space Planning is intended to protect undeveloped land from possible harmful development. Since the Town is rural in nature, it is imperative that we protect and preserve that heritage. Certain parcels of land should not be developed because of their inherent environmental sensitivity and the consequent negative impact their development would impose on the Town.

The Town should identify parcels of land which, by their unique natural characteristics or position in the landscape, should be the focus of conservation efforts. The Town has produced a set of maps identifying natural resource areas. These maps should be continually updated and used as the basis for zoning overlay districts designed to protect the Town's natural and cultural resources.

### List of Maps

#### 1. Natural Areas

- Inland Wetlands and Watercourses
- Natural Drainage Basins
- Ground Water Resources
- Fisheries: Management for Trout and Anadromous Fish
- Steep Slopes
- Important Agricultural Lands by Soil Type
- Productive Forest Soils
- Flood Insurance Rate Map

#### 2. Cultural Features and Resources

- Property Line Base Map
- Historic Resources and Natural Features
- Archeological Areas
- Land in Agricultural Use - 1995
- Committed Open Space Lands

### **Intentions**

1. Increase the Open Space Acquisition fund. The Town should have an annual line-item for money to be set aside for the specific purpose of acquiring open space. The purpose of the open space fund is to provide the financial resources to purchase land for future conservation.
2. Acquire Development Rights on key parcels of land.
3. Utilize the State Department of Agriculture *Purchase of Development Rights Program*, and supplemental funding from a Town open space fund. Attempt to permanently protect Plainfield's most valuable farm parcels while maintaining private ownership.
4. Maintain the protection of the Town's Aquifer areas through the Aquifer Protection Overlay District (APOD). This area must be protected; our water supply is an extremely valuable resource. Currently 100 million gallons of water are pumped from the Gallup Water Company wells in the Downtown area Plainfield. Using one pump, the water company has the capacity to pump 2 Million gallons a day for a total of 720 million gallons a year. (These are very conservative figures.)
5. Encourage donations of land along stream and river beds, for future preservation.
6. *Further* develop an overlay district for the Moosup Pond Watershed (MPW). This district should limit development to preserve the water quality of the watershed. Housing lot size within the watershed, should be increased from 60,000 square feet to 120,000 square feet or more, to limit the negative effects on the watershed.
7. Consider Designating Scenic Vista Areas in the Town. These areas should be protected as view-sheds. A View-shed protection district could be created that would protect the aesthetic characteristics of these areas.

### **Implementation of an Open Space Fund:**

1. Municipal Bonding. This option can generate considerable amounts of money in a very short time span.
2. Fees in lieu of Open Space. State statutes provide the Town with the ability to require a fee in lieu of Open Space for new subdivision as long as the money is specifically for the purpose of purchasing open space land.
3. Budget Incorporation. The Town should dedicate a percentage of the annual budget to an Open Space fund, or target unspent funds towards open space purchases.
4. Private Contributions. Establish a quasi-public organization that oversees Open Space funding and Open Space land.

### **Index of Committed Open Space:**

1. The Town should inventory all undeveloped parcels greater than ten acres.
2. The Town should conduct a survey to locate all of the “committed” Open Space.

## **Greenways**

### **Overall Goals**

- To develop a network of multi-purpose trails, that connect the village centers and neighboring communities, utilizing the abandoned railroad and trolley rights-of-way.
- To create a linear open space, passive recreation area, that connects wildlife habitat areas and can be used for animals.
- To obtain new parcels of lands that are adjacent to open space parcels that could be used for a greenway corridor.
- To support the *East Coast Greenway* initiative, a proposed multi-purpose trail that is envisioned to run from Maine to Florida.

### **Existing Greenway Corridors**

The following greenway systems are either in place or very close to being part of a viable greenway system. Some of the following greenways utilize existing rights-of-way and will be developed as active recreation areas.

1. *Moosup Valley State Park Trail* - Connecticut Department of Environmental Protection (CT DEP) Right-of-way. This trail is part of the proposed *East Coast Greenway System*. Land between the trail and the Moosup River should be obtained as open space land and would aid in the development of this greenway.
2. *Trolley Trail* - Connecticut Department of Environmental Protection (CT DEP) and various private owners. There are sections of this trail that are privately owned that keep it from becoming a viable greenway. The town should not promote development to the west of the trolley trail. Land between the trolley trail and the Quinebaug river should be obtained as open space.
3. *Sugarbrook Management Area, Quinebaug River and Quinebaug Valley State Hatchery Land* - Connecticut Department of Environmental Protection (CT DEP). The CT DEP maintains and operates a fish hatchery along the Quinebaug River. Much of the land that is around the hatchery is open space and could be part of a viable greenway system when included with the Sugarbrook management area, the Quinebaug River and the *Trolley Trail*. The state should work to obtain the missing "links" along the Quinebaug River to create a connected open space and greenway network.

4. *Pachaug State Forest* - Connecticut Department of Environmental Protection (CT DEP). The state forest is located in the southern most part of town. Other forested properties adjacent to the forest could be obtained or developed so that there is a continuous greenway network. Open space in new subdivisions should be along streams, brooks and rivers to create linear connections with other sections of town.

#### **Proposed Greenway Areas**

*Ekonk Brook* - There are many large parcels of land along Ekonk Brook that could be developed in the future. The Town should require open space be set aside in these future subdivisions. The open space should be along the brook, to create a linear greenway from Pachaug State Forest to the Moosup River. In the future this could become a hiking trail.

1. *Moosup River* - The Town should investigate ways to acquire parcels of land along the Moosup River. These parcels could be developed into a heritage walkway from the Brunswick Mill site on Brunswick Avenue to the Kennedy City Bridge on Route 14 in Central Village.
2. *Snake Meadow Brook* - Parcels of land along Snake Meadow Brook would make a nice connection into the Town of Killingly. New subdivisions in this area should require open space along the brook to create a linear greenway system.
3. *Mill Brook & Horse Brook* - Mill Brook and Horse Brook are important aquifer recharge waterways and should be preserved as open space and as part of the town's water supply. A linear greenway should be created.

## VII. Natural Resources

### **Climate**

During the winter months the average temperature is 26°F, with the average daily minimum temperature of 16°F. Summer months have an average temperature of 68° and an average daily maximum temperature of 81°F. The total annual precipitation is approximately 43 inches. The sun shines 60% of the time possible in summer and 50% of the time possible in the winter. Prevailing winds are from the south.

### **Topography**

The Town of Plainfield is characterized by gently rolling hills. Lowest elevations are found along the Quinebaug River at 150 feet above Mean Sea Level. The land gently rises to elevations of 550 feet along Plainfield's boundary with the Town of Sterling. Notable hills include: Black Hill, Shepard Hill, Hopkins Hill, Whithey Hill and Webb Hill. These hills provide attractive scenic vistas, and the Town should look to preserve the aesthetic qualities of the hill crests for future generations.

### **Waterbodies**

The Town of Plainfield is located in the Thames River Major Drainage Basin. Located within the Thames basin in the Town of Plainfield are the Regional Drainage Basins of the Quinebaug River and the Moosup River. Subregional Drainage Basins in Plainfield are: Snake Meadow Brook; Ekonk Brook; Fry Brook; Mill Brook; and Mount Misery Brook.

The Quinebaug River is the drainage outlet for 98 percent of the land in Plainfield; the other two percent flows from Mount Misery Brook to the Pachaug River in Griswold. Of the 98 percent, forty percent drains via the Moosup River; thirty-four percent drains via the Mill Brook; and the remaining twenty-four percent drains through small brooks or streams to the Quinebaug River.

There are approximately 450 acres of water bodies in Plainfield, with 76 miles of watercourses (streams and rivers), including the shoreline of the Quinebaug River. Rivers and brooks in the Town of Plainfield include: Quinebaug River, Quandock Brook, James Brook, Half Hill Brook, Fall Brook, Sugar Brook, Harvey Brook, Moosup River, Angell Brook, Apple Tree Meadow Brook, Tyler Brook, Snake Meadow Brook. Ekonk Brook, Mill Brook, Horse Brook, Fry Brook, Lathrop Brook, and Mount Misery Brook.

Ponds in the Town of Plainfield include: Moosup Pond, Wauregan Pond, Packers Pond, Snake Meadow Pond and Evans Pond.

Special flood hazard areas in the Town were mapped in 1974 and updated in 1977 and 1991. These maps assist the Town's Planning and Zoning Commission and Inland Wetlands and Watercourses Commission in determining flood prone areas in the Town.

### **Streambelts and Streambelt Protection**

Streambelts are defined as:

1. The watercourses of a defined stream, including banks, beds and water.
2. Lands subject to frequent stream overflow.
3. Associated marshes and wetlands.
4. Contiguous lands with special beneficial and environmental values.
5. Shorelines of lakes and ponds associated with the stream.
6. Potential water development sites of public significance.
7. Areas in proximity to streams where certain developments or land uses would have probable adverse environmental effects, i.e., pollution and health hazards, erosion and sedimentation, destruction of ecological systems.
8. Other areas necessary as links to form a continuous streambelt system.

Most of the land along ponds, lakes, streams and rivers is protected by flood control regulations and inland wetland regulations. In addition, state forests and management areas, such as Pachaug State Forest and the Quinebaug River Management Area serve as protection for the streambelt corridors. However, some areas along streams that are high above the water level and are not classified as inland wetlands areas do not have protection against development.

### **Soils**

In 1981 the *Soil Survey of Windham County* was published by the United States Department of Agriculture's Soil Conservation Service (now the Farm Service). This book contains aerial photographs for all of the Towns in Windham County, at a scale of 1" = 1,320'. Composite soils are depicted on these photographic maps. Descriptions of the soils categories as well as tables showing their most limiting features for development and other uses are contained in the Soil Survey. The Soil Survey serves as a guide for Town officials in planning uses and developments on particular soils. It is important to note that these maps are most accurate at the original scale of 1" = 1,320', since they depict composite soils (groups of soils together). Actual siting of housing lots, septic systems, etc. require specific on-site investigations by a certified soil scientist. Copies of the Soil Survey of Windham County and assistance in using this publication are

available at the Plainfield Town Hall, the Northeastern Connecticut Regional Planning Commission and the Windham County Farm Service Office.

### **Inland Wetlands Soils**

The Inland Wetlands and Watercourses Act of 1972 (Public Act 155) was enacted to regulate and protect the State's wetlands. The Plainfield Inland Wetlands and Watercourses Commission oversees and regulates any activities on wetlands soils in the Town. Inland wetlands are an irreplaceable natural resource which provide flood control and refuge for wildlife, and which filter and replenish water to aquifers. There are approximately 7,200 acres of wetland soils in the Town of Plainfield. The following soil areas meet the criteria for Inland Wetland soils protected by Public Act 155 and are identified in the *Soil Survey of Windham County*. Other soil areas in the Town meet this wetlands criteria but are not shown in the *Soil Survey* because of cartographic limitations (scale of mapping and nature of composite soil grouping).

### **Water Quality and Aquatic Habitat**

The quality of surface waters in Plainfield is generally high. The high quality waters provide a significant recreational resource for the region. The Town contains a number of small streams that support cold water fisheries for native trout; the Moosup and the Quinebaug Rivers; Moosup Pond and several small ponds. The Moosup and Quinebaug Rivers are important watercourses for existing anadromous and catadromus fish runs.

Industrial discharge to the major rivers has been largely eliminated or cleaned up. The greatest threat to the Town's water quality is from non-point source (NPS) pollution. NPS pollution includes storm water runoff from impervious surfaces (roadways, parking areas, rooftops and highways); agricultural land; and construction sites or other areas where soil is disturbed. Effluent from septic systems can increase nutrient loads to water bodies via ground water discharge.

NPS contaminants include low dissolved oxygen; metals; nutrients; pathogens; salinity; sediments; thermal loading; and toxic chemical pollutants. Low dissolved oxygen occurs when microorganisms consume biodegradable contaminants. This can result in fish kills and noxious odors. Metals, such as copper and lead, may accumulate in aquatic species and contaminate drinking water resources. Nutrients, e.g. fertilizers, also may contaminate drinking water and can contribute to low oxygen situations by promoting the growth of algal blooms. Pathogens include bacteria and parasites that can cause disease in humans. High salinity from the use of road salt may corrode piping.

Sediments, e.g. sand, can clog streams, choke fish and even bury bottom-dwelling species. Thermal loading, an increase in temperature from the introduction of heated runoff, e.g. power plant cooling water, is stressful to coldwater fish and promotes the accumulation of heavy metals in aquatic species. Toxic chemical pollutants may be inorganic or organic, however man-made chemicals typically have the greatest adverse impact on water quality.

As the percentage of developed land in the Town increases, so does the amount of storm water runoff and accompanying NPS pollution. Streams tend to become wider and shallower due to bank erosion. This results in increased frequency and severity of flooding during storm events and reduced stream flow during dry periods.

The water quality of Moosup Pond is currently threatened by NPS pollution. Development of the Pond's watershed will increase suspended solids and nutrient loads in the pond, further threatening the water quality.

#### **Water Quality Goals**

1. Preserve and protect the high quality of the Town's surface and ground waters.
2. Improve the quality of degraded waters, where feasible.
3. Preserve, protect and, where feasible increase existing aquatic habitats, fisheries and recreational resources.
4. Prohibit new or increased high risk activities that could adversely affect surface or ground water resources. No residential, commercial or industrial development shall take precedent over the protection of the Town's water resources.

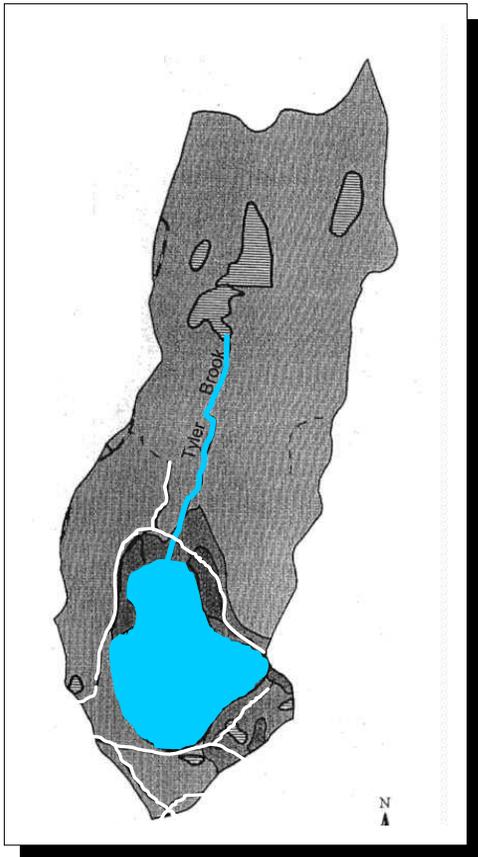
#### **Water Quality Implementation**

1. Identify watershed areas where the percentage of impervious surfaces exceed 20%. Consider zoning revisions to ensure imperviousness of these areas does not exceed 30%.
2. Identify watersheds where the percentage of impervious surfaces exceeds 30%. Consider an application for grant money to retrofit storm drainage systems, in accordance with Best Management Practices (BMPs) to renovate storm water quality in these areas. Consider zoning revisions to ensure imperviousness of these areas does not increase.
3. Require that new development maintain undisturbed buffers between developed areas and all streams, rivers and wetlands that act as tributaries to streams. These buffers will reduce or prevent thermal impacts to streams and will act as filters to reduce NPS runoff. Recommended minimum buffers are 50 feet for wetlands and

- 100 feet for streams. Greater buffers may be required in steeply sloped areas or in other situations where development may adversely affect water quality.
4. Require all new developments to implement BMPs to control storm-water flows and renovate storm water runoff quality prior to discharge.
  5. Maintain stream belt protection zone along watercourses.
  6. Prohibit new discharges of untreated storm-water into wetlands, watercourses, streams and rivers.
  7. Encourage retrofits of existing drainage systems to renovate storm water runoff.
  8. Acquire land for open space preservation in sensitive watersheds, such as Moosup Pond.

*Sources: CT DEP Fisheries Division*

*BMPs to Reduce NPS Pollution in the Town of Plainfield, Dec 2000*



The **Moosup Pond Watershed** is enjoyed by both pond residents and town residents alike. The Town Public Beach is located on this Pond. Public sewer improvements should not lead to higher density residential development.

**Moosup Pond Watershed**

## **Wetlands**

Wetlands are valuable for a number of functions that have a benefit to the general welfare, including alteration of flood flows, nutrient retention and transformation, cleansing of surface and groundwaters, recharge of aquifers, wildlife habitat, fisheries habitat and recreation. Even temporary wetlands appearing seasonally as vernal pools serve important wildlife breeding functions and provide important habitats. Wetlands are protected by the state and federal law to preserve their valuable functions. Many inland wetlands and watercourses have been destroyed or are in danger of destruction because of unregulated use by reason of the deposition, filling or removal of material, the diversion or obstruction of water flow, the erection of structures and other uses, all of which have despoiled, polluted and eliminated wetlands and watercourses.

### **Wetlands Goals**

- Preserve the functional values of the Town's wetland resources and provide and protect natural habitats that depend on wetlands. The value of a wetland is an estimate of the importance of worth of one or more of its functions. Although large-scale benefits of functions can be valued, determining the value of individual wetlands is difficult because they differ widely and do not all perform the same functions or perform functions equally well. Decision-makers must understand that impacts that affect individual wetland functions can eliminate or diminish the values of wetlands and shall make best efforts to preserve the wetlands.
- Seek to achieve no-net-loss of wetland resources through development planning that avoids wetlands whenever possible, minimizes intrusion when it cannot be avoided, and mitigates unavoidable impacts through wetland enhancement or creation. Development should be excluded from environmentally sensitive lands of high resource value including: floodplains, wetlands (including hydric soils), headwaters of major streams, perennial stream courses and adjacent natural buffer, and steep slopes.

### **Wetlands Implementation Measures**

1. The Inland Wetlands & Watercourses Commission should establish a sub-committee to review and revise the existing Inland Wetlands & Watercourses Regulations that were adopted April 21, 1998 and amended through January 18, 2005.
2. Identify wetlands within the Town and create an inventory of all wetlands and their functional value. This inventory can be used to determine the amount of mitigation a project should be responsible for. This inventory could also help the staff determine the importance of natural habitat and groundwater resources.

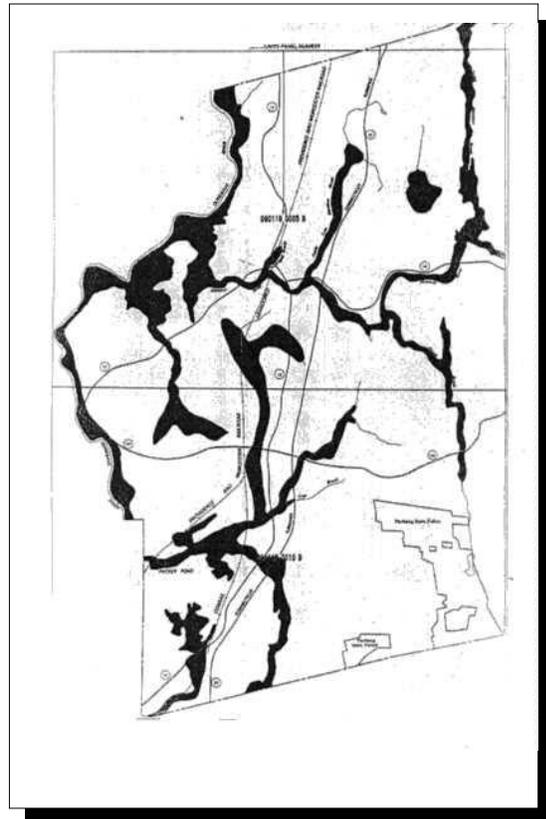
3. Applicants proposing wetlands alterations shall implement the alternatives that would cause less or no environmental impact to wetlands or watercourses. Mitigation shall be used when there is no feasible means of leaving wetlands undisturbed. Mitigation projects shall be monitored by the responsible regulatory agency to ensure that wetland functions are being properly replaced, and the results are incorporated into future mitigation planning.
4. Require compensation for loss of high function wetland areas.
5. Require that an undisturbed buffer of 50 feet be maintained between a developed areas and high functional value wetlands.
6. Require and vigorously enforce the use of sedimentation and erosion controls for all projects that involve soil disturbance in or adjacent to wetlands.

## Floodplains

Floodplains within the Town of Plainfield are areas that are inundated by waters overflowing the banks of adjacent watercourses. Major flood plain areas have been designated by the Federal Emergency Management Agency, (FEMA) and are depicted on the Town's Flood Insurance Rate Maps (FIRM). These areas include both the 100 year and 500 year flood zone and floodways.

All watercourses have floodplains associated with them, although the floodplains of many of the Town's streams and wetlands, are not depicted on the FIRM. Incremental impacts to both depicted and undepicted floodplain areas creates increased flows to downstream areas, resulting in increase in flooding, with consequential threats to life and property.

Floodplain areas can also provide valuable wildlife habitats and may act as riparian buffer areas. Alteration of the natural vegetation in undeveloped floodplains can interrupt important wildlife travel corridors and result in the warming of stream water temperature due to the removal of shade.



### **Floodplain Goals**

- To have no net loss of storage for the 100 year frequency flood event, in floodplains associated with all of the Town's watercourses.

### **Flood Mapping**

The Federal Emergency Management Agency (FEMA) maps flood hazard areas as part of the National Flood Insurance Program. The map they produce is called the Flood Insurance Rate Map (FIRM). In the Town of Plainfield, the FIRM consists of two Panels: **Panel 5 of 10 Community-Panel Number 090116 0005 B**, and **Panel 10 of 10 Community-Panel Number 090116 0010 B**. These maps were produced in 1991 and were effective as of June 17, 1991. The Planning and Engineering Department has copies of these maps.

### **Floodplain Implementation**

1. Require depiction of the 100-year frequency floodplains on site plans for all projects proposing alterations or construction near wetlands or water courses.
2. Require that floodplain areas be set aside as open space either by conservation easement or dedication to the Town.
3. Require compensatory storage of all proposed floodplain losses.
4. Acquire undeveloped floodplain areas adjacent to the Town's major streams and rivers.

## **Ground Water Resources**

Plainfield is endowed with a groundwater resource of impressive potential. Major aquifer areas associated with stratified drift deposits in the Quinebaug River Valley can yield very large quantities of water (in excess of 5,000,000 gallons per day) to wells. Other smaller, but important aquifer areas exist along Snake Meadow Brook and the Moosup River. These groundwater reservoirs are the Town's only feasible source of municipal water supply, and are essential to the future growth of the Town. These reservoirs are also important for providing base flow to the Moosup and Quinebaug Rivers.

The permeable nature of stratified drift deposits that allows them to store and yield large quantities of groundwater, also makes them very susceptible to contamination. The coarse sands and gravels that compose the most productive aquifers also allow the rapid transmission of contaminants, both vertically and horizontally. Once

contamination enters these deposits, it can affect a wide area. Once contaminated, these deposits are extremely expensive to renovate. It may not be economically or technically feasible to renovate large quantities of water to drinking water standards.

### **Groundwater Goals**

- Prevent contamination of existing groundwater resources.
- Restore contaminated resources to drinking water quality, where feasible.
- Preserve and protect Aquifer areas within the Town of Plainfield.

### **Groundwater Implementation**

1. The most effective way to protect the Town's groundwater resources is to limit or prohibit activities within the aquifer recharge zone, that have potential to contaminate the aquifer. Therefore, the aquifer protection regulations should be maintained intact, as they provide the greatest level of protection for these resources.
2. Continue to implement and enforce the Town's Underground Storage Tank (UST) Ordinance.
3. Discourage the installation of USTs within the aquifer protection zone, and encourage the use of vaulted above ground facilities Town-wide.
4. Apply for grant money to clean up contaminated groundwater resources.
5. Acquire parcels of land that are of critical importance to groundwater protection or that may be the location of productive groundwater wells.

## **Forest Management/Wildlife Habitat**

A large percentage of Plainfield's land area is undeveloped forest land. This area includes a 90 acre parcel of forest that is owned and maintained by the Town of Plainfield and Windham Land Trust. Although undeveloped forest land does not generate the amount of tax revenue developed land generates, it requires virtually no services, and therefore can exist at no cost to the Town. Forest land provides habitat for wildlife, protection for surface and groundwater resources, outdoor recreational opportunities, high aesthetic qualities and is a source of valuable and renewable timber and fuelwood resources. Trees in the forest also provide oxygen and transpire large amounts of water into the air, thus helping to moderate the climate.

The greatest threat to forest land is fragmentation from encroaching development. Many mammal species require a minimum land area in which to feed, breed and maintain a healthy population. Once forced off this minimum amount of land, these

species either decline through inbreeding and starvation, or become pests that damage agricultural and ornamental plantings. Reduction in forested areas also increases runoff to streams and can result in local increases in flooding.

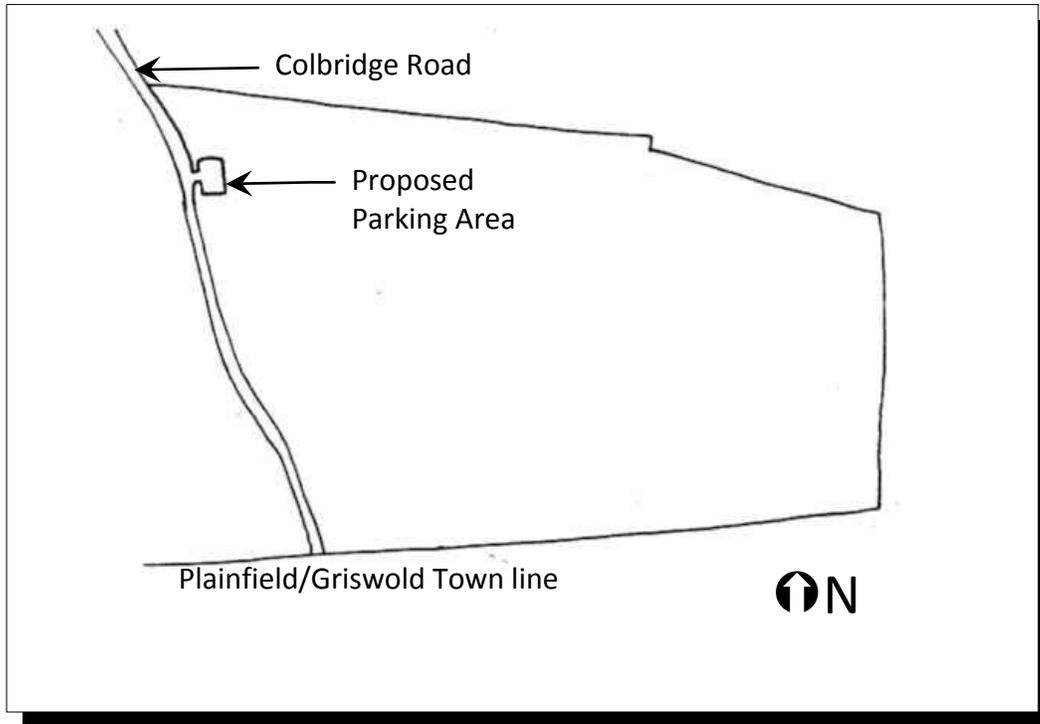
#### **Forest Management Goals**

1. The Town shall preserve undeveloped forestland and no development shall take precedent over maintaining undeveloped forestland.
2. Maintain, to the greatest extent possible, uninterrupted tracts of forest land within the Town.
3. Promote the management of forest land for recreation, wildlife habitat and timber resources.
4. Continue to maintain and promote usage of the 90-acre parcel.

#### **Forest Management Implementation**

1. Grant tax breaks to landowners that maintain large parcels of land as forest cover.
2. Investigate purchase of development rights for large tracts of forest land.
3. Encourage proper management of forested land to provide timber resources.
4. Require developments, that involve forested parcels of land, to maintain wildlife and recreational corridors that connect with adjacent forested parcels.
5. Require open space set-asides or compensatory open space for development of large forested parcels.
6. Maintain and preserve the Town's parcels for forest products and recreation.
7. Acquire large forested parcels and manage them for timber, fuel wood and recreation.

### 90 Acre Forest Management Area



### Prime Farmland and Farmland Preservation

In an acknowledgement of today's land use reality, this section of the P.O.C.D. has been amended to reflect current farmland use and availability. Unfortunately, a sizable portion of Plainfield's "Prime Farmland" has been lost to commercial and residential use; examples: portions of the Gluck farm off Packer Road and the entire Gluck farm off Dow Road, and the Lathrop farm off Kate Downing Road.

Unless the Town, along with State and Federal initiatives, makes it a priority to maintain a portion of its farmland base, more farmland will disappear permanently. As a matter of fact, a good percentage of the land now being farmed commercially in the Town is not "Prime Farmland" as was described in the 1997 P.O.C.D. section on farmland but is nonetheless growing silage corn and hay to supply local dairy, beef and horse farms.

Moreover, Governor Rell has stated publicly the importance of maintaining Connecticut's farmland base so the State can produce some of its own food supply. Furthermore, the ever higher cost of fuel to ship food commodities across the country and the questionable quality of foreign safety inspections will make locally grown food more desirable and economically viable with the east coast's huge built-in market. Looking to the future, the preservation of tillable farmland in Connecticut and Plainfield is vital and needs to be a priority for towns that still have prime farmland available.

The Town should pursue all available avenues to maintain its remaining usable farmland. These avenues include the State of Connecticut Farmland Development Rights Buyout Program (Bill #7275), the 490 Farmland and Open Space Tax Reduction Program and the new Face of Connecticut Grant Program through the Connecticut Department of Agriculture, and the Open Space Land Acquisition program. This program provides 75% of the market value of property for land acquisition to distressed municipalities of which Plainfield is one.

The US Department of Agriculture (USDA) recognizes several categories of farmlands that are particularly important in the production of the nation's food supplies, primarily as a result of their soil properties. Prime farmlands are the most important farmlands, having the soil quality, length of growing season, and moisture supply needed to sustain high yield crops with minimal energy and economic inputs. These are the lands best suited for producing feed, fiber, forage, and oilseed crops. Farmlands of statewide importance are similar to prime farmlands but have certain characteristics that do not allow them to meet the criteria of prime farmland, such as soils that are wetter or have steeper slopes requiring greater inputs of energy or resources to maintain high yield crops. Unique farmlands are other important farmlands that are used for the production of specific high value food and fiber crops. Important farmlands exist only as undeveloped lands that may be vacant, wooded, or used for crops or pasture. Once converted by development, (residential subdivision, commercial use, etc.) these parcels are no longer considered important farmlands.

Some of the same properties which are used to identify prime farmland also make these areas especially well suited to other forms of development. The economic climate in Connecticut over the last few decades and specifically in the 1980s has led to the irreversible conversion of much of the prime farmland in the state. To address this issue, Public Act 83-102, an Act Concerning State Projects Which Affect Prime Farmlands, requires the Connecticut Department of Agriculture to review any state funded proposed project which would convert 25 or more acres of prime farmland to non-agricultural use. Likewise, the federal government promulgated the Farmland

Protection Policy Act (FPPA). The USDA Natural Resource Conservation Service (NRCS) issues a determination of significance if farmlands are acquired for any project in excess of two acres per mile.

Prime farmlands and additional farmlands of statewide importance in Plainfield are depicted on the resource map. The only operating program which can preserve active farms with prime or important farmlands is the Connecticut Department of Agriculture's Farmland Preservation Program. This program negotiates with operating farm owners to purchase the development rights to the property. The development rights of operating farms which include prime farmlands are generally appraised higher than poorer lands, offering the owner a greater incentive for joining the program.

There are no programs to specifically preserve prime or important farmlands which are not part of an operating farm.

#### **Farmland Goals**

- Research and coordinate grant programs that preserve agricultural land.
- Preserve existing farmland and promote new farm opportunities.
- Limit future gravel excavations in areas that are of agricultural importance.

#### **Farmland Implementation**

The Plan of Conservation and Development should seek to encourage and assist farmers to maintain operations on prime farmlands by programs which may include local tax relief. Coordination of local efforts with those of the state and the US Department of Agriculture offers the best chance for Plainfield to preserve farms and prime farmland in the Town of Plainfield.

## **Capacities of Land - factors for consideration for new developments**

For all future developments, the Town should consider the holding capacity of the land for which the development is proposed. An important consideration in determining holding capacity is the soil's ability to support subsurface sewage disposal systems. It has been demonstrated that certain types of soil are incapable in their natural state of adequately supporting septic systems. Six limitations for septic systems and a description of each follow:

### **POOR FILTRATION**

Soils of poor filtration are characteristically the terrace soils where the outwash deposits of sand and gravel are of a particle size and compaction such that water permeability through these soils is very rapid. Due to rapid permeability, the soil may not exhibit suitable filtration for sewage effluent. Hazards of groundwater contamination may be present, especially for shallow water supply wells, where septic systems are installed in these soils.

### **HIGH WATER TABLE**

Soils with a high water table may be present in floodplain, terrace and upland till. A high water table will cause septic system failure where the groundwater table interferes with drainage of sewage effluent into the soil.

### **SHALLOW DEPTH TO BEDROCK**

In upland till regions where glaciation has either exposed bedrock or removed parent soil, leaving a shallow layer of soil above bedrock, there is a potential for groundwater contamination from improperly installed septic systems. In most private residences in Connecticut the well is drilled into the bedrock. Cracks or fissures in the bedrock form the groundwater source. Where a sewage system is located in or very close to bedrock, contaminants of the sewage system may flow into the bedrock fissures. Contaminants within these fissures may then reach the water supply well.

### **SLOPE**

In upland till regions where glaciation has left in its path, large rocks, boulders, or steep slopes, a sewage problem may occur. In extremely rocky soil, drainage may be so rapid through the rocky material that the sewage literally breaks out of the ground. This may lead to groundwater contamination, a public health problem or surface water quality degradation.

### **HARDPAN**

Hardpan soils located in upland till areas present a problem where septic systems are installed. During the wet months, when a perched water table occurs, a sewage disposal system may fail due to the increased water table height. This is known as hydraulic overload. When a sewage system is installed, the impervious nature of hardpan soils may cause a septic system to fail, as the sewage effluent can not be adequately absorbed.

### **FLOODING**

Floodplain soils, which are prone to surface flooding, present an obvious hazard to septic systems. Where a hydraulic overload occurs through flooding, the sewage may discharge above the surface of the ground into floodwaters.

Engineered septic systems can be designed to overcome limitations found on specific sites. Proper septic system maintenance can be critical to continued successful operation. Homeowners are frequently not aware of the need for septic system pump-out and inspection (three to five years under normal conditions). Lack of maintenance of septic systems on engineered systems may result in critical failure problems. A concentration of such failures in a neighborhood may require public sewer expansion.

*Source: Connecticut Department of Health*

## **Quinebaug-Shetucket Heritage Corridor**

In 1994, the U.S. Congress recognized the region as a unique national resource and designated it as the Quinebaug and Shetucket Rivers Valley Heritage Corridor. Plainfield is one of 35 northeastern CT and central MA towns in the corridor known as “The Last Green Valley” in the sprawling metropolitan Boston-to-Washington corridor.

The major programs are:

- \*Green Valley Institute (a partnership with UCONN’s College of Agriculture) – improving the knowledge base from which land use and natural resource decisions are made and building local capacity to protect and manage natural resources as our region grows.

- \*Historic Preservation Grants (competitive) – preserving significant cultural landscape and structures.

- \*Partnership Program Grants (competitive) – retaining, enhancing and interpreting significant features of the lands, waters and structures.

\*Walking Weekends – sponsoring free guided walks to discover the rich cultural heritage and natural beauty of the corridor.

The nonprofit management entity, Quinebaug-Shetucket Heritage Corridor, Inc. is located at 107 Providence St., Putnam, CT, Telephone (toll free) 866-363-7226. [www.thelastgreenvalley.org](http://www.thelastgreenvalley.org)

### **Town Goals**

Plainfield is located in the Quinebaug-Shetucket Heritage Corridor along with 25 other towns. There are several natural features in the Town of Plainfield to promote and preserve for the future: Several historic cemeteries; a Revolutionary War encampment site; Textile Mills from the 19th Century and a scenic semi-rural landscape.

The Town has been growing for the past thirty years, and it is in the Town's interest to maintain the historic and rural landscape. The Town shall make every effort to preserve this historic and rural landscape and Commercial and Industrial Development shall not take precedent. The Town should also promote tourism in the villages. These areas have historically served as social and commercial centers. There are several churches and buildings of historic quality that line the streets in these areas. The Town should work to revitalize the village centers through new sidewalks and streetscape enhancements.

The Town should also work with the private sector to promote heritage festivals and other events that promote both the Town, Region and Corridor. The Town should promote the Multi-purpose trail plan and the canoe access plan to enhance the recreational opportunities in Eastern Connecticut.

## VIII. Economic Development

### **Overview: A Shifting Economic Base**

The economic base of Northeast Connecticut has shifted from its earlier dependence on mills, large scale manufacturing and agriculture to a much more diversified economy which includes tourism and small manufacturing geared to niche industries such as plastics and aerospace.

The Town's Economic Development goals should be reflective of this new environment:

### **Goals**

#### **Promote Tourism**

The growth of the casinos to the south of Plainfield, coupled with the prospect of additional casinos opening to the north in Massachusetts, positions Plainfield to be part of the I-395 corridor of recreation and entertainment. Plainfield is a member of the Mystic Country Tourism Bureau which extends from Thompson to Mystic.

Plainfield should consider developing destinations that will appeal both to area visitors as well as residents looking for something to do.

#### **Promote Education/Job Training**

In order to increase income levels for Plainfield residents, there is a need for increased focus on formal education and training. In today's economy, it is virtually impossible to earn a living wage with benefits without at least a high school education. While the high school dropout rate has decreased, it is still too high.

With niche markets in industry accounting for a significant portion of the local economy, it is essential to offer specialized training and college credit and certificate programs to ensure that residents can compete successfully for these jobs. Plainfield should pursue the creation of such programs, possibly in connection with UConn or Quinebaug Valley Community College.

#### **Promote Quality of Life Environment**

The development of mobile technologies and web commerce affords many businesses a high degree of geographic flexibility in terms of where they locate. One of the many

factors such businesses consider when evaluating potential host towns is *quality of life*. The new high school with its 1000 seat auditorium, broadcast studio, and other amenities is a good example of a “high quality of life” attractor to Plainfield. A centralized library would be another important attractor.

Other attractors include providing access and opportunities to experience the environment whether with walking and mountain bike trails, kayaking and canoeing, or swimming and fishing. The Economic Development Commission should work closely with the Conservation Commission and the Parks and Recreation Department to expand hiking and bike trails and to increase emphasis on the East Coast Greenway which runs from Killingly through Plainfield, past the State Fish Hatchery, the Brunswick Mill site and on to Sterling. This will serve residents as well as attract visitors and potential businesses.

#### **Encourage Village Districts**

To provide increased opportunities for smaller businesses, the Town should strive to make each of the village centers attractive. The Town should consider the creation of Village District Guidelines to promote the retail and business revitalization of these areas and to enable the Town to apply for grants to create a new loan-grant program to encourage owners to make their properties attractive to potential businesses.

#### **Encourage Use of Planned Development District**

The Town enacted Planned Development District zoning regulations in 2006. The purpose of these regulations is to enable the Town to permit mixed-use commercial development that retains the rural character of the town and prevents sprawl along major corridors. Possible sites that might be suitable for PDD projects include the Greyhound Park, Brunswick Mill, InterRoyal, the A&P Shopping Center area in Central Village, the Jewett City Savings Bank area on Rte. 12 and the center of Wauregan.

#### **Support Revolving Loan Fund**

The Revolving Loan Fund, established in 1989 to make loans to Plainfield businesses, encourages the development of small businesses, which, as the backbone of the local economy, account for 80% of job growth nationally. Small businesses also contribute unique and creative businesses that national chains often cannot. The Town should continue to support this important program.

The Revolving Loan Fund is currently funded by Community Development Block Grant (CDBG) monies. CDBG is a federal program operated by the state’s Department of Economic and Community Development (DECD). Due to current administrative issues

with this program, it is important that the Town explore new future funding sources such as the USDA, which offers both grant and loan programs to towns. The Town should also continue to partner with other non-profit loan funds such as the Northeast Alliance and the Connecticut Economic Development Fund.

### **Support Return of Passenger Rail Service**

The Town should support the renewed interest in returning passenger train travel along the Providence-Worcester Railroad with possible stops in Central Village and at the former InterRoyal Mill site as that site is redeveloped.

### **Revisit Concept of Industrial Park**

Begun in 1989, with 30 sites, there are currently 19 lots sold with the businesses employing approximately 180 people in a range of jobs that are skilled, technical and for the most part in manufacturing.

Historically buildings were larger, but with the introduction of lean manufacturing, businesses now may want smaller buildings, often less than the 10,000 sq. ft. threshold below which the State of CT does not want the Town to go. An additional constraint is that many businesses now want to have a small retail space along with their manufacturing, which is not allowed in the Park. It is becoming more common for people to view a manufacturing operation and also make a purchase. Third, the remaining available lots cannot be redivided into smaller lots due to wetlands and ledge issues. The Town should work with DECD to consider a wider range of options for the remaining I-Park sites.

### **Promote Enterprise Zone Corridor Benefits**

Plainfield is one of 13 towns in the State with an Enterprise Zone Program which provides tax incentives to encourage the reuse of vacant or underutilized manufacturing plants. A portion of the tax increases attributable to real property improvements are abated at a declining rate over a five year period.

Local Ordinance 103 was created for commercial uses in the Enterprise Corridor. A portion of the tax increase attributable to the improvements is abated over a five year period.

Both programs involve an application process. The Enterprise Corridor application is made to the State DECD. The Ordinance 103 application is made to the Plainfield Board of Selectmen.

## **Work Force Demands**

### **Job Needs**

Plainfield continues to maintain the second largest population in the Northeastern Connecticut Planning Region. In 2005, the Town of Plainfield's population rose to 15,098, 0.5% greater than the 1997 *Plan of Conservation and Development* projected. The Town population has increased a total of 5.1% from 1990 to 2005. Using the figures from the 1997 plan, the town can anticipate a need for 454 jobs by the year 2020. Using the current statistics, the town would need to provide for that level of employment by 2015. It appears that the demand for employment has been offset by the development of the two Native American casinos located in Southeastern Connecticut. As more casino employees move to Connecticut, they will likely purchase houses in lower Northeastern Connecticut, and it is likely that Plainfield will be a prime destination for this new housing demand.

### **Employment Opportunities**

Although manufacturing has historically been the prime source of employment within the town, this has changed with the closure of Kaman Aerospace Corporation and the downsizing of other firms. In 2005, there were 666 people involved in manufacturing related jobs and 2,516 people employed in the trade and service industry.

During the past ten years the number of residents commuting to other towns has increased by 10%, while the number of non-residents commuting into town has increased 21%. The mean travel time has increased, suggesting that employees are accepting longer commuting times to live in communities with a rural atmosphere or a high quality of life.

### **Unemployment**

The Town continues to rank high in unemployment. The Town needs to diversify the commercial/industrial employment base and create or support educational programs to train residents. The school system should continue to promote higher education and the school-to-career program should be emphasized.

### **Worker skills**

Northeastern Connecticut is regarded as having a semi-skilled workforce. Quinebaug Valley Community Technical College (QVCTC) offers a variety of training options to businesses. The Town should work to promote higher education and job skill

diversification. The Town needs to attract new industry that will employ a more skilled workforce, and help attract new residents to the area.

### **New services**

The town should consider expanding the sewer system along the main transportation corridors: Route 14A to Sterling Town line, Route 12 South to the Griswold Town line, Route 12 North to the Killingly Town line, Route 12 from Central Village to Plainfield, Route 14A West to Hope Road. Route 14A East and Route 12 South have the potential to become the main growth areas in the future.

### **Vacant industrial land**

The Town has vacant industrial land. The Town should look at attracting environmentally conscious companies to locate in these areas. The Town should also consider the rezoning of light industrial zones to zones that permit uses with less environmental impact such as Industrial-2. The Commissions should carefully review all proposed industrial uses and require safeguards to protect the environment and the Town's aquifer.

### **Commercial property**

When the Planning and Zoning Commission reviews plans for commercial development, they should look at preserving the rural character of the Town and promote the historic village centers. Revitalize the village centers to maintain their historic character while promoting commercial development and attracting new businesses to fill vacant stores.

Promote larger commercial development such as shopping centers, office parks and corporate headquarters in areas designated as future commercial growth areas per the Conservation and Development Map. These areas of larger developments should be located along State roads to minimize added traffic through rural residential areas.

With more development coming to the Town and spreading along the State roads, the Town should consider restructuring the Zoning Regulations and creating new categories of commercial zones to fit different areas of Town. The current commercial regulations may be too intense for certain commercial areas of Town. A zone designated for lighter business uses such as offices and light retail would fit better in areas of Town that our current commercial zones would.

## Eastern Region Occupational Forecast

	Employment Year 2004	Employment Year 2014	Annual Growth Openings	Total Annual Openings
<b>Total, All Occupations</b>	<b>191,410</b>	<b>211,780</b>	<b>2,188</b>	<b>6,974</b>
Management Occupations	9,150	10,280	113	286
Business and Financial Operations Occupations	6,600	7,330	74	193
Computer and Mechanical Occupations	3,300	3,970	70	115
Architecture and Engineering Occupations	6,260	6,600	36	193
Life, Physical, and Social Science Occupations	4,110	4,630	53	156
Community and Social Service Occupations	3,660	4,220	55	126
Legal Occupations	1,300	1,390	9	24
Education, Training, and Library Occupations	14,730	16,440	171	488
Arts, Design, Entertainment, Sports, and Media Occupations	2,460	2,720	27	75
Healthcare Practitioners and Technical Occupations	8,820	10,190	137	302
Healthcare Support Occupations	4,940	5,860	92	168
Protective Service Occupations	5,930	6,560	64	223
Food Preparation and Serving Related Occupations	17,910	20,580	267	981
Building, Grounds Cleaning and Maintenance Occupations	7,780	8,960	118	274
Personal Care and Service Occupations	12,370	13,950	158	489
Sales and Related Occupations	19,870	22,120	229	936
Office Administrative Support Occupations	26,380	27,540	176	803
Farming, Fishing and Forestry Occupations	1,300	1,390	9	45
Construction and Extraction Occupations	7,430	8,160	73	218
Installation, Maintenance and Repair Occupations	6,460	7,270	82	229
Production Occupations	10,770	10,310	24	281
Transportation and Material Moving Occupations	9,880	11,310	151	369

Connecticut Department of Labor, Nov. 19, 2007

## **Brownfields**

### **Background**

The term “brownfield site” means real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. This definition is found in Public Law 107-118 (H.R. 2869) – “Small Business Liability Relief and Brownfields Revitalization Act” signed into law January 11, 2002. Brownfields sites are often abandoned, leaving a municipality with an inventory of orphaned, decaying buildings that represent a potential threat to public safety and the environment, contribute significantly to urban blight, and are also financial liabilities.

Over the past decade, federal recognition of the potential threat represented by Brownfields Sites, and the potential benefit of their redevelopment has grown significantly. Redevelopment of Brownfields is preferred to development of undeveloped “green fields” as it spares open space areas from being developed for commercial and industrial uses, and also takes advantage of existing infrastructure such as roadways, and utilities. The federal government, in the form of the PA Brownfields Program, promotes the redevelopment of Brownfields sites through limitations of liability to municipalities, non-profit organizations, and other “bone-fide purchasers” that have had no role in contributing to the contamination on a Brownfield site. Federal monies for Brownfields assessment and cleanup grants have grown considerably during the last 10 years.

Windham Count has received very few Brownfields grant awards, primarily from lack of making application. However, Plainfield’s demographic and economic characteristics make it well positioned to be awarded significant Brownfields grants.

### **Goals**

- Plainfield needs to inventory its Brownfields sites, and once identified, aggressively pursue grants to fund assessment of the extent of site contamination. This will help to interest private and non-profit parties in Brownfield site redevelopment.

### **Implementation**

1. Apply for Brownfields clean up grants to eliminate hazardous conditions on Brownfields sites, and where possible, clean up Brownfields sites to make them attractive for future redevelopment.

2. Apply for a Brownfields Revolving Loan Fund Grant to provide low interest loans to private and non-profit entities for Brownfields site cleanup and redevelopment.
3. Consider tax deferrals or abatements to developers that undertake Brownfields site redevelopment.

## IX. Community Facilities

The Plainfield School District consists of six schools: The Early Childhood Center (Family Resource Center, School Readiness Program, grades PK-K); Shepard Hill Elementary School (Head Start, grades 1-3); Moosup Elementary School (grades 1-3); Plainfield Memorial School (grades 4-5); Plainfield Central School (grades 6-8); and Plainfield High School (grades 9-12). An alternative high school program for students in grades 9 and 10 is housed at the United Services building in Wauregan and a similar program for students in grades 11 and 12 is housed at the Moosup Adult Learning Lab in Moosup.

The January 2008 enrollment of the publicschooldistrict is 2730 students in grades PK-12. Students entering high school have several options in addition to attending Plainfield High School. Public school options include Killingly Vocational-Agricultural High School; a myriad of Connecticut Vocational Technical High Schools (Ellis VTHS – Killingly; Windham VTHS; Grasso VTHS – Groton); and the Quinebaug Valley Middle College High School, a magnet high school in Killingly. There are also several private and parochial schools in the area.

The Public Library system consists of: Aldrich Free Public Library in the village of Moosup; the Plainfield Public Library in the village of Plainfield; and the Central Village Public Library in Central Village. The Town Hall is located in the old Lawton Community Center on Community Avenue, Plainfield. The following departments are located at Town Hall: Board of Selectmen, Town Clerk, Assessor, Building Official, Fire Marshal, Planning & Engineering, Economic Development, Tax Collector, Finance and Housing Authority. The Recreation Department and Senior Center are located on Norwich Road (Route 12) near the village of Plainfield. The Water Pollution Control Authority maintains two sewerage treatment facilities: one in the village of Plainfield and one in Central Village. The Town Highway Department is located on Unity Road in the center of Plainfield. This facility also houses Animal Control and the Bus Garage. The Town is served by a Municipal Police Department and four fire departments, one in each of the four villages.

## School System

### Public Schools

#### *Moosup Elementary School*

The Moosup Elementary School is located on Church Street, in the village of Moosup, and serves 1<sup>st</sup> –3<sup>rd</sup> grade. The current enrollment of this school is 299 students, with a student/teacher ratio of 17:1. The Moosup Elementary School has established these goals:

- All students will read at or above grade level with appropriate fluency and meaningful comprehension.
- All students will integrate technology with skills taught in all academic areas.
- All students will demonstrate respect, responsibility, safety and kindness.
- All students will make positive behavior choices.

Our school vision is to develop an enriching community of creative life-long learners who strive to excel in the ABC's: Achievement, Behavior, Character.

#### *Plainfield Memorial School*

The Plainfield Memorial School is located on Canterbury Road in the village of Plainfield and serves students in grades 4 and 5. The enrollment is 376 students with approximately 22 students per class. As a community of learners, the mission of the school is to nurture the academic, social, and emotional potential of each student. This is accomplished by encouraging individuality and promoting a safe learning environment, while striving for academic excellence. Integrating technology into the curriculum continues to be a goal, along with increasing the numbers of students participating in Service Learning projects, applying knowledge in problem solving for their community.

#### *Shepard Hill Elementary School*

The Shepard Hill Elementary School is located on Shepard Hill Road between the villages of Wauregan and Central Village, and serves 1<sup>st</sup> – 3<sup>rd</sup> grade. The current enrollment of this school is 323 students, with a student/teacher ratio of 17:1. The school is developing a technology plan to expand equipment and computer competency, as well as to increase the amount of access to the internet. The school has also established a student advisory council to work with the administration.

### *Plainfield Central School*

The Plainfield Central School is located on Canterbury Road (Route 14A) in the village of Plainfield, and serves grades 6-8 for the entire Town. The current enrollment of this school is 575 students, with a student/teacher ratio of 24:1. Plainfield Central continues to be recognized as a National Blue Ribbon School. *Excellence Through Teamwork* is the school's constant goal.

### *Plainfield Early Childhood Center*

The Early Childhood Center is located at 651 Norwich Road in the heart of Plainfield. The ECC houses the Readiness Program, the Family Resource Center, the tuition based Pre-Kindergarten Program, as well as Kindergarten, all of which serve the entire Town of Plainfield. The school serves 265 students with a diverse array of educational needs in 11 classrooms. The Readiness Program is a grant and tuition funded full day year round program that services seventeen 3 and 4 year old children. There are 78 Pre-K students attending either AM or PM sessions for 2 or 4 days per week. The Kindergarten program is 5 days per week. It serves 170 children between the AM and PM sessions. The Family Resource Center provides adult education and parent training. It also provides assistance to parents with a variety of referrals services and sponsors programming opportunities available to all families. The Family Resource Center is a grant-funded program. On a monthly basis it assists approximately 250 families, dads, moms, day care providers and children throughout the Plainfield Public School System and the Town of Plainfield.

The Early Childhood Center is on a three-acre site along Route 12. It is the original site of Plainfield Grammar School. The building was renovated in 2000 and is the home to Administrative offices for Plainfield Public Schools, the Family Resource Center, as well as Plainfield's Readiness, Pre-Kindergarten and Kindergarten programs.

### *Plainfield High School*

Plainfield High School is located at 105 Putnam Road in Central Village, Connecticut and serves grades 9 – 12 for the towns of Plainfield and Sterling. The current enrollment at Plainfield High School is 888 students, with a student/teacher ratio of 14:1. Plainfield High School also operates the Public Access Channel 21 which carries both educational and community information.

### *Plainfield High School Alternative Programs*

Plainfield has two alternative programs that are housed off campus, one in Moosup and one at the intersection of Route 205. These programs are designed to serve both

regular and special education students who learn best through integrated, project-based instruction. These students are included in enrollment at Plainfield High School and all school activities.

### **Private Schools**

#### *Plainfield Catholic*

Plainfield Catholic is located in both the villages of Plainfield and Moosup. The Plainfield campus serves grades Pre-K through K, while the Moosup campus serves grades K-8. Plainfield Catholic is a combination of the parishes of St. John the Apostle in the Village of Plainfield and All Hallows in the village of Moosup. The combining of these two schools was the result of a continual declining enrollment and the increasing costs of educating.

### **School Summary**

The January 2008 enrollment of the publicschooldistrict is 2730 students in grades PK-12. Students entering high school have several options in addition to attending Plainfield High School. Public school options include Killingly Vocational-Agricultural High School; a myriad of Connecticut Vocational Technical High Schools (Ellis VTHS – Killingly; Windham VTHS; Grasso VTHS – Groton); and the Quinebaug Valley Middle College High School, a magnet high school in Killingly. There are also several private and parochial schools in the area.

**Public Schools:**

School	Grades	Number of Classrooms	Enrollment 1/08
Early Childhood Center	PK – K	15	264
Moosup Elementary School	1 – 3	19	303
Shepard Hill Elementary School	1 – 3	28	320
Plainfield Memorial School	4 – 5	22	375
Plainfield Central School	6 – 8	46	572
Plainfield High School	9 – 12	60	896
Alternative High School	9 – 12	2	32*

\*Included in Plainfield High School Enrollment

**Private Schools:**

School	Grades	Number of Classrooms	Enrollment 1/08
Plainfield Catholic School	PK – 8	13	148

**Projected Public School Enrollments:**

Year	PK – 5	6 – 8	9 – 12	Total
2008 – 09	1,320	590	896	2,806
2009 – 10	1,345	583	828	2,756
2010 – 11	1,313	624	808	2,745
2011 – 12	1,293	634	806	2,733
2012 – 13	1,270	654	816	2,740
2013 – 14	1,284	615	843	2,742
2014 – 15	1,243	640	872	2,755
2015 – 16	1,222	642	882	2,746
2016 – 17	1,234	647	855	2,736

## **Public Library System**

### **General**

The Town currently supports three separate private libraries: Plainfield Public Library; Central Village Public Library; and Aldrich Free Public Library. For the fiscal year 2006-2007, the Town has allocated \$45,000 to each library for a total of \$135,000.

Plainfield Public Library is located on Railroad Avenue in the Village of Plainfield. The building is Town-owned. The library is open four days a week (Tuesday – Friday) for a total of 30 hours.

Central Village Public Library is located in the Central Village Fire Department Complex on Black Hill Road. The space is leased. The library is open four days a week (Monday – Tuesday and Thursday- Friday) for a total of 21 hours, plus 4 hours every other Saturday.

Aldrich Free Public Library is located on the corner of High and Main Streets in the Village of Moosup. The building is privately owned. The library is open five days a week (Monday – Wednesday and Friday – Saturday) for a total of 23.5 hours.

### **Goals**

- To consolidate the three private library systems into one centrally organized system
- To establish a Town Public Library, owned, operated and maintained by the Town of Plainfield.
- To establish one centrally located library facility in order to maximize efficient and effective use of community library resources.
- To maintain a “living” inventory of books and other media that addresses the evolving needs of the community and remains abreast of changes in media technology
- To establish a Town Library Fund to which the public can contribute.

## **Town Services**

### **Town Offices**

The Plainfield Town Hall is located in the former Lawton Mills Community Building on Community Avenue in the Village of Plainfield. This building was built in 1920 and currently houses most of the Municipal Offices. Although current space is adequate at best, future expansion is limited. The town should support a project to rehabilitate the

building. The auditorium could become a first class facility with some alterations. The Town should consider a new facility in the future. The present building was not designed to accommodate today's technological advances and the space needs of a growing community. The Capital Improvement Program should look at the space requirements of Town staff and the amount of space available for this purpose.

### **Police Department**

The Town Police Department is located on Norwich Road in the geographic center of Town. This department serves all of the four villages. This department has recently started walking patrols, which have deterred crime in the more populated areas. The police department should consider expanding the walking patrols, community policing and possibly adding bike patrols to their coverage routines. The Police Commission should continue to maintain the safety of Town roads through signage and policing methods.

### **Fire Protection**

Fire protection for the Town of Plainfield is provided by four (4) independent fire districts that are authorized by Connecticut State Statutes as municipal governments to levy and raise taxes as their source of revenue. The fire districts are separate from the Town of Plainfield government structure and receive no financial assistance and no direction and control in their activities from the Town of Plainfield. They do have strong day-to-day working relationships with many Town departments such as the Fire Marshal, Emergency Management, Plainfield Police Department, Water Pollution Control Authority and Highway Department. All Fire departments are fully staffed by volunteers with no paid personnel in station.

The fire districts provide fire protection, first responder medical care, hazardous material incident response, street lighting and fire hydrants in their respective districts as well as other emergency services to the residents of Plainfield and visitors here. The fire districts and their respective fire departments are:

- The Plainfield Fire District – Plainfield Fire Company # 1  
620 Norwich Road, Plainfield, Connecticut
- The Central Village Fire District – Central Fire Company # 1  
53 Black Hill Road, Central Village, Connecticut
- The Moosup Fire District – The Moosup Fire Department  
37 South Main Street, Moosup, Connecticut
- The Wauregan Fire District – The Atwood Hose Fire Company # 1  
24 Wauregan Road, Wauregan, Connecticut

The fire districts are managed by a district committee elected by the voters of that respective fire district, with a Chairperson, Tax Collector, Treasurer and District Clerk and Committee Members. All hold monthly meetings, which are open to the public, and an annual meeting where their proposed budgets are reviewed by the voters and acted upon.

Over the last 10 years the calls for service for our fire departments have increased significantly:

Total Calls for Service	1996	2006
Plainfield	594	933
Central Village	211	252
Moosup	Info not avail.	505
Atwood Hose	172	277

Preliminary data indicates that the call volume for 2007 will exceed the 2006 responses for all departments.

Despite the increase in call volume, all the fire departments continue to function very successfully in providing their services with the current volunteer membership. The four departments train together regularly to update their skills in order to maintain a highly professional level of protection for our community. At the scene of an emergency, the four departments work together as one. The Chief Officers participate in the Town of Plainfield Public Safety Committee and all town fire officers meet regularly to plan training, to maintain good relationships within their services and open lines of communication and to share new member recruitment ideas.

None of the fire departments sees the need to, nor are they planning to, provide for paid staffing in their stations at this time. There are over 125 volunteer members in our town ready and able to serve. The current arrangement continues to be successful and more cost effective for the taxpayers in Plainfield than the alternative of a paid town-wide fire department. Existing mutual aid agreements within Plainfield, as well as those for out of town departments, are used depending on the magnitude of the emergency. A paid fire department would be unable to provide the same timely response and numbers of firefighters currently available at the same low cost.

### **Ambulance Services**

Ambulance transport services in the Town of Plainfield are provided by the American Legion Ambulance Fund, Incorporated. The ambulance headquarters is located at 298 Main Street, Moosup. They are managed by a Board of Directors. The ambulance service maintains two ambulances, one at their headquarters and another stationed in the Plainfield Fire Station on Norwich Road in Plainfield. Advanced life support is provided by paramedic intercepts from either W.W. Backus Hospital in Norwich or Day Kimball in Putnam. The destination hospital split for transports from the Town of Plainfield is fairly even between the two facilities.

Over the last few years the ambulance corps has begun to charge the insurance companies of their patients for their transport services to assist in stabilizing their revenue. They do not receive any funding from the Town of Plainfield nor does the Town provide staffing for the ambulance. With this stable income they have been able to provide for paid staffing for the day shift, reducing response times for their calls. They are still staffing other shifts with their volunteers and are usually able to provide for a full second crew for their second ambulance.

Similarly, the call volume for the ambulance corps has increased significantly but the corps has been able to respond adequately to the demand with additional volunteer staffs or by supplementing them with paid crews at no expense to the Town.

### **9-1-1 Emergency Dispatch Services**

Quinebaug Valley Emergency Communications is the designated Enhanced 9-1-1 PSAP for the Town of Plainfield with emergency call transfers to the Plainfield Police Department. The Town presently supports QVEC based on an annual assessment formula they have created and apply to all towns they service.

QVEC operates with a President, Vice President, Board of Directors and representatives from fire, ambulance and police services. They cover 17 communities, 519 square miles and almost 100,000 citizens, 37 fire departments, 19 ambulance services and 2 local police departments. For the first 11 months of 2007 they have handled 30,569 calls for service on the 9-1-1 line alone.

They are currently renting space for their dispatch center from the Connecticut State Police, Troop "D" in Danielson. This small communications room is inadequate for the volume of calls they handle along with their management and dispatch staff. They are

looking to relocate their operation to a stand-alone building the Danielson area within the next few years to allow for technology improvements and increased services to the public they serve. They have added staff at key times to allow efficient and immediate dispatching of emergencies.

It is in the best interest of the Town of Plainfield to continue to use QVEC for emergency dispatch services as they have proved successful in providing this service at a reasonable cost.

### **Water Pollution Control**

The WPCA maintains and operates two sewage treatment plants, one in Plainfield (Village Plant) and one in Central Village (North Plant). They serve the villages of Plainfield, Moosup, Wauregan and Central Village. The WPCA currently has the Maguire Group along with DEP doing a facilities plan that would shut down the Village Plant, pump the sewage to the North Plant, and an expansion would be done to accommodate the current and future flows there. With the land available at the North Plant and location of the outfall pipe on the Moosup River, it would allow maximum extension of sewer mains. When the work is completed, the recommendations should be reviewed by the Plan of Conservation & Development.

### **Highway Department**

The Highway department occupies the town bus garage facility on Unity Road in the center of town. The department maintains approximately 100 miles of town roads. This department also works on small projects to benefit the town and maintains vehicles and town property. The Highway Department should look to continue road replacement as suggested in the Capital Improvement Plan.

### **Garbage Collection**

Garbage collection and recycling in the Town is currently provided by private commercial companies.

### **Bulky Waste Disposal**

The Town owns and operates a Bulky Waste Disposal transfer station at the Highway Garage for use by Town taxpayers and residents.

### **Medical Facility**

There are three medical facilities in Plainfield. The Town of Plainfield owns and maintains a facility on Plainfield Road. Day Kimball operates a second facility on Dow

Road. The third facility, a Walk-In Clinic is situated on the corner of Gallup Street and Norwich Road.

## **Water Supply Services**

The Town is served by two independent water utilities: Gallup Water Service Inc., and Crystal Water Company. These two water companies service approximately 40 percent of the Town. Gallup Water Service, Inc services the southern part of Town, which consists of the Village of Plainfield and the Plainfield Industrial Park, while Crystal Water Company services the northern portion of Town and the Villages of Wauregan, Moosup and Central Village.

### **Gallup Water Company Division of the CT Water Company**

The Gallup Water Company serves the Plainfield Village and The Industrial Park. The water distribution is considered “good” to “very good” with the majority of pipes being installed from 1980 to 1995. The Water Company owns 42 acres of land, which it plans to preserve. Gallup Water Company's wells are located over the Aquifer Protection Overlay District (APOD) in the Downtown Plainfield Area. Unfortunately there are competing land uses located within a couple thousand feet of these wells and over the Primary Recharge Area of the Aquifer. The water company has a capacity of 1.4 million gallons of water a day and is using approximately 400,000 of this capacity. The storage capabilities are 660,000 gallons of water; pressure in the system varies from 25 g.p.m. to 115 g.p.m. All water rates are regulated by the Department of Public Utility Control (DPUC).

### **Crystal Water Company Division of the CT Water Company**

The Crystal Water Company serves the villages of Wauregan, Central Village and Moosup. Almost all of the pipes have been installed since 1990 and the water quality is considered “good” to “very good”. Crystal Water Company's wells are located in the Town of Killingly near the Plainfield Town line. Crystal Water has a capacity of 1.4 million gallons of water a day and is using approximately 163,000 gallons per day. The current demand for water represents approximately 10% of the company's capacity, which allows for continued growth during the next 5 - 50 years. The water is of good quality and pressure can be increased by combining certain water mains in key areas. All rates are regulated by the DPUC.

The Town should continue to maintain a high quality level of Aquifer Protection. Our Water Resources are invaluable and should be preserved. New industries and land uses should only be permitted if they are "friendly" and compatible with the aquifer.

## X – Capital Improvement Program

The town is required to have a Capital Improvement Program, per Section 10-5 of the Town Charter. The Town needs to set an agenda for its Capital Improvement Program, in terms of land purchases and municipal improvements. The design and economic growth of the Town can be shaped by investments in capital improvement programs. Not just buildings, but streetlights, traffic signals, street and sidewalk paving, landscaping and parks.

**Capital Improvement Projects consist of, and are not limited to:**

1. Acquisition of land and construction of buildings for schools, parks, playgrounds, libraries and other public places.
2. Construction and reconstruction of streets, sidewalks, sewers, culverts and bridges and other infrastructure.
3. Purchase of police cruisers, public works vehicles and other necessary equipment.
4. Purchase of playground equipment, enhancement of existing parks and creation of new park areas.

Plainfield uses the capital improvement method of planning to annually choose capital projects at a spending level geared to the Town's ability to pay for them on a schedule which attempts to prevent extreme increases in the Town's tax rate. The Capital Improvements Program (CIP) is a link between the planning process and the budgetary process. The CIP is a policy statement that can help defray costs for major items over several years.

**SECTION 10-5  
CAPITAL IMPROVEMENT PROGRAM**

- a. No later than January 31, of each year, all agencies of the town shall submit to the Board of Selectmen, via the First Selectman, a comprehensive list of capital improvements needed to carry out the operating program in the next and ensuing five years. The list shall include the initial construction or acquisition of, and future additions to, the physical facilities of the town.
- b. The Board of Selectmen shall consider and compile the lists and shall submit the Capital Program to the Board of Finance not later than March 1. The program will include supporting information as to the necessity for each improvement and the estimated annual cost of operating and maintaining any facilities to be constructed or acquired.
- c. The Board of Finance shall present the Capital Program at the annual town budget meeting for approval. The actual authorization for capital improvements shall be accomplished by their inclusion in the annual operating budget of the town.
- d. The Capital Program may be revised and extended each year with regard to capital improvements still pending or in process of construction or acquisition.
- e. As required by the General Statutes, all municipal improvement projects shall be reviewed by the Planning and Zoning Commission prior to approval by Town Meetings.

### **Purpose**

The Town has shown improvement of its infrastructure in many areas over the past ten years; however, there is still work to do. Many of the sidewalks in the villages need to be replaced, roads need to be resurfaced and public facilities need to be expanded and upgraded. With a set agenda of items to be updated and corrected, the Town can better manage any possible increase in the tax rate. The Town established a Capital Improvement Planning Committee consisting of its department heads and staff to make recommendations to the Board of Selectmen or the Board of Finance.

The administration is taking a hard look at the problem of funding and priority. It is important to plan ahead to prevent large problems from arising. Each department should submit a list of capital improvement projects that they would like to accomplish, with an established priority.

The capital improvement committee is made up of staff people and department heads. The committee should then review all the proposals and make a determination based on town need. The committee should present their findings to the Board of Finance or the Board of Selectmen, depending upon Town preference. Once the Capital Improvement Budget is approved, the department can secure the money necessary to complete a project and may proceed.

### **Recommended Projects**

#### 1. *Moosup Valley State Park Trail Project (MVSPT)*

- Coordinate with the intent and purpose of the Downtown Moosup 1999 Project, East Coast Greenway, the Department of Environmental Protection and the Town of Sterling;
- Create trail accessible parking lots and other parks associated with this trail. Work with private landowners and business to develop a more comprehensive parking plan. The Town should also assess the current situation to find low cost solutions to this potential problem;
- Consider paving the MVSPT; trails that are paved receive more usage. A paved multi-purpose trail will last a lot longer than traditional dirt trails and paving will increase non-resident usage, as it becomes easier and more comfortable to use.
- Create a link between the Town of Killingly Trail and the MVSPT
- Coordinate Village Center Parking Area, pavement and landscaping. The Village Center Shopping is a vital part of the community and the town should work with

private landowners to encourage a new parking design, façade restoration and business expansion/growth;

- Develop a maintenance program and coordinate this program with the necessary departments. If the Trail network is going to survive, there needs to be a maintenance program established and it has to fall under a specific department's responsibilities.

2. *Multi-Purpose Trail Program.* The Town should develop other Multi-purpose trails within the population centers. The trails would connect the village centers, recreation areas and places of employment. This would provide for an alternative form of transportation throughout the community. These trails should:

- Connect the four main villages with other recreation areas, such as parks, ball fields, schools, etc. By connecting these facilities the Town will create a safer route for children to travel;
- Provide an alternative form of transportation and commuting for residents. It is important to look at other transportation options. Some residents might choose to ride their bikes or walk to work instead of driving. With the increase of global warming and concerns about the environment, Multi-purpose trails could be a viable option for the future;
- Create a tourist-friendly atmosphere that could bring more money to local businesses by attracting new visitors. There are approximately 30,000 vehicles per day traveling on interstate 395; the town should look for ways to attract some of these travelers off of the highway and into the village centers;
- Develop a maintenance program and coordinate this program with the necessary departments. If the Trail network is going to survive, there needs to be a maintenance program established and it has to fall under specific department's responsibilities.

3. *Downtown Moosup*

- Create river park and canoe access areas. The Town should look to open up the river and make it a showcase of our community. A river front walk would be a nice addition to the area and could run along the river from River Street at the Tressle Bridge to Pond Street near Moosup Gardens. Canoe trails and points of access would add tourist and recreational opportunities to the Town.
- Search for rehabilitation funding and Community Development grants. The Town should actively apply for Community Development grants and alternative funding methods to relieve the burden on the taxpayers. The Town has been fairly successful with grant applications and should have a staff person working full time on this project.

- Work to remove “Brownfield” property, (land with possible contamination) that has hindered new development. The town should work with private land owners to clean-up contaminated sites.

4. *Wauregan Village Project*

- Create river park and canoe access. The Town should work to open-up access to the Quinebaug riverfront. Canoe ramps and parking could be created along the river, along with benches and picnic tables; A historic Heritage Park could be developed along the Quinebaug river at the Intersection of Route 205.
- Construct new sidewalks and reconstruct current sidewalks along main pedestrian corridors. (New sidewalks should be designed to current CT DOT standards, when necessary.) The sidewalks would provide a safe environment for the handicapped, elderly and children;
- Create Municipal Parking and off-street parking along narrow roads. Wauregan is full of narrow roads in the Village center area. Many of these roads are lined with automobiles, because of the limited yard sizes. The Town should look for a way to provide off-street parking for residential and commercial uses;

5. *Central Village Project*

- Construct new sidewalks and reconstruct current sidewalks along main pedestrian corridors. New sidewalks would provide safe access to the Village Center for children, handicapped individuals and the elderly;
- Create Municipal parking lots, or coordinate joint ownership of lots. There is limited parking in the village center, and the Town should work to alleviate this problem;
- Consider streetscape design with historic lighting, benches and trees. The Town should work to promote this historic district by providing new trees, antique lighting and park benches;
- Consider expanding park facilities. This village center is conveniently located in town and the Town should look to create new recreation areas in this village; the Department of Environmental Protection owns a large amount of land in this section of Town and might be interested in working to develop recreation areas with the Town.

6. *Downtown Plainfield Project*

- Construct new sidewalks and reconstruct current sidewalks along main pedestrian corridors. New sidewalks would promote safety in the village center.

There are two convalescent homes and two elderly housing projects located in this village center. New sidewalks would be a welcome addition to this population;

- Create Municipal parking lots, or coordinate joint ownership of lots. The Town should work with private landowners to develop better parking facilities.
- Consider streetscape design with lighting, benches and trees. The Town should consider adding trees to the village center along Railroad Avenue, Babcock Avenue and Community Avenue;
- Consider expanding and upgrading park facilities. The town should look to make the existing park facilities better. The Town should also consider adding lighting to the park facilities for night usage. It is often too hot to participate in outdoor sporting events during the day in the summer months; lighting would expand the number of hours available;

8. *Expanding Sewer Treatment Facilities.*

- To vacate the Village Treatment Plant and extend a force main sewer line to the North plant. The north plant will be expanded to handle the entire town's sewer treatment needs. This project is the most expensive and highest priority over the next ten years.

9. *Sidewalk and Road Improvements.*

- From the downtown (Railroad Ave.) Plainfield Village to (RT 14 A) the Plainfield Center School, this is a State Road; however, the town should pursue this project because of the public safety and road conditions. We should encourage the State to make this project of the highest priority.

10. *Sidewalk and Traffic Signals.*

- From the Senior Center located on route 12 going south to Lathrop Road. There is a lack of road shoulders and traffic signals. Because of public safety and the increase of traffic flow, the town should encourage the State to make this a of high priority project.

11. *Developing a road paving program.*

- This program needs to be developed in order to have a maintenance program that is done according to paving needs. The paving funds are limited and with the high cost of asphalt the Town needs to catalog the existing roads on the basis of the conditions and pave the maximum every year.

12. *Centralization of the town's three libraries.*

- The current library system is duplicating services in three separate locations. All three libraries are overcrowded and each has building code and ADA issues. The town needs to consolidate all library services into one central system at one location that serves all Plainfield residents. A library committee is currently studying locations and will make recommendations to the Board of Selectmen. The town legislative body will need to determine the town library's future and either support centralization or risk losing town support financially.

13. *Recreation*

- The Town will need to provide increased recreation resources as it attracts new residents. In order for the Town to be prepared for this expenditure the Town should consider purchasing land. Some of this land should be set aside for future use. Since 1987 the Town has increased its recreational facilities. Ball fields have been added to the new Shepard Hill Elementary School, and a new Senior Center/Family Resource Center has opened, allowing for an expansion of the Recreation Department. New outdoor walking tracks have been added to the villages of Moosup and Plainfield and new baseball fields have been constructed in Moosup. This is a considerable expansion of Town recreation facilities, and a positive trend. The Town should work with any regional recreation initiative.

14. *Consolidation of replicated services*

- The Town should recommend a study about the effectiveness of the current services that are provided:

There are two separate sewer treatment facilities;  
There are three separate library systems;

These services have their own procedures, separate boards or commissions and their own separate rules and regulations. Any consolidation should be of management activities, not necessarily of services and facilities. The Town should address this issue through citizen surveys and polling. Centralization might not save taxpayers money, but it could improve the quality of services. Centralization may not be the best alternative, and things may be fine the way they are now, but the Town should conduct a study to find out how the system is working.

## XI. Recreation

The town needs to provide and maintain recreation facilities and programs for the people of all ages and ability. The Town should work with private organizations to secure public access to private lands. The Town does not have the land necessary for an expansion of active recreation and should consider purchasing land for this purpose. The Town should pursue grant and/or loan funds available through the State of Connecticut to acquire additional open space.

### Goals

- ❑ To promote passive and active recreation throughout the Town. Active recreation provides residents with the opportunity to engage in physical fitness programs and team sports, while passive recreation offers residents the opportunity to relax and enjoy the scene and natural beauty of the Town;
- ❑ To provide state-of-the-art recreation facilities equally throughout the Town. As the Town continues to grow and develop the need for modern and safe playground equipment will begin to compound. The Town should look to provide safe recreation facilities for all of the playgrounds and parks. New equipment purchase should be made with future plans in mind;
- ❑ To expand the amount of recreation land. The Town has limited recreation land available for public use. Many of the playgrounds are either, owned and operated by private groups or the educational system. The Town is fortunate to be able to use the school's facilities and private land, but there should also be a Town owned and operated recreation facility for use by the public and sport teams. A Town owned park might encourage the formation of a local basketball, baseball or softball league, which would be a nice addition to the Town;
- ❑ To provide cultural programs to diversify the recreational opportunities. As Plainfield continues to grow and develop the population will change. The Town has seen a steady increase in the amount of minorities re-locating to this area and should look for ways to develop programs for these groups. These programs should encourage participation by all residents;
- ❑ To continue to develop geriatric recreation programs. As the population ages the need for a diverse array of activities becomes obvious. The Town has developed a Senior Citizens Center and should continue to support the development of this facility;

- ❑ To provide recreation facilities and programs for disabled people. Residents with disabilities should not be ignored, they are an important part of the community and as such the Town should look to provide equal opportunities to these residents;

## Active Recreation

1. The Town should consider an expansion of its inventory of Multi-use ball fields and playground areas, particularly in the Central Village near or on Route 14. Wauregan and Plainfield would also benefit from new or expanded recreation facilities. New ball field construction should be designed to result in no net loss of field or recreation space; A new ball field could be used for youth soccer programs or an adult softball league;
2. Moosup Pond is an important water recreation resource. Measures should be taken to maintain water circulation, water pollution control, invasive weed control, water level and public beach. In the past, area residents have changed the flow of water to benefit themselves. The Town should set a clear policy on water rights and water body control and if available acquire the water rights to Moosup Pond. Other studies should be conducted to ensure future protection of this important recreation resource;
3. The Town should consider creating riverfront parks along both the Quinebaug and Moosup Rivers. These parks should provide picnic facilities, canoe access and fishing areas. The Town should develop a *Canoe Access Plan*. This plan should outline areas that need portages around dams, dams that should be reviewed for future removal by the DEP or the Town and areas for parking and canoe access. A Canoe Access Map could be distributed to local information centers and might attract more tourists to this area;
4. Demand for outdoor, full-court basketball facilities has not been satisfied in all of the villages. Currently, there are only 3 full court 10' outdoor basketball courts in Town. The Town should consider reconstructing some facilities and adding new facilities to the village centers. Consideration should also be given to user-fee-supported lighting. Lighting for recreation purposes should not conflict with residential activities; The Community Avenue Park in Plainfield Village would be an ideal location for outdoor lighting. Many residents use this facility for walking and running, while others play basketball or soccer. Lighting would expand the hours of usage for this facility during the summer months. The City of Putnam has a similar

situation on Route 44 where a residential neighborhood abuts a park that has lighting, and many of the residents sit on the porch at night and watch the athletic events or just "people watch";

5. Bicycling is an important recreation and transportation activity (many youths' primary source of transportation). The Town should consider designating bicycle routes throughout the Town. The Town should also consider either funding or acquiring funding to implement the regional bicycle transportation plan. (Moosup Valley State Park Trail and Multi-purpose Trail plan); The Multi-purpose trail plan is part of a regional initiative to bring more tourists into the area and to provide routes for alternative transportation;
6. Other recreation improvements to consider:
  - Outdoor amphitheater: for summer musical and theatrical performances. It would be a nice addition to the Town to have an area for outdoor summer performances.
  - Outdoor winter activity areas. The Town has talked about creating an outdoor skating area at the Community Avenue Park; this issue should be explored further; snowshoe and cross country ski trails also should be considered;
  - Creation of an outdoor nature area such as a nature preserve for natural and wildlife study, hiking and multi use fields;
7. All active recreational facilities should provide a buffer from residential properties and should provide sufficient landscaped and paved parking areas. Recreation activities should not conflict with residential activities. All Town facilities should meet the guidelines that we have for private developers; the Town should not create more problems than it solves;
8. The Town should maintain all of the park and recreation facilities to current safety codes. All facilities that are substandard should be rehabilitated, repaired or replaced. These actions would help to prevent the town from negligence lawsuits. The Board of Education should consider adding lighting to the Plainfield High School football field and upgrading the High School Baseball field. These two improvements would help the athletic program and boost support in the community. The current baseball field is sub-par and could result in a severe injury to an amateur athlete. High School athletics have long been a source of pride in the community and is also the only time outsiders see our Town; the school's facilities should be a showcase of our community.

## Recreation Facilities

Site	Location/Size	Facilities
Plainfield High School	Putnam Road 20 Acres	Multi-use fields, including baseball, softball diamonds, tennis courts, football fields along with a multi-purpose, rubberized track. PHS has one gym, a cafeteria and an auditorium.
Plainfield Central School	Canterbury Road	Multi-use ball fields, including baseball and softball diamonds, 1 indoor gym, 1 indoor auditorium
Plainfield Memorial School	Canterbury Road 37.1 Acres Combined with the Central School	Multi-use ball fields, Softball diamond, 4 outdoor basketball hoops, 1 indoor gym, children's playscape
Moosup Elementary School	Church Street #2 5.0 Acres	Multi-use ball field, including soccer goals, 4 outdoor basketball hoops, 1 indoor gym, 1 indoor multi-purpose room, children's playscape, swings, slides
Shepard Hill Elementary School	Shepard Hill Road 40.2 Acres	Multi-use ball fields, including baseball and softball diamonds and soccer field, children's playscape 4 outdoor basketball hoops, 1 indoor gym, 1 indoor auditorium
Recreation Community Building, Senior Center and Child Care	Norwich Road 2.4 Acres	Multi-function room with kitchen, Child care facility, Recreation office,

Town of Plainfield, Connecticut  
 Plan of Conservation and Development  
 Policies Plan, 2008 - 2018

<b>Site</b>	<b>Location/Size</b>	<b>Facilities</b>
Plainfield Town Hall	Community Avenue 3.44 + Acres	1 indoor pool, 2 outdoor basketball hoops, outdoor walking track, children's playscape, 1 indoor auditorium
Moosup Park Little League Facility	Lions Drive 7.6 acres*	2 outdoor basketball hoops, baseball and softball diamonds, outdoor walking track, playground equipment skate board park
Central Village Park	School Street .5 Acres combined with Rams Field = 11.93 Acres*	Football field, softball diamond, playground equipment
Plainfield Little League Complex	Second Street 10.1 Acres*	Baseball and softball diamonds
Wauregan Park	Grove Street 4 Acres	Softball diamond, playground equipment
Moosup Valley State Park Trail	River Street Moosup to Sterling Town line (1.7 Miles)+	Unpaved walking trail, (former railroad bed)
90 Acres Forest Management Area	Colbridge Road 90 Acres	Trails
Moosup Pond	Moosup Pond Road .32 Acres	Public beach, boat launch

\*Private property  
 +State property

## Passive Recreation

As the Town's population grows, the demand for passive recreation (hiking, cross-country skiing, bird watching, photography, canoeing, etc.) will also increase. Acquisition of or access to open space can help to satisfy this demand within the Town.

### Goals

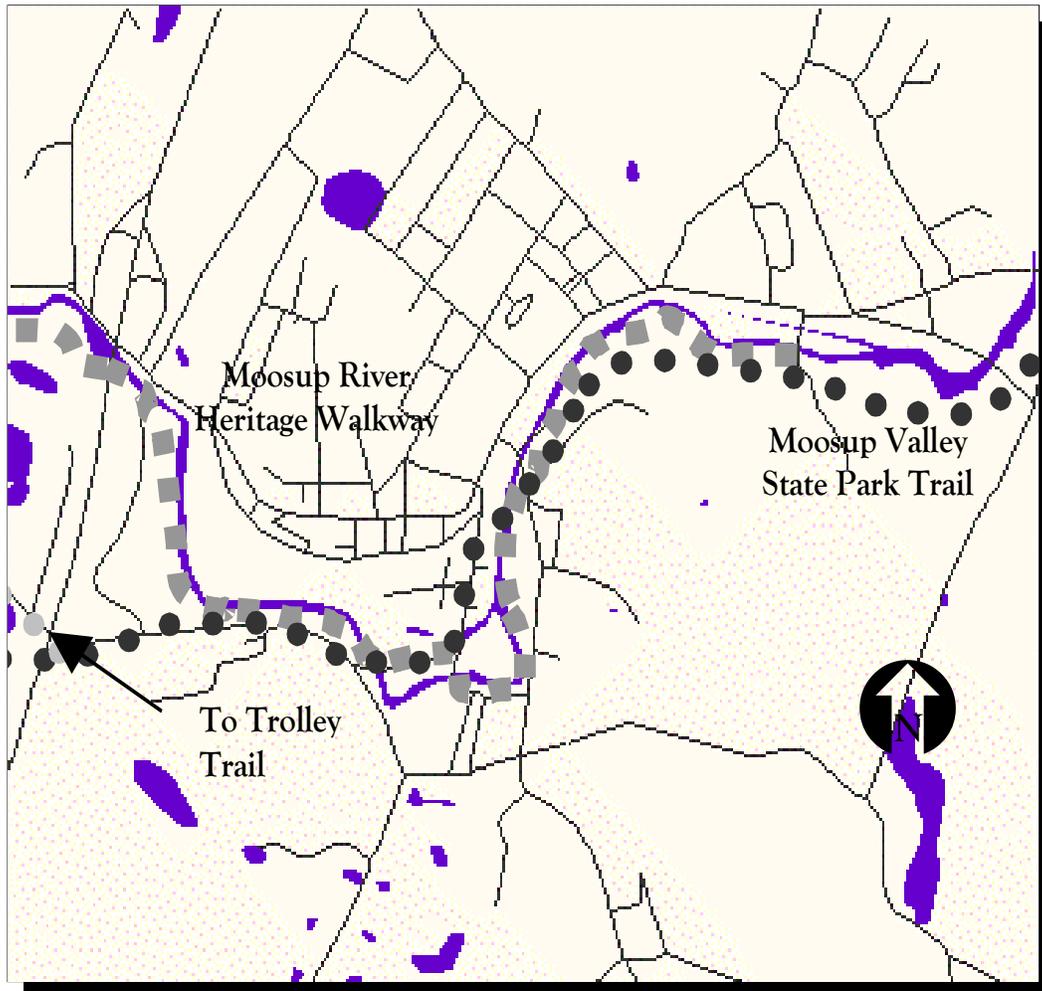
- Acquire, either through purchase or by requiring set-asides from developers, open space for passive recreation.
- Maintain and preserve areas as passive recreation sites. These areas should be permanently preserved for passive recreation. No sports fields (soccer, baseball, etc.)
- Encourage a private land trust to locate in the Town. This land trust would be responsible for the ownership and maintenance of Open Space Lands.

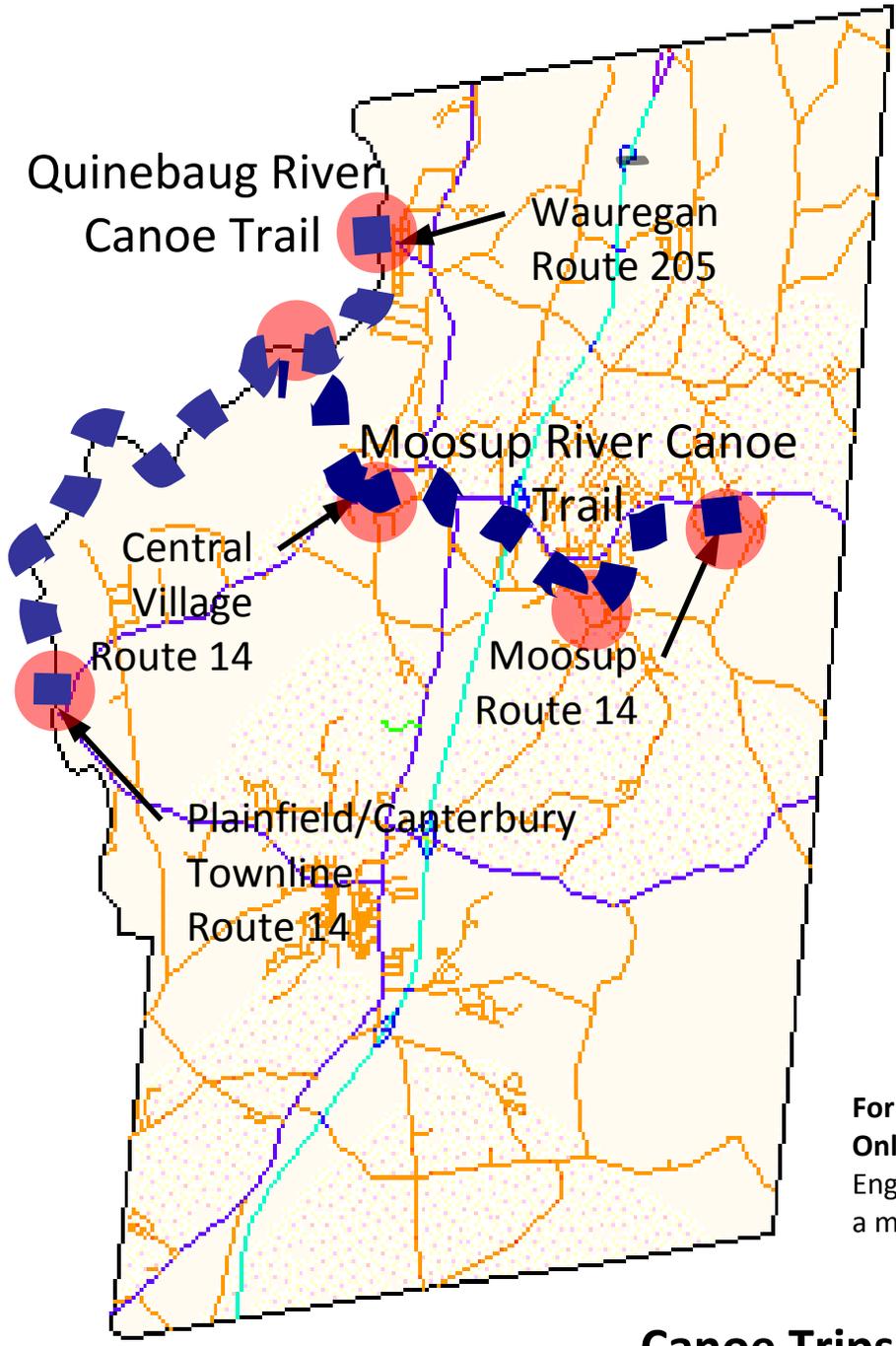
### Implementation

1. Supplement the Town open space fund from the Town Budget. The Town could budget a specific amount as part of the Capital Improvement Program;
2. Encourage contributions from individuals and corporations. Active lobbying by either Town officials or a private land trust might secure funding from private companies;
3. Purchase, lease or gain easement to parcels that will provide public access to the rivers for fishing and canoeing. A walking path along the Quinebaug River or the Moosup River would be a nice addition to the Town;
4. Develop a Town wide greenway system. A *Greenway Plan* is required by State Public Act 95-335. The greenway system will connect recreation areas and open space to provide wildlife migration corridors and passive recreation areas;
5. Coordinate with other Town boards and departments to identify surplus lands that can be used for passive recreation. The Town should work with the Board of Education and other land owning municipal agencies to develop passive recreation areas and a *Greenway Plan*;

### Moosup River Heritage Walkway

A proposed walkway that will follow the Moosup River from the Kennedy City Section of Central Village (near the intersection of Route 14 and Pickett Road) to the Brunswick Mill Site. Along this route, the walker will be able to enjoy the natural scenic beauty of the river and the mill sites that are along it.





**For Planning Purposes Only!** See the Planning and Engineering Department for a more detailed map.

**Canoe Trips**

from "Canoeing Massachusetts, Rhode Island and Connecticut" by Ken Weber

- Possible Canoe Access Areas, with associated parking
- Canoe Trail Routes

## XII – Transportation

### Road Classifications

#### Arterial Roads

Arterial Roads serve as the primary inter-municipal and interregional transportation links. They carry the highest volumes of traffic and provide direct access to the Town's major employment and commercial areas. In the Town of Plainfield, the State of Connecticut DOT maintains these roads; curb cuts and drainage work along these roads requires DOT approval. All new land use activities should be carefully regulated.

1. *Principal Arterial* - Serves interstate and statewide travel. Interstate 395 is the Town's principal Arterial. Interstate 395 (I-395) begins at Interstate 95 in the Town of Waterford in the Southern part of Connecticut. It then travels North through the Town of Plainfield, roughly dividing it. I-395 continues North to the Intersection of I-90 (The *Mass Pike*) and I-290 in Massachusetts where I-395 ends. I-395 has approximately 30,000 vehicles a day through the Town of Plainfield according to 2005 traffic counts by the Connecticut Department of Transportation.
2. *Minor Arterial* -
  - ❑ Route 14 from Interstate 395 to the Sterling/Plainfield Town Line. Route 14 travels from Interstate 395 through the Village of Moosup to the Sterling Town Line. The Village of Moosup is a Commercial area that has a population of approximately 3,200 people. The Town of Plainfield is concerned with the increase in the amount of traffic on this road. This road is also the primary route to the Town of Sterling's Industrial Park.
  - ❑ Route 12 from Griswold Town Line to the Killingly Town Line. Route 12 runs parallel to Interstate 395 and has long been the preferred travel route for many residents. This road has seen dramatic increase in traffic at its intersections with Lathrop Road (I-395 Exit 87) in the Plainfield village, Railroad Avenue also in the Plainfield Village (Route 14A) and East Main Street (Route 14) in Central Village.

#### Collector Roads

Collector Roads complement Arterial Roads and complete major transportation linkages between Plainfield and other Towns. Collectors have less volume than arterials, but they still handle a significant amount of traffic. In general Collector Roads connect residential neighborhoods to the Arterial Road network and to the village centers.

1. *Major Collector-*

- Route 14 from Interstate 395 to Route 12. A heavy traffic area that connects a Principal Arterial (I-395) to a Minor Arterial (Route 12).
- Route 14A. The entire route 14A corridor is a Collector route because it brings traffic from the Town of Canterbury from the west and the Town of Sterling from the east to I-395 and Route 12.
- Lathrop Road from the former Plainfield Greyhound Racing Track to Route 12. This area has seen an increase in development over the past ten years, with the addition of Tim Horton's, Wendy's, Excalibur, Holiday Inn Express, Putnam Savings Bank, Central Ford/Mazda and various new businesses located in the Plainfield Shopping Parkade and the Plainfield Industrial Park. New large developments planned for this area could upgrade the classification of this road.
- Cemetery Road from Route 12 to Route 14A. Cemetery Road serves as a direct route between I-395 and Canterbury. Grant funding through the STP – Rural Minor/Major Program has recently been approved for its reconstruction.

2. *Minor Collector -*

- Route 205. Route 205 connects the Town of Brooklyn to the Wauregan Village of Plainfield and Route 12.
- Route 14 from the Canterbury/Plainfield Town Line to Route 12. Route 14 collects traffic from Pickett Road and other residential developments in Plainfield.
- Kate Downing Road from Route 12 to Lathrop Road. Kate Downing Road collects traffic from in-town residential developments and directs it to Route 12. This road is often used to access Route 12 Southbound.
- Lathrop Road from the former Plainfield Greyhound track to the Griswold/Plainfield Town Line. Lathrop Road is an alternative Route to the Town of Griswold and Route 201. This road could see an increase in traffic if new developments are proposed for Exit 87 off of I-395.
- Evergreen Street/Plainfield Road. This road serves as an alternative route to the Moosup Village and is used by Town employees (Highway and Bus Garage are located off of this road).
- Dow Road \* Dow road has seen the largest amount of residential growth over the past twenty years. The traffic will only increase on this road as new residential development is built.
- Babcock Avenue\* Babcock Avenue is a bypass route for traffic coming from the Plainfield Village center and heading southbound on Route 12. This road is being used to avoid the traffic light at the intersection of Route 12 and Route 14A.

- ❑ Squaw Rock Road\* Squaw Rock Road continues to see an increase in development and serves as an alternative route to Moosup. This road has poor vertical sight-lines from Route 14 to Walas Road. There are very poor horizontal sight-lines from High Street to I-695 in Killingly.
- ❑ Green Hollow Road\* Green Hollow Road serves as a primary truck route from I-395 to the Quikrete facility on Green Hollow Road and the Tilcon Mining location on All Hallows Road.
- ❑ Moosup Pond Road\* Moosup Pond Road is a cross commutation route that connects the Village of Wauregan at Routes 12 and 205 to Route 664 Village of Moosup.
- ❑ Gallup Street\* Gallup Street is a short cut road from Route 12/14A to I-395 Exit 88 and Route 14A.
- ❑ Front Street\* Front Street serves as a connector between Routes 205 and 12 in the Wauregan Village. This road has seen an increase in traffic and it could become a large safety concern in the future. The Town should consider making the lower end of Front Street Pedestrian Access Only. This measure would provide a safe route for the Trolley Trail and limit the amount of vehicular traffic through this narrow residential street.
- ❑ Snake Meadow Road/Lake Street\* Lake Street and Snake Meadow Road (Route 664), is a Residential area that has expanded over the past ten years.
- ❑ Pond Street in Moosup\* This road has seen an increase in traffic as it has become a main route for coming from Gendron Road, Sterling Hill Road and River Street. On street parking has created poor sight-lines along this road. There has also been an increase in pedestrian activity in this area. There is poor lighting along the road and little to no sidewalks are provided.

\*Possible Addition

### **Local Streets**

Local streets are primarily access-ways to residential areas, and usually carry the lowest volumes of traffic. Local streets should be orientated towards lower vehicular speeds and the maintenance of residential character. All roads not labeled as either *Arterial* or *Collector* are considered local streets.

## Road Safety and Improvements

### Methods

1. Data about traffic, accidents and general road condition should be gathered to fully examine the problem. The problem should be carefully defined so alternative methods may be used to solve the problem.
2. Non-structural solutions should be approached and applied after an evaluation of the problem is completed (If possible). Non-structural solutions include, but are not limited to:(not in order of priority)
  - Sign improvements and warning devices. The Police Commission should continue to place signage in areas of need.
  - Pavement markings. The Town should consider marking pedestrian crossing areas on Town Roads
  - Removal of vegetation or other obstructions
  - New signalization or signal coordination/timing
  - Restriction or elimination of the problem movement
  - Speed reduction and enforcement
  - Alternative modes of transportation
3. Here are some possible criteria for evaluating road problems:

Road problem	Criteria for relative importance
Structural or maintenance problem	Condition of the road; potential for closure
Area development	Degree of development, planned and future
Non-injury accidents	Frequency; total in a 3-year period
Requested by area resident(s)	degree/quantity of expressed neighborhood concern
Poor sight distance	Sight distance relative to accepted standards
Awkward intersection or traffic movement	Alignment, complexity and distractions at location
Pedestrians and bicycles	Pedestrian/bicycle traffic; compatibility with the Multi-purpose trail plan
Level of service	Actual LOS; "Class D" and below
Diversion of traffic	Degree of beneficial traffic diversion
Funding	Percent of grant funds available for the project

4. After the improvements are made, information should be gathered, and the changes should be compared with the pre-improvement data; the effects of the change can be determined.

### **Problem Areas that should be studied**

#### *State Roads*

- Intersection of Route 12 and Route 14 near Central Condominiums - high traffic volume and congestion at this intersection.
- Route 664 (Lake Street and Snake Meadow Road) Unsafe alignment and sight-lines at the intersection of Moosup Pond Road, Parent Hill Road, Pond Hill Road, and Harris Road.
- Intersection of Route 12 and Fifth Street in Plainfield - Dangerous intersection: Entrance is too wide, high traffic volume.
- Route 14 - Downtown Moosup intersection with Village Center shopping area and South Main Street. High traffic volume and congestion, poor pedestrian access.

#### *Town Roads*

All town roads listed below should be part of a comprehensive study to determine the feasibility of road improvement with consideration to historic, natural resource and aesthetic factors. Prior to any decision, all other measures should be exhausted (i.e. speed reduction and enforcement and traffic calming techniques). Width should not be the primary factor for road improvements, wider roads usually lead to faster driving.

- Starkweather Road - High traffic volume, several areas with an unsafe alignment and width.
- East Shepard Hill Road - High traffic volume, unsafe alignment and width. This road should be a priority, for safety improvements and law enforcement techniques.
- Squaw Rock Road - High traffic volume, several areas with an unsafe alignment and width.
- Green Hollow Road - Several areas with an unsafe alignment and width. Dangerous intersection with Moosup Pond Road.
- Moosup Pond Road - Too narrow from the intersection with Routes 205 and 12 to All Hallows Road.
- Church Street, Moosup - Intersection with Route 14 is too narrow for bus use; this road is the primary route to Moosup Elementary School (MES). Removing or moving utility poles and widening the intersection would make this road easier to use.

- ❑ Maple Street, Moosup - Poor sight-lines at the intersection with Route 14 on Ward Avenue. This problem could be solved by cutting back the bank and installing a retaining wall.
- ❑ Babcock Avenue, Payson Street and Church Street intersection in Plainfield - Dangerous intersection, Babcock Avenue also has a poor vertical alignment that needs to be solved.
- ❑ Fifth Street - Dangerous intersection with Route 12. Road too narrow, caused by utility pole location. The Town should work with Connecticut Light and Power (CL&P) to move the poles along this street.
- ❑ River Street, Moosup - Dangerous intersection with Route 14, poor sight-lines, heavy truck traffic, steep slope.

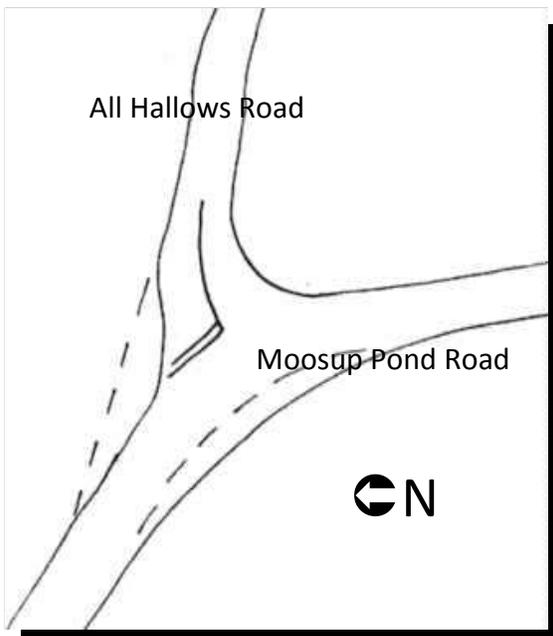
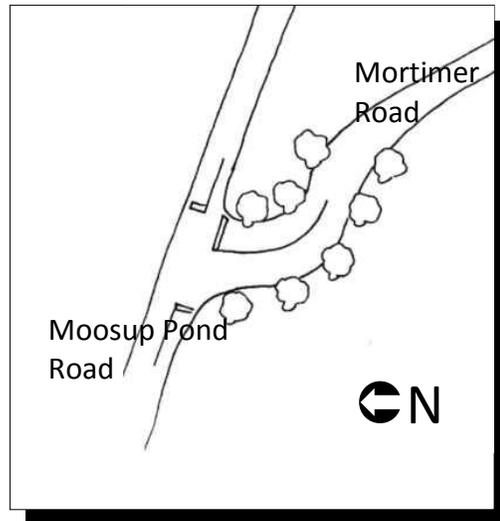
## Intersection Improvement Suggestions

**NOTE:** The *Police Commission* is the traffic authority in the town, all of these recommendations would have to be reviewed and approved by their members, before any implementation could begin.

### Moosup Pond Road and Mortimer Road

This intersection is plagued by motorists who fail to stop. It does not help that a section of Moosup Pond Road becomes one-way for the summer months. A stop sign is temporarily placed on this road during the summer months, but is removed to prevent further accidents, or a problem area in the winter.

Recommendation: Placing a stop sign on the Eastern approach will slow motorists on Moosup Pond Road and make this a three-way stop. The intersection should be realigned to improve sight-lines



### Moosup Pond Road and All Hallows Road

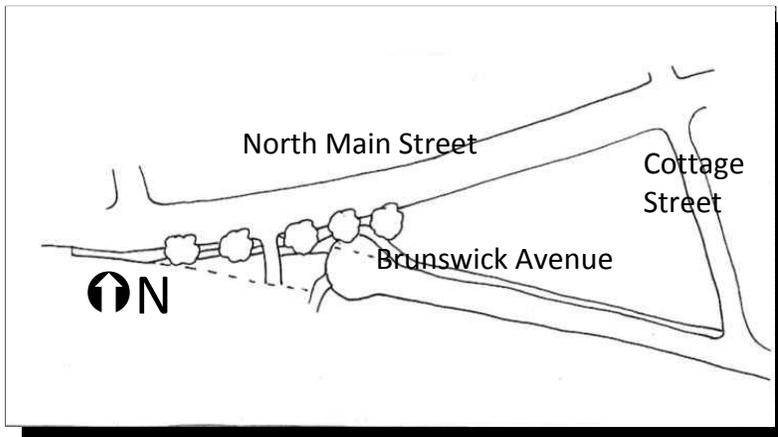
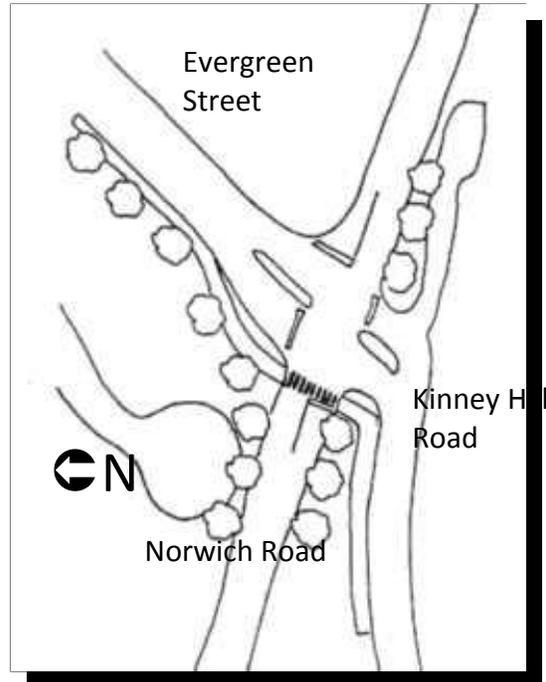
This intersection is located on a narrow road that is used by tractor trailers. The trucks use both All Hallows Road to access Tilcon Minerals and Moosup Pond Road to access the American Standard facility.

Recommendation: There should be some type of traffic control placed on this road to reduce the amount of speeders. An intersection alignment would appear to be the long-term solution to this problem.

**Evergreen Street, Kinney Hill Road and Norwich Road (Route 12)**

This intersection has several problems. First, Evergreen Street is a main road in the Town and sees a decent amount of traffic. Second, Kinney Hill Road has a bad angle with Norwich Road. This intersection should be improved. Third, the Multi-purpose trail needs to cross this intersection.

Recommendation: Move the Intersection of Kinney Hill Road and Norwich Road directly across from Evergreen Street, this will form a better intersection that could be signaled, if necessary. The Trail could also cross the road at this point.



**Brunswick Avenue and North Main Street (Route 14)**

This intersection forms a bad angle with a major traffic generating road (Route 14) and a residential street (Brunswick Ave.).

Recommendation: It appears that the best solution to this problem would be to eliminate the intersection altogether. The traffic on Brunswick Avenue could access North Main Street by using Cottage Street.



**Babcock Avenue, Community Avenue, Payson Street and Church Street**

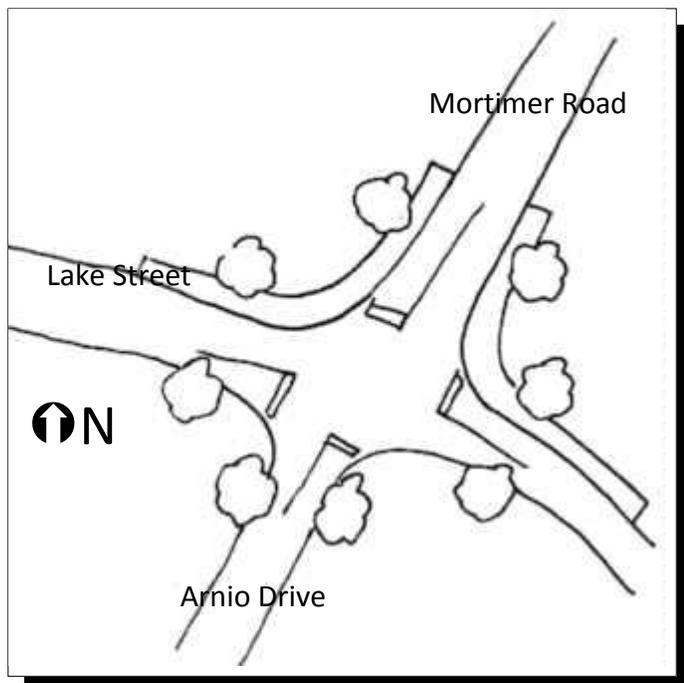
This intersection was planned for improvement, but because of financial problems, this project has been put on hold. The Town should make a change to this intersection.

Recommendation: Make Church Street a "No Outlet" street. Clean up the Intersection of Payson Street and Babcock Avenue. Close the road along Veteran's Park. Realign intersection of Community Avenue and Babcock Avenue to slow down traffic.

**Lake Street (Route 664), Mortimer Road and Arnio Drive Intersection**

This intersection is dangerous because the roads are not directly across from each other, the road width of Mortimer Drive is too wide and the horizontal alignment of Route 664 provides very poor sight-lines. This would be an ideal location for a four-way stop. Traffic moves quickly along Lake Street and there are always pedestrians using this road in the summer to get to Moosup Pond.

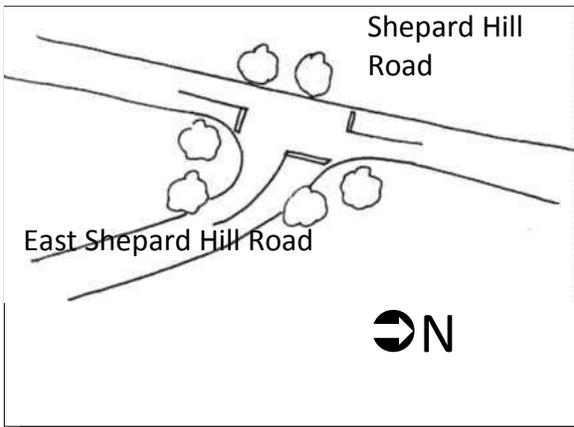
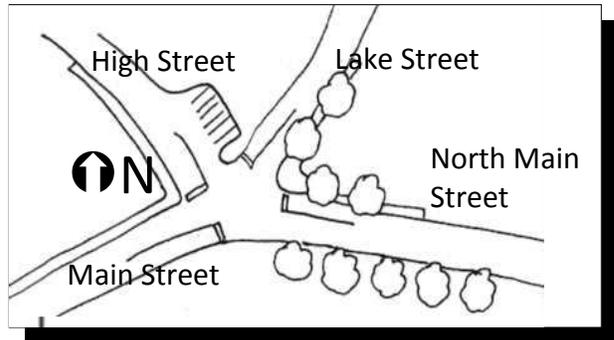
Recommendations: Improve Intersection, add stop signs..



**Main Street (Route 14), North Main Street (Route 14), High Street, Lake Street (Route 664) Intersection**

This intersection is currently a four-way stop and should be upgraded to a traffic light in the future

Recommendations: Improve traffic lanes and widths, add traffic light.



**Shepard Hill Road and East Shepard Hill Road**

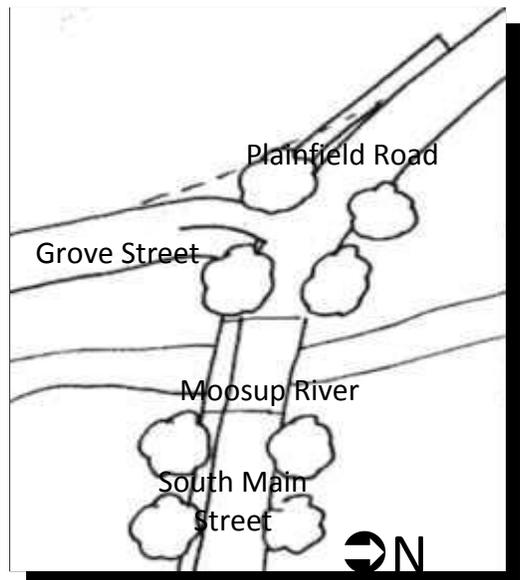
The amount of traffic on Shepard Hill Road and East Shepard Hill Road has increased dramatically with the addition of a 100-lot subdivision and a new elementary school. The amount of traffic will not decrease over time.

Recommendations: Realign the intersection to slow down traffic heading south along East Shepard Hill Road. This will prevent serious accidents in the future. This will prevent serious accidents in the future.

**South Main Street, Plainfield Road, Grove Street.**

This intersection is served by a single traffic sign: YIELD. The Intersection has a bad angle which should be served by a Stop sign.

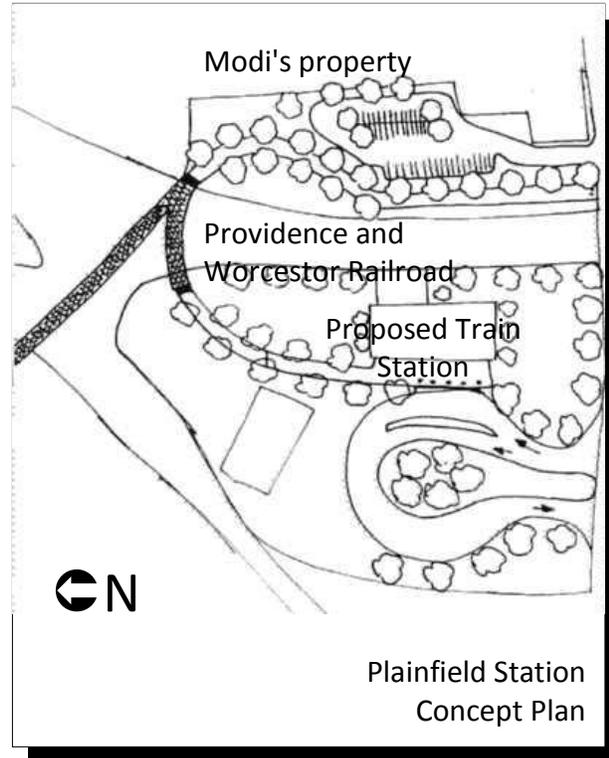
Recommendations: Place Stop sign at intersection and realign intersection. The Multi-purpose trail will cross this intersection in the future.



## Other Modes of Transportation

### Rail Service

The Providence and Worcester Railroad currently provides freight rail service to the Town. The Plainfield Village is the location of the intersection of two important lines and several industrial properties border these rail lines. There has been a renewed interest in commuter rail service in the Eastern Connecticut Corridor. If commuter rail can prove self-sufficient, the Town could be an important transportation node for Casino employees and Northeastern Connecticut guests. The Town should work with the Providence and Worcester Railroad Company and local businesses to develop a train stop as part of the excursion trips. The Modi's property on Railroad Avenue might make a nice parking area for train riders.



### Mass Transit

The Town of Plainfield is the second largest Town in the Northeastern Connecticut Regional Planning Area, and as such, has a larger need for mass transit opportunities. The town should conduct an analysis of public transit and commutation needs. According to the 2000 US Census 4.0 percent of the workforce used Public Transit and 9.4 percent Car/Van Pooled. Many individuals in Town are unable to afford and/or operate their own source of transportation. The Northeast Connecticut Regional Transit District (NECRTD) provides a fixed route bus service and a door-to-door bus service. The Town of Plainfield Recreation Department has also purchased a van for transportation of elderly people. The Town should work with the Northeastern Connecticut Transit District on locating new routes and bus shelters. The Town should also clearly label bus stops and bus information at these shelters.

*Recommendations*

- ❑ Bicycle lockers should be provided at transit stops: Commuter parking lots and bus stops. Many commuters use a variety of modes of transit to get to their destination, having these facilities available might increase usage;
- ❑ Bus Shelters should be built and maintained at town facilities, in the Village Centers, Commercial and Industrial areas, the Industrial Park and at Multi-family housing projects. Bus shelters would make the public aware of the bus service. The Transit District and the Town should work to make information about the routes, bus stop times and locations available to the public at various locations;
- ❑ The State and region should work to promote rail service in the Northeastern Connecticut corridor. If passenger rail service does arrive in the area, there should be train stops in downtown Plainfield and Central Village with associated parking and transit facilities.
- ❑ Local, regional and state officials should promote rideshare programs and associated commutation alternatives.
- ❑ The Town and Transit District should work with the Board of Education to introduce and promote public transit to school-age children. Changing or influencing habits can be done at an early age.

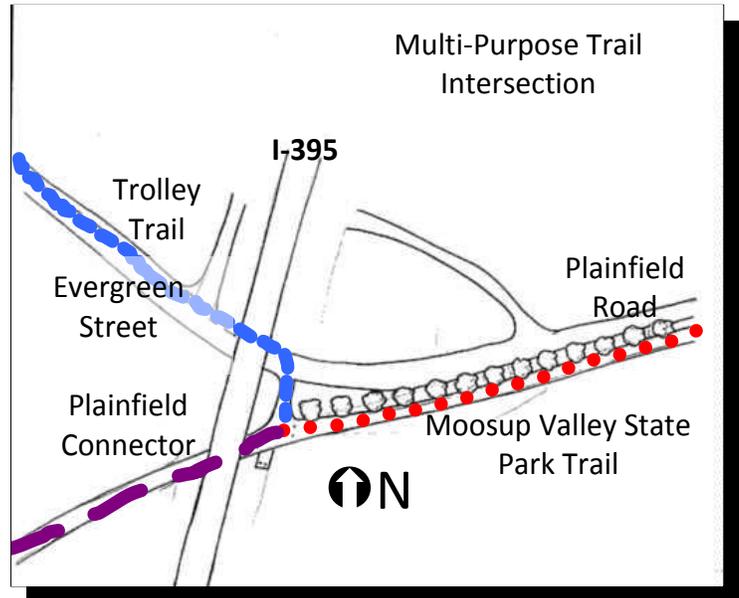
**Multi-purpose Trail Plan** - Possible trail locations (*SEE MAP*):

**Existing Routes**

*Two Rivers Trail* is located on the property of the Quinebaug Valley Fish Hatchery, and is a 1-mile loop around the fields and riverbanks of the fertile area between the Quinebaug and Moosup Rivers

*Trolley Trail* is located at the end of Trout Hatchery Road and continues North to the Wauregan Village. Future Plans would expand this trail North to the Town of Killingly and South to Central Village.

*Moosup Valley State Park Trail East* Section I, begins on River Street in Moosup and continues East for approximately 2 miles to the Sterling Town Line. Future Plans would connect this trail with the Village of Plainfield and Central Village (*Trolley Trail*) This is an important link in the proposed *East Coast Greenway*. The *East Coast Greenway* is a Regional initiative to link Maine and Florida with bike trails.



**Proposed Routes**

The proposed extension of the Moosup Valley State Park Trail Section II, will begin at the River Street entrance (Section I). The trail will continue West across the old railroad trestle bridge over the Moosup River and continue on North Main Street towards South Main Street, utilizing existing sidewalks where possible in Moosup's central business district. After passing Kaman Aerospace, the trail will continue west on Plainfield Road along the Moosup River to the I-395 overpass where it will meet the *Moosup Valley State Park Trail West* and the *Trolley Trail* (proposed)

The proposed Moosup Valley State Park Trail West will begin southeast of the junction of the northbound lane of I-395 and Unity Street off of Plainfield Road. The trail will follow the old railroad bed south to Old Plainfield Road, cross Route 12 near the Plainfield Police Station, then continue towards the village of Plainfield, ending at Cemetery Road. The continuance of this trail through the village of Plainfield has not been determined. En route to its possible final destination on Lathrop Road, the Moosup Valley State Park Trail West would pass the Plainfield Industrial Park, Big Y

Shopping Plaza, and the former Plainfield Greyhound Park. Consideration must also be given to a possible southern route to New London County. (see Possible Routes)

***Other Possible Routes***

To provide a northern route into the Town of Killingly, a possible solution could be to continue the Trolley Trail along its original line north of Route 205. This trail would link with the proposed trolley Trail North trail in Killingly, thus creating access to other northern destinations.

To provide an east and west route within Plainfield, it may be possible to link the proposed Moosup Valley State Park Trail East Section II to the existing Trolley Trail. This may be done by starting at the beginning of the Trolley Trail at the intersection of School Street (Route 14) and Cady Lane, and by way of Water Street, River Street #2, Kinney Hill Road, and Evergreen Street, connect with the Moosup Valley State Park Trail East Section II on Plainfield Road. This will also provide safe access to the Rams Field.

To provide a western route into the Town of Canterbury, possible recreation trail with canoe access points, may be developed along the Quinebaug River beginning at the Two Rivers Trail and concluding at the intersection of Route 14 and the Canterbury Town Line. In order for this to be realized, a small parcel of land west of the Hatchery will need to be acquired by the state or an easement along the river given to the town.

To provide a southern route into New London County and the Town of Griswold, the Moosup Valley State Park Trail West may continue through the village of Plainfield by way of the acquired land leading into Windsor Avenue, then onto Community Avenue past the town hall, to Lathrop Road Extension. From here, the trail may briefly skirt Route 12 to Dow Road destinations or cross Route 12 onto Lathrop Road, which will provide access into New London County.

To provide a western Route from the Trolley Trail to the Town of Brooklyn. This trail would cross the Quinebaug River along Route 205 and continue into the West Wauregan section of Brooklyn.

**Pedestrian and Bicycle Transportation**

The Town and State should provide safe access for pedestrian and bicycle uses along town roads. Many people are walking and biking for physical fitness, and there has been an overall increase in pedestrian activity along many roads in the Town. The Town should promote pedestrian and bicycle activity in the village centers by creating a safe

network of sidewalks and bike paths. Efforts to promote pedestrian and bicycle transit should be coordinated with road improvement projects and Mass Transit opportunities.

## XIII. Village Redevelopment

Each village has its own identity and its own personality. The *Plan of Conservation and Development* needs to address each village as both a separate entity, and as a whole, because development in each village affects the Town.

All of the redevelopment ideas are just that, ideas. There needs to be an initiative that comes from the Town that says “We are tired of the gray, deteriorating environment we live in. This is a great place and I want to be proud of it. Let’s fix it up.” Once that occurs anything is possible. All the planning in the world is not worth anything if you do not intend to use it in the future. This Plan Conservation of Development should be the driving force behind most, if not all, of the decisions the Town makes in the future. The Town has to look at itself as a business; people stay away from businesses that do not look nice or safe.

### Goals

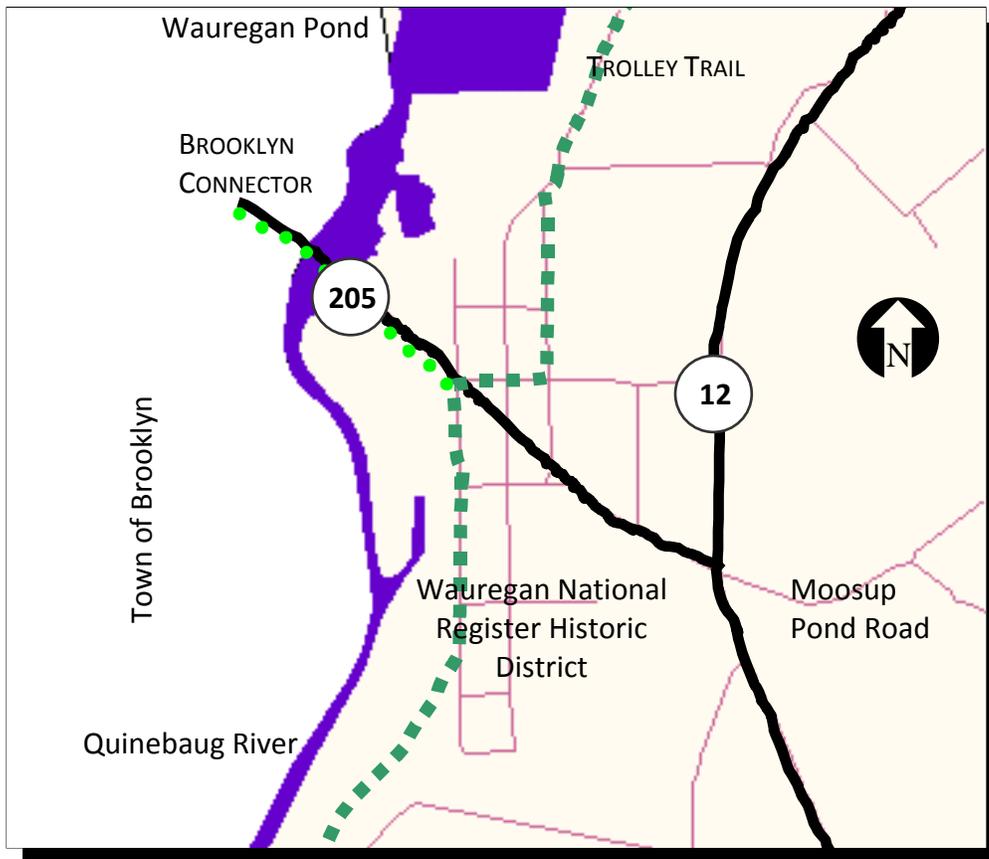
- To establish a clear focus for the village centers. The Town needs to develop an idea and a vision for these areas.
- To create a safe environment that is appealing to all residents of the Town. Infrastructure improvement and community policing can help to increase public use and presence in the village centers.
- To establish municipal parking areas, for future business growth. The Town needs to be responsible for parking in the village centers. Land is at a premium and many of the lots are too small to accommodate both parking and a business.
- To help retain current businesses and attract new businesses. The present businesses in the Town are the lifeblood of the community; many of these small businesses fund the events and activities that make Plainfield special. As the Town grows in population, there will need to be commercial and industrial growth to offset the costs associated with new or expanded services. The Town should continue to market itself through the Economic Development Office.
- To create a tourism market, based on the Town’s involvement with the Quinebaug-Shetucket Heritage Corridor. The Town of Plainfield is part of a 35-town regional National Park known as a Heritage Corridor. As part of this park, the Town should look to create trails and recreation activities that will promote the natural environment and the Town's industrial multi-cultural heritage.
- To remove “garbage”, and clean up the village areas. People litter because it is easy. The town should look to enforce the solid waste ordinance.

## Wauregan

### Location and Extents

The Wauregan Village Center is inclusive of the following boundaries:  
From the intersection of Route 205 and Grove Street, north to North Chestnut Street;  
southwest to a point parallel with North Cross Street, west to the Quinebaug River.  
South along the Quinebaug River to Third Street. East along Third Street to South  
Chestnut Street. North along South Chestnut to Front Street, east on Front Street to the  
Intersection of Route 205 and Grove Street.

### WAUREGAN INSET

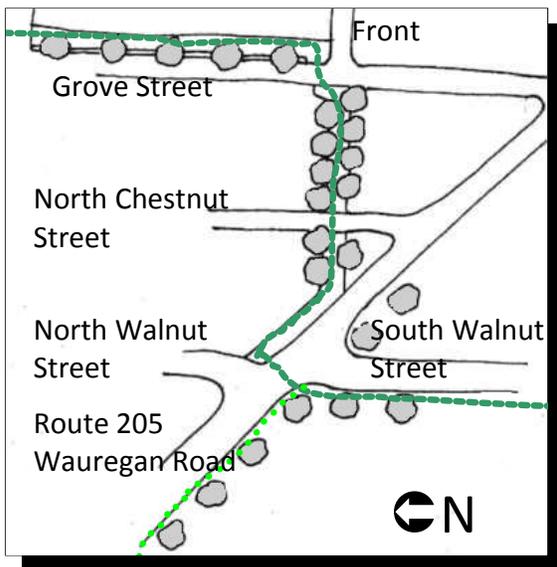
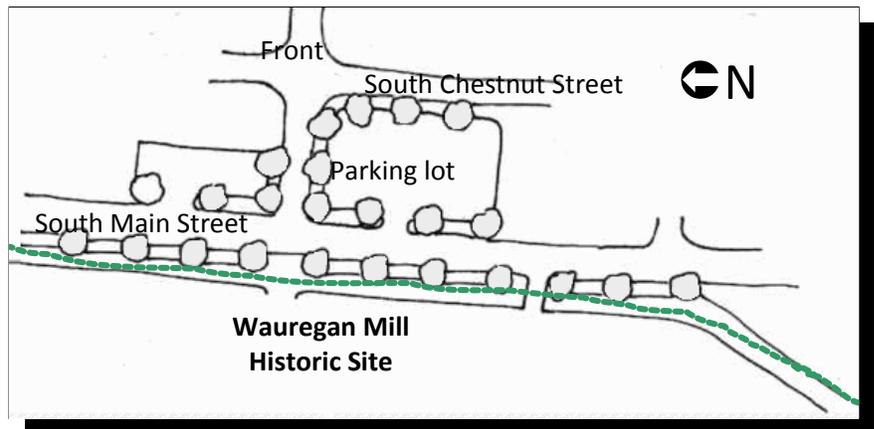


**Step one - solving identity problems**

Each village has its own problem, Wauregan is no different. This village is truly unique, the mill houses were built in an organized layout but some have not been maintained, in terms of exterior aesthetics. There needs to be a source of neighborhood and community in this village. Clean up efforts, such as removing garbage from the sides of the road, should be undertaken.

*East-side of 205*

On this side of the road there is a large mill operating (C&M) and several small businesses. This area could be re-landscaped along the roads with new sidewalks added. The Town should purchase land for a neighborhood park on this side of Route 205.



*West-side of 205*

On this side of the road is where some of the houses have started to lose their integrity.

Property values will continue to decline if the neighborhood continues to decay.

The Town should upgrade the park facilities to include new playground equipment and basketball courts. Consider lighting this facility.

**Step two - solving parking problems**

Wauregan is a densely populated population center with a large industrial facility . The Town should look for ways to

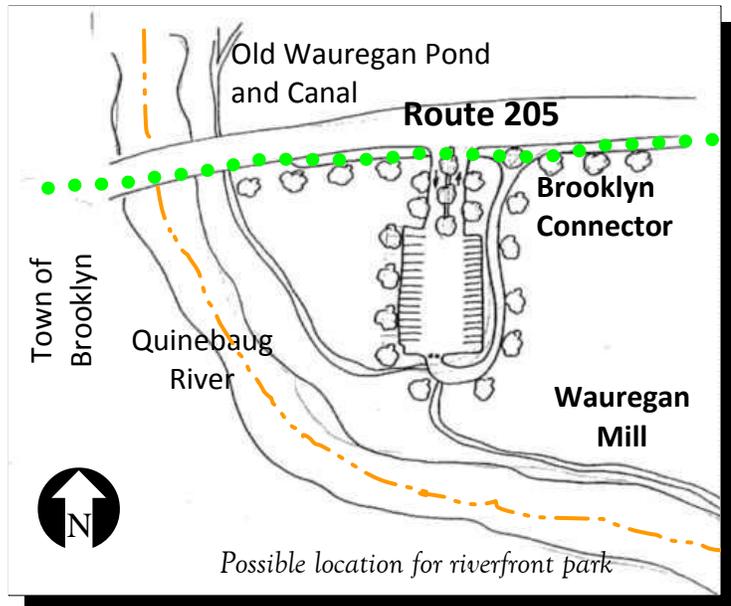
increase the amount of off-street parking areas in this village. Currently, both residents and mill employees use the Town roads as a parking area, creating tight and almost impassable travel lanes. If the Town wants to continue this policy, the roads should be

one-way to ensure that the roads are passable for emergency vehicles and school buses. There are also children playing in the streets, which is a severe safety issue.

**Step three - create more park and recreation activities**

This area is in need of a Town owned and maintained park. Currently there is a softball field in the northern section of the village. Wauregan is experiencing an influx of adults age 17-35 who have young children, and these children need a safe place to play. The Town should upgrade the softball field "park" to include other recreation facilities. Sidewalks and paved parking should also be included in this project.

The Town should look to establish a riverfront park along the Quinebaug River. This park should be for passive recreation (walking, aesthetic quality and could include a canoe launch). A riverfront park could raise property values and restore pride to this section of Town. There are no areas for residents to walk in this section of Town, and the town should look to create an area accessible to all residents, regardless of physical limitations. A Riverfront Heritage park would be an appropriate venture for the Town. This park could utilize the locks and canal that were used by the mill.



Parking lots at both the recreation park and the riverfront park could also accommodate the *Trolley Trail*, an important link in the *East Coast Greenway* and the *Plainfield Multi-Purpose Trail Plan*.

**Step four - encourage commercial endeavors**

The Town should promote new commercial zoning and endeavors in the village of Wauregan. The new zoning should be along Route 205 one lot deep from North Walnut Street to Front Street. There should be no parking along Route 205, and no new driveway entrances - curb cuts. (new entrances to parking lots should be from Town roads only)

**Step five - encourage community participation**

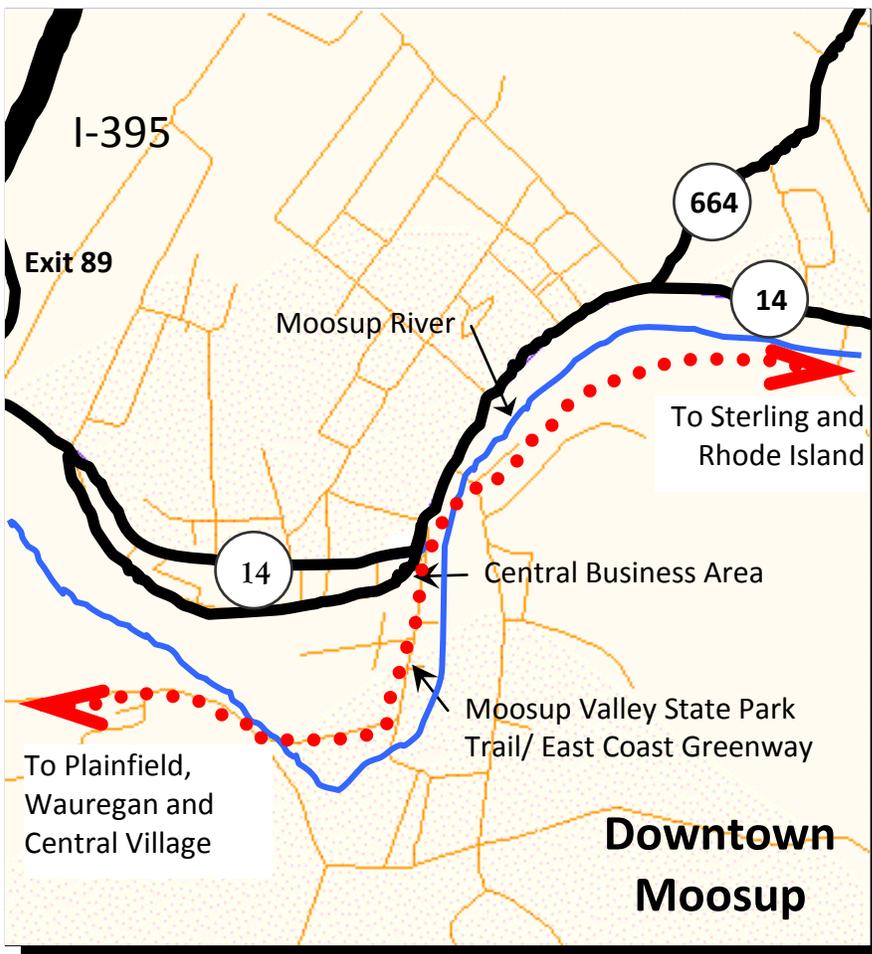
The Town should help any new community organizations get off the ground. The Town should invest in the community by planting trees and taking other beautification measures, these improvements should be maintained by a local community organization. The Town should seek commitment from civic organizations to maintain these areas: flower boxes, tree plantings, Christmas decorations, or an adopt-a-street program. The Chamber of Commerce is currently installing and maintaining flower boxes at the main intersections. At the last counting there were eight boxes installed and maintained throughout the town.

## Moosup

### Location and Extents

From the intersection of Main Street and Linnell Street, west along Linnell Street to Daggett Street. Southwest along Daggett Street to Highland Street. South on Highland Street to Prospect Street. East on Prospect Street to Mechanic Street. South on Mechanic Street to Union Street. East on Union Street to Roy Street, South on Roy Street to Kaman Aerospace. Along Kaman Aerospace east to the Moosup River. North along the Moosup River to Linnell Street extended.

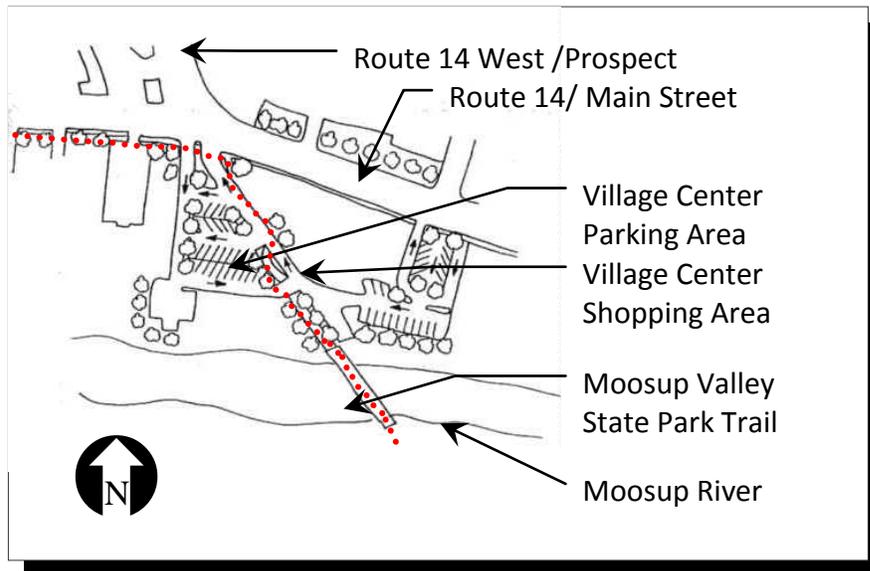
### MOOSUP VILLAGE CENTER



### Step one - solving parking problems

The Moosup Village is seriously being considered a prime area for new commercial development because of the density of former commercial uses and the potential for increased tourism. The Town should investigate the possibilities of correcting the parking problems that have forced commercial interests to locate elsewhere.

#### *Village Center Parking Area:*



*Location* -The Moosup Village Center Parking Area is located between Griswold Rubber, Baker's Dozen and the Moosup River.

*Problem* - The parking area is not adequate for present or future commercial development, or the development of a Multi-purpose trail across the property. There is no traffic pattern or discernible parking spaces. The Town needs to address the ease of traffic flow and possible parking problems that could be created due to increased tourist and business uses.

*Background Information* - The State of Connecticut maintains a right of way across the parking lot--roughly dividing the facility. There is a renewed interest in the commercial properties surrounding this lot. Currently, business estimates total 10-12 businesses and residences relying on this lot. If the Town proceeds with the Multi-purpose Moosup Valley State Park Trail, the demand for parking and use of the pedestrian right of way

will increase, creating safety problems. The present parking lot has not been properly maintained or upgraded for several years.

*Possible Solutions -*

1. Do not change the parking facility, do not add the Multi-purpose trail.  
Parking lot problem still exists.
2. Do not change the parking facility, add the Multi-purpose trail.  
Would increase parking problems, due to increased tourist and commerce activities.  
Safety issues become a major concern.
3. Change the parking facility, do not add the Multi-purpose trail.  
Would alleviate parking problems for shoppers, and may help bring more people to the businesses.
4. Change the parking facility, add the Multi-purpose trail.  
Would alleviate parking problems for shoppers, solidify traffic patterns and provide safe access across the property for trail users. Trail users might bring more money to adjacent businesses. (New businesses may form based on trail and trail services.)

*Possible Problems -*

Multi-purpose trail users, using the parking facility. This could negate the progress the downtown has made in acquiring new businesses. There is currently not enough parking in this area to support the business needs.

Not enough parking for all the businesses located in the Village Center area. (regardless of the trail system)

*Implementation:*

Through adjoining property owner funding. All of these businesses rely on this parking area. This would create an aesthetically appealing parking facility, which would add to the community.

- Through public funding
- The Town should actively pursue redevelopment grants.
- The Town should allocate money for a municipal parking facility.

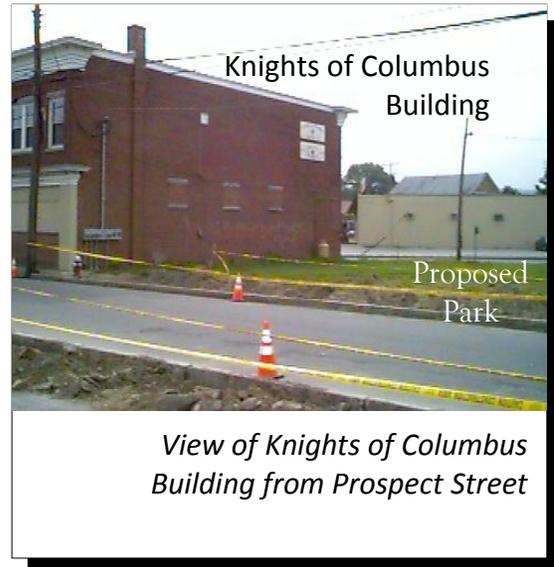
*Municipal Parking lot*

Currently there is no Municipal Parking area in Downtown Moosup. There are several properties that could be used as a parking lot. The Town should consider working with land owners to develop a municipal parking area.

*Vacant Properties:*

Across from Marchessault Block presently owned by Disch Car dealership. This property is fairly ideal because of its central location. It should be used for new building construction if possible.

Adjacent to the Couture Building (Knights of Columbus). This property is right across from a large open parking lot (Rite Aid) and would best be suited as a Town park facility. This piece of land would be suited for fairs and festivals because of its accessibility to parking and residential areas. The Town should acquire this piece of land and develop a municipal park. This park should include at least two of the following: Gazebo, water fountain, antique style lighting, flags, banners, trees and flowers.



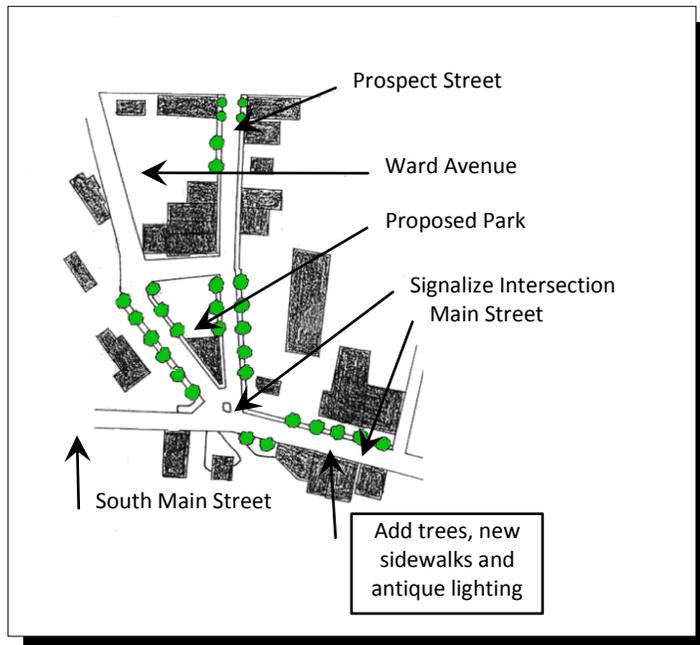
Adjacent to the Mason's Building. This property is earmarked as a parking lot for the former Hang-out Saloon. It is not a paved lot (and should be); there are no marked parking spaces. The Town should try to acquire this land and build a municipal parking facility (landscaped) to enhance Downtown Moosup.

Properties with buildings:

Undertake demolition of non-structurally sound buildings. The Town should develop an index of buildings that are not structurally sound, and establish a program that encourages demolition when necessary.

**Step two - Downtown Beautification**

Once the parking facilities are in place we can proceed towards attracting new development through



restoration and urban renewal projects.

- New sidewalks with curb cuts designed for handicapped access;
- New street lights along Prospect Street, Main Street, Allen Street, Linnell Street, Highland Street, Railroad Street and South Main Street;
- Widen Route 14 from Linnell Street to South Main Street to allow for on street parking;
- Widen South Main Street to Plainfield Road and Grove Street intersection, to allow for a bike trail;
- Widen Plainfield Road to Moosup Valley State Park Trail - West Section.
- Signalization of the intersection of the Village Center Shopping area, Route 14 and South Main Street;
- Crosswalks and signs stating state law about pedestrians right of way in cross-walks;
- Plant Trees, create paved sidewalks (using brick sidewalk pavers) and put up park benches along Main Street, Prospect Street and South Main Street;
- Encourage facade beautification by using Community Development Block Grants (CDBG);
- Repave and add sidewalks to Daggett Street;
- Add sidewalks and trees to Ward Avenue.

### **Step three - energetic marketing plan**

Step three can run concurrently with the other steps. This involves a marketing plan to attract in-Town customers first and out-of-town and out-of region customers second. By attracting in-Town-customers you create a community-type (Town-wide) shopping area that draws from a larger consumer area. This consumer base will convince larger retailers that this area is worth considering. Currently there is no commercial center in Town; all of the development has formed radially away from the population centers. This new development will provide jobs within walking distance to a large portion of the Town's population.

- Create a downtown business district (set specific boundaries) that has Town funding to use on certain projects. Advertise in local newspapers. Create a log that each business can use in the advertisements;
- Economic Development loans for business growth. The Town should continue to support new businesses through loan programs;
- Unify business-people. A unified "friendly" business front might increase commercial development.

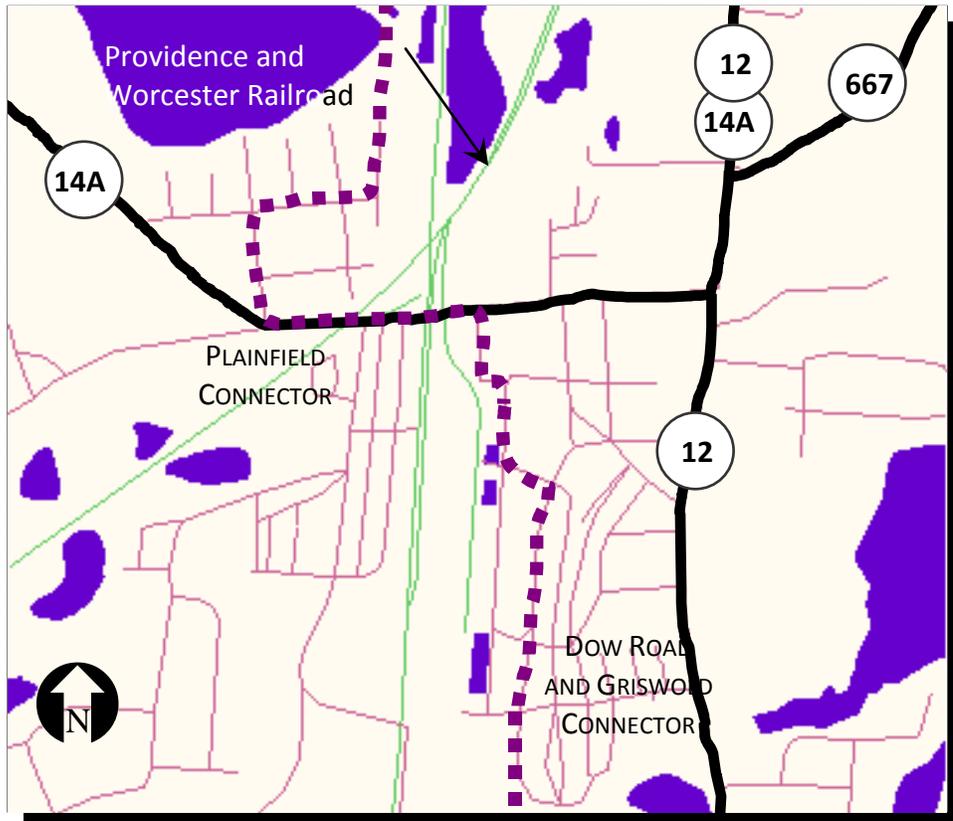
## Plainfield

Downtown Plainfield has been a major commercial area in the past. There has been much new commercial re-development in this area for several years.

### Location and Extents

Form the Intersection of Payson Street and Norwich Road, west along Payson Street to Church Street, north along Church Street to Railroad Avenue. West along Railroad Avenue to Windsor Avenue. North along Windsor Avenue to the VFW property. West along the VFW property to the most westerly P&W railroad tracks. Southwest along the tracks to Third Street extended, south along Third Street to Fourth Street extended. East along a line parallel to First Street offset to the south to the P&W railroad tracks. South along the Tracks to Lathrop Road Extension and Norwich Road. North along Norwich Road to Payson Street.

### PLAINFIELD VILLAGE



**Step one - identifying parking problems**

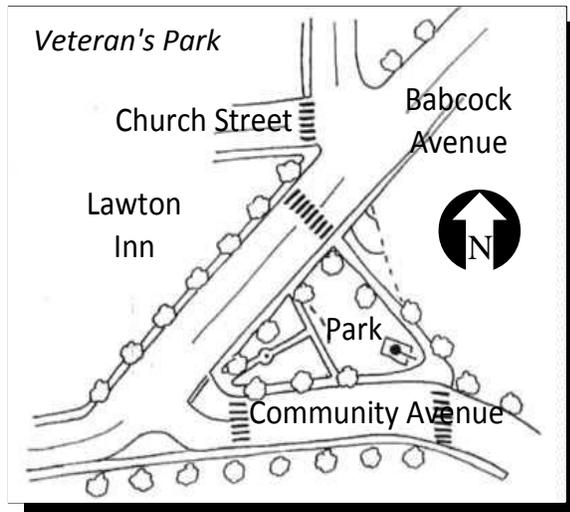
There is a shortage of parking areas along Railroad Avenue and Babcock/Community Avenue.

**Step two - cleaning up the abandoned properties**

The Town needs to clean up the “Modi’s” property, work to get the “Firehouse/Horsebrook Cafe” property paved and get the Plainfield Social Club property paved. The Town should also take the Interroyal Mill in lieu of taxes not paid, once the flood controls and environmental problems are dealt with.

**Step three - redevelopment and beautification**

Work to provide parking for possible stores along these roads. The Town should install new sidewalks, park benches and antique lights where possible. The former opera house should be restored to its original condition with CDBG money (if possible). Plant trees in Veteran's Park (*Plainfield Green*) and realign the intersection of Babcock Avenue and Community Avenue.



**Step four - curb cuts along Route 12**

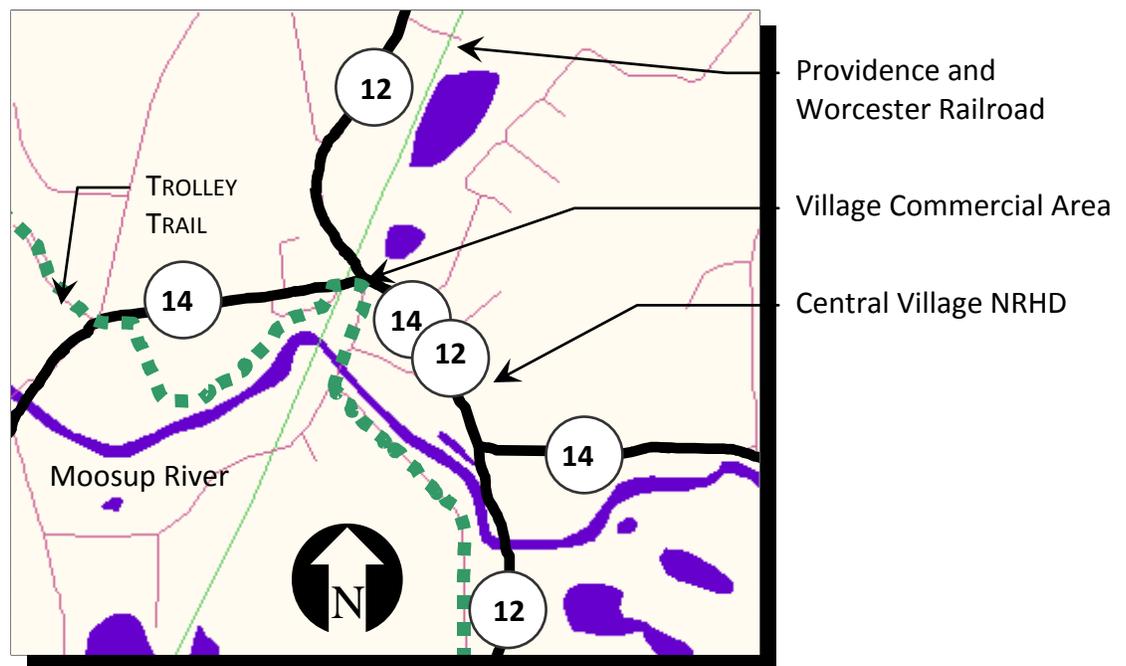
Any new commercial development along Route 12 should use existing entrances from Route 12 or Town owned roads. Route 12 is quickly becoming very congested between Cemetery Road and Tarbox Road. Vehicles taking a left onto this highway have a problem making this turn. To minimize future transportation problems along this road, the Town should not permit any new curb cuts. (whenever possible)

## Central Village

Central Village is having problems with traffic flow and transportation. The main roads are narrow and traffic through this village is becoming increasingly congested. This village could be developed as an antique and/or specialty gift area. There are a lot of nice historic homes in this area. The Town should look at developing some parking lots along the train tracks. The water street bridge construction and the Multi-purpose trail could bring some additional traffic and parking problems into the area. A new parking facility will also provide safe access for pedestrians.

### Location and Extents

The Central Village area is from Plainfield High School East to The Providence and Worcester Railroad Tracks, South along the Railroad tracks to Hillside Drive Extended. Southeast along Hillside drive to Frye Hill Road. Southwest along Frye Hill Road to Route 12. South along Route 12 to Route 14. East along Route 14 to Interstate 395 and the Moosup River. West along the Moosup River to River Street. Northwest along River Street to Moosup River. Northwest along Moosup River to School Street Extended. From School Street Extended, East to Shepard Hill Road. Along Shepard Hill Road, North to Park Road. Extend Park Road easterly East Shepard Hill Road. From East Shepard Hill Road north to Plainfield High School .



### **Step one - solving parking and traffic problems**

This area of Town has high volumes of traffic during several times of day. It is most noticeable when the local high school traffic enters the road. These large traffic producers have an adverse affect on a small village center shopping area. The parking lots are either non-existent, not marked well or are difficult to access.

- Develop a parking scheme for the village center. Using either municipal or private lots with owner agreements;
- Place signs labeling the parking facilities;
- Consider the relocation of Route 12 and Route 14 Intersection;
- Consider a traffic light at the intersection of Route 12 and Route 14.

### **Step two - aesthetic improvements**

- Use CDBG money to restore and rehabilitate the commercial, industrial and residential properties along Main Street, Water Street, and School Street. The town should work with business owners for façade rehabilitation and aesthetic improvements;
- New sidewalks that more clearly define the street width and travel lanes. New sidewalks would protect pedestrians and could possibly promote pedestrian movement;
- Use antique style lighting, park benches and shade trees along sidewalks (consider using the same lamp style as the *Martel Woodworking Shop*).

### **Step three - promotion**

- Create *Central Square Business Association (CSBA)*;
- Sign promoting Central Square area;
- Town funding for Central Square Business district. The funding would allow the district to pursue its own development-attracting agenda. The CSBA should be coordinated by the Economic Development Commission, Chamber of Commerce or a subsidiary of those organizations;
- Market this area for antiques and craft dealers, emphasize the craft dealer aspect.

### **Step four - community involvement**

Steps 3 and 4 are an ongoing effort that should be conducted regardless of steps 1 and 2.

The community needs to realize the importance of the village centers. Not just as individual areas but to the whole of the Town. The multi-purpose trail is a feature that could help to tie the village centers together.

## XIV. Future Land Use

### Definition of Main Transportation Corridors

These roads are the main transportation corridors in the Town of Plainfield and are the most suited areas for new development because of the condition of the road and the amount of traffic the road can handle. The following suggestions are not all inclusive and should be used with the *Future Land Use Map*. Commercial and Industrial zone changes should conform to the recommendations of this plan.

#### Route 12 Corridor

Route 12-North Section

From Killingly Town Line to Route 14

Route 12-14 Section (Route 14-Central)

From Route 12-North to Route 12-Central

Route 12-Central Section

From Route 14 to Route 14A

Route 12-14A Section (Route 14A-Central)

From Route 12-Central to Route 12-South

Route 12-South Corridor

From Route 14A to Griswold Town Line

#### Route 14 Corridor

Route 14-East Section

From Sterling Town Line to Route 12

Route 14-Central Section

From Route 12-Central to Route 12-North

Route 14-West Section

From Route 12-North to Canterbury Town Line

#### Route 14A Corridor

Route 14A-East Section

From Sterling Town Line to Route 12-Central

Route 14A-Central Section

From Route 12-Central to Route 12-South

Route 14A-West Section

From Route 12-South to Canterbury Town Line

### **Route 395 Corridor**

395 North

From Exit 88 to Killingly Town Line (including exit 89)

395 South

From Exit 88 to Griswold Town Line (including exit 87)

### **Route 205 Corridor**

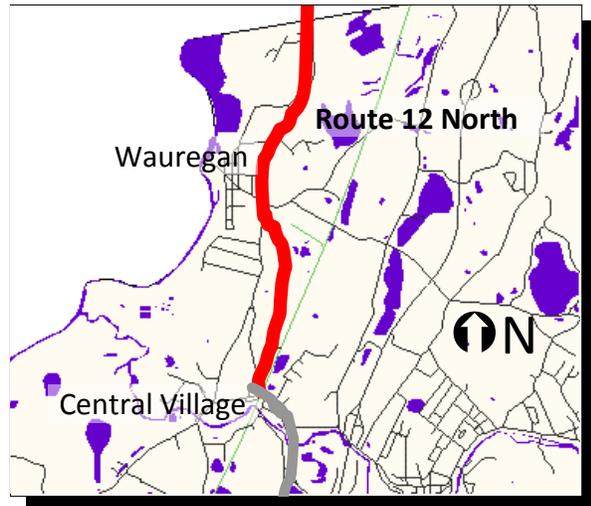
From Route 12 to the Brooklyn Town Line.

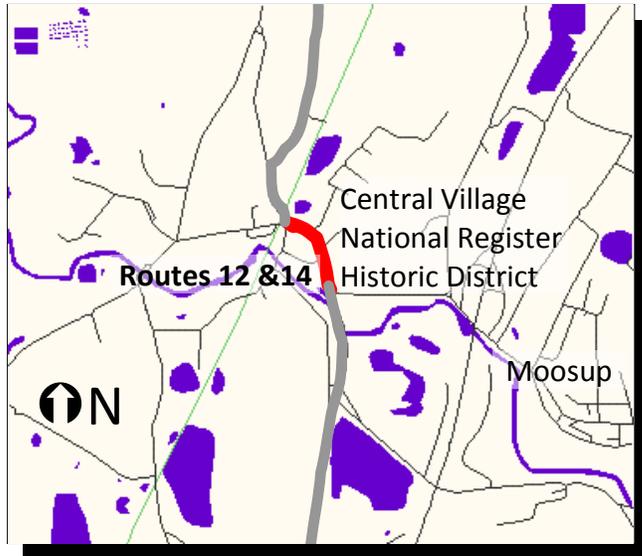
## **Route 12 Corridor**

All new commercial establishments should use existing access roads (either public or private) to minimize the number of curb cuts on this road. A stricter review process should be implemented towards new traffic generators.

### **Route 12-North Section:**

- Commercial development should continue to grow from the Killingly Town Line, south to Jolley Road, one lot deep.
  
- Commercial development should be encouraged at Wauregan four corners (intersection with Route 205) one lot deep to from Fountain Street to Shepard Hill Road, on both sides of Route 12





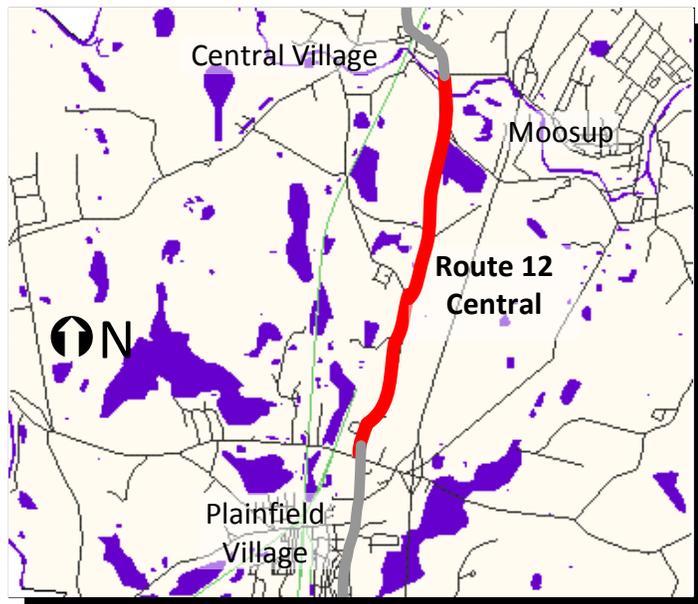
**Route 12-14 Section (See Route 14-Central Section)**

- ❑ This area is a Historic District that should be preserved. There have been suggestions in the past to advocate antique and gift shop type commercial activities. Route 12 at this point is very narrow and the traffic is fairly intense. This section should not be promoted for intensive development that creates high volumes of traffic. If the Town would like to promote commercial and industrial activity in this area it

should consider purchasing land for parking. Any new commercial uses should incorporate the historic nature of this village center. Parking should be provided in the rear of the buildings, or areas screened from public view.

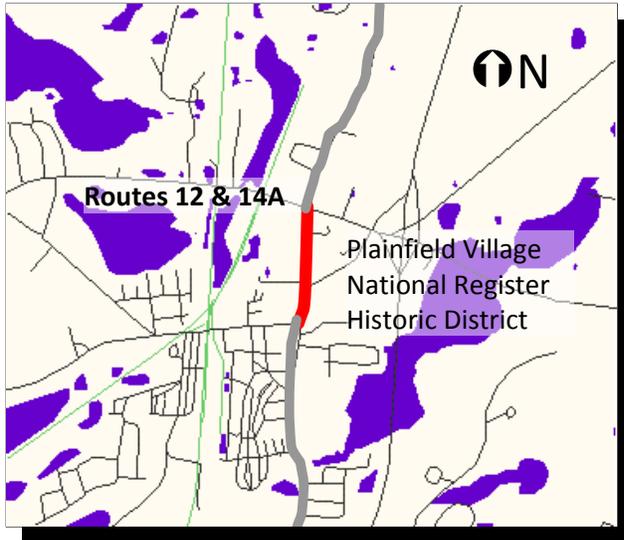
**Route 12-Central Section**

- ❑ This section of Route 12 is fairly intensely developed with many separate curb cuts for businesses. If the Town wants to promote commercial or industrial activity in this section, they should encourage shared driveways and increase the total amount of land needed for commercial development. The current commercial zoning requires 20,000 square feet with sewer and 30,000 square feet without sewer.



- ❑ Take care to notice that much of the property located in this section is wetlands, and should be preserved and protected.

- ❑ This section would also be an intersection of the Moosup Valley State Park Multi-purpose trail, which will be an important transportation and recreation link in the Town. The Town should consider purchasing property in this section for future municipal projects.



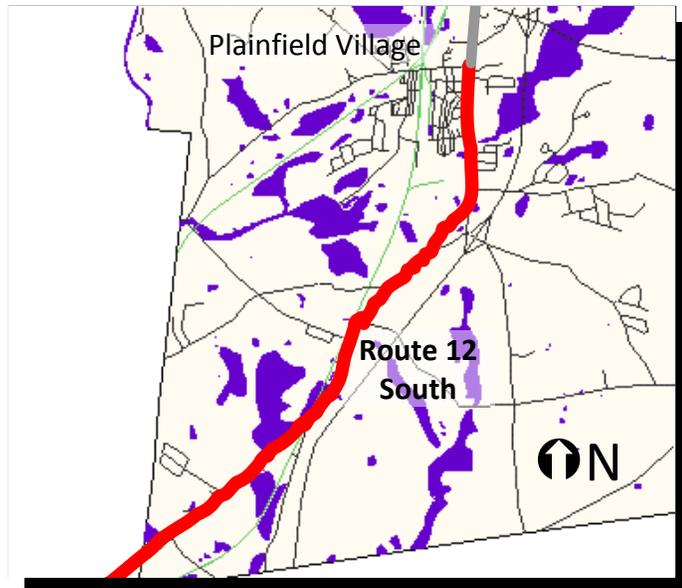
**Route 12-14A Section (See Route 14A-Central Section)**

- ❑ This Section is a Historic District. Currently there are many residences with a small influx of commercial property. If any future commercial uses are developed, all parking facilities should be located off of the state highway and in the rear of the buildings or out of public view.

- ❑ This section should not promote commercial development that requires demolition and new construction. New Construction should occur only to the same size and scale of the current property and should encompass and complement the historic nature of the property and buildings. New construction should not disrupt the historic charm of this neighborhood. Commercial establishments should complement the historic nature of this area.

**Route 12-South Section**

- ❑ This section has seen the most commercial growth in the last ten years. This section should take precaution to the amount of driveways and curb cuts.
- ❑ Commercial and Industrial development should occur between Bishop Crossing Road and Roode Road, from Route 12 to Interstate 395. Future industrial development should not be expanded without sewer and water utilities.



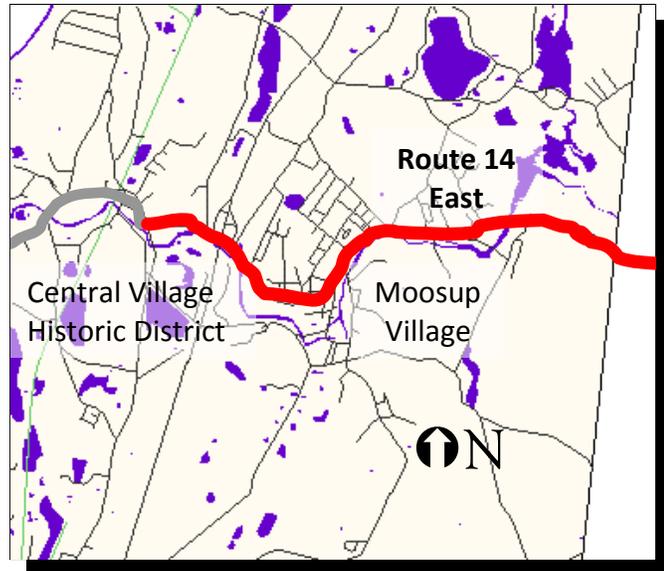
- Commercial development should occur between Lillibridge Road and Lathrop Road one lot deep on both sides of the street.

## Route 14 Corridor

### Route 14-East Section

This section appears to be suitable for future development. There is access to public sewer and the road is wide from the Sterling Town Line to Collelo Avenue.

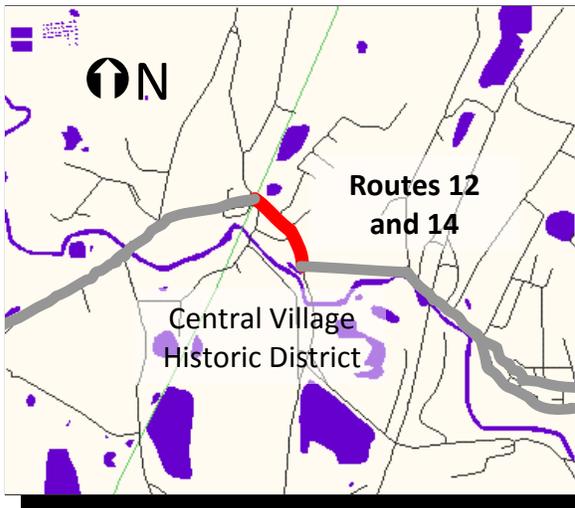
- From Collelo drive to High Street, this area is a densely populated residential area that would not benefit from new industrial land-use and the traffic associated with it. Commercial development should be encouraged one lot deep.



- Mixed-use Development from High Street to Linnell Street.
- Prospect Street* - From Main Street to Squaw Rock Road
  - o Redevelopment from Linnell Street to Highland Street.
  - o From Highland Street to Squaw Rock Road the road winds through a densely populated Residential area. This area is not appropriate for future commercial development. This area appears to be appropriate for offices and historic preservation through use conversion.
- Ward Avenue* - From Squaw Rock Road to Main Street
  - o No change in land use, from T&S Oil to Maple Street, Higher Density Residential Area.
  - o Downtown beautification along both sides of Road from Maple Street to Main Street. i.e. Trees, lighting, and building facade restoration.
  - o New sidewalks from Maple Street to Main Street (both sides of Ward Ave.)
  - o Commercial development from Interstate 395 to Route 12, using shared driveways whenever possible.

Transportation Problems:

- Intersection of Main Street, Prospect Street, Village Center Shopping Plaza and South Main Street.
- Intersection of Interstate 395 and Route 14



**Route 14-Central Section**

This section of Route 14 also serves as Route 12 (Main Street). It is located in the center of Town and has a high traffic rate. Any development in this area should be regulated, in terms of additional traffic. There are many concerns about the historic district and the conflict with growth and development. All new commercial ventures in this area should be required to install sidewalks.

- Commercial historic use-conversions only. Commercial establishments in this area should promote and maintain the historic nature of this neighborhood. Parking lots should be located in the rear of the property or out of public view as much as possible. Any new construction should maintain the scale and historic character of neighboring buildings.
- Design district overlay zoning and historic preservation efforts to protect the neighborhood. The town should create a design district overlay zone that requires stricter review on exterior modifications and landscaping. Creative zoning and zoning incentives might also be possibilities for this area.

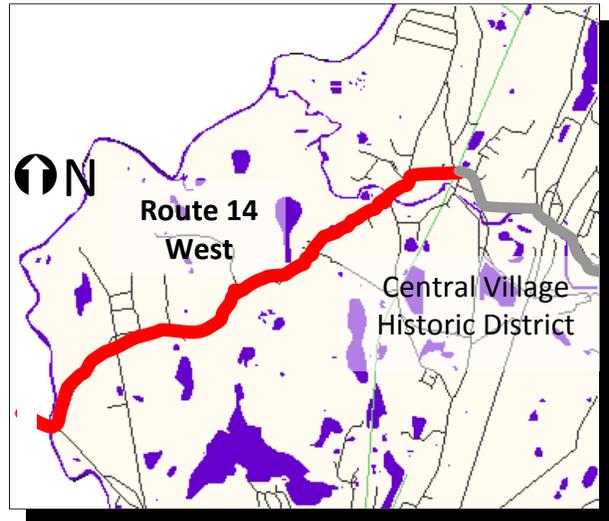
Transportation Problems:

- Intersection of Route 12 and Route 14-West. The Connecticut department of Transportation (CT DOT) should conduct traffic studies in this area. The town suggests that turning lanes and grade changes be made to this section of the state highway system.

### Route 14-West Section

This section of Route 14 is narrow and has a high residential density from the intersection of Route 12 to Shepard Hill Road. From Shepard Hill Road to the Canterbury Town Line the road is wide and scenic.

- No additional commercial zones along this route. The town should not promote this area for higher density residential zoning, commercial or industrial zoning.
- Historic preservation and scenic conservation wherever possible. The town should work with land-owners and the CT DOT to promote the scenic and natural resources of this stretch of roadway.
- Locate scenic overlooks. The Town should look for state owned lands located in appropriate areas for a scenic overlook.



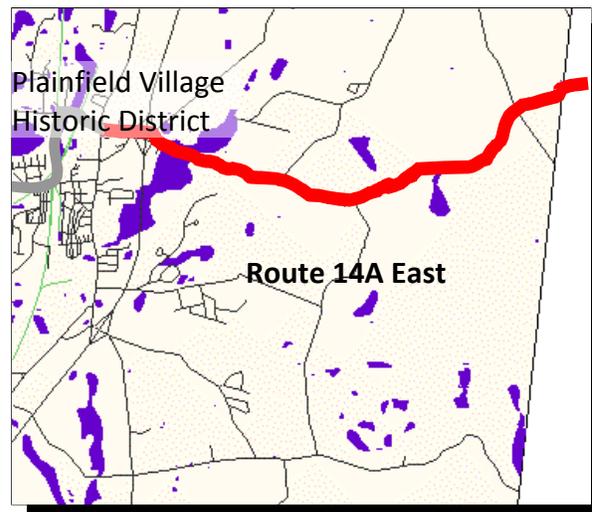
### Transportation Problems:

- Intersection of Route 14 and Route 12. The Intersection of Route 12 and 14 is a very dangerous area with a high amount of traffic. Intersection realignment, road realignment and traffic calming techniques should be used whenever possible. The town should also work to promote pedestrian movement through this area.

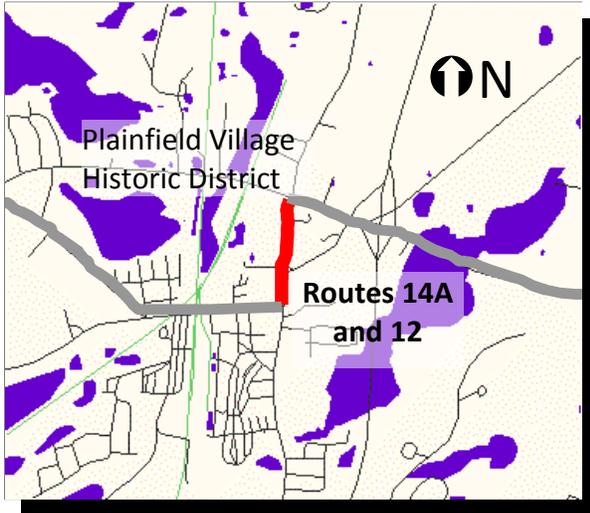
## Route 14A Corridor

### Route 14A-East

- Concerns about sight lines, and road width should constrain future commercial and industrial development from the Sterling Town Line to Gendron Road. This section of Route 14A has been reconstructed by the state in 1998.
- Commercial and Industrial development from Gendron Road to Interstate 395, both sides of the road. See the *Future Land Use* map for a more site specific explanation.



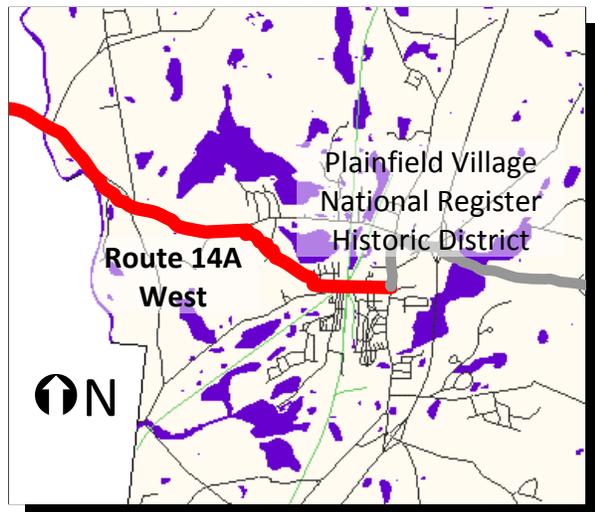
- ❑ Commercial development from Interstate 395 to Route 12 both sides of the street. This area is conducive to Commercial development because of the close proximity to Interstate 395.



**Route 14A-Central**

- ❑ The Route 14A-Central is also part of Route 12 (Norwich Road). This area is one of the oldest sections of the town of Plainfield and many historic structures have been lost to disrepair and neglect. There are many concerns about the Historic District and future growth. This section is fairly wide and handles a high volume of traffic. Future commercial growth should be limited due to the intense traffic flow. All new commercial ventures in this section should be required to install sidewalks.

- ❑ Commercial Historic use-conversions only. Commercial establishments in this area should promote and maintain the historic nature of this neighborhood. Parking lots should be located in the rear of the property or out of public view as much as possible. Any new construction should maintain the scale and historic character of neighboring buildings.
- ❑ Design district overlay zoning and historic preservation efforts to protect the neighborhood. The town should create a design district overlay zone that requires stricter review on exterior modifications and landscaping. Creative zoning and zoning incentives might also be possibilities for this area.
- ❑ Recommend shared driveways whenever possible. New businesses should use shared driveways and parking whenever it is possible and feasible. This will limit the amount of paved area and the number of road cuts onto Routes 12/14A.
- ❑ No on-street parking shall be permitted, all parking shall be located in the rear of the property, or out of public view. On-street parking



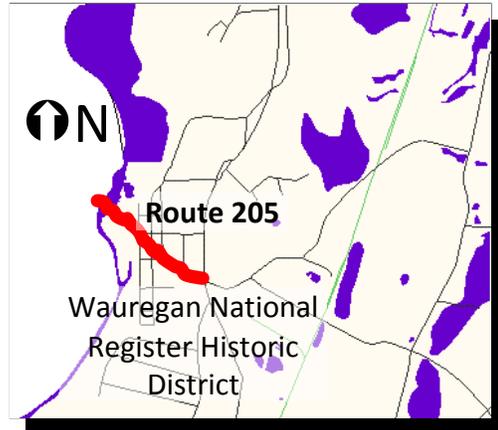
should be prohibited in this area. The State DOT should install "no parking" signs along both sides of this section of Routes 12/14A

**Route 14A-West**

- Commercial development and village center revitalization should occur from the Intersection of Route 12 to the Packerville Road intersection. High to Moderate density housing should continue from Packerville Road to Hope Road (provided that sewer is available). Low density housing and farming uses would be the most appropriate from Hope Road to Route 14 intersection/Canterbury Town Line.
- Downtown Plainfield has witnessed much commercial redevelopment over the past few years. The town should continue to work with property owners to restore this village center. The Plainfield Public Library in particular has become an eyesore and the town should work with the library to ensure that steps are taken to rectify this problem.
- New sidewalks along Route 14A (Canterbury Road) from the Memorial-Central School Complex to Route 14A (Railroad Avenue). New sidewalks should be constructed on both sides of the street.
- New sidewalks along Route 14A (Canterbury Road) from the Memorial-Central School Complex to Cemetery Road. New sidewalks should be constructed along one side of the street.

## Route 205 Corridor

- ❑ There is a high traffic volume that travels along Route 205 from Route 12 to the Brooklyn Town Line. The town should consider placing sidewalks along this Route. Coordinate the redevelopment proposals for new land use development. The town should also look towards traffic calming techniques and intersection realignment.
- ❑ Commercial development should occur on both sides of Route 205. New development should reuse existing buildings whenever possible. Any new businesses should utilize town roads to minimize the number of curb cuts onto Route 205.
- ❑ Historic preservation techniques should be utilized. Any new development should be in conformity to the neighborhood and the historic design of the area. New structures should complement the area in terms of scale, landscaping and exterior design.
- ❑ Downtown revitalization efforts should be made and new sidewalks should be placed on both sides of Route 205 from the Brooklyn Town line to Route 12.
- ❑ The town should construct new sidewalks and promote pedestrian activity in the Wauregan Village Center. New crosswalks should be added and traffic calming techniques should be explored by the town and Conn DOT.



## XV. Housing

### Goals

- To expand housing opportunities in a manner which will meet the Town's housing needs by encouraging a wide variety of housing types for people of all ages, races and income levels.
- To encourage full utilization of older, larger single-family houses.
- To provide a wide spectrum of rental housing to ensure that the needs of all individuals in all income levels are met.
- To rehabilitate existing substandard housing units to satisfy current code requirements.
- Encourage residential density which will maximize existing or planned sewer and water lines, when consistent with the Town's planned growth.
- To provide more elderly housing, for all income levels and all levels of independence. Each village, i.e., Plainfield, Moosup, Central Village and Wauregan, should have available elderly housing since the elderly are often reluctant to leave the village which has been home for many years. Many are living in homes which are too large for a single person, and the upkeep is beyond their capabilities.

### Policies and Implementation

1. Increase the supply of housing units throughout the Town to provide opportunities for all income levels.
2. The Town should consider zoning to allow for multi-family housing projects aimed at offering a more varied real estate market to satisfy housing demand.
3. Support the development of housing projects that improve the availability of housing and living conditions for low and moderate income families.
4. Continue to promote the efforts of the Town of Plainfield (Small Cities CDBG), Farmer's Home Administration (Self-help Program), and HUD in rehabilitation of existing units and the construction of new homes.
5. Give priority for housing assistance to those areas that are in greatest need (Village Center Mill houses)

### Housing Supply

From 1990 to 2000, the number of households has increased from 4,996 to 5,444, a 9 percent increase. The total number of housing units rose from 5,342 to 5,676 during the same period, a 6 percent increase.

### Occupancy and Tenure

Approximately 95.9 percent of the housing units were occupied on a year-round basis. In 2000, 68.6 percent of houses were owner occupied.

### Housing Type and Condition

The majority of housing units in Plainfield are single-family detached units, claiming an estimated 65 percent of the total housing stock. Only five percent of multi-family complexes are owner-occupied, with the overwhelming majority, ninety-five percent, renter occupied.

### Housing Density

The Town controls housing density through zoning. The Planning and Zoning commission approves zone changes and densities throughout town. The Commission should take environmental factors into consideration when making future zone change and density decisions. The Town should also consider increasing the density within the Village Center areas to promote full utilization of services and land. The town should also consider increasing the density in areas near the village centers that have the necessary infrastructure (city sewer, water).

### Zoning Districts

Zone	Lot Size/Dwelling Unit
RA-60	60,000 square feet, septic
RA-40	40,000 square feet, septic
RA-30	30,000 square feet, sewer
RA-19	19,000 square feet, sewer - dissolved, for enforcement purposes

*RA-19 Residential District* - requires a minimum of 19,000 square feet for a house lot. Areas zoned RA-19 lie within the village centers and connection to public sewers is required. As of June 1987, the Planning and Zoning Commission has eliminated the RA-19 District as a future development alternative. No new RA-19 District areas will be created. Multi family dwelling units (up to four per building) are permitted with a minimum of 21,780 square feet of lot area required for each unit, e.g., 43560 square feet (1 acre) for a two family dwelling; or 87,120 square feet (2 acres) for a four family unit. Special Permit Uses include accessory apartments, elderly housing, and garden apartments.

*RA-30 Residential District* - requires a minimum of 30,000 square feet (.69 acre) for a house lot. Areas zoned RA-30 lie just outside the village centers and are accessible to public utilities. Connection to public sewers is required in this District. Single family detached dwellings are permitted as a right in the RA-30 District. Multi-family dwellings (up to four per building) are permitted with a minimum of 30,000 square feet of lot area required for each unit, e.g., 60,000 square 1.38 acres, for a two family dwelling; or 120,000 (2.75 acres) for a four family dwelling unit. Special Permit Uses include, accessory apartments, elderly housing and garden apartments.

*RA-40 Residential District* - requires a minimum of 40,000 square feet (.92 acres) for a house lot. Areas zoned RA-40 lie outside the village centers and, although far from existing or planned public utilities, these areas are less encumbered by environmental constraints. Single family detached dwellings are permitted as a right in the RA-40 District. Special permit Uses include accessory apartments and elderly apartments.

*RA-60 Residential District* - requires a minimum of 60,000 square feet (1.38 acres) for a house lot. Areas zoned RA-60 lie outside the village centers, far from existing or planned public utilities. Environmental factors such as wetlands, watercourses, prime agricultural lands and steep slopes, make these areas most suitable for low density residential development. Single family detached dwellings are permitted as of right in the RA-60 District. Special Permit uses include accessory apartments and elderly housing.

### **Affordable Housing**

The Town has met and continues to meet the State's requirements for low-income housing. The Town needs to maintain this attitude towards affordable housing. It is important for the community to recognize the need for affordable housing, and to provide for these types of housing units. The number of single parents, and in particular, households headed by single women has been steadily increasing.

The Town should consider purchasing multi-family units as part of this housing authority. Some of the elderly housing projects in Town are controlled by the Federal Government and owned by individual investors. These units might change over from elderly to low-income or other medium density rental property

The Department of Housing estimates a total of 16 percent of Plainfield's housing stock as being assisted through various state and federal programs. Approximately six (6) percent of the total housing stock is assisted under Section 8. This does not take into account the Town's Housing Rehabilitation Revolving Loan Fund. The Town has been

active in loaning money to homeowner's interested in rehabilitating their property. This practice should continue and possibly expand to include business owners and commercial property.

**Housing Projections**

Year	Projected Population	Projected Number of Households	Increase in household	Projected number of Housing Units	Increase in Housing Units
2000	14,640	5,155		5,543	
2010	15,630	5,504	349	5,918	375
2020	16,660	5,866	362	6,307	389
<b>Totals</b>	2,020	711	+14%	764	+14%

Assumes that the number of people in a household is 2.80, and that there will be a seven percent differential between housing units and households.

**Recommendations**

*Existing medium to high density residential areas*

- The Town should create zoning that encourages a higher density of land use in areas that are currently developed and are close to the service centers of the Town (Village Centers). These new residential districts would be designed to promote public transit alternatives and use current infrastructure. Allowing for a higher density of development in already developed areas, would protect the town from having to expand costly public services.

*Areas for Open Space:*

- Parcels of land that can be served by municipal sewer should be reviewed to whether or not they can be subdivided at the highest density while providing open space. This should not apply to parcels of land that are within the Moosup Pond watershed, along important rivers, streams and brooks and other environmental areas should not be disturbed.

### Residential Street Guidelines

<b>Street type</b>	<b>ADT (vpd)</b>	<b>ROW width</b>	<b>Pavement Width</b>	<b>Design Speed</b>
Light Residential	500	50	22	30
Residential	500 - 1500	60	28	30
Residential Collector	1500 - 3000	70	30	35

Note: add 6' to pavement width if only 2 parking spaces are required per home.

Source: CT DOT, Guidelines for Subdivision Street, 1/87

## XVI. State POCD Conformance

The Town of Plainfield *Plan of Conservation and Development* has been designed and reviewed to conform with the State *Plan of Conservation and Development*. The provisions of Section 8-23 of the Connecticut General Statutes as modified require this course of action.

The town has conformed with the recommendations of the *State Plan of Conservation and Development: 2004-2009*, and the *Conservation and Development Policies Plan for Connecticut: 2005-2010, Draft*, in areas that are recommended for future preservation.

The Town should implement the following Growth Management Principles:

1. Redevelop and Revitalize the Village Centers.  
This can be accomplished by utilizing the existing infrastructure to create desirable housing for all income levels, combined with job opportunities and retail stores in close proximity to that housing. Former mills such as the Kaman Aerospace factory would be a prime location for such a project.
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. Plainfield does not currently have a public transportation system such as regular bus routes or trains, however these may be an option in the future. However, all of Plainfield's major developments are located on State Highways and are in close proximity to Interstate 395.
4. Conserve and Restore the Natural Environment. The Town's Conservation Commission oversees this task.
5. Protect and Ensure the Integrity of Environmental Assets Critical to Public Health and Safety. The Town's Planning and Zoning Commission and Inland Wetlands and Watercourses Commission ensure this.
6. Promote Integrated Planning Across All Levels of Government to Address Issues on a Statewide, Regional and Local Basis. The Planning and Zoning Commission works with neighboring towns and the Regional Counsel of Governments to accomplish this.