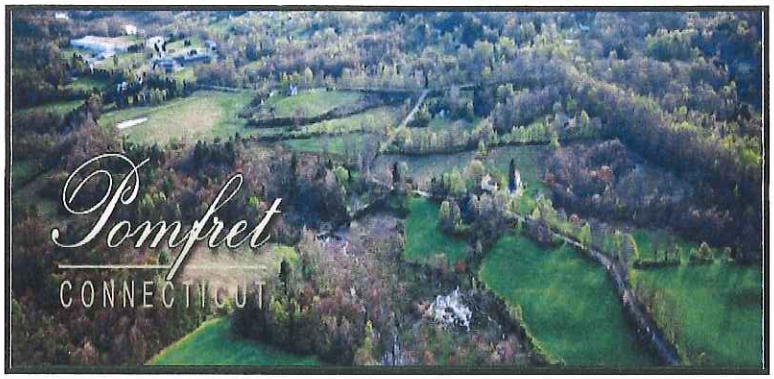
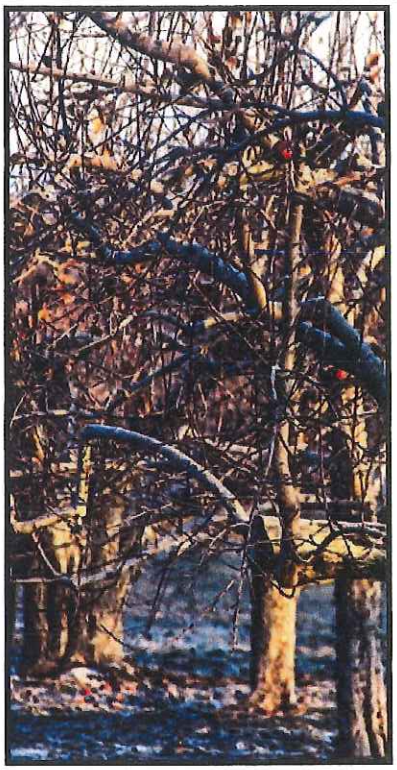
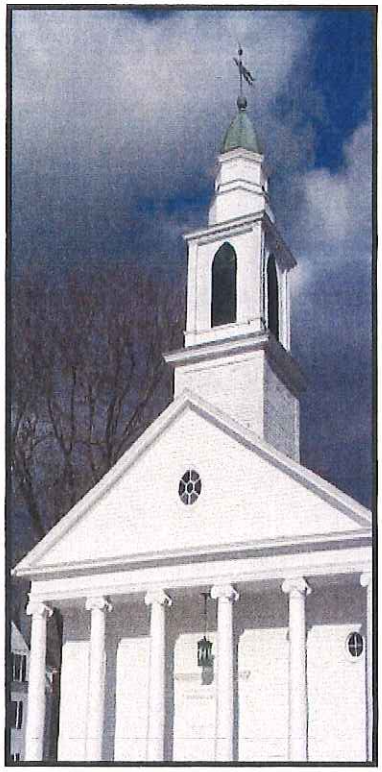
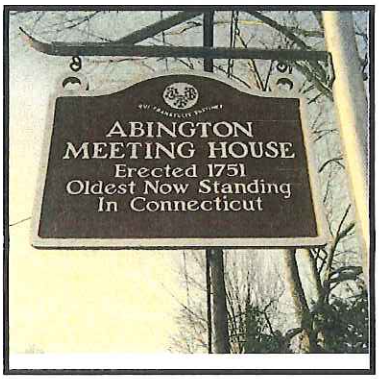
POMFRET

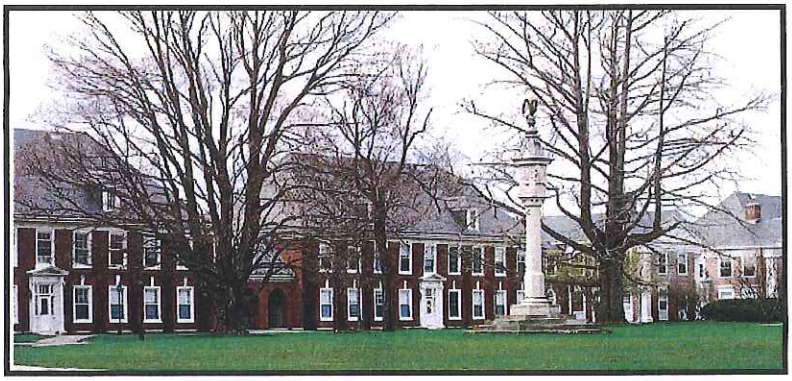
2016 Plan of Conservation and Development











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Welcome

Residents of Pomfret, Connecticut

The Planning and Zoning Commission is pleased to submit this 2016 Plan of Conservation and Development to the Community, here in after referred to as the "Plan". In Connecticut, a new or updated plan must be developed at least every ten years in accordance with Chapter 126, Section 8-23 of the Connecticut General Statutes. This "Plan" will help guide activities of the Town of Pomfret through 2026.

Following a number of community workshops over the past year, our staff, worked with the Commission to develop a Plan that reflects community needs. The draft Plan will be reviewed at a public meeting. It may be modified based on additional input and then presented for final review.

A key element of the Plan is to preserve the things that residents have indicated are important to them. This includes maintaining the integrity of residential neighborhoods, protecting natural resources, and preserving open space and community character.

The Plan's areas of focus for change are the following:

- establishing opportunities for local residents to live, work and recreate within the community;
- enhancing and expanding the Town's existing agricultural base; and
- balance growth throughout the town while encouraging particular commercial entities that will serve an emerging residential component to locate within or in close proximity to existing commercial areas along major state routes/roads.

In addition, the Plan addresses single-family housing, transportation, community facilities, infrastructure, and emerging issues related to conservation of all resources.

Pomfret's boards, commissions and town departments are responsible for the implementation of the Plan. Section 8 contains specific strategies and recommendations for implementation over the next ten years. The Planning and Zoning Commission's primary goal associated with the development of the new 2016 Plan of Conservation and Development was to update the 2002 Plan of Conservation and Development where necessary and adopt a new document to be used as a platform to guide development in the Town over the next ten years.

Individuals involved in the preparation of the 2016 update of the Plan of Conservation and Development are listed below.

Planning and Zoning Commission Members:

Walter P. Hinchman, Chairman
Philip Allegretti, Vice Chairman
Richard DiBonaventura, Secretary
Beverly Champany, Member
Ray Wishart, Member
Arthur Benway, Jr., Member
Peter Deary, Member
Martin Hart, Alternate
Leigh Grossman, Alternate
Anthony S. Amaral, Alternate

Former Planning and Zoning Commission Members:

Kimberly Rose Bergendahl, Alternate

Planning and Zoning Commission Staff:

James D. Rabbitt, AICP, Town Planner
Ryan Brais, Zoning Enforcement Officer (ZEO)
Lynn Krajewski, Commission Clerk

Board of Selectmen:

Craig Baldwin, First Selectmen
Barry Jessurun, Selectmen
Donna Smith, Selectmen

Former Selectmen:

Maureen Nicholson, First Selectmen
Peter Mann, Selectmen

Preface

Despite the fact that a municipal Plan of Conservation and Development (POCD) is required by Connecticut State Law (Connecticut General Statutes – Chapter 126: Section 8-23), it is an ideal tool for guiding the future of a community. The process that is undertaken as part of the development of a municipal Plan of Conservation and Development allows a community to build consensus in order to develop a set of goals and recommendations that reflects the direction for the Town, built upon the work of the Planning and Zoning Commission with input from other boards and commissions and from its residents.

Pomfret adopted its first POCD a little over 50 years ago, and since then significant changes have taken place in the Town, the State, and across the country since that initial Plan of Conservation and Development was prepared. Locally, the Town has dealt with challenges and opportunities through effective land use regulation and planning assistance from their staff along the way. However, as the analysis in this POCD describes, increasing development demand, changing demographics, and growing opportunities called for fresh guidance and creative preparation to lead Pomfret in the near term (10-20 years).

STATE OF CONNECTICUT
Carrot and stick approach

Since the adoption of the Town's last POCD in 2002, the State added language to Section 8-23 stating; if a municipality fails to comply with the mandatory updates (every 10 years) they shall be ineligible for discretionary state funding unless such state funding unless such prohibition is expressly waived by the secretary, except that any municipality that does not prepare or amend a plan of conservation and development on or after July 1, 2014.

Planning is something that people and organizations perform on a routine basis. Planning helps prepare organizations and individuals for future challenges and opportunities. Communities or towns are no different. Planning provides the opportunity to:

- Identify significant goals;
- focus on the "bigger picture";
- promote overall values and achieve important purposes;
- coordinate efforts and produce consistent results; and
- achieve efficiency and economy in implementation.

Planning for the Future?

Planning helps Pomfret identify and address community needs, foresee the long-term consequences of current actions, make good decisions, and produce desired results.

The Planning Process

Initial efforts in the Plan preparation involved generating public interest, questioning the residents, identifying local issues and preparing an inventory and assessment of conditions and trends in Pomfret. The Planning and Zoning Commission then discussed alternative strategies and desirable future outcomes.

Public input was obtained throughout the process by:

- public meetings that generated input and discussion;

- public forums that involved residents in planning for the future;
- surveys of residents at public meetings; and
- other exercises and analysis.

Research and consultation with Town officials and other agencies provided much of the background information for this Plan. Proven strategies adopted by other communities were reviewed for appropriate application to Pomfret.

Finally, a set of strategies and a recommended implementation process were devised to provide the necessary guidance for the community to achieve the objectives set out by the Plan.

EXCERPTS FROM CONNECTICUT GENERAL STATUTES
CHAPTER 126, SECTION 8-23 - PLAN OF CONSERVATION AND DEVELOPMENT

The Commission is required to:

- review the plan of conservation and development at least once every ten years ... or the Town **will not be eligible for discretionary funding.**
- adopt such amendments to the plan or parts of the plan ... as the commission deems necessary to update the plan.

The Commission shall consider the following:

- the community development action plan of the municipality, if any...,
- the need for affordable housing...,
- the need for protection of existing and potential public surface and ground drinking water supplies...,
- the use of cluster development patterns...,
- the state plan of conservation and development...,
- the regional plan of conservation and development...,
- physical, social economic and governmental conditions and trends...,
- the needs of the municipality, human resources, education, health, housing, recreation, social services, public utilities, public protection, transportation and circulation and cultural and interpersonal communications...,
- objectives of energy-efficient patterns of development, the use of solar and other renewable forms of energy and energy conservation..., and
- the protection and preservation of agriculture.

The Plan shall:

- include a statement of policies, goals and standards for physical and economic development of the municipality,
- provide for a system of principal thoroughfares, parkways, bridges, streets, sidewalks, multipurpose trails, and other public ways as appropriate,
- 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,
- show the commission's recommendation for the most desirable use of land within the municipality for residential, recreational, commercial, industrial and other purposes and for the most desirable density of population in the ... parts of the municipality,
- make recommendations on the most desirable density of population within the municipality,
- note any inconsistencies with the state's 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, and

- make provisions 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.

The Plan <u>may</u> show recommendations for:

- the conservation and preservation of traprock and other ridgelines…,
- airports, parks, playgrounds and other public ground…,
- for the general location, relocation and improvement of schools and other public buildings,
- for the general location and extent of public utilities and terminals, whether publicly or privately owned, for water, sewage, light, power, transit and other purposes, and
- the extent and location of public housing projects.

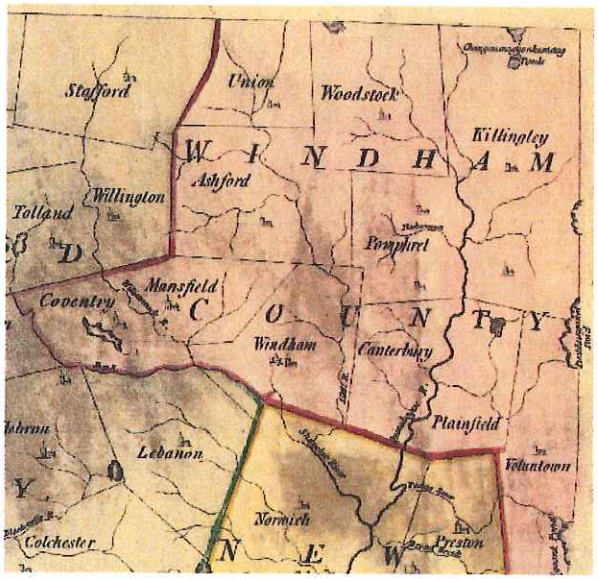
History of Pomfret

Overview

Acknowledgement of a communities past history, coupled with an understanding of its unique development patterns, can assist a municipality as they plan for the future. The challenge with planning is to create mechanisms for change while maintaining some resemblance of the communitie's past heritage. It is important to connect past accomplishments with fuutre needs, in a manner which integrates the communitie's visions for what it wants the town be. The basic principal in planning is the inter-relationship between form, structure, function and appearance. Although the physical aspects such as buildings, roads, land uses, etc., play an important role in planning, social, economic and now technological forces play an equally important role. The new roles of technology on social and economic factors also need to be considered so that a healthy environment can be created.

Early History and Settlement Patterns.

Pomfret had its origins in the late 1600s when thirteen Proprieters purchased the land on which the town stands from James Fitch who had previously purchased it from Owaneco the Mohican. Within a few years, the Proprieters began to sell land to others and the Town grew in size in the area near today's Pomfret Street and its surroundings. It was a town of subsistence farming and homesteading when a group from the First Congregational Church petitioned the colonial legislature to incorporate it as a town in 1713.



Plan for the Colony of Connecticut 1766 – Pomfret is shown in the middle of the map which then included portions of Brooklyn, Hampton and the western portion of present day Putnam, Connecticut

The Town extended beyond its present boundaries at that time and a second congregation was established to the south. In 1785, that congregation separated from Pomfret and became the town of Brooklyn and the northeastern portion of Hampton. Pomfret was then significantly smaller in area and it was still primarily a

farming community. Although there were small local sawmills and gristmills along the brooks in town throughout time, Pomret did not develop into a major industrial power in the Region.

A Changing Economy

Brayton Grist Mill & Marcy Blacksmith – Circa- 1890 – example of a one-man mill operation.

By the mid 1800's, textile mills had been established on the Quinebaug River in Pomfret and across the river in Killingly. Attracted to the employment provided by the mills, the village of Pomfretville became established in the northeastern corner of the town. Its remnants can be seen in the mill housing on Route 44 as one approaches the bridge across the river from the west. As this was the most densely populated section of Town one might have said that Pomfret was a manufacturing town. In the 1850's, the town of Putnam was established by combining Pomfretville with some of the small communities that had been established on the eastern side of the Quinnebaug. With the inclusion of Pomfretville in the newly established town of Putnam, the town of Pomfret suffered a significant decrease in population, as well as, another decrease in area. Agriculture was, once again, the principal employment in town.

After the Civil War, the railroad came to the region with a line from Boston to New York passing through Putnam and Pomfret. The railroad made transportation from both of these metropolitan areas relatively easy and the elevation of Pomfret provided cool summer breezes. These undeniable attractions coupled with the draw of supposed "medicinal" springs enticed wealthy Bostonians and New Yorkers to build summer "cottages" in Town, some of which remain today. These summer visitors provided a new form of service employment to local residents as gardeners, cooks, maids, etc. A number of smaller, closely spaced houses on Woodstock Rd and Murdock Rd. were built to house new residents who came to serve the summer visitors. Pomfret remained a rural, agricultural community, as well as a destination for summer visitors. It was during the latter 1800's and early 1900's that the Ben Grosvenor Inn on Pomfret St. became a destination for out of town guests of the cottage owners.

As the railroad brought coal to Pomfret residents so they could warm their homes and stoves the residents of Pomfret became less dependent on their woodlots for fuel. As a result, some of the areas that had been cleared of trees began to grow back. Today these mature trees contribute to the charm of the town and the areas contained in Mashamoquet State Park and the Natchaug State Forest.

The Great Depression of 1929 depleted the fortunes of some of the summer visitors and the utilization of their cottages. The Ben Grosvenor Inn became part of Pomfret School in the 1940's. serving as dormitories and faculty apartment spaces. Some cottages and

estates became schools themselves with Courtlands becoming a Jesuit retreat Center, St. Robert's Hall/Glen Elsinore became the principal seminary of the Greek Orthodox Church in America. Many of the families that had come to town to work on the estates remained, so there was little change in the population which slowly grew.

Glen Elsinore Estate – Presently a private residence.

In the 1940's and 1950's Pomfret reverted to its rural, agricultural heritage where dairy farms prospered, which meant that there were literally more cows in Town than people. Farmers used the railroad to transport their products such as milk and grain to markets at some distance from Pomfret. At that time there were still one room schools in Town and many students rode the train to high school in Putnam or Willimantic. The hurricane and resultant catastrophic flood in August of 1955 destroyed the railroad bridge across the Quinnebaug and brought to an end the era of railroad freight and passenger service to Pomfret.

After the the Wars

The post-World War II years saw the development of the interstate highway system across America. Connecticut Route 52, now Interstate 395, and other nearby routes entered the picture making automobile transportation to Worcester, New London, Hartford and Providence much easier. Slowly, as the farmers grew older, and their children could find good jobs out of town, the number of dairy farms declined. The Federal whole herd buyout program also contributed to this decline. Today, only two active dairy farms remain in town and Pomfret has become a bedroom community. Not a bedroom community such as the suburbs of the major cities, but a town where many travel beyond the borders of Pomfret for employment.

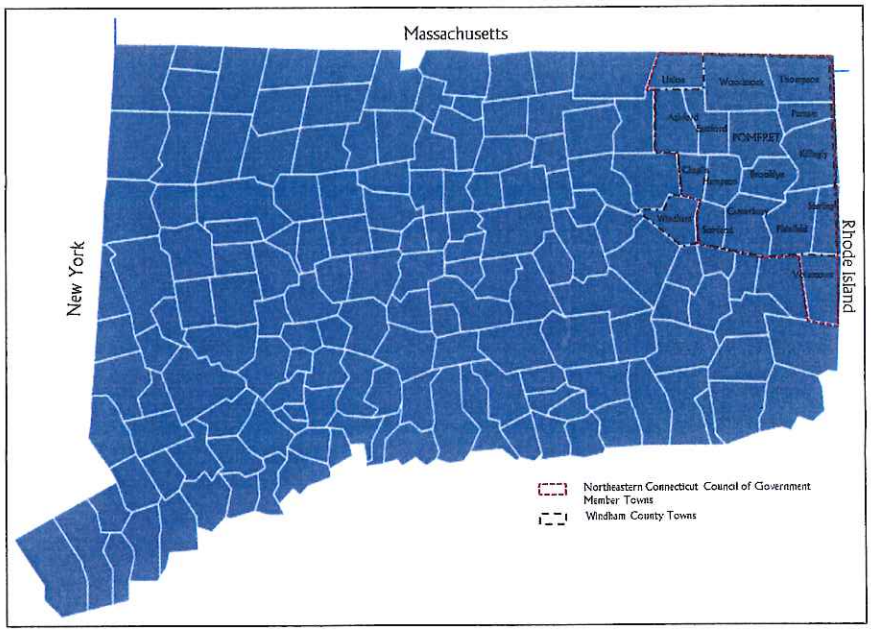
Longmeadow Estates (67 lots) is the largest single family development in Town. Amaral Farm is locted at the top left of the aerial photo.

In 2016, Pomfret retains its rural character and most of the large scale agriculture has disappeared. We have some manufacturing, Loos & Co., Inc., Fiberoptics Technology Inc., a functioning orchard, two dairy farms and a number of home based businesses. We also have residential developments such as Longmeadow Drive and Anderson Road, which have a strong resemblance to areas in the Farmington Valley towns like Canton, Avon, Farmington and Simsbury.

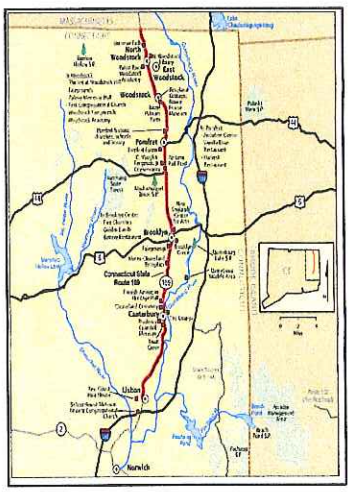
Through the purchase of development rights by the Town in cooperation with the state and private organizations such as the Connecticut Audubon Society and the

Wyndham Land Trust, Pomfret has protected large areas of unbuilt land for the future. In this way, Pomfret is preserving some of its rural character for future generations.

Pomfret Today



Pomfret has approximately 4,200 residents (2014 CT Department of Heath) and offers beautiful vistas, winding country roads, stone walls, and an eclectic collection of shops and restaurants. Town government has been sensitive to maintaining the rural environment and historic charm that makes Pomfret the quintessential New England Community. The community is located in Windham County and is a member of the Northeastern Connecitcut Counicl of Governments, one of nine regional planning agency set by the State of Connecticut. The Town is 60 miles from Hartford, 70 miles from Boston, 30 miles from Worcester, MA, and 40 miles from Providence, RI, with easy access to I-395 and Routes 6, 44,101 and the Massachuetts Turnpike. We are in close proximity to to many attractions such as the casinos, theater, UCONN, Mystic Seaport & Aquarium, and the Connecicut/Rhode Island shoreline just to name a few.



Scenic Route 169 , a National Scenic Byway is particularly picturesque in the Town as it winds its way north from I-395 (Lisbon, CT) to the Massachuetts border. Many of our 17th and 18th century homes dot our picturesque landscape. Pomfret is an ideal place for outdoor recreation with several State Parks, including Mashamoquet, Wolf Den and the Airline Trail with extensive walking, hiking and horse trails. The Connecticut Audubon Center at Pomfret offers spectacular birding and is particularly known for its grassland habitats.

Pomfret is governed by a three member Board of Selectmen, six-member Board of Finance, and the legislative body at Town Meeting. The Town belongs to the 2nd Congressional District, the 35th State Senatorial District and the 50th General Assembly District. The community has an experienced volunteer Fire Department with a current roster of approximately 35 men and women. Ambulatory service is provided locally with transportation to the Day Kimball Hospital, located in nearby Putnam. Police protection is provide by the Connecticut State Police (Troop D – Danielson).

The Pomfret Community School accommodates grades Pre-K through 8 while the vast majority of our high school students attend Woodstock Academy our designated high school. We also have two private schools in town, The Rectory School (Pre-K – 9) and The Pomfret School (9 – 12). The community is host to

four houses of worship include The Most Holy Trinity Church, The First Congregational Church of Pomfret, The First Congregational Church of Abington, and Christ Church.

The Town has worked hard to maintain its small town atmosphere, preserve our rural character and provide for open space. We value our public buildings such as our library, school, senior / community center and town hall and strive to keep them in good condition. Our goal is to provide services ensuring quality of life for all of our citizens.

POMFRET

Conditions and Trends

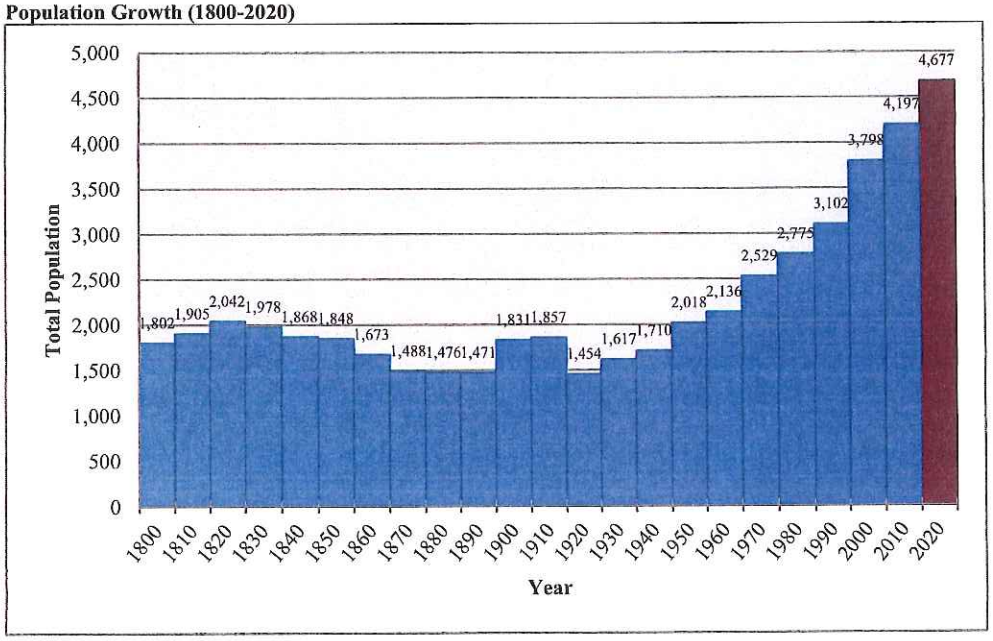
2

Population Growth

According to the 2010 U.S. Census, Pomfret had a population of 4,197 people. This represents an increase of 399 (10.51%) from the 2000 Census. This increase in growth could be directly related to the stabilization of the economy and housing industry. Between 1990 and 2000, Pomfret's population grow by 696 people or 22.44 percent. During the last 20 years (1990-2010), the Town's population grew by 35.3% (1,095). Pomfret needs to consider how this growth will affect the community and how to address it.

Between 1810 and 2010, the Town of Pomfret's growth rate fluctuated between a high of 24.47% in 1900 to a low of -21.70% in 1920. Over the last 200 years, Pomfret has experienced negative growth in a total of eight separate decades, the latest in 1920. However, since 1920, Pomfret has not experienced a single 10 year period with negative growth. In fact, in four of the last five decades, Pomfret has experienced some of its highest growth rates, 1970's (18.40%), 1980's (9.73%) and 1990's (11.78%), 2000's (10.51%) and 2010's (11.44%). While the rate of growth has slowed in Connecticut to single digits, Pomfret has been growing at a rate greater above 10% in 4 of the last five decades. In fact, Pomfret has grown at a rate at least two times greater than that for the State of Connecticut.

Population Growth (1800-2020)



Population Growth

Year	Population
1800	1,802
1810	1,905
1820	2,042
1830	1,978
1840	1,868
1850	1,848
1860	1,673
1870	1,488
1880	1,476
1890	1,471
1900	1,831
1910	1,857
1920	1,454
1930	1,617
1940	1,710
1950	2,018
1960	2,136
1970	2,529
1980	2,775
1990	3,102
2000	3,798
2010	4,197
2020	***4,677***

1800 - 2020 Census. Projections from the CT Office of Policy & Management (2020 projections) in italics/bold.

Growth Rate

	Pomfret	State
1800s	--	4%
1810s	5.72%	5%
1820s	7.19%	8%
1830s	-3.13%	4%
1840s	-5.56%	20%
1850s	-1.07%	24%
1860s	-9.47%	17%
1870s	-11.06%	16%
1880s	-0.81%	20%
1890s	-0.34%	22%
1900s	24.47%	23%
1910s	1.42%	24%
1920s	-21.70%	16%
1930s	11.21%	6%
1940s	5.75%	17%
1950s	18.01%	26%
1960s	5.85%	20%
1970s	18.40%	3%
1980s	9.73%	6%
1990s	11.78%	3.65%
2000	10.51%	4.98%
2010	11.44%	

1900 - 2010 Census (Numbers were mathematically rounded).

Dynamics of Population Change

There are only two ways that population growth in a town can occur. The first is due to a natural increase (more births than deaths). The second is a result of net migration (more people moving in than out).

Components of Population Change

	1980's	1990's	2000's	2010's
Total Change	**246**	**327**	**696**	**399**
Change Due To Natural Increase (Decrease)	**87**	**113**	**68**	**2**
Births	303	329	304	119
Deaths	216	216	236	117
Change Due To Net Migration	**159**	**214**	**628**	**397**

US Census, Connecticut Health Department reports.

Pomfret experienced significant net in-migration and a natural increase in the last 20 years. Between 1990 and 2010, Pomfret experienced the region's third highest growth rate. Sterling had the highest with 58% and Scotland had the second highest 46%. During this same time period, Putnam had the lowest growth rate in the region at 6%.

As the town's population changes, service provisions will likely change. Facilities and programs gear towards an aging population may become more prominent. The conversion of the former Wolf Den Grange into a Senior Center is a good example of this change. Pomfret's changing age composition is discussed next.

Pomfret Senior Center & Wolf Den Grange– Route 44 (Senior Center and Meeting Room Space)

Changing Age Composition

While overall population growth is important, the changing age composition of a community may be even more significant. For planning purposes, the age composition of a community can be considered to include three major age groups with differing needs or concerns - children (ages 0-19), adults (ages 20-54), and mature residents (ages 55 and up). In addition, each group can be further broken down into two or more sub-groups.

Over the past ten years, the most noticeable trends in Pomfret are increases (210 residents) in the number of resident's aged 55 to 64 and net increases in:

- the number of residents above age 35, and
- the number of residents under age 20 (58 people).

	Actual		Change	Projections
Ages	**2000**	**2010**	**2000-2010**	**2020**
0-4	224	188	-36	166
5-19	880	974	94	885
20-34	541	558	17	740
35-54	1,376	1,428	52	1,269
55-64	366	576	210	805
65 +	411	523	112	813
Totals	3,798	4,247		4,678

2000-2020 US Census Bureau and OPM Projections

Over the next twenty years, the major demographic trends may include:

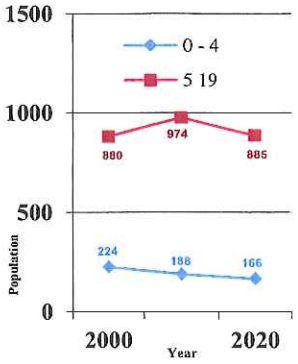
- An estimated 2,004 people within the 35-59 age group (754 people ages of 50-59) are going to move towards retirement age; and
- Projected decrease in the number of school-age children until 2020.

With a new trend towards smaller overall household size, the general trends that appear between 2000 and 2020 (projected) appear to be the new norm.

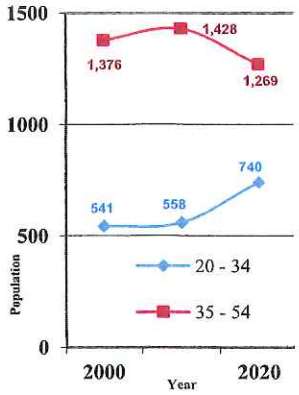
Description	Age Range	Needs	Projection to 2020
Infants	0 to 4	• Child Care	Projected to decrease thru 2020
School-Age	5 to 19	• School facilities • Recreation facilities • Recreation programs	Projected to steadily decrease thru year 2020
Young Adults	20 to 34	• Rental housing • Starter homes • Social destinations	Projected increases thru year 2020
Middle Age	35 to 54	• Family programs • Trade-up programs	Possible decrease thru year 2020 as "baby boomers" age
Mature Adults	55 to 64	• Smaller homes • Second homes	Projected increase thru year 2020
Retirement Age	65 and over	• Tax relief • Housing options • Elderly programs	Projected increase thru year 2020

2000-2020 US Census Bureau and OPM Projections

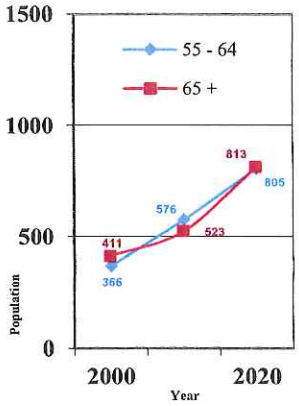
Children (Ages 0 - 19)



Adults (Ages 20 - 54)



Mature Adults (Ages 55+)



Housing

According to the U.S. Census Bureau, Pomfret had 1,684 housing units in the year 2010. This represents an increase of 181 housing units (11 percent) since the 2000 Census. In comparison, the number of housing units in Connecticut grew by less than half this rate (4.9 percent) during the same period.

Pomfret's Housing Growth

	Total Units	Units Added	Percent Change
1970	796	--	--
1980	987	191	19
1990	1,258	271	22
2000	1,503	245	16
2010	1,684	181	11

1970 - 2010 US Census

Housing Growth

As shown in the sidebar, housing growth in Pomfret has exceeded 10% over the past four decades. In fact, Pomfret has added over 150 units in each of the last four decades.

Housing Growth

	1970	1980	1990	2000	2010	Change 1990-2000	Change 2000-2010
Pomfret	***799***	***987***	***1,258***	***1,503***	***1,684***	***19%***	***12%***
Brooklyn	1,518	1,932	2,405	2,708	3,235	13%	19%
Canterbury	786	1,176	1,556	1,762	2,043	13%	16%
Eastford	293	422	608	705	793	16%	12%
Hampton	372	487	611	695	793	14%	14%
Killingly	4,753	5,643	6,480	6,909	7,592	7%	10%
Plainfield	3,615	4,416	5,342	4,676	6,229	6%	10%
Putnam	3,007	3,317	3,790	3,995	4,299	5%	8%
Sterling	580	638	877	1,193	1,511	36%	27%
Thompson	2,700	3,097	3,563	3,710	4,171	4%	12%
Woodstock	1,481	1,921	2,615	3,044	3,582	16%	18%
Sub-total	18,733	22,562	28,494	29,702	33,455	10%	13%
State	933,269	1,093,678	132,850	1,385,975	1,487,891	5%	7%

US Census Bureau

The Thomas Goodell Homestead / James Ingalls Tavern – Circa 1704-1749

Housing Types

In terms of housing stock, 76.6 percent of Pomfret's housing is dedicated to single-family detached units, which ranks it 4th amongst six abutting towns (Brooklyn, Eastford, Hampton, Killingly, Putnam and Woodstock). It also ranks 4th with regards to multi-family housing units (2 or more units) when compared to abutting towns.

2010 Housing Mix

	Housing Units	Percent 1-unit Detached	Percent 2 - 4 Units	Percent 5+ Units	Percent Other
Pomfret	***1,684***	***76.6***	***6***	***13***	***4.4***
Brooklyn	3,235	69.1	10	14.2	6.7
Canterbury	2,043	90.8	2.4	3.1	3.7
Eastford	793	89.7	2.6	2.5	5.2
Hampton	802	92.3	3.7	0	4.0
Killingly	7,592	67.5	14.4	11.5	6.6
Plainfield	6,229	65.9	16.6	8.9	8.6
Putnam	4,299	44.8	40.1	9.6	5.5
Sterling	1,511	81.5	5.7	.08	12.72
Thompson	4,171	80.4	10.2	2.5	6.9
Woodstock	3,582	82.1	4.2	6.6	7.1
Sub-total	33,455	76.5	10.5	6.5	6.5
Connecticut	1,487,891	59.3	16.9	17.5	6.3

US Census Bureau/CT DECD

New Development on Longmeadow Drive – Circa 1990.

Housing Value

While housing values and sales prices are lower in northeastern Connecticut than the state as a whole, Pomfret has higher housing values (and sale prices) than all of its surrounding communities. Still, Pomfret's housing stock can still be considered affordable by a number of measures. It is important to note that property values have declined significantly since 2010 as detailed below.

Median Value of Housing – Owner Occupied Units

	2010	2012	Change	%Change
Pomfret	319,600	304,000	(13,200)	-4.9%
Brooklyn	267,300	237,900	(29,400)	-11.0%
Canterbury	259,800	246,300	(13,500)	-5.2%
Eastford	291,400	262,700	(28,700)	-9.8%
Hampton	273,100	244,300	(28,800)	-10.5%
Killingly	219,700	197,000	(22,700)	-10.3%
Plainfield	211,700	183,600	(28,100)	-13.3%
Putnam	207,400	201,400	(6,000)	2.9%
Sterling	260,000	219,100	(40,900)	15.7%
Thompson	232,600	208,200	(24,400)	10.5%
Woodstock	285,500	272,300	(13,200)	4.6%
Windham County	285,500	211,100	(74,400)	26.1%
Connecticut	296,500	278,900	(17,600)	5.9%

Estimated housing values from 1980 - 2000 US Census

Affordable Housing

Although a majority of Pomfret's housing stock may be considered affordable, State statutes (CGS: 8-30g and 8-39a) define "affordable housing" differently. Those statutes define "affordable housing" to include governmentally assisted units, units financed with CHFA or FMHA mortgages, or units that are deed-restricted to sell or rent at prices that make them affordable to persons or families earning 80 percent of the median income for the Windham County area. The 2016 Area Median Income for a family of four in Windham County is $71,900.

In terms of this definition (8-30g), only 3.62 percent of Pomfret's housing stock meets the affordable criteria, therefore, Pomfret is subject to the provisions of CGS Section 8-30g which is intended to enable the construction of affordable housing units.

	2010 US Census Housing Units	Government Assisted Units	Tenant Rental Assistance	CHFA/ FmHA Mortgages	Deed Restricted	Total Assisted	Percent
Pomfret	***1,684***	***32***	***1***	***28***	***0***	***61***	***3.62%***
Brooklyn	3,235	231	12	135	0	378	11.68
Canterbury	2,043	76	0	79	0	155	7.59%
Eastford	793	0	0	24	0	24	3.03%
Hampton	793	0	2	42	0	44	5.55%
Killingly	7,592	495	107	488	0	1,090	14.36%
Plainfield	6,229	377	166	460	0	1,003	16.10%
Putnam	4,299	383	69	208	0	660	15.35%
Sterling	1,511	0	6	61	0	67	4.43%
Thompson	4,171	151	25	133	0	309	7.41%
Woodstock	3,582	24	3	72	0	99	2.76%
Subtotal	35,932	1,769	391	1,730	0	3,890	10.83%
State	1,487891	91,251	41,637	29,874	5893	168,655	11.34%

Housing Tenure

The extent of owner occupancy in Pomfret is the highest of the surrounding area and is much higher than the state average.

Town	Percent Owner-Occupied
Pomfret	**76.7**
Brooklyn	69.1
Canterbury	90.8
Eastford	89.7
Hampton	87.0
Killingly	67.5
Plainfield	65.9
Putnam	44.8
Sterling	81.5
Thompson	80.4
Woodstock	82.1
Connecticut	**59.3**

2010 US Census

Affordable Housing Appeals Procedure

In Connecticut, communities with ***less than ten percent*** of their housing stock meeting the definition of "affordable housing" are subject to the "Affordable Housing Appeals Procedure."

In this procedure, a developer can propose an affordable housing development and potentially override local zoning regulations.

Economy

Employment

In 2010 Pomfret had a total labor force of 2,348 and an unemployment rate of 10.1 percent or 237 unemployed individuals. By 2013 unemployment improved to a rate of 7.7 percent or 176 unemployed. In 2016 the Town added an additional 135 new jobs when compared to 2010 numbers from 6 years ago. This increase in job growth represents an increase of 5.44 percent which is higher than the current unemployment rate. Unemployment in 2016 is down to 3.1 percent and is the lowest in the Danielson-Northeast Labor Market. Connecticut has an unemployment rate of 5.1 % and the Country unemployment rate is 4.8%. The town of Pomfret is currently 2 percentage points ahead of the state.

Connecticut
Labor Force Data – Labor Market Area & Town – September 2016

LMA/TOWNS	LABOR FORCE	EMPLOYED	UNEMPLOYED	%
DANIELSON-NORTHEAST				
	43,308	41,056	2,252	5.2
Brooklyn	4,144	3,938	206	5.0
Eastford	929	899	30	3.2
Hampton	1,030	983	47	4.6
Killingly	9,654	9,088	566	5.9
Plainfield	8,701	8,215	486	5.6
Pomfret	2,483	2,407	76	3.1
Putnam	4,890	4,605	285	5.8
Sterling	2,032	1,916	116	5.7
Thompson	5,266	5,009	257	4.9
Woodstock	4,179	3,996	183	4.4

Connecticut
Labor Force Data – Labor Market Area & Town – January 2010

LMA/TOWNS	LABOR FORCE	EMPLOYED	UNEMPLOYED	%
WILLIMANTIC-DANIELSON				
	59,899	53,125	6,774	11.3
Brooklyn	4,083	3,598	485	11.9
Chaplin	1,505	1,376	129	8.6
Eastford	1,028	944	84	8.2
Hampton	1,278	1,157	121	9.5
Killingly	9,851	8,695	1,156	11.7
Plainfield	8,710	7,620	1,090	12.5
Pomfret	2,348	2,111	237	10.1
Putnam	5,297	4,705	592	11.2
Scotland	1,004	950	54	5.4
Sterling	2,190	1,933	257	11.7
Thompson	5,509	4,832	677	12.3
Windham	12,365	10,901	1,464	11.8
Woodstock	4,730	4,303	427	9.0

Jobs Held By Pomfret Residents

The US Census and the Connecticut Department of Labor provides information on the types of businesses that employ Pomfret residents. This data shows that, over the past decade, Pomfret residents have not made any significant changes as it relates to employment. Although, there is small movement between categories, no one particular employment sector stands out as a winner and/or loser. It should be noted that the table below excludes agriculture, forestry and hunting.

	2013			2003		
Employment	Annual Average Employment	Total Annual Wages	Annual Average Wage	Annual Average Employment	Total Annual Wages	Annual Average Wage
Total - All Industries (excludes: Agriculture, Forestry, Fishing and Hunting)	1,577	$63,201,185	$40,079	1,576	$50,756,885	$32,202
Construction	111	$4,935,276	$44,529	136	$6,124,017	$45,057
Manufacturing	517	$21,604,051	$41,794	515	$17,227,367	$33,456
Wholesale Trade	17	$1,014,524	$58,250	30	$918,291	$30,190
Retail Trade	29	$745,340	$25,701	31	$670,775	$21,637
Finance and Insurance	41	$1,695,595	$41,022	32	$1,286,092	$39,776
Professional, Scientific, and Technical Services	21	$964,595	$47,053	85	$2,509,091	$29,547
Administrative and Support and Waste Management and Remediation Services	28	$935,913	$33,032	238	$8,005,650	$33,648
Health Care and Social Assistance	67	$2,125,475	$31,566	42	$834,244	$19,981
Accommodation and Food Services	149	$3,199,324	$21,508	177	$2,439,798	$13,816
Other Services (except Public Administration)	99	$4,776,724	$48,048	95	$4,442,277	$46,842
Total Government	**176**	**$7,808,712**	**$44,326**	**147**	**$5,620,119**	**$38,275**
Federal Government	9	$397,200	$43,728	6	$285,129	$51,841
State Government	59	$2,864,927	$48,218	35	$2,053,095	$58,381
Local/Municipal Government	108	$4,546,585	$42,228	106	$3,281,895	$30,912

Source: 2013 Connecticut Department of Labor (Labor Force Data)

Median Income

Pomfret's median household income is higher than that for the State and the Region. This would reflect:

- Pomfret's access to employment and higher educational attainment.
- The statistical difference between a household *median* (half the households make more and half make less) and a per capita *mean* (where all incomes are summed and divided by the number of people).

	Income (2013) Per Capita Income	Median Household Income
Pomfret	$ 38,733	***$ 84,918***
Brooklyn	$ 26,491	$ 59,262
Canterbury	$ 31,550	$ 73,038
Eastford	$ 39,044	$ 83,015
Hampton	$ 35,867	$ 74,559
Killingly	$ 26,977	$ 57,205
Plainfield	$ 26,896	$ 62,708
Putnam	$ 24,092	$ 46,627
Sterling	$ 26,472	$ 68,833
Thompson	$ 31,898	$ 64,974
Woodstock	$ 38,391	$ 77,366
Windham County	$ 27,893	$ 59,333
Connecticut	$ 37,892	$ 69,461

Source: CERC Town Profile (2012 data).

Pomfret's Regional Role

Pomfret's primary role within eastern Connecticut (Windham County) is as a rural residential suburb for persons working in the Windham County and surrounding areas (Windham and Mansfield). According to the 2014 data from the State's Economic Resource Center, Pomfret had a workforce of 2,455 with 5.0% (122 persons) unemployed. Whereas, the region had an unemployment rate of 7.3% in 2014.

A little over forty-two percent of the workers from Pomfret commute within Windham County, as shown in the table below. Twenty-one percent of workers from Pomfret commute to either Putnam or Killingly. It is important to note that 288 workers (9.28%) commute to jobs within Pomfret.

Pomfret Residents Commuted To Job Locations In:		**Pomfret Workers Commuted From Residence Locations In:**	
	Num		Num
Pomfret	288	Pomfret	288
Putnam	248	Killingly	111
Killingly	276	Woodstock	118
Woodstock	105	Putnam	97
Brooklyn	--	Brooklyn	116
Mansfield	60	Plainfield	59
Windham	68	Thompson	73
Plainfield	--	Windham	--
Totals	**1,045**	**Total**	**862**

Source: 2014 DECD Connecticut Commuters.

Fiscal Overview

Expenditures

Expenditures are a major component of the municipal fiscal equation. The annual budget in Pomfret is approximately $12.5 million dollars (Fiscal Year 2015) with education being the highest category of expenditures at approximately $9.9 million dollars. Based on information released by the State's Office of Policy and Management (2015 data), Pomfret received 72% ($8,848,883) of its income from taxes. Residential taxes made up the majority of the 2014 grand list at 88%, with commercial property contributing 8%. Motor vehicles account for 8% and personal property make up another 4.4%.

In 2015 Pomfret received 72% of its total budget from taxes, 25% from State Educational Grants, 2% from general State grants, 1% from Departmental revenue, and less than one percent from Land Use fees. On a per capita basis, overall expenditures in Pomfret are below the State average. Pomfret spends less than the State average on all categories of expenditures except for education. This is a reflection of the high priority that Pomfret has given to providing excellent educational services.

As it relates to the per capita expenditures Pomfret ranked third highest in northeastern Connecticut. Hampton and Eastford were the only towns in the region with higher per capita expenditures, while Putnam was the lowest with $907 per capita.

2012 Per Capita Expenditure Comparison

Town	Population	Revenue	Expenditures	Per Capita
Pomfret	**4,231**	**12,634,109**	**11,862,998**	**1,866**
Brooklyn	8,180	22,021,499	21,370,443	1,444
Canterbury	5,111	14,711,118	14,022,624	1,613
Eastford	*1,690*	*5,239,756*	*4,929,004*	*2,050*
Hampton	*1,799*	*5,742,996*	*5,527,377*	*2,109*
Killingly	17,345	52,931,804	53,660,123	1,615
Plainfield	15,358	47,856,935	46,512,915	1,417
Putnam	9,562	23,310,596	22,424,597	907
Sterling	3,786	11,006,706	10,481,208	1,749
Thompson	9,429	23,531,413	23,380,222	1,356
Woodstock	7,934	22,471,650	22,355,802	1,856

Source: CERC Town Profile (2012 data).

Pomfret

3

Community Vision and Objectives

Overview

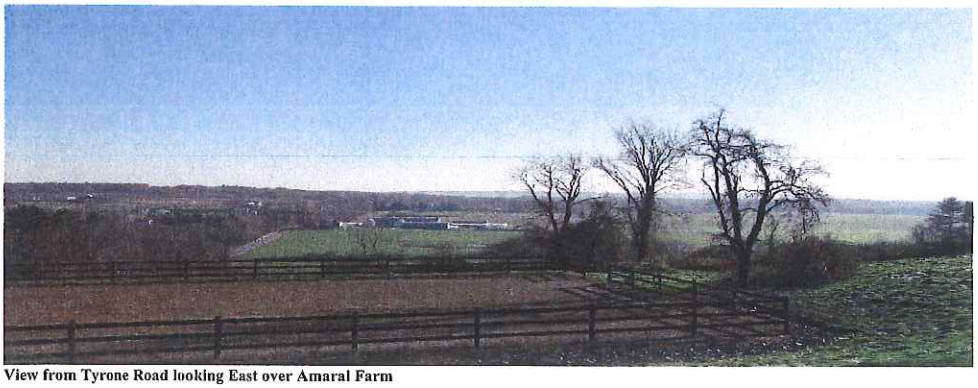
The Planning and Zoning Commission felt that public input was essential to the Plan (POCD) process, and so they reached out to the community to identify topics and issues that were important to the residents and therefore, important to the process of preparing the 2016 Plan of Conservation & Development. This important step in the planning process was completed through the development of a detailed survey that was posted on the Town's web page during March and April of 2015, where residents and business owners could respond to the questions. In addition to the survey, the Commission held a public/information workshop in June of 2015.

The survey as well as the workshop attempted to gauge input on three primary topics: Conservation, Development and Infrastructure. In the development of the Plan, a clear consensus began to appear. Residents love their town and using the words of one resident who responded to the survey, Pomfret is a "Rural, quiet, caring community."

When it relates to planning for the future, whether in our own lives, or for the town that we live in, one thing that becomes apparent is that certainty is not something that can be guaranteed. However, the one thing that we can rely on is that although residents appear to want things to remain relatively constant, change will inevitably occur in the future. It is for this common fact that makes it important for a community to build consensus on strategies that will balance growth while protecting its rural character. With planned and calculated growth, Pomfret residents will be able to maintain the quality of life they are proud and respectful of.

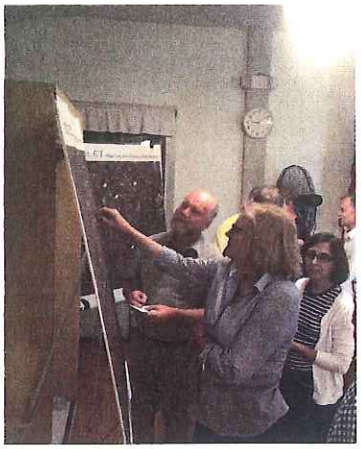
During our consensus building workshops, a number of residents commented on what people liked about Pomfret:

- Friendly, beautiful, open land, serenity, safety, quiet,
- Old-time "New England" rural feel.
- Natural beauty, pretty – unspoiled, vistas,
- History, old homes
- School system
- Rural life style, sense of community,
- Dark skies, airline trail, state forest,
- Local, non-chain business, and
- Agriculture, Audubon Society,



View from Tyrone Road looking East over Amaral Farm

Planning Issues



Residents participate in planning exercise at public workshop.

During the evaluation of the survey, three major topic areas where assessed.

- □ CONSERVATION
- □ DEVELOPMENT
  - Land Use
  - Community Design and
  - Transportation
- □ INFRASTRUCTURE

Surrounding these three topics were emerging themes, involving the delicate balance between development/growth and conservation. In terms of conservation, it did not just mean the protection of land, but the balance between Pomfret today and what may become of Pomfret in the future as population demographics shift and economies change. Responses to the survey, which were very positive in nature, make it apparent that most residents recognize that change is inevitable as development occurs. However, they were concerned about whether a rural town like Pomfret can find the delicate balance between the two as it has in the past as development pressures mount. Most residents indicated that they wanted to guide future growth in ways that will preserve and enhance the overall character of the community.

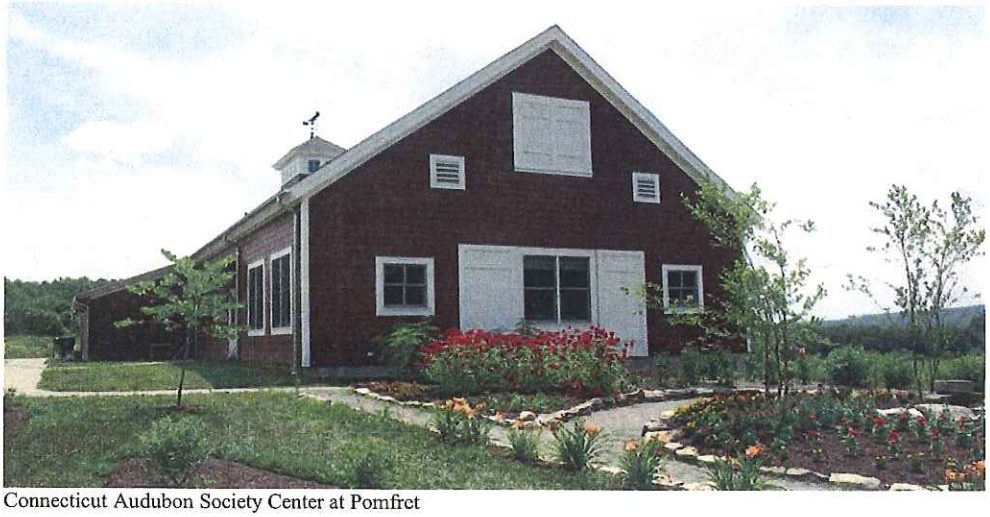
The major strategies developed and proposed in the 2016 Plan were developed with a view towards addressing resident's expressed desire to preserve and enhance the overall character of Pomfret and ensure the highest quality of life for its residents

Conservation

Over the years Pomfret residents, town officials and grass roots organizations have been heavily involved in land conservation and preservation. In addition to these organized groups individuals that took part in the Town wide survey identified agriculture and open space as the two most important types of land uses that should be encouraged. At our public meetings, residents also identified conservation as the most important theme for the Plan to address. However, just over 26% of the survey's responders thought the town had enough open space, while 64.57% thought the town should work towards acquiring more (8.6% unsure). Although the results of the survey could be construed to mean one thing or another, results speak highly of the Town's efforts, as well as, the efforts of its dedicated individuals and preservation/conservation groups, which have resulted in the protection of over 2,000 acres through outright purchase (fee simple) and or easements (protected conservation easements/purchase of development rights).
The Town has been fortunate to have a facility like the Connecticut Audubon Society, Center at Pomfret, which manages the 702-acre Bafflin Sanctuary a former working dairy farm. This property is designated as an important birding area. Over 200 species have been observed on this property. It is managed for grassland and early successional shrub land habitat. It contains beaver ponds, extensive grasslands, a hemlock ravine, streams, and over 10 miles of walking trails with interpretive signage. Programs for all ages are offered at the Center year

round. In addition to their open space value, the State Forests, State Parks (Mashamoquet Brook State Park and Air Line State Park Trail), Wyndham Land Trust, State Forest, New England Forest Foundation and the Chase Kimball Memorial Forest enhance activities such as hiking, bird watching, biking, horse-back riding, etc.The following elements are seen as important to conservation and preservation of Pomfret's resources:

- *Protecting water quality, wetland, forests, slopes, and other natural features.*
- *Preservation of open space in key areas*
  - *Protect important natural resources, and provide recreational opportunities for residents.*
- *Recognition and protection of irreplaceable historic resources*
  - *Give residents pride in their community.*



Connecticut Audubon Society Center at Pomfret

Development

The Town has an opportunity to utilize and encourage progressive development patterns in an attempt to maintain the character of the community. However, the economic health of the region also impacts what occurs in Town. Development has been broken into three sub categories: Land Use, Community Design and Transportation in an attempt to articulate the goals and objectives of the community. As in 2002, Pomfret still has three predominant land uses: residential, agriculture and forests. The only other uses of considerable size fall into the public or quasi-public/institutional category (parks, schools and non-profits). Since 2002, approximately 150 acres of land has been converted from undeveloped (farm/forest lands) to single family residential. With the exception of three developments, (Longmeadow, Anderson Road and Amberg Drive) the majority of residential development is concentrated along the principal roads in Town. The lack of a town wide municipal sewer system combined with other development constraints (wetlands, steep slopes, bedrock and poorly drained soils) have discouraged developers from proposing large developments in town. Pomfret is still a community of small shops and businesses owned and operated by local businessmen and women who come together to provide essential Town needs

within the community. There are no big box retail stores in Town. Thus, it may be safe to say that since these types of services have been located in adjacent towns, it is highly unlikely that large scale retail development will ever threaten Pomfret's historic small town charm. However, it is important for Pomfret to plan for some non-residential growth in the Town's historic commercial areas at an appropriate style and scale.

Given the historic development patterns in Pomfret, the following goals and objectives are based on the issues identified in the public input process. They have been categorized according to implementation. Issues that can be addressed through a change in zoning or economic development policies are located in Land Use. Development patterns have been addressed under Community Design, and traffic and circulation issues are addressed under Transportation. Each category lists an overall goal with several specific objectives with which to achieve this end.

> *Goals* are defined as "ultimate desirable ends toward which public programs and actions are directed."
>
> *Objectives* are defined as "the more specific and immediate needs toward which public programs and actions are directed." Objectives are more explicit than goals, and wherever possible are stated in terms of obtainable conditions.
>
> *Policy Statements* relate to specific functional areas, such as environment, transportation, and public facilities. These are usually stated at the end of each chapter of the Plan. Stated below are the goals and objectives for the Town of Pomfret.

Land Use

Goal: Establish a critical mass of businesses and activity in the Town's existing commercial centers that further establishes these areas as focal points of the Town of Pomfret, and when considered as a whole, will provide a unique shopping, recreational and cultural experience in the region.

Objective: As the opportunity presents itself, encourage land uses that are unique or "niche oriented" to minimize competition with other commercial areas of Pomfret as well as surrounding communities.

Community Design

Goal: Provide a traditional pattern of development that supports a diverse range of land uses, public spaces, and walkable streets culminating in an integrated community center and civic focal point.

Objective: Provide a traditional pattern of development where buildings facade front/face on streets to create a functional, pedestrian-oriented public realm in the Town's two primary commercial centers (Route 101/169 and Route 169/44)

Objective: Promote interesting and functional non-residential architecture that will distinguish Pomfret from other "commercial areas."

Objective: Continue to plan for and provide an expanded integrated system, both within the Town center and to the surrounding community, of public open spaces consisting of parks, greens, courtyards, and greenbelts, all connected by multi-use paths and/or sidewalks.

Objective: Provide a central public space such as a town square, community green or central plaza to serve as a civic focal point, social and recreational area, and economic catalyst.

Transportation:

The social and economic well-being of a community is directly correlated to a municipality's need to have a transportation network that is safe and efficient. A municipality's transportation network consists of not only state and local roads, but also public transit, sidewalks, trails, and bikeways.

Roads: According to the State, Pomfret has two primary types of roadways (State and local). All of the State roads in town are considered rural with regards to their functional classification within the State and Federal system. Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of traffic service that they are intended to provide. There are three highway functional classifications: arterial, collector, and local roads. All streets and highways are grouped into one of these classes, depending on the character of the traffic (i.e., local or long distance) and the degree of land access that they allow. These classifications are described in the table below.

Functional Highway/Road Classification	
Functional System	Service Provided
Arterial (Major/Minor)	Provides the highest level of service at the greatest speed for the longest uninterrupted distance, with some degree of access control
Collector (Major/Minor)	Provides a less highly developed level of service at a lower speed for shorter distances by collecting traffic from local roads and connecting them with arterials
Local	Consists of all roads not defined as arterials or collectors; primarily provides access to land with little or no through movement

Rural roads consist of those facilities that are outside of small urban and urbanized areas. All "Rural Roads" are classified into four major systems: Principal arterials, minor arterial roads, major and minor collector roads, and local roads. However, Pomfret has three of the four functional classifications (minor arterial, major collector and minor collector. Outside of these three State classification all other public roads in are considered local.

Typically, travelers will use a combination of arterial, collector, and local roads for their trips. Each type of road has a specific purpose or function. Some provide access to locations at each end of the trip. Others provide travel mobility at varying levels, which is needed en-route.

There is a basic relationship between functionally classified highway systems in serving traffic mobility and land access. Arterials provide a high level of mobility and a greater degree of access control, while local facilities provide a high level of access to adjacent properties but a low level of mobility. Collector roadways provide a balance between mobility and land access.

State Functional Classification Of Roads In Pomfret	
Minor Arterial	Route 44 Route 101
Major Collector	Route 97 Route 169 Route 244 (Brayman Hollow Road) Route 644 (Murdock Road)
Minor Collector	Taft Pond Road Searles Road Quasett Road

Since residents are so reliant on automobile travel, the safety and condition of the Town's roads are of critical importance to all residing, travel through and/or visiting Town. The Town maintains 7.78 miles of unimproved roads and 56.61 miles of improved roads totaling 64.39 miles. The accident locations and traffic volumes information which are contained in this plan indicate that while most of the Town roads appear to be safe and adequate for the low volumes of traffic that they handle, several problems are present on State Routes, which carry inter-town traffic. Particularly, parts of Routes 44, 101, and 169 are in need of safety improvements at specific locations, primarily intersections.

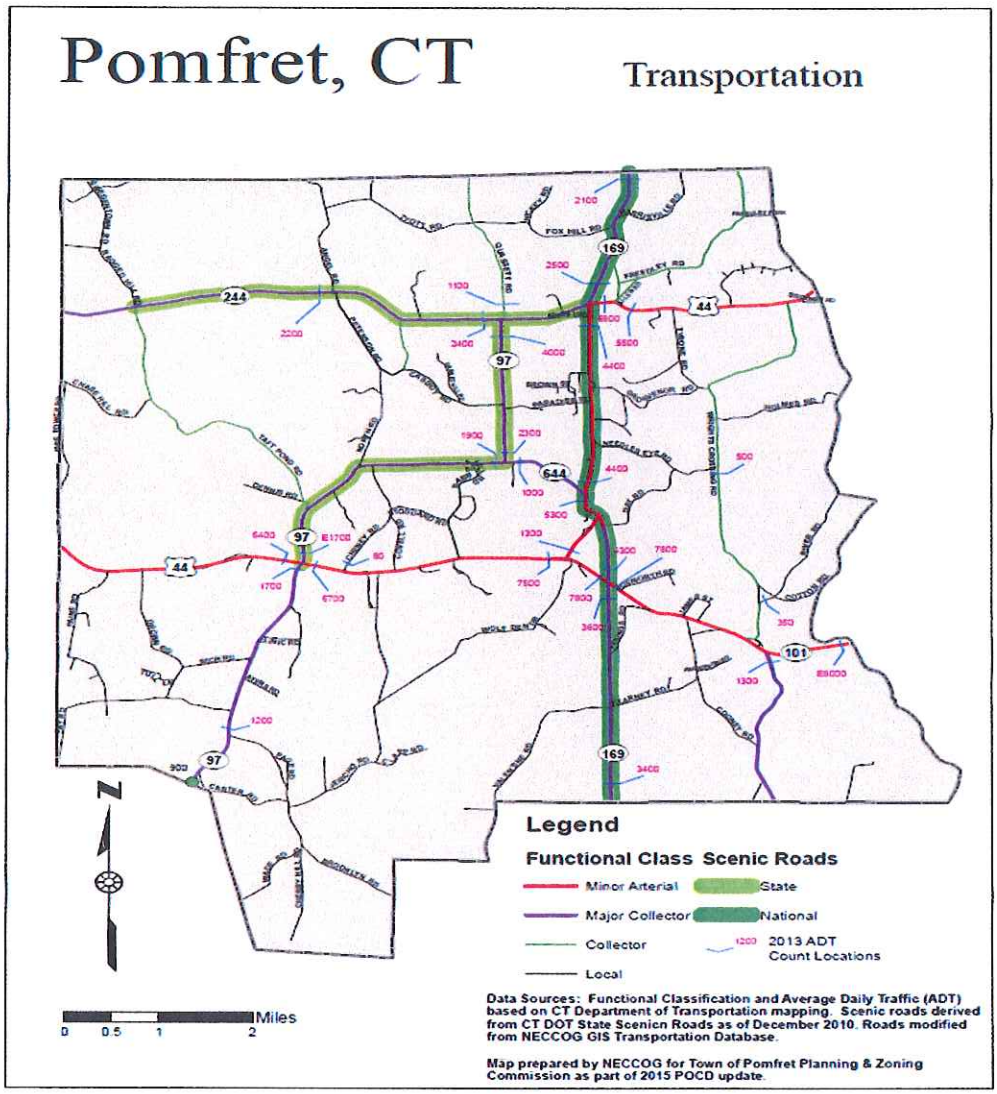
Transit: Although the Town' residents are exceedingly reliant on the automobile the Town is part of multi-town transit district which provides limited public transit and dial-a-ride service in Town. The Northeastern Connecticut Transit District (NECTD) is the public transportation provider for northeastern Connecticut, available for all residents and visitors to the region. The Transit District serves the towns of Brooklyn, Canterbury, Killingly, Putnam, Thompson, Eastford, Plainfield, Pomfret, Woodstock, and Union

The District provides two types of service: deviated fixed route and dial-a-ride for elderly and disabled persons. The deviated fixed route service operates Monday - Sunday with various scheduled stops located throughout the service area. The elderly and disabled service, which provides door-to-door service, is also available

seven days per week by reservation with NECTD. Each of NECTD buses is equipped with a bicycle rack that can hold up to two bicycles. All vehicles are ADA (Americans with Disabilities Act) Compliant. Local taxi service is also available from providers based in Putnam, Connecticut.

Historically, the Town was well served by the New York and New England Rail Road which crossed the town diagonally from southwest to northeast with stations, in Elliotts, Abington and Pomfret Center. However, rail service was terminated in 1955.

Functional Road Classification and Average Daily Traffic (ADT)



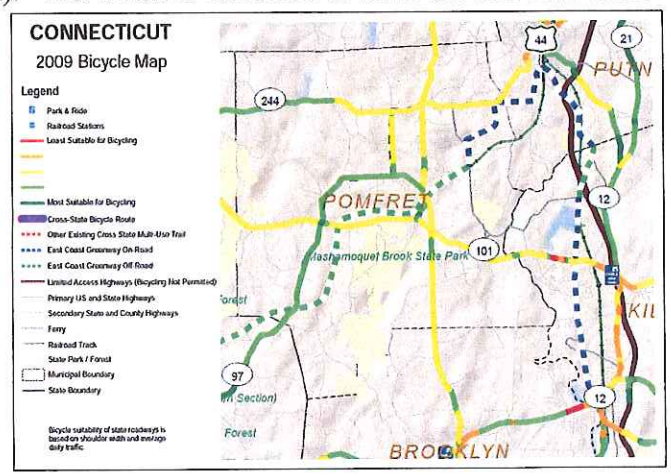
Air: With regard to air travel, Pomfret lies in the middle of three general aviation facilities and is close to New England's largest international airport in Boston. The area's closest international airport is Bradly International Airport (limited flights) and is located 53 miles to the northwest in Windsor, Connecticut. Theodore Francis (T.F.) Green Airport is located 40 miles to the Southeast in Warwick, Rhode Island and Worcester Regional Airport is located 32 miles to the north.

Residents are also fortunate to be located within an hour drive (73 miles) from Boston's Logan International Airport, New England's largest airport. In all, there are 94 gates with contact jet bridges and nine regional jet gates at the airport and more than 40 airlines fly nonstop to more than 100 domestic and international destinations. In addition to these four major airports, Danielson Airport located in Killingly, is a public-use, publically owned (State of Connecticut), general aviation airport on 257 acres, located approximately eight miles east of Pomfret Center. The Airport consists of a single 2,700 foot asphalt runway with a full parallel taxiway. Airport facilities include aircraft T-hangars, an aircraft maintenance shop, a flight school, and a seasonal skydiving operation.

The smallest of the six State owned airports, Danielson's primary role as a small general aviation airport is to serve recreational pilots, personal flight training activity, and general aviation business operations in Northeastern Connecticut. In doing so, the airport provides aircraft storage, maintenance, and self-fueling facilities for piston-driven single- and multi-engine aircraft.

Also scattered throughout the region are a number of small, private airstrips in eastern Connecticut that are used by Pomfret residents (i.e., Woodstock Airport).

Bike and Pedestrian: The Town has a limited sidewalk network given its rural development patterns that hinder safe pedestrian movements throughout the Town. The only formal/informal sidewalks are located in the Pomfret Street residential area and are primarily associated with the Town's two private schools (Pomfret School and Rectory School). The Town is fortunate to have the Air Line State Park Trail run through the town. This multi-purpose trail system stretches across eastern Connecticut from Thompson to East Hampton. The linear trail dates from the 1870s (Boston to New York Rail line), and today draws walkers, hikers, horseback riders and bikers from across the state for the views, the relaxation and the solitude. The total length of the trail system is 53 miles. The Airline Trail is part of a much bigger trails system called the East Coast Greenway. The East Coast Greenway, conceived in 1991, is the nation's most ambitious long-distance urban trail. By connecting existing and planned shared-use trails, a continuous, traffic-free route is being formed, serving self-powered users of all abilities and ages. At 3,000 miles long, the Greenway links Calais, Maine, at the Canadian border, with Key West, Florida. Alternate routes add another 2,000 miles to the ECG trail system. The Town has a number of bike routes that are depicted on the Connecticut's Official Bicycle Map, however, these routes are not marked within the Town and share the road with vehicular traffic with the exception of the Air Line Trail/East Coast Greenway.



Infrastructure

Infrastructure refers to the fundamental structures, systems, and facilities serving a community including the services and facilities necessary for its economy to function. It typically characterizes technical structures such as roads, bridges, tunnels, water supply, sewers, electrical grids, telecommunications, and so forth, and can be defined as "the physical components of interrelated systems providing commodities and services essential to enable, sustain, or enhance societal living conditions (i.e., a community/town). Solid reliable infrastructure is important to maintain a high quality standard of life for residents.

The following elements are seen as important considerations in Pomfret:

- *Evaluate the acquisition of land for public use including but not limited to:*
  - *Preservation, conservation and/or economic development.*
- *Continue to maintain a high quality education system.*
- *Evaluate the need to improve town hall, town garage and library facilities.*
- *Evaluate the need to improve recreation facilities for residents.*
- *Evaluate the Town's existing road intersections, like State Route 101 and State Route 44 so as to ensure that future development is designed so as not to overburden the existing road system.*
- *Provide land for future utility facilities that will be needed by the community, such as pump stations, municipal solid waste disposal/recycling center(s), solar facilities, and access to waste treatment facilities.*

A Vision for Pomfret

Guide growth and change to:

Protect the rural character and serenity of the community,

♦

Provide a strong economic base, and

♦

Enhance the quality of life for residents.

Over all Community Vision (Community input and resident survey)

A general list of relevant issues facing the Town evolved out of a number of work sessions during the summer of 2015, as well as, the resident survey from 2015. The discussions held between the meetings and work sessions with the Planning and Zoning Commission continuously reverted back to one overriding theme. This theme consistently revolved around the mindset that Pomfret, as a whole, should view all of its existing development as community assets and make sure that any short-term and/or short sighted decisions do not jeopardize and/or interfere with the long-term viability of the growth of the Town and its ability to grow and thrive as a vibrant community.

What is Important to Residents

In the fall of 2015 survey forms were posted on the Town's web site and all residents were asked to respond to a number of questions. One hundred and thirty six residents responded to the survey and expressed interest in balancing development within the context of preserving rural character. The following is a synopsis of their responses. A complete analysis of the results is available in the Selectmen's office.

Public Sentiment:

In summary, from the words of one respondent Pomfret is:

"Rural, quiet, caring community"

Public survey Comment

Residents would like to see (encourage):

- *Well-managed development at state cross roads*
- *Further development of a business park*
- *Quality homes*
- *Long range planning to prevent rapid/dense growth*
- *A long-term plan for the village styled centers*
- *Economic Development that is appropriately scaled*
- *Protection of rural character*
- *Conversion of historic properties to "Bed & Breakfasts"*
- *More land purchased by the Town for recreational opportunities*
- *Elderly housing*

In addition to the things residents would like to encourage, residents also thought the following elements are seen as important considerations:

Public Sentiment:

Overriding theme from the community wide surveys.

"Pomfret residents seem to like living in Town."

Public survey comment

- *Encourage business development in an effort to increase tax base*
- *Maintain needed Town services and a reasonable mill rate*
- *Encourage high quality retail and industrial development in appropriate locations*
- *Residential (single family) development: use/allow creative development standards to encourage development without destroying rural development patterns of the community*
- *Provide affordable alternatives to traditional single family housing to meet the needs of elderly residents*

Community Objectives:

- Central Themes: (What do you like about Pomfret)?
  - Friendly, beautiful, open land, serenity, safety, quiet,
  - Old-time "New England" rural feel
  - Natural beauty, pretty – unspoiled, vistas
  - History, old homes
  - School system
  - Rural life style, sense of community
  - Dark skies, airline trail, state forest
  - Local, non-chain business
  - Agriculture, Audubon

- Central Themes: (What do you dislike about Town?)
  - Lack of a town center
  - Development
  - Taxes, narrow tax base, lack of affordability
  - Motorcycles, trucks on Route 97, Route 44, & 169 intersection
  - Distance from services, remote, car centric
  - You need to drive to get anything
  - Lack of retail choices
  - Lack of senior housing
  - Regulations restricting development
  - Blight
  - Very little to dislike:

- Central Themes: (What are the biggest problems and/or challenges that Pomfret will face over the next ten years?)

  - Containing development (residential and commercial)
  - Cost of living, escalating taxes, maintaining the mill rate at a level that will not overburden residents
  - Maintaining our rural atmosphere
  - Aging population, affordability
  - Declining population
  - Saving farms/agriculture
  - Getting younger people to care
  - Balancing growth with preserving the nature of the Town
  - Planning growth & development in a thoughtful manner

Conclusions from the Survey:

- **"Everyone seems to like living in Pomfret."**
- Even though residents would like Pomfret to remain the way it is, people understand that is not likely.
- With regard to future growth, residents see the need for managed growth and would like the Town to develop strategies that will balance the rural character of the community with planned growth, and the opinion that residents want to be able to maintain the quality of life they are proud of
- We should continue to learn from the past in order to plan for the future.

Residents Top Priorities:

- ***Encourage Business Development***
- ***Protect Open Spaces***
- ***Protect Natural Resources***
- ***Guide Residential Growth***

Learning from the past – 1793 to 2016

The objectives and implementation strategies for these elements are discussed in Section 8 of this Plan.

POMFRET

4

PRESERVING COMMUNITY CHARACTER

Overview

Preserving the scenic beauty and rural character of Pomfret's valleys, hillsides, and ridgelines remains the primary goal of this Plan. As measured by the growth in surrounding towns, Pomfret's long-term planning efforts have been extremely effective. This is due in large measure to the foresight of Pomfret's Planning and Zoning Commissions, Conservation Commission, Inland Wetlands Agency, and its Board of Selectmen, as well as, its dedicated concerned citizens. They have devoted a great deal of time and energy endeavoring to carry out the expressed wishes of the community.

This section of the Town Plan is designed to guide land use decisions in a manner that balances existing and future uses. Striking a balance means establishing a framework that harmonizes the historic pastoral use of Pomfret lands with uses that will occur in the future such that these uses do not get in the way of or overshadow each other. The land use goals, policies, and strategies are supportive of and intended to provide a means to measure the success of this balancing act. While guiding and regulating land use decisions are important goals alone, it must not be lost that the overarching point of this effort is to support and enrich the sense of community that already exists in Town. Pomfret is a small town and because of that we are all neighbors.

Over the past 12 or more months and during multiple public meetings, a number of residents, as well as, many land use commission members identified preservation as a primary goal of the Plan. Although preservation is classically defined as a means to actively keep something from decay, destruction, or any ill, Pomfret's residents appear to use the term in a much boarder sense in an attempt to define the Town's ability to preserve its rural character. In this section, it is the Planning and Zoning Commission's intent to identify issues and develop strategies that will balance the rural character of the community, while allowing and in fact, encouraging high quality planned growth. With these factors in mind, the Town should be able to maintain and/or hold on to a quality of life they are accustomed to and proud of, if they can find the delicate balance between growth and development. The following elements are seen as important considerations:

- *Protect water quality, wetlands, forests, slopes, and other natural features through conservation of the natural environment.*
- *Retain and/or acquire open space in key areas that will maintain the feeling of "openness/rural character" within the community.*
- *Protect important natural resources.*

- *Provide additional and/or enhanced recreational opportunities for residents and visitors to the community.*
- *Recognition and protection of irreplaceable historic resources that give residents pride in their community.*
- *Retain and develop cultural resources within the Town.*
- *Retain existing agriculture and develop new value added ventures that complement their existence.*

Four Small, Primary New England Town Elements:

Natural Resources

Mashamoquet Brook.

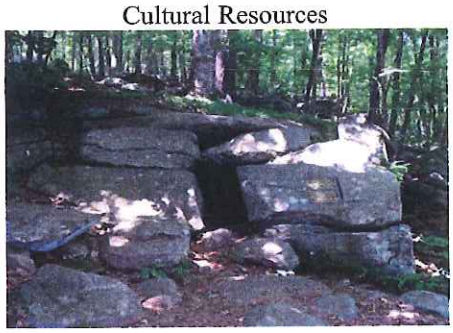
Open Space/Agriculture Resources

Lapsley Apple Orchard.

Historic Resources

Chapel – Pomfret School.

Cultural Resources



Wolf Den - Mashamoquet State Park.

There are typically four primary representative elements in most small New England rural communities and Pomfret is no exception. These four primary elements, as well as, a few others contribute to the lure of a quintessential small community.

As these elements relate to Pomfret, the Town has retained many of the qualities and characteristics that have attracted people to the area since it was incorporated in 1713. As a matter of fact, the Town's 1990 Plan of Conservation and Development still described the Town as an attractive, rural town, proud of its open fields and forests, historic village centers, farms, estates and other cherished sites. It is important to recognize that the preservation of these encompassing but vulnerable attributes has and will be a challenge for the community as it moves forward. Over the past two Plans of Conservation and Development (1990 and 2002), rapid development has occurred in many surrounding towns but has seemed to bypass Pomfret. Although this is what occurred over the past twenty-five years, it may not be the case in the future. It is possible that the next ten to twenty years could prove crucial for the long-term preservation of Pomfret's rural character.

Consequently, many of the strategies identified in this Plan will lay the foundation for community actions to help retain the qualities that today's residents clearly value and future residents will respect.

Specific strategies to preserve community character are:

- *Preserve and expand agricultural uses and open space.*
- *Evaluate environmental regulation to accommodate quality development.*
- *Preserve the character of the Town's three primary centers (Pomfret Center area, Pomfret Hill area and Pomfret Landing area.*
- *Preserve stonewalls along Town roads.*

Scenic Route 169 looking West over stonewall and fields.

Natural Resources

A community's ability to proactively develop goals associated with conservation planning are driven by the existence of important natural resources encountered within or surrounding the community. Conserving natural resources helps preserve environmental functions, enhance community character, and sustain the overall quality of life.

The town of Pomfret lies within the highlands associated with the Quinebaug Valley. The lowlands within Pomfret are associated with the Mashamoquet Brook flood plains. As a result of glacial action in the eastern Connecticut highlands, the Town contains a diverse array of landforms within a relatively small area, with some rolling hills, riparian plains, forested uplands, and agricultural flatlands associated with drumlins (elongated hills associated with glacial landforms).

Wetland soils are widespread throughout Pomfret and no one particular area is devoid of these soils. The Town does contain a number of significant wetland systems associated with its low-lying areas west of Route 169 and Lapsley's Orchard, along the Mashamoquet Brook, Wappoquia Brook, and the White Brook. Wetlands systems constitute an essential conservation and preservation priority and are protected in Pomfret by complete up-to-date wetlands regulations. The present Town upland review area of 100' appears to be adequate as it relates to protecting wetlands and watercourses in Town. The Inland Wetlands and Watercourse

Commission has also adopted provisions within their regulations to increase the upland review area (300') on the following watercourses:

- Quinebaug River;
- Mashamoquet Brook and its tributaries,
  - *White Brook, Wappoquia Brook, Wolf Den Brook, Lyon Brook and Day Brook;*
- Nightingale Brook and its tributaries,
  - *Angel Brook and Ragged Hill Brook;*
  - *Durkee Brook and its primary tributary, Bark Meadow Brook;*
- Blackwell Brook and its primary tributaries,
  - *Harris Brook, Elliot's Brook and Wade Brook.*

Water Resources

According to the University of Connecticut Center for Land Use Education and Research (CLEAR), CLEAR broke these land areas into the following categories:

- Water (399 acres)
- Non-forested Wetlands (274 acres)
- Forested Wetlands (1,175 acres)

As a whole, approximately 1,848 acres of Pomfret's land area consists of wetlands soils and/or water.

Despite the general nature of the Town's relatively moderate landforms, there are a few areas in Town that contain steep slopes and shallow depth to bedrock which:

- *Increases the area effected by development,*
- *Increases the potential for septic failure and erosion,*
- *Increases the cost of developing and maintaining buildings, roads, driveways, utilities, and septic systems, and*
- *Impedes overall traffic circulation and property access.*

Water Resources

Large Wetlands Area

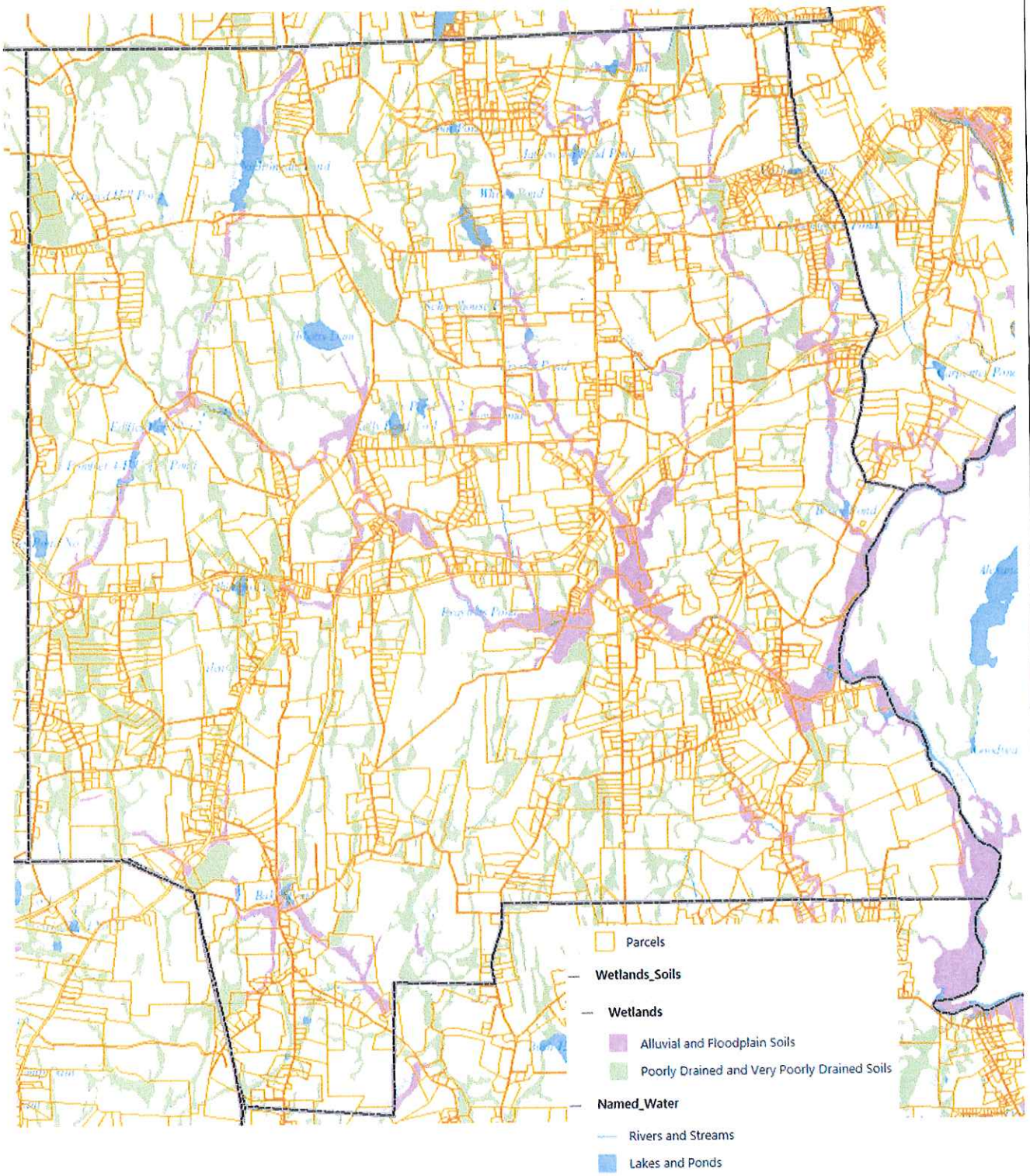
Between Paine and Drown Road just south of Route 44.

Water resources had an effect on defining historic development patterns that formulated some of the basic characteristics of Pomfret. The Quinebaug River and Mashamoquet Brook have played a role in the historic development patterns beginning in the early 17th century. The advent of the Bryton Grist Mill on the Mashamoquet Brook and the opportunity for trade and travel formulated Pomfret Landing. Waterbodies account for approximately 1.5 percent of the Towns landmass. Wetlands, both forested and non-forested, account for another 5.6 percent or 1,449 acres.

The Town of Pomfret relies solely on ground water resources for its drinking water. Consequently, the protection of surface and ground water quality is an important environmental issue in Pomfret. As noted, effective wetlands regulation by the Inland Wetlands an d Watercourse and Conservation Commissions are a key component of this protection. Another important tool for protection of water resources is Open space planning as discussed further in this section.

Another aspect of water resources are the Town's floodplain areas which by their very nature are subject to periodic flooding, threatening both life and property. Flooding can occur at almost any time of the year in Connecticut due to tropical storms, prolonged rains, winter weather events and/or spring thaws. Detailed boundaries can be obtained by reference to the detailed federal Flood Insurance Rate (FIRM) maps on file at the Pomfret Town Hall.

TOWN OF POMFRET
Wetlands Map

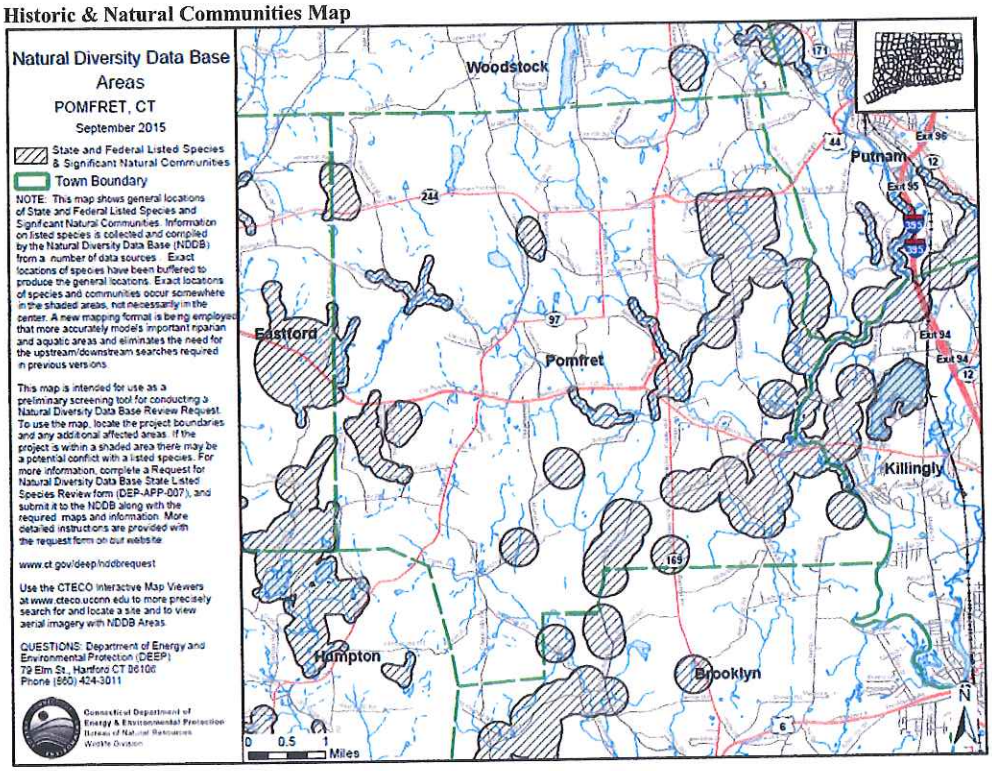


Biologic Resources

Sixteen Connecticut Natural Diversity Database sites have been identified in Pomfret (see map below). Such areas may contain unique habitats, species of special concern, and other valuable resources (such as unique natural areas). The State maintains this special database to help preserve and protect these resources.

Other potentially important biological resources in Pomfret include the areas associated with our larger undeveloped areas in the northwest (Townshend holdings) and western portions of town, as well as the State Forest, which are likely migratory corridors for birds and other wildlife, and the Town's remaining agricultural lands. As agricultural lands dwindle, many species of wildlife that depend on open fields and field edges are also declining, in some cases precipitously.

Historic & Natural Communities Map



Regulatory Assessment

Land and Water Resources: For many years, Pomfret utilized Section 8-17a of the Connecticut General Statutes to Regulate land use, which allowed municipalities to adopt land use regulations as a stop gap measure before they adopted formal land use controls utilizing Chapter 124 of the Connecticut General Statutes. It was not until February 27, 2003 when The Town of Pomfret's newly created Planning and Zoning Commission formally adopted a traditional Zoning Code. Up until 2003, Pomfret regulated the division of land requiring a minimum of 2 acres. Now after the adoption of traditional zoning, the Town regulates land uses, as well as, dimensional requirements (i.e., lot size, setbacks, density, height, impervious

coverage, etc.). The regulations also require compliance with the Connecticut Public Health Code which determines whether soil is capable of accommodating any onsite septic at the time of development. While erosion and sediment control are required in all new developments in Pomfret, the Regulatory Commission should continue to ensure adequate inspection and maintenance for protection of water quality and water resources. Careful inspection and maintenance should be required until areas are completely stabilized. Prior to the formation of a Planning and Zoning Commission, the Town had a Planning Commission since.....

During the reorganization of the Town's subdivision regulations, the Town's Planning Commission (presently, Planning and Zoning Commission) adopted a fee-in-lieu of open space once state statute allowed for this provision. This change to the subdivision regulations allowed the Commission to require a fee-in-lieu of an open space dedication for future purchase or upgrade to land that had functional value to the residents of Pomfret. Conservation easements and fee-in-lieu of open space provision contained in the Town's Subdivision Regulations have been utilized extensively over the fee simple (deeded) dedication of open space for the permanent protection of steep slope and wetland areas with conservation easements or as open space "set asides" in new subdivisions.

Land Use and Zoning Regulations

Pomfret originally adopted a Land Use Ordinance on xxx, 1992 to regulate the minimum size of a new building lot. These regulations assure that building lots are adequately sized to provide basic septic treatment and water supply requirements. **The Town switched from Land Use Regulations to Zoning Regulations in 2003.**

Historically, Pomfret's Regulatory Commissions have proven very effective at assuring environmentally sound development with modest regulations. The decision to move towards traditional zoning regulations coupled with the Town's existing Subdivision Regulations and Inland Wetlands Regulations has allowed the Town to keep development in a check/balance mode. The current Zoning Regulations appear to be up-to-date with respect to protecting land and water resources. Although the Planning and Zoning Commission (formally the Planning Commission) does a tremendous job regulating the division of land, the Town's Subdivision regulations have not been substantially updated since 1999. Protection of natural resources and open space (discussed below) could benefit from revisions and additions to those regulations. In addition to the Subdivision Regulations, the Town's Inland Wetlands Regulations should review and possibly update their regulatory language to match existing guidelines and state statute.

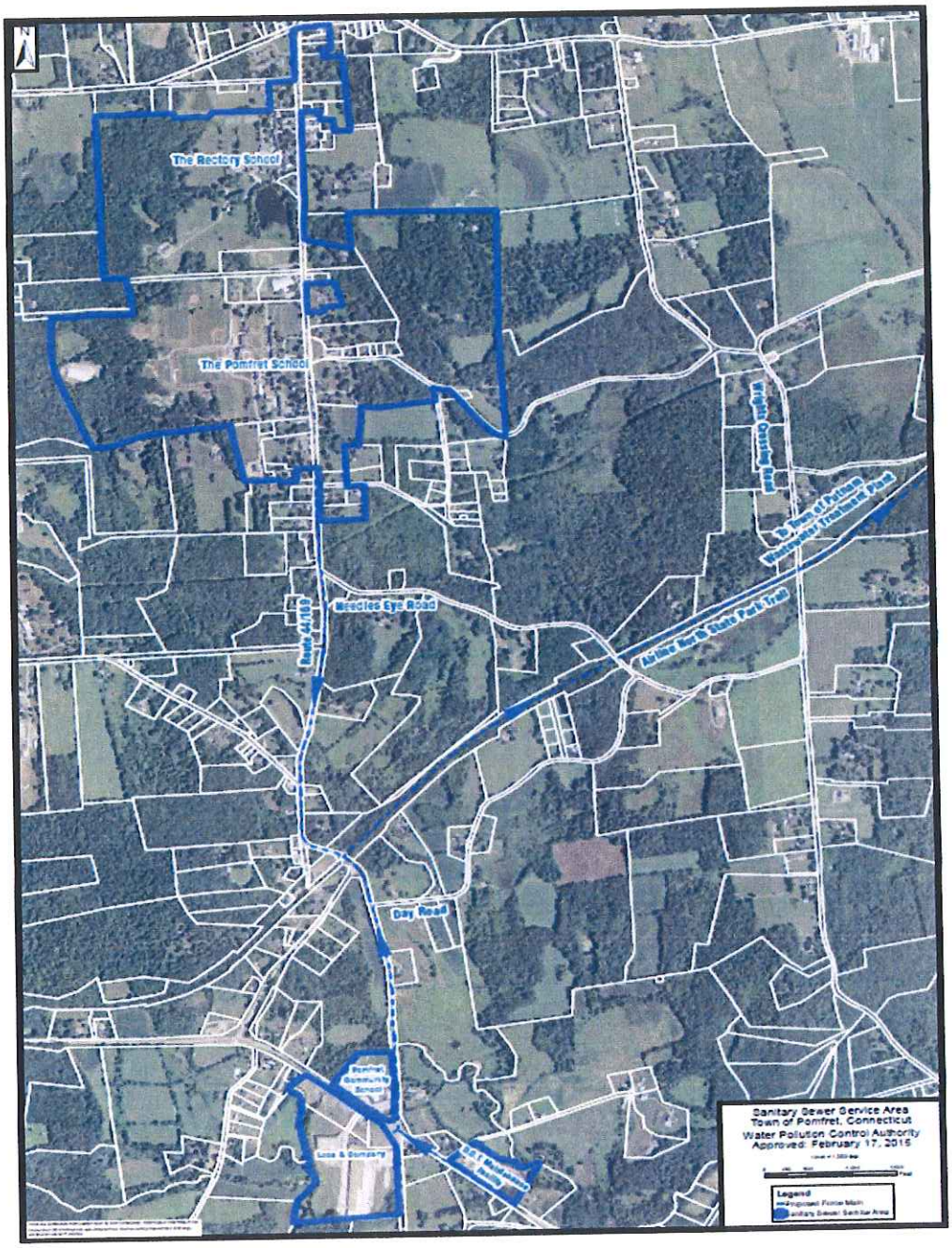
Sewer Avoidance History

Pomfret has recently developed a Water Pollution Control Plan/Sewer Service Map and established a Water Pollution Control Authority to further the policy of sewer avoidance and manage the Pomfret Sewer District, which was created in association with the development of an industrial parcel (Formally know as the Idlewilde Property/Steakumms/Chef Fresh – presently vacant) located on Searles Road. Treatment capacity, under contract with the Town of Killingly, is limited; therefore, new connections are only permitted under certain specified conditions within the Pomfret Sewer District.

In the Fall of 2015 Pomfret received word from Congressman Joe Courtney's (CT-2) office that Pomfret has been selected to receive a $1,000,000 grant and a $6,500,000 loan from the U.S. Department of Agriculture Rural Development program for their long awaited sewer project associated with the Pomfret Hill section of Town. The funds will be used to install a sewer main, through an agreement with three private entities, along the Airline Trail allowing for direct

connection to the Putnam Wastewater Treatment Facility. The system will involve the construction of three pumping stations located at each of the private entities and approximately 37,000 linear feet force main along the Airline North State Park Trail. The installation of the forced main will limit and contain industrial expansion within the project area and allow for preservation of the surrounding farmlands and land trusts. Because of its forced main design the service area associated with the project will be very limited as detailed in the map below. With regards to the allotment, Pomfret's WPCA has no formal policy regarding future allocation.

(Pomfret WPCA Sewer District Map)



Organizational Resources

Over the past 10 years, regional efforts to protect and enhance the natural resources within the Quinebaug Valley made several strides. The creation of the Last Green Valley National Heritage Corridor (formally know as the: Quinebaug and Shetucket Rivers Valley National Heritage Corridor) has been at the forefront of this movement. Pomfret's continued active participation and association with programs and organizations within the region will help ensure that the Town's priorities are a component of future projects, funded local, state and federal programs.

Last Green Valley National Heritage Corridor
A Special Kind of Park

The Last Green Valley National Heritage Corridor (formerly known as the Quinebaug and Shetucket Rivers Valley National Heritage Corridor) encompasses about 695,000 acres in northeastern Connecticut and south central Massachusetts. The area stretches from Norwich, Connecticut north to Charlton, Massachusetts and from Coventry, Connecticut east to the Rhode Island border. The Last Green Valley is not a traditional park. Instead, citizens, businesses, nonprofit cultural and environmental organizations, local and state governments, and the National Park Service work together to preserve and celebrate the region's cultural, historical and natural heritage

More than half the size of Grand Canyon National Park and ten times the area of Acadia, the National Heritage Corridor is a special type of park. Its 35 towns with numerous villages has a total population of about 300,000. The Federal Government does not own or manage any of the land as it does in traditional national parks. Instead, people, businesses, nonprofit cultural and environmental organizations, local and state governments, the National Park Service and other federal agencies are working together to integrate the celebration and conservation of the region's resources with the needs for sustained quality of life and quality of place.

Today the Quinebaug and Shetucket Rivers and their tributaries are much cleaner than they were in the 19th and early 20th centuries when bustling textile mills and factories lined their banks. Residents and visitors now enjoy these riverways for fishing, boating, canoeing, and swimming. Besides water activities, the National Heritage Corridor provides recreational opportunities for history buffs, hikers, equestrians, bicyclists, antique collectors, fall leaf peepers, and families out for a pleasant excursion.

The above is an excerpt from the National Park Service Brochure "The Last Green Valley"

For information, write to Quinebaug-Shetucket Heritage Corridor, Inc.,
107 Providence St., Putnam, CT 06260.
Phone: 860-963-7226, fax: 860-928-2189,
e-mail: quinebaug.shetucket@snet.net.
web: www.thelastgreenvalley.org

Although not directly related to the Town, Pomfret's neighbor to the east (Killingly) is part of the Pawtucket River Borderlands, which may also provide works to maximize the resources available to them. Leaders from forested communities on the Rhode Island, Connecticut border are working to preserve on of the last remaining area of relatively un-fragmented forest, which the Nature

Conservancy has dubbed the Pawcatuck Borderlands to the east and the Quinebaug Highlands to the west. A Regional Clinic in May of 2005 brought communities together to explore the potential for cooperative regional efforts to accelerate conservation. The collaboration of the Lincoln Institute of Land Policy, Nature Conservancy, and Policy Council, with the leadership of Washington Trust and Northeast Utilities (presently Eversource), epitomizes the kind of cross-disciplinary efforts that foster creative place making. A satellite image of the Pawtucket River Borderlands is shown below. The satellite image depicts the night sky of Connecticut, Massachusetts and Rhode Island.

Preserve or Conserve?

Preservation* means:
- To protect from harm
- To maintain intact or unchanged.

Conservation* means:
- To save from loss or depletion
- To avoid wasting.

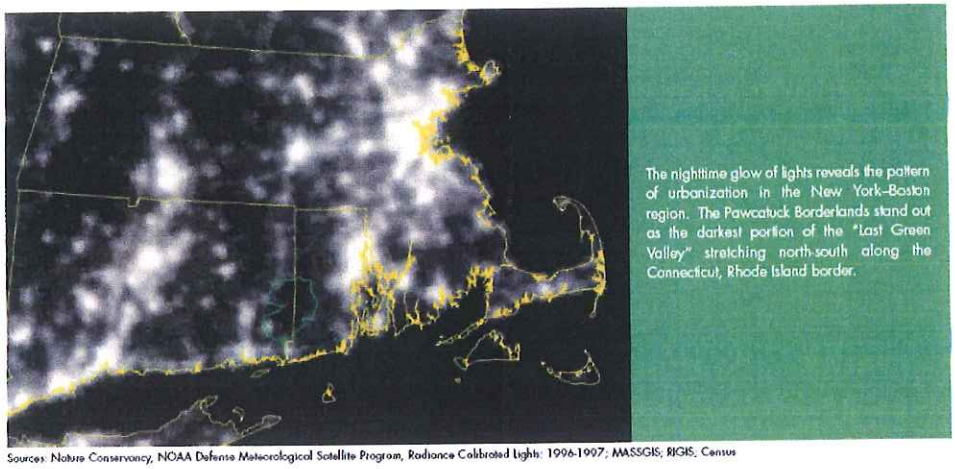
*Definition *Webster's Dictionary.*

Resources for Preservation

- Watercourses
- Waterbodies
- Wetland Soils
- 100 Year Floodplain

Resources for Conservation

- Slopes over 20%
- 500 Year Floodplain
- Farmland



The nighttime glow of lights reveals the pattern of urbanization in the New York–Boston region. The Pawcatuck Borderlands stand out as the darkest portion of the "Last Green Valley" stretching north-south along the Connecticut, Rhode Island border.

Sources: Nature Conservancy, NOAA Defense Meteorological Satellite Program, Radiance Calibrated Lights: 1996-1997; MASSGIS; RIGIS; Census

Conservation Priorities

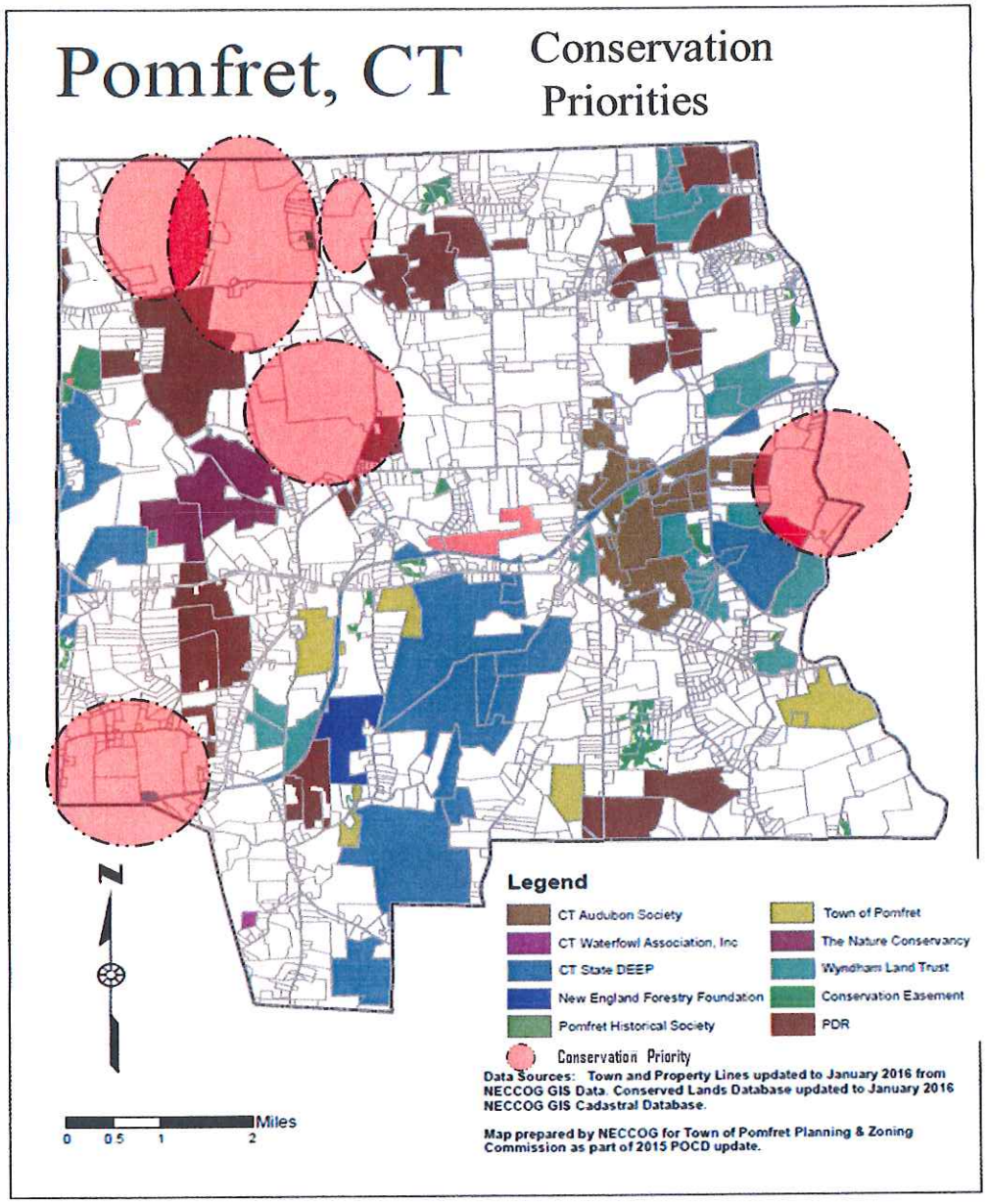
Pomfret remains a special place that contains vast tracts of un-fragmented forestland, agricultural land, and wetlands systems that constitute major natural resource conservation priorities. Although a majority of these pristine areas are protected (i.e. State Forest, Town and State purchase of development rights, Connecticut/Pomfret Audubon Society, Wyndham Land Trust, New England Forestry Council and the Town) other areas of Town should be evaluated for future preservation/protection even if they are not highly sought after for development. Therefore, the criteria for evaluation of these resources for preservation or conservation should be based on:

- *The inter-relationship of the value and function of the resource subject to preservation,*
- *The relationship of the resource as it relates to existing and future greenways or open space,*
- *The sensitivity of the resource to development pressures, and*
- *The degree of constraints to development of the proposed resource.*

This methodology and/or philosophy ensures that important resources and functions are preserved and appropriate areas are identified for development at appropriate densities. Some resources are so valued for preserving environmental quality or community character that efforts must continue to ensure that these resources are preserved. Preservation generally means to avoid altering these areas to the extent feasible and prudent. On the other hand, some important functions of other natural resources can be maintained while compatible activities take place

nearby. In other words, the natural resource functions of these areas could be conserved in an environmentally sensitive way.

As developmental pressure increases, the Town through its Plan of Conservation and Development, its land use regulations and commissions, and its municipal programs should pro-actively prepare to manage the Town's growth and development. Protection of such resources will not happen without some effort. If Pomfret residents are to be successful at preserving the things that matter most to them and the enhancement of the community, positive steps to identify and protect important resources should be taken.



Strategies

Land and Water Resources

1. Encourage the permanent protection of steep slope and wetland areas with conservation easements or as open space "set-asides" in new subdivisions.
2. Continue to protect watercourses, waterbodies, wetlands, floodplains, vernal pools, and other important water resources in order to maintain water quality, wildlife habitat, water supply, and ecological balance.
3. Increase inland wetlands regulatory upland review areas to 150 feet to help to preserve wetlands and watercourses in their natural state or buffer them from adjacent activities.
4. Improve land use regulations and/or subdivision regulations that restrict or limit construction on steep slopes.
5. Ensure adequate inspection and maintenance of erosion and sediment control materials to protect water quality and water resources.
6. Continue to fully consider natural resource issues at the time of development.
7. Preserve stone walls that abut town and state roads at all reasonable costs to preserve one of the town's cultural and ecological resource.

Longmeadow Farm (Route 44 looking south towards Tyrone Farm).

Open Space

Open space when permanently preserved can help protect community character, enhance the quality of life for residents, conserve important natural resources, provide wildlife habitat, provide fiscal and economic benefits, shape development patterns, and preserve lands for recreational uses. On the flip side undeveloped land (perceived open space) that has not been permanently preserved threatens a municipality's sense of place and community. While most people perceive "open space" as any land that is not built upon, it is important to stress that the Plan defines open space as land that is permanently preserved for or dedicated to open space uses.

Existing Open Space (Types):

Town Owned

State Owned

Purchase of Development Rights (Farm Land Preservation)

Private Recreation

Other Private

Inventory of Open Space

Dedicated open space" includes land that has been set-aside in perpetuity for parks, conservation, recreation, or similar purposes (i.e. Mashamoquet State Forest). This type of open space is typically owned by the Town, State or a public or non-profit entity that may allow public use of the land. The term "managed open space" includes land that is used for another purpose but provides the community with open space benefits (private recreational facilities, camp grounds, utility rights-of-way, cemeteries, etc.). Since such land may not allow public use of the land or may be sold or developed in the future, it is not considered dedicated open space. Finally, "perceived open space" is private land that is presently vacant or underdeveloped. While this land may appear to be open space, nothing prevents this land from being sold or developed at some time in the future.

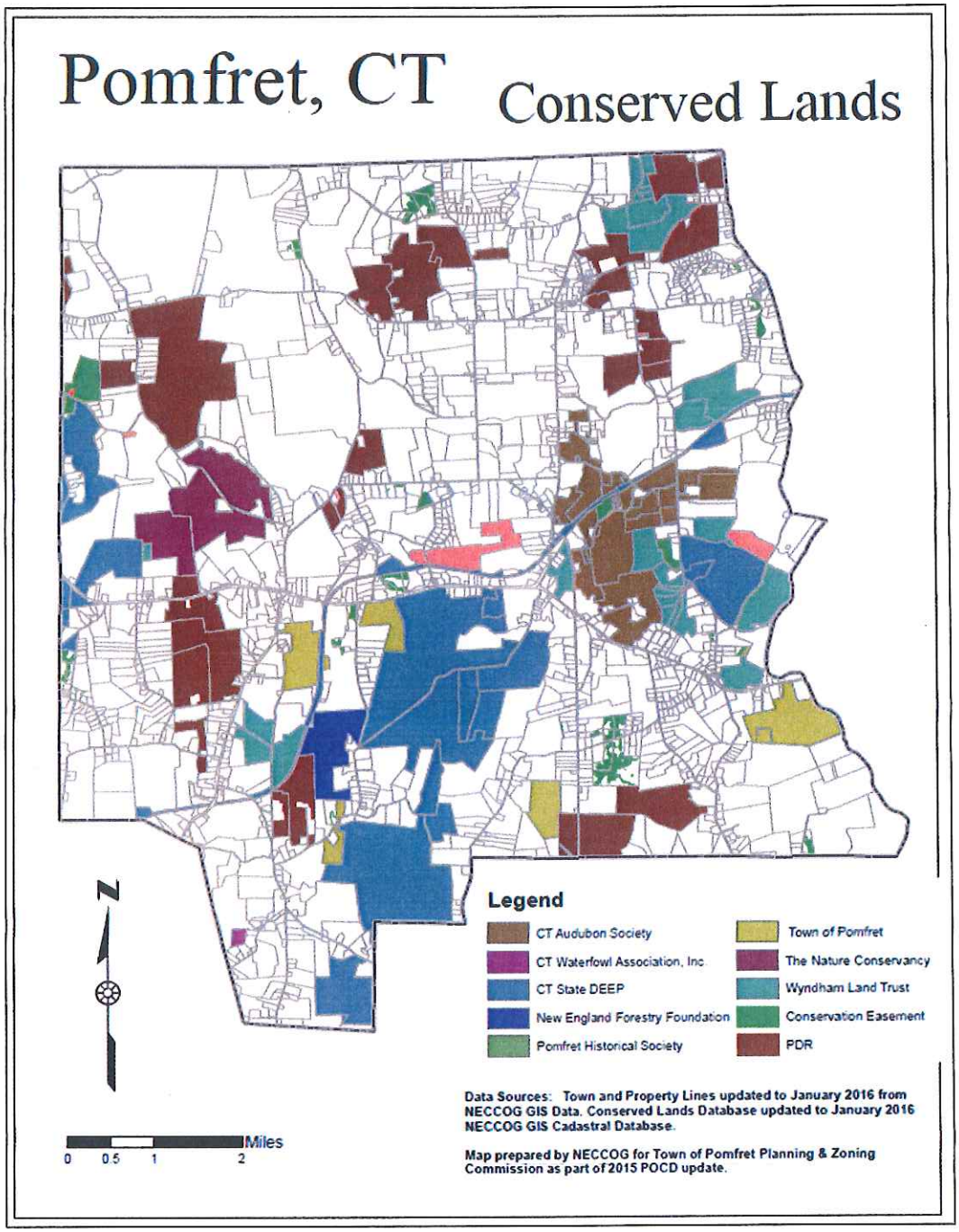
Examples: Development Rights Purchased

Allegretti Farm (Freedley Road).

In Pomfret, there are only a few parcels of land that are owned by the Town. However, there are a substantial number of parcels that are held/owned as open space by private land trusts (i.e. Bafflin Sanctuary Complex which includes land holds associated with the Wyndham Land Trust and Connecticut Audubon Society,). The Bafflin Sanctuary totals 1,056 acres of land (692 Audubon and 366 Wyndham Land Trust). However, the vast majority of dedicated open space is owned by the State of Connecticut and contained within the Mashamoquet State Forest. Several private schools also own substantial amounts of land that also constitutes a large segment of managed open space and agricultural fields. Although not permanently protected, a number of farms are the most evident example of perceived open space. This type of land is also typically at the greatest risk of development, due to ease of road, and house construction. One potentially underutilized, but recently upgraded (stone dust surface) asset in Town is the Airline State Park Trail. This has been referred to as one of Pomfret's hidden gems. This abandoned rail bed owned by the Connecticut Department of Transportation is part of a much larger system of trails (East Coast Greenway). However, the Town's portion of this much larger system has a realistic chance to potentially connect Pomfret to Portland, Connecticut to the West, Thompson, CT to the East and Rhode Island beyond in the foreseeable future (+/- ten years). Sections within the Town of Pomfret (West of State Route 44/101) have been recently upgraded and another section to the East of State Route 44/101 leading into Putnam will be regraded and resurfaced as part of the Town sewer upgrade project and are discussed further in this section. The trail currently has three formal trail heads (Pomfret Town Hall, Pomfret Community/Senior Center and the

Rich Farm (Route 97) Agricultural Lands.

former Pomfret Train Station). The map below depicts location of significant areas of open space/conservation lands.



Open Space Programs (Regulatory Measures)

The only direct regulatory measure used by Pomfret Planning and Zoning Commission to preserve open space is the discretionary 15 percent open space "set-aside" requirement for subdivisions. The Planning and Zoning Commission could strengthen this provision by increasing the required set aside to 20 percent, as many towns have done.

Town Plans & Programs

The Town of Pomfret has no formal plan in place that contains a prescribed set of policies for identifying, funding or acquiring land for open space preservation.

There are two very active local land preservation organizations working in Town. The Wyndham Land Trust and Connecticut Audubon Society have worked diligently on the preservation of open space in Pomfret. The Last Green Valley National Heritage Corridor was established in 1994 to promote the region's natural and cultural resources and encompasses the entire town of Pomfret. One of the Corridor's missions is to assist in the development and implementation of integrated cultural, historical, and recreational land resource management programs to retain, enhance, and interpret the significant features of the lands and resources of the region.

The Town has created a non-regulatory Conservation Commission, assigned to conduct long range conservation planning, open space planning and implementation, advise other boards and commissions, and related tasks. However this group does not have any substantial funding and/or staff associated with their efforts to identify preserve and manage open space within the Town.

Open Space Assessment (Open Space Importance)

Over time, increased demand for residential development will change the very character of the community. Open space acquisition and protection is one of the most effective tools for managing and controlling growth in residential communities. For many years, Pomfret's geographic location, viewed as isolated by many, has not been looked at favorably with regards to residential development. However, as land prices in surrounding towns in Connecticut, Massachusetts and Rhode Island continue to escalate, and access to services in abutting towns increases (i.e., Killingly Commons in Dayville, CT), Pomfret will be rediscovered. And as it is rediscovered, Pomfret's prized resources, available forests and open lands, that are cherished by its residents could become a very valuable commodity to other wishing to capture a piece of that rural charm that the Town can offer. However, with these anticipated development pressures can come exceptional opportunities to apply preservation tools before growth pressures become overwhelming.

Open Space Coordination

Like Pomfret, many communities pursue development of an open space program in two steps:

The first sets out the overall mission, criteria for setting open space priorities, and recommendations for permanent organizational structure to implement the plan. An ad hoc committee or existing commission may be assigned this task.

The second phase is implementation and acquisition managed by a special committee or existing commission charged with identifying specific properties meeting the plan criteria and finding means to fund and manage acquisitions.

In addition to the two steps above, Pomfret has also coordinated efforts with many private open space entities in order to maximize its efforts.

Open Space Amount, Location and Configuration

Agricultural Land Lost

In 2006, the Town had 4,424 acres of agricultural fields according to UCONN's Clear's Land Use analysis.

However, between 1985 and 2006, the Town of Pomfret lost an estimated 255 acres of agricultural land, a reduction of 5.5%.

Longmeadow Farm Development – Loss of agricultural lands.

There is no true standard of how much open space a community needs. Every community is different in terms of physical features and resident's desires for public ownership and public use.

For years, Pomfret residents have seen a number of large farms developed or left furloughed as they remained on the market without a next generation to continue farming the land. As agricultural economics of running a farm in New England continue to increase the pressure placed on farm owners, leads to disuse or development of farmland that we have taken for granted over the years. The latter option becomes more appealing to farmland owners as property values rise in response to residential development demand. With over 500 acres in active agriculture, preserving farmland should be a conservation priority. Although large areas have been saved by the State's purchase of development rights (i.e. Allegretti's Farm/Freedley Road, Rich Farm/Route 44), other agricultural lands (Longmeadow Farm/northern portion) have been lost to residential development. Therefore, the community should continue to strive to protect these agricultural resources.

Experience in other communities has shown that, while the amount of open space is an issue, the utility of that open space is more important in the long term. While isolated open space parcels may preserve an important natural resource or preserve the appearance of undeveloped land, they may not contribute to a meaningful open space system. However, if open spaces are interconnected into a cohesive overall system, the value of open space to residents and the impact on community grows exponentially through:

- increased accessibility for all residents,
- enhanced quality of life for residents,
- improved wildlife corridors, and
- more opportunities for active or passive use.

Future threatened land – Amaral Farm (Route 44)

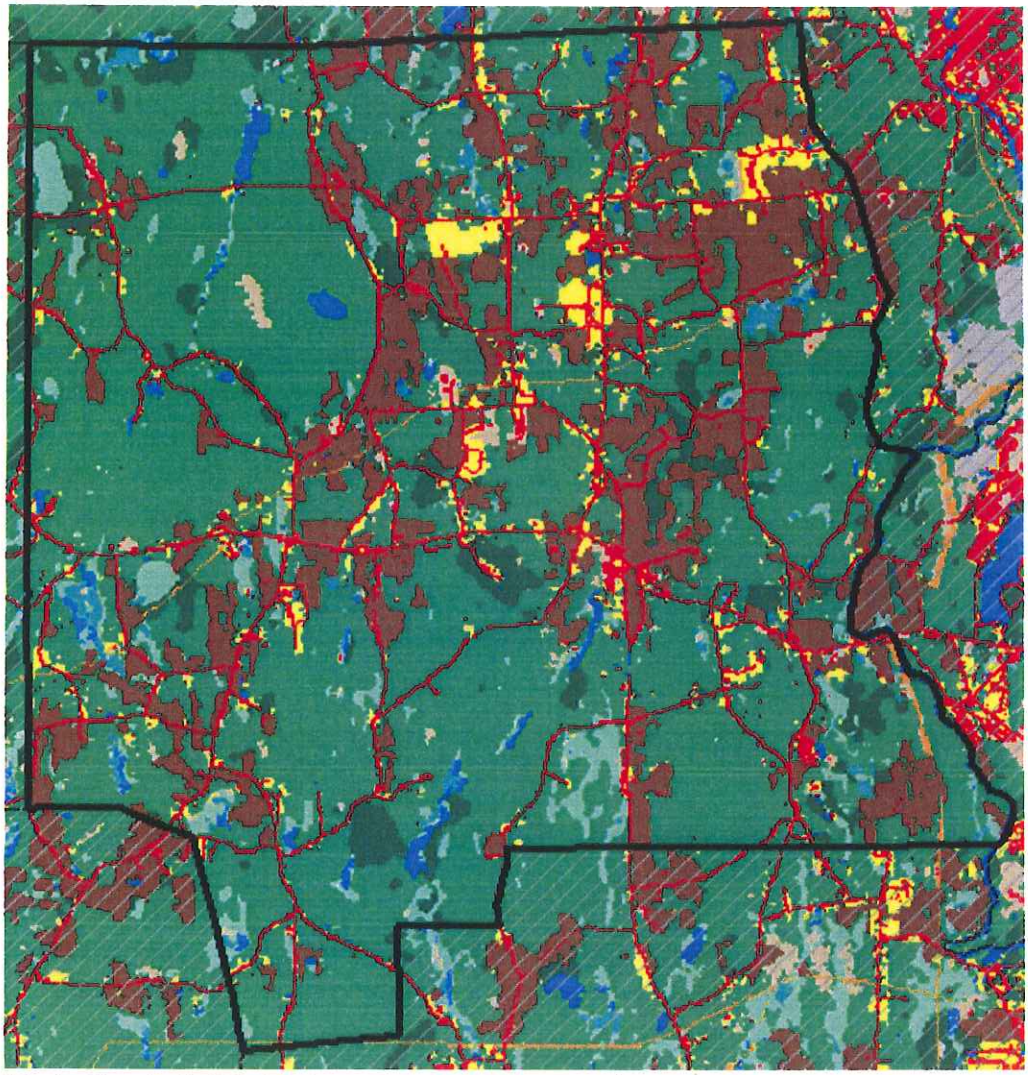
The most important function of the open space component of the Plan will be to identify those areas that appear most worthy of contributing to an integrated open space system. Then efforts can be devoted to implementing the open space plan.

Pomfret Land Cover and Land Cover Change

	1985		1990		1995		2002		2006		Change	
	acres	% of town	acres	% of town	acres	% of town	acres	% of town	acres	% of town	acres	% change
Developed	1662	6.6%	1754	6.8%	1783	6.9%	1852	7.1%	1880	7.2%	218.2	13.1%
Turf & Grass	603	2.3%	796	3.1%	825	3.2%	898	3.5%	946	3.6%	342.9	56.8%
Other Grasses	186	0.7%	192	0.7%	275	1.1%	336	1.3%	359	1.4%	173.8	93.6%
Agricultural Field	4679	18%	4549	17.5%	4489	17.3%	4445	17.1%	4424	17%	-255	-5.5%
Deciduous Forest	15247	58.7%	15182	58.4%	15097	58.1%	14957	57.6%	14879	57.3%	-367.9	-2.4%
Coniferous Forest	1511	5.8%	1506	5.8%	1501	5.8%	1489	5.7%	1482	5.7%	-29.2	-1.9%
Water	480	1.8%	446	1.7%	426	1.6%	409	1.6%	399	1.5%	-80.9	-16.9%
Non-forested Wetland	262	1%	272	1%	277	1.1%	279	1.1%	274	1.1%	11.3	4.3%
Forested Wetland	1189	4.6%	1187	4.6%	1180	4.5%	1174	4.5%	1175	4.5%	-13.6	-1.1%
Tidal Wetland	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Barren	55	0.2%	11	0%	32	0.1%	36	0.1%	57	0.2%	1.9	3.5%
Utility (Forest)	94	0.4%	94	0.4%	94	0.4%	93	0.4%	93	0.4%	-1.6	-1.7%

LAND COVER

- Developed
- Turf & Grass
- Other Grass
- Agricultural Field
- Deciduous Forest
- Coniferous Forest
- Water
- Non-forested Wetland
- Forested Wetland
- Tidal Wetland
- Barren
- Utility (Forest)



University of Connecticut, CLEAR Land Use Coverage 2006

Greenway and Trail Opportunities

As mentioned early in this section, one of Pomfret's hidden gems could be considered the Airline State Park Trail. Today, the State Park Trail exists in two sections: South - from East Hampton to Windham, and North - from Windham to Pomfret with the Thompson addition out beyond. The southern section measures 22 miles, and with East Hampton and Hebron leading the way, it is the most utilized and improved. This section is highlighted by two tremendous viaducts with nearly every increment offering locally favorite locations as the trail passes over streams with their requisite stone work, through state forests, past town parks, and along wildlife management areas. From the footbridges, trail users still enjoy sweeping views throughout the seasons. Today's surface conditions vary from compacted earth and crushed rock to gravel and stone dust. The northern section from Windham to Putnam measures 21 miles with an additional 6.6 miles existing in Thompson. Here, the trail has been cut back to its original width, and gravel has been installed from the Massachusetts line south to Sand Dam road, and from the Route 12, Mechanicsville parking lot, 1 mile north to the I-395 overpass. The rest of the sections in Thompson have been rough graded and work is still in progress. Some sections still have the original railroad ballast.

Greenbelts and Greenways

A greenbelt is another word for a greenway. A greenway is a corridor of open space that:

- May protect natural resources, preserve scenic landscapes and historical resources or offer opportunities for recreation or non-motorized transportation,
- May connect existing protected areas and provide access to the outdoors,
- May be located along a defining natural feature, such as a waterway, along a man-made corridor, including an unused right-of-way, traditional trail routes or historic barge canals, or
- May be a green space along a highway or around a village.

Connecticut General Assembly Public Act 95-335

Stone dust over a gravel base has been installed in Pomfret, from Pomfret Station located on Railroad street, south to State Route 97. The level section through the James L. Goodwin State Forest in Hampton provides a smooth and scenic run, and the southern end of the trail in Windham features a paved surface. As surface improvements are being made, the various sections of the Air Line Trail State Park are combining to form one of the best greenways in all of Connecticut. Pomfret provides access to the trail from parking lots located at the Town Hall, Senior Center, Rail Street Station, and the Pomfret Recreational Park. Wayfinding (signage) improvements could increase the utilization of these access points.

The map on the facing page depicts a conceptual framework for establishing open space priorities in Pomfret. Such a design would emphasize the preservation of farmlands, scenic vistas, river corridors, and create significant potential for greenways, trail systems, and other passive recreation.

Open Space Philosophy

While open space can be preserved in many ways, a realistic philosophy must recognize that open space preservation may require land acquisition by the Town of Pomfret through tax dollars. In the past, Pomfret did have tremendous success with support for public expenditures for open space. However, the Town may want to focus some of its efforts on improving existing greenways and trails when they see a direct benefit to community character and quality of life.

The Town of Pomfret enjoys a mill rate significantly below that of many neighboring towns, which may contribute to increased developmental pressure. The Town should consider mitigating this threat through fiscal planning that includes annual budgeting of funds dedicated to open space preservation or bonding for future open space acquisitions as they have done in the past.

Additionally, the Connecticut General Statutes allows a municipality to establish a Land Acquisition Fund, funded up to 2 mills annually, to be used for the acquisition of open space. Unlike other municipal accounts, this Fund does not have to be expended in a given year and can accumulate interest. Such an account must be established to hold fees-in-lieu of open space for subdivisions and private donations can also be deposited into this account. Pomfret has utilized this funding mechanism in the past and should continue in the future.

Open Space Strategies (Create a Greenbelt / Trail System)

1. Establish a meaningful open space system in Pomfret by interconnecting open space areas into a cohesive overall greenbelt system with trails.
2. Create an interconnected local system of trails and greenways comprised of:
   - A central greenway/trail axis.
   - A system of connected trails between existing preserved open space (town or other) to greenway, which could act as a catalyst to connect the Town's historic village centers.
3. Obtain trail easements and other access rights in key trail locations.
4. Encourage acquisitions by land trusts and other local funds that support a expanded greenbelt system connecting new and existing open space and historic areas.

Agricultural Resources

Pomfret remains one of Connecticut's premier agricultural communities despite residential growth pressures. Agriculture and its ancillary businesses are important economic activities and consumers of land in Pomfret, representing many of the top taxpayers. the presence of agriculture is vital to the overall character of Town. Pomfret has high concentrations of prime and important farmland soils in the State. Approximately 5,000 acres in Pomfret are designated as agriculture, with the majority of this land unprotected from future development.

In addition to traditional farms in Pomfret there are a growing number of smaller farms as more and more residents choose to invest in their land. It is no coincidence that new smaller farms continue to sprout up as more and more citizens choose to buy locally grown products after more than half a century consuming mostly processed and non-local foods.

Agriculture and the Environment

Few property owners understand their land or its natural workings more than farmers. Without healthy water and soil, agricultural production would cease. The environmental benefits of agricultural development are many. Most agricultural operations provide natural limitations on impervious surface coverage compared to other land uses. Consequently, agricultural development provides less potential for pollution run-off, loss of habitat and biodiversity, flooding, erosion and sedimentation, and diminished air quality.

Pomfret contains a unique microclimate favorable to fruit crops, including vineyards that is only shared with a some of Connecticut's shoreline

communities. With the advent of global warming and rising sea temperatures it is believed that the environment for these and other warm climate crops will increase and make the region even more agriculturally viable.

Local agriculture helps reduce carbon emissions by providing local food and horticultural sources versus a developing dependence on products shipped across regional, state and continental divides. According to the Food and Drug Administration approximately 50% of all fruits and vegetables are imported from outside the United States. It is further estimated that 85% of all food products consumed in Connecticut are trucked in annually across State lines. Local agriculture helps provide food security should a natural or manmade disaster occur outside our region.

Agricultural Incentives

Until recently only developers were interested in farmland – not for farming but for residential development purposes. Governmental incentives or options for farmers looking to preserve their land were few. An early option for farmers and one that hoped to quell the rapid loss of farmland was the establishment of Public Act 490 in 1963. Public Act 490 requires Connecticut towns to assess farm and forest land on the basis of use rather than development or market value. Consequently, taxes are reduced when compared to developable or open land (non- PA490). If a particular parcel of land is sold for development within 10 years of its classification in Public Act 490, towns receive a conveyance tax from the property owner to recover part of the lost taxes.

Approximately 14,680 acres of land is classified in Pomfret under Public Act 490, which represents 57% of the Town's total land area. A significant portion of this classification, or 38%, is farmland / forestry, with the remainder in open space. Another tax reduction assistance program mandated by State Statute is a $100,000 tax exemption for farm equipment available for farm businesses that spend or make at least $15,000 annually. Additional State programs created to assist agricultural businesses that Pomfret could adopt include a $100,000 farm-building tax exemption and an abatement of up to 50% of property taxes for certain type of farm businesses, i.e., dairy, fruit orchards, vineyards, vegetable farms and nurseries. Another program established by the legislature in 1978 is the State Department of Agriculture Farmland Preservation Program. This program pays up to 100% of the conservation easement or development rights value for farmland that contains at least 30 active acres. To date, 35,000 acres on 250 farms have been preserved in the State of Connecticut.

The Department of Environmental Protection manages an Open Space Acquisition Grant Program that pays up to 50% of either the fair market value of development rights or purchase price, whichever is less. The USDA Natural Resource Conservation Service (NRCS) manages the federal Farm and Ranch Lands Protection Program where state or local governments, or non-profit land trusts provide 25% of the conservation easement value in exchange for receiving 50% funding from NRCS. There are also private non-profit land

trusts available to assist farm owners in Pomfret interested in land preservation. Connecticut Farmland Trust for example focuses exclusively on preserving farmland, with staff and funding to meet this goal. The Trust for Public Lands provides technical assistance and funding for land preservation, including farmland.

Lastly, the Town is in an enviable position to assist farmers and agricultural businesses in a variety of ways. In addition to adopting the optional tax reduction programs identified above, the Town owns farmland which it leases to area farmers. Since the establishment of the Agriculture Commission by the Board of Selectmen in 2012, the community can assist residents interested in preserving farms and promoting agricultural businesses and work with other town boards and commissions.

Agricultural Planning Since 2000

Pomfret's Board of Selectmen, Planning and Zoning Commission, Conservation Commission and others have taken significant steps to protect and promote agriculture since 2000. Examples include:

- Adopted Right-to-Farm Ordinance
- Established Agricultural Commission
- Established a page on the Town Web site for the Ag Commission (July 2012)

These efforts have been recognized locally and statewide. Although no detail or specific study has been conducted regarding agriculture in Pomfret, it was the opinion of most that agriculture in general is welcome, necessary and valued part of the community.

Pomfret

5

DEVELOPMENT IN THE COMMUNITY

Community Structure

A community's historic development patterns or structure, as it relates to development patterns, is an important guide for municipal land use regulations and decisions and for guiding desired economic development in a town. The very nature of a Community's development patterns is an important consideration in the Plan because of its correlation with community character.

Public Investment in the Community by the community speaks to community character and is an important guide for land use regulations and decisions...

Inventory

The Town's community structure has been heavily influenced by its historic transportation network and available agricultural soils as well as private investments in education. But for a few large residential developments in town, the community's structure has remained relatively unchanged over the past decade. The historic conditions, particularly the Town's focal points of the Town's two private schools, scenic Route 169, and places like Abington and Pomfret Center reinforces the original importance these places and continues to influence community structure. Without a traditional Town Center, most of the Towns municipal infrastructure would be viewed as fragmented/de-centralized. However, given the size and Town's existing transportation network, this decentralization has not seemed to hamper the Town's ability to provide services. As a result, the traditional focus of the Community as it relates to structure has not changed over the years

Pomfret Recreational Park

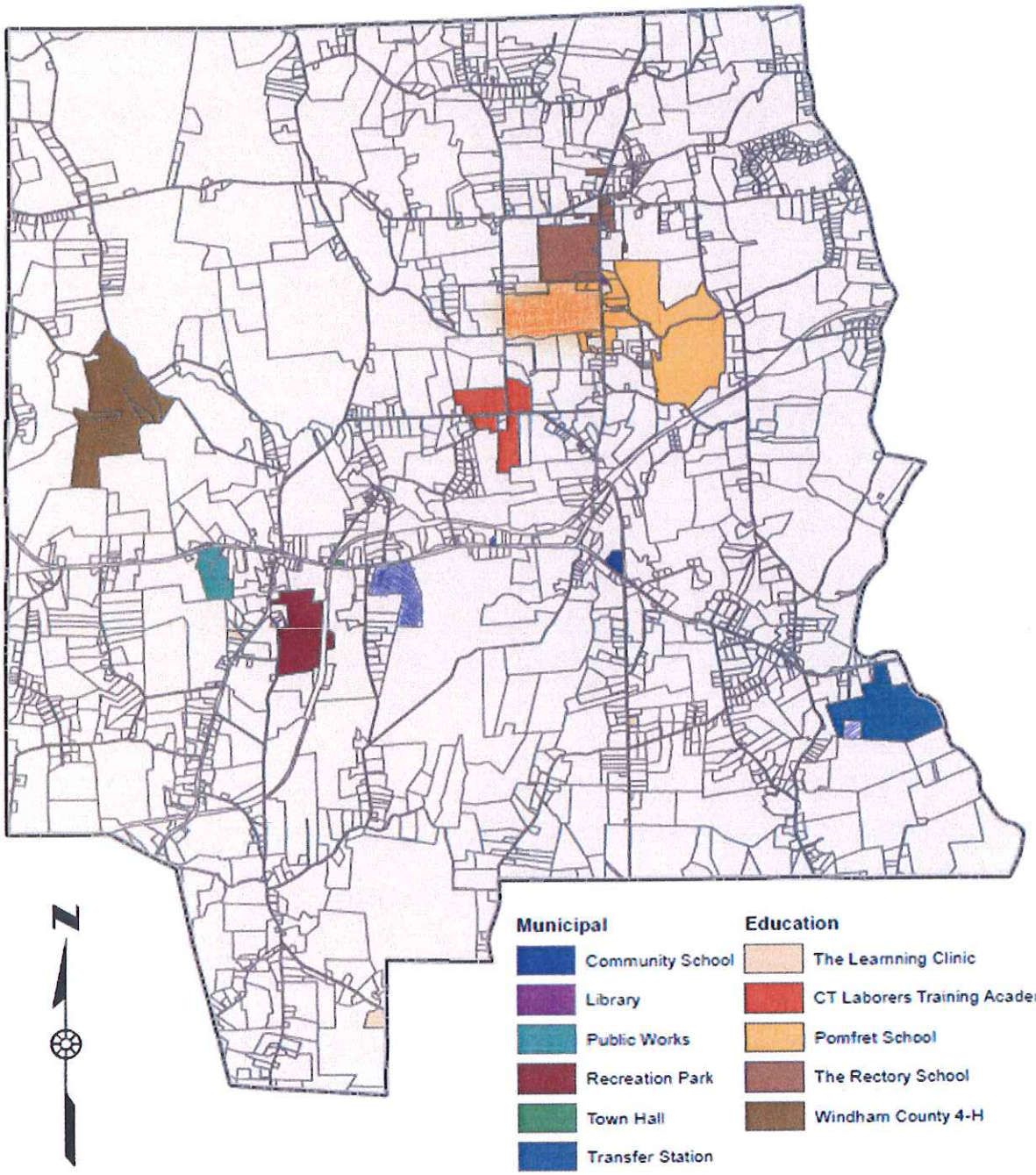
The following elements that contribute to community structure in Pomfret are also identified on the map on the facing page (Municipal/Education):

Senior Center/Wolf Den Grange

Category	Elements	Description
Enhancing	Historic Places/ Villages	Identifiable focal points or places with distinctive characteristics (such as: Pomfret Landing, Abington, and Pomfret Hill historic area).
	Greenbelts	Greenways, trails, streambelts and other linear elements that provide overall context to the community (such as the Airline Trail/East Coast Greenway, Mashamoquot Brook, and Quinebaug River).
	Scenic Resources	Places providing a sense of scale (i.e., First Congregational Church of Pomfret), Amaral Farm.
Enhancing or Detracting	Roads / Links	The character of roads to, through, and around the community (National Scenic Byway Route 169). Traffic and alignment of intersection
	Commercial Developments	Style and scale as it relates to historic development patterns and sense of place (Vanilla Bean Restaurant, Grill 37.
Detracting	Industrial Development	Development that may generate heavy traffic on primary access roads in Town.
	Strip Development and Sprawl	Large areas with little variation in style or character.

Pomfret Community School

Pomfret, CT Municipal/Education



Data Sources: Town and Property Lines updated to January 2016 from NECCOG GIS Data. Land Use and Ownership data Pomfret Assessor data with NECCOG GIS Cadastral Database.

Map prepared by NECCOG for Town of Pomfret Planning & Zoning Commission as part of 2015 POCD update.

Overall Development Structure

People identify most strongly with sites and areas that exhibit a strong "sense of place".

Basic structural considerations for Pomfret are:

- providing a strong community focal point in the Pomfret Center (Routes) 44/97) and at the intersections of Routes (101/169),
- re-enforce the visual presence of Pomfret Hill and northern commercial area intersections of Routes 97, Route 169 and Route 44.
- providing appropriate land use controls to effectively manage and guide commercial development at a community scale,
- optimizing development of the available commercial land with sewer and water in a manner compatible with community character (style/architecture and scale), and
- improve inter-relationships of de-centralized municipal infrastructure (school, library(s), senior service,

Overall Structure

The community structure of Pomfret consists of:

- Multiple Town Centers with limited functionality
- no formal nodes at entryways into Town,
- minimal commercial/industrial space/land available for development
- limited municipal sewer/water
- minimal land use controls to guide development.

Structural change?

- Centralize municipal/civic activities,

Community Structure Priorities

- Create a stronger village centers.
- Manage and control residential development.
- Promote commercial and industrial development in appropriate areas.
- Institute an open space program with the Plan of Conservation and Development as its base.

Gateways

Gateways contribute to community character since they create anticipation and reinforce the overall "sense of place" in the community. Pomfret may wish to consider establishing gateway features (such as signage or thematic elements) at the main entrances to Town from Brooklyn, Killingly, Putnam, and Woodstock.

In addition, gateway elements could also be considered as people enter Pomfret Hill, Abington, and Pomfret Center.

Conservation Structure

Based on the results of the Commission's survey and input received from their workshops, residents ranked community character and conservation issues as their highest priorities for the Town. Pomfret's character is reinforced by the remaining open agricultural lands, the brooks, streams & rivers, scenic vistas that surround the Town, and the scenic qualities of many roads in and through Town.

Open spaces, greenways, vistas, scenic roads, stonewalls and streambelts provide overall context to the community and enhance community character and community spirit. These types of structural elements play a significant role in the overall organization of Pomfret's structure.

Community Focus

Pomfret, like most small New England Towns have opportunities to enhance historic community focal points, establish and strengthen new ones, and ensure that modern growth patterns (sprawl and strip development) do not detract from overall community character and conservation goals. Specific recommendations with respect to these possible goals are discussed below.

Consider strengthening overall community structure with:

- enhanced and expanded villages areas (i.e., Route 44/97, Route 169/44, and Route 101/44/169),
- support appropriate and compatible development of existing commercial areas, avoid strip development, and encourage village appropriate scale.
- develop land use methods to control intensity of residential development, and
- continue and expand support for the preservation of open space, farmland, and woodland areas.
- encourage elements that enhance community character (greenbelts, gateways, scenic resources, and scenic roads).
- Discourage alteration or removal of stonewalls, flanking or abutting Town and State roads with the Town.
- discourage elements that detract from community character (strip development, sprawl development, and "character-less" roads").

Supporting Community Elements

Pomfret should consider establishing gateway elements at main entrances to and from surrounding towns to create anticipation and reinforce the overall sense of place. Consider promoting greenways, trails, streambelts and other linear elements that provide overall context to the community; include such elements in site development considerations where appropriate. Establish appropriately scaled roadway design and guide roadway improvements so that they enhance, rather than detract from, community structure and character. For instance, Pomfret has a wonderful asset associated with the Airline Trail yet; the trail is not clearly identified throughout the town.

Trail signage - examples

Gateway Element

Open Space / Scenic View

Housing and Residential Development

Like many small New England communities, Pomfret faces the challenge of guiding future residential growth. The pace and intensity of this type of development can have far-reaching implications to the Town and this Plan proposes steps to prepare for future growth. The Plan also recognizes the need to consider promoting housing opportunity and diversity in preparing for the future. Pomfret's ability to manage residential and non-residential development will affect the Town's fiscal future and community character. As a community grows, development pressures have considerable impact on public health, safety, welfare. In addition the community's historic character and spirit can be modified, which tends to affect the overall quality of life.

The main housing issues in Pomfret are:

- *Anticipating increased demand for residential development,*
- *Updating land use regulations to promote appropriate development and.*
- *Promote standards that allow the community to permit high quality development at sustainable rates of growth.*

Although Pomfret's location and historic lack of municipal infrastructure tends to stifle new business development, residential development is not constrained by these needs and could prosper as the economy rebounds from the past two recessions. Residential pressure could conflict with the Town's quintessential New England community charm that it has grown accustomed to. However, the need for increased growth/tax ratables (commercial/industrial) may undermine the nature of is small town feel. For discussion purposes, ratables are defined as property that provides tax income for local governments. Pomfret has and will continue to become more attractive to potential homeowners given the increased residential development costs (building lot prices) in nearby communities in Connecticut and Rhode Island.

A good portion of the Town's land area is potentially available for additional development. Under current land use regulations, nearly all of that land could be developed into single family lots. Development of this land could result in as many as 4,000 additional housing units in the future (approximately 1,684 residential units already exist).

Cul-de-sac Development

Multi-Family Housing (duplex units)

Pomfret's quintessential New England charm will be threatened by increased residential development. Pomfret has and will continue to become more attractive to potential homeowners given the increased residential development costs (building lot prices) in nearby communities in Connecticut and Rhode Island. The Town, through its Plan of Conservation and Development, can take steps to anticipate and direct future growth, to avoid the growth issues all communities have encountered.

Future Residential Land Use Strategies

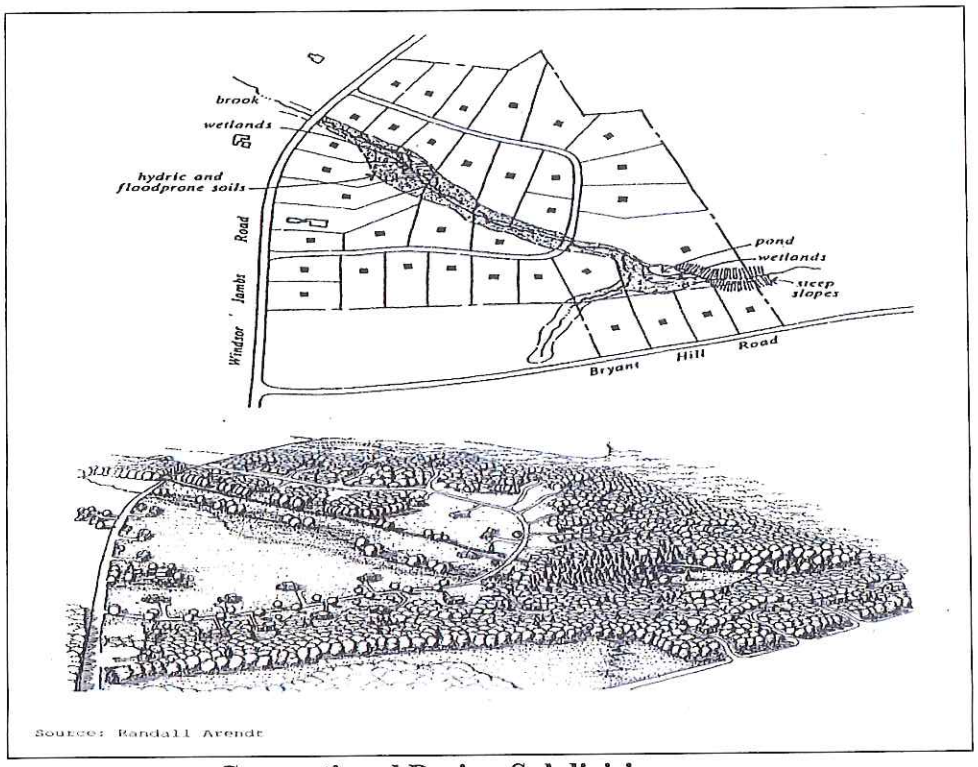
The Town's past residential development has been based on pure speculation by individuals, small local builders and corporations. These developments where not based on any traditional development standards or patterns only on the availability of land. Recent residential development has occurred without serious regard for specific natural resources, land characteristics or structural goals of the community. Consequently, the key strategies that need to be developed in the community should have positive influence on acceptable development standards which should allow the community to permit high quality residential development at sustainable rates of growth. Issues that should be considered in the near future and reflected in alternative land use regulations are;

- Capability of the land to support development (e.g., water supplies, septic treatment capacity, accessibility, slopes, etc.),
- Housing density goals for Pomfret (what is populations goal of the community),
- Road and drainage system designs, and
- Open space goals.

The Community needs to understand these development pressures and clearly identify specific development issues and evaluate whether existing land use regulations and appropriately structured to guide development in the near future. Land use decisions tend to influence development patterns for many years. The community needs to continually evaluate and establish open space requirement, subdivision design options to promote lower impact development, proper street design and other public improvements to insure the proper placement of residential and non-residential uses to limit their impact on each other.

Examples of a conservation subdivision are shown on the following page. This example is shown as an alternative to traditional residential development strategies. However, the regulatory aspects associated with these types of development do not always achieve the desired result. In most cases developers use the regulation to maximize lot yield on marginal parcels. In these cases a well-intentioned development standard is abused. If development styles like this are embarked on, the utmost care needs to be used in creating the appropriate regulatory language to achieve the desired result.

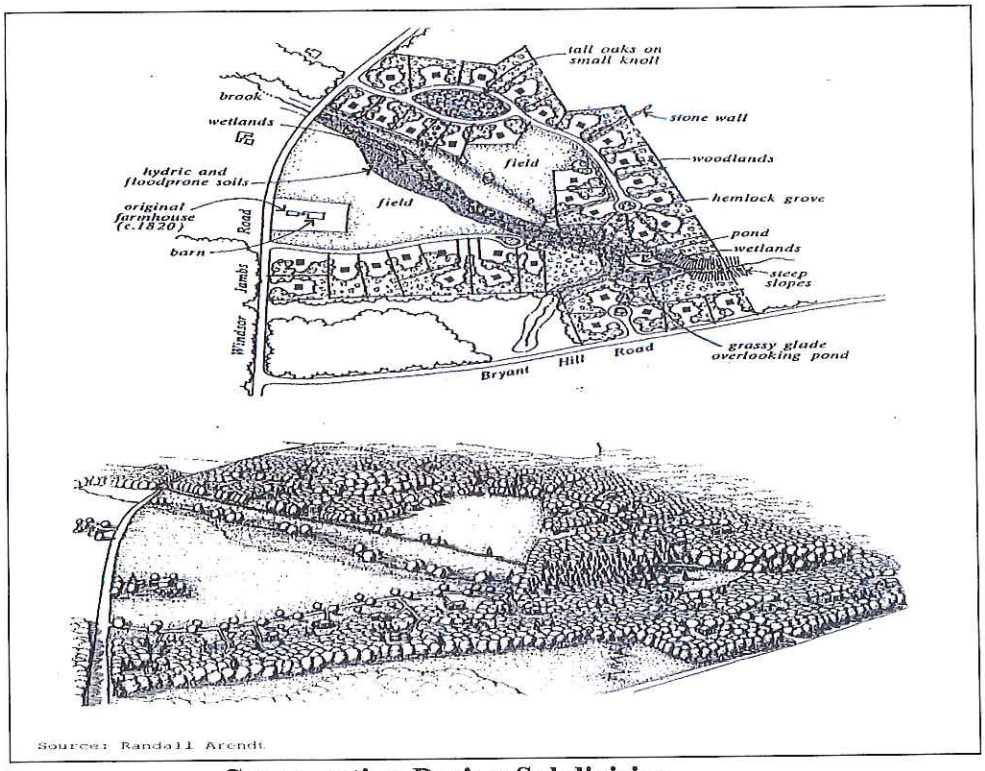
Subdivision Design Concepts



Conventional Design Subdivision

Conventional Subdivision Characteristics:

- All land divided into lots
- Little or no open space or public access
- No consideration of natural resources
- Rural character changes to suburban



Conservation Design Subdivision

Conservation Subdivision Characteristics

- Open space protected
- Natural resources conserved
- Scenic features preserved
- Rural character maintained

Other Design Standards

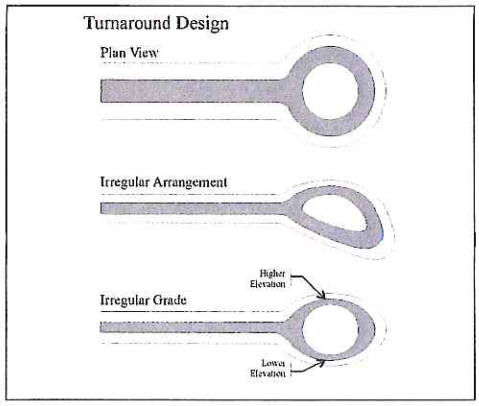
Subdivision and street design standards that apply to cul-de-sacs, streets, and drainage may be evaluated for refinements that will enhance the incentive for consideration of conservation designs for new subdivisions.

Cul-de-sacs – Current standards require a circular turn-around of 50 foot radius. Regulations should be considered to require a circular turnaround to be irregularly shaped (and meeting turning radius requirements) and include a vegetated island. Alternative terminus designs should also be permitted including "T" or "hammerhead" turnarounds.

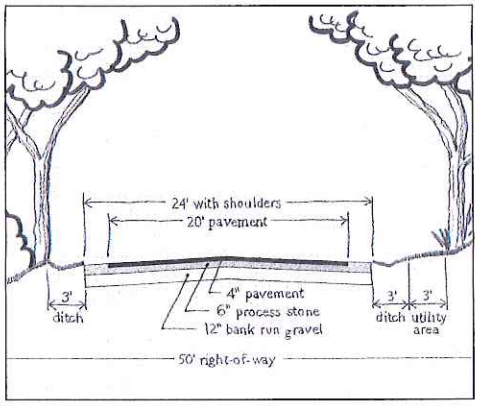
Road Standards – As discussed in Chapter 4, minimum road width should be a function of the use. Standards should attempt to permit roads only as wide as necessary for safe and efficient travel.

Drainage – Regulations should make clear that alternative designs making use of infiltration and natural topography are acceptable. Such designs may be more readily incorporated into conservation design developments and will reduce the potential for storm water run-off impacts on water quality.

Circular Turnarounds



Swale Drainage



Example of a well-designed Circular Turnaround

Typical offset cul-de-sac (60ft. radius)

Housing Diversity

State Statutes require a Planning Commission to consider housing opportunities in its Plan of Conservation and Development. The availability of housing to meet diverse needs and the overall affordability of housing are two issues that Pomfret needs to address.

As shown in Section 2 (Conditions and Trends) over the next 20 years, the composition of mature adults (ages 55+) in Pomfret is expected to increase significantly as older residents live longer and healthier lives. Only about 3% of Pomfret's housing stock meets the State of Connecticut affordable criteria (see sidebar) and so Pomfret is subject to the provisions of CGS Section 8-30g, intended to enable the construction of affordable housing units.

At some point over the ten year Plan period, the Town may wish to pursue specific strategies to address housing diversity and affordability. However, Pomfret's WPCA policies may limit the Town's ability to provide dense village style housing in some areas of town where the necessary infrastructure to build a more dense development exists. Some of these options, which would require further study and evaluation, are described below.

Regulatory – Regulatory approaches to encouraging diverse and affordable housing could include the following.

- Identification in regulations of preferred locations (villages) and standards for multifamily and other housing types to promote housing diversity.
- Allowing more diverse housing options (such as apartments on upper floors in mixed use buildings) in village center areas.
- Current 2 acre land use regulations do not allow for village development patterns to continue in appropriate areas. Alternative land use regulations would allow the Town to better address development throughout the community.

Town Involvement – Non-profit or municipal developments should be designed to fit the location and be consistent with Pomfret's character and structure. The Town may be able to play a role in an affordable housing project or expanded senior/elderly housing by seeking or identifying opportunities for land donations, use of existing Town owned property, or leasing of land for affordable housing development. The Town's establishment of the non-profit, Pomfret Community Housing Corporation (PCHC) in 1997, which was utilized to construct and manage Seely-Brown Village, a thirty-two-unit affordable congregate residence was a significant endeavor. The 2006 study for Seely-Brown Village which assessed market demand, the feasibility of water and sewer expansion, and capital should be further evaluated.

Connecticut Statutory Reference

"The Plan shall 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."

"The Plan shall 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."

CGS 8-23

Affordable Housing Defined

"Affordable housing" includes governmentally assisted units, units financed with CHFA or FMHA mortgages, or units that are deed-restricted to sell or rent at prices that make them affordable to persons or families earning 80 percent of the median income for the Windham County area.

CGS 8-39a and 8-30g

Affordable Housing Appeals Procedure

In Connecticut, communities with less than ten percent of their housing stock meeting the definition of "affordable housing" are subject to the "Affordable Housing Appeals Procedure".

In this procedure, a developer can propose an affordable housing development and potentially override local land use regulations.

Strategies for Guiding Residential Growth

- Evaluate alternative land use regulatory standards
  - Evaluate revising and or adopting new land use regulations to provide development standards such as well-defined net buildable area and or density-based standards for parcel subdivision
- Update and Refine Subdivision Regulations
  - Evaluate develop standards to encourage conservation design subdivisions, within maximum density limits or as permitted under revised land use regulations density standards, to maximize the preservation of open space and reduce environmental and aesthetic impacts of development, including
  - Road design standards
  - Cul-de-sac specifications
  - Drainage design options
  - Stone wall preservation specifications
- Evaluate subdivision regulations regarding effectiveness of minimum open space set-aside, criteria for such open space, and permit a fee-in-lieu of open space as presently utilized
- Promote Housing Diversity
  - Evaluate regulatory standards to encourage affordable housing and promote housing diversity
  - Consider regulation revisions to encourage housing options, such as mixed residential uses in village areas
  - Support public and private efforts to develop elderly housing

Commercial and Industrial Development

The Town of Pomfret desires to promote a balance between economic growth and development, at the same time maintaining and respecting the Town's rural history and character. The Town is home to two world class preparatory schools (Pomfret School and Rectory School), active farms and a number of high tech firms. The Town's geographic location puts it within an easy drive to four major metropolitan areas [Boston, MA (72 miles), Worcester, MA (30 miles), Providence, RI (34 miles) and Hartford, CT (42 miles)]. It also has access to major educational institutions like the University of Connecticut in Storrs and Eastern Connecticut State University and other nearby (i.e., Yale University, WPI/Worcester Polytechnic Institute, MIT/Massachusetts Institute of Technology, Harvard University, Brown University and the Rhode Island School of Design).

Pomfret's current economy is driven by established light industry, agriculture, small professional service businesses and tourism. Pomfret's sources of revenues are taxation (72.1%), State education and general government grants (26.4%) and local government fees (0.02%). The State is facing very austere fiscal budgets for the next 15 years as State employee retirements accelerate putting added pressures on already underfunded State retirement funds. The Connecticut Center for Economic Analysis projects the State will have year over year billion dollar shortfalls over the next several years. In Fiscal Year (FY) 17 the State reduced the amount it will distribute through grants to municipalities based on

Potential Business Development Priorities

Develop expanded infrastructure for non-residential uses

- develop strategies to retain agricultural base.
- continue economic development initiatives.
- attract agricultural focused development to enhance existing facilities
- support commercial recreational facilities that support agri-tourism.
- Evaluate supporting high-tech, and clean energy initiatives
- Support fiber optic network and upgrades

Village Commercial Nodes

- Retail business and full service restaurants (as defined).
- Business service establishments.
- Consolidated parcel developments.
- Create incentives to develop within villages

the approved biennial budget passed in FY15. The Town will be required to raise taxes on residents and businesses to offset decreasing grant revenues from the State. The Town looks to encourage small scale commercial and light industrial and technology development in areas that have the infrastructure to permit such development. The town wishes that development complies with the rural nature of our community and is aesthetically pleasing and conforms to other area uses. Pomfret should make an effort to attract businesses to current vacant parcels that are zoned for business purposes. However, given the lack of municipal infrastructure Pomfret has historically struggled with industrial development outside of Loos & Company and Fiberoptics Technology Inc.

Although Pomfret has discussed and even attempted to provide additional space in the vicinity of the Town's industrial areas the Town has not been successful with enticing new development. Funds necessary for infrastructure improvements to support non-residential growth are difficult to come by in rural communities. However, Pomfret will be targeted for non-residential (commercial/business/industrial) development at some point in time as land in other areas becomes scarce. When this occurs Pomfret may face some difficult choices. If possible, Pomfret can position itself in a niche market in an attempt to develop its industrial and business core around high-tech companies with access to high speed fiber optics and a reliable power grid. The continuing challenge will be to accommodate additional non-residential activity without creating further impacts on the environment and character of the community. It is therefore in Pomfret's self-interest to focus on growing its economy to broaden its tax base. Future economic development should be shaped by four strategic foci.

1) Seek business sectors that are forecasted to grow steadily in the future.
2) Seek businesses that supplement the grand list.
3) Seek businesses that have minimal impact on Pomfret's natural resources.
4) and seek business that are compatible in scale to their surroundings or are so located as not to adversely impact their surroundings.

It may also be timely for the Town to identify its development preferences (from the list of permitted uses in the existing regulations) for the existing commercial properties in and around the two villages, as suggested in the sidebar.

Overall Business Structure

Pomfret is a small rural Town in Northeast Connecticut consisting with approximately 4,200 residents. The Town is blessed with abundant natural resources which are cherished and protected by the residents through permissive zoning and ordinances designed to limit the types of businesses allowed and properties where commercial development is permitted.

Although to the casual observer, it would appear that there is little economic development in Pomfret, there are well over 100 registered businesses in Town

as of 2106. Loos & Co. Inc., Fiberoptics Technology Incorporated, and Hull Forest Products are the largest in terms of both structures and employees, but careful observation of the cluster near the Pomfret US Post Office reveals that there is a convenience store/gas station, a sign shop, a gift shop, two restaurants (Vanilla Bean and Grill 37, a hair salon, a physician's office, an interior decorator, a financial consulting firm, and a liquor store, within a few hundred yards of the intersection of Route 169 and Route 44. To the South, at the intersection of Route 169 and Route 101, there is a second cluster of businesses – Loos & Co. Inc., a restaurant (Pizza 101), a donut shop (Baker's Dozen), an automobile repair shop, a small animal veterinarian (Pomfret Small Animal Clinic), a bank (Putnam, a dentist's office, Hudson Seating and Mobility, and a spa.

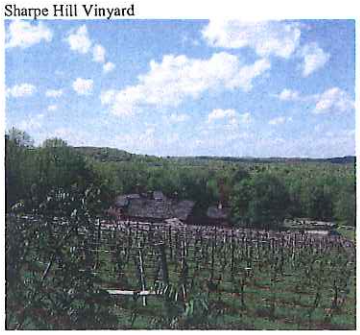
Rucki's General Store, appropriate scale for village setting.

Proceeding along other less traveled roads in Town, one can observe signs indicating other businesses, such as an electrician, a carpenter, tire sales and repair, an automobile body shop, outdoor equipment sales, a general store (Rucki's), automobile sales and repair, storage lockers, a medical clinic (Abington Medical Clinic), a land surveyor, (KWP) and a golf course. All of the above pay real estate taxes employ multiple people most of whom live in Pomfret and who pay personal real estate and automobile taxes, and in turn spend their dollars at the local businesses. In addition to the above, Pomfret School and Rectory School purchase many items such as food and equipment locally and which, taken together, employ hundreds of additional local residents who also support local businesses. Other "hidden businesses" include the accountants, lawyers, machine shops, manufacturers' representatives, and others that operate without signs, depending on their reputations or on local advertising in the Pomfret Times or other local newspapers for customer contacts.

Pomfret Landing, historic housing, appropriate scale and charcter

Still, less obvious to the casual observer, are the agricultural businesses in Town. In recent years, the Town has spent roughly four million dollars in cooperation with the state and other agencies to purchase land and the development rights to land on hundreds of acres of prime farmland. There are two active dairy farms in Pomfret, one of which is also affiliated with a seasonal ice cream business (We-Li-Kit). An apple orchard (Lapsley) with an accompanying roadside vegetable stand straddles the Town line between Pomfret and Brooklyn. Many of the open fields which contribute to the rural beauty of the Town are also well concealed businesses serving as sources of hay and silage for both Pomfret farms and farms located in neighboring towns, besides providing pasture locations for grazing animals. Forested areas of Town are harvested for sawmills and for heating materials, in addition to supporting seasonal Christmas tree sales. Located in the Southwest corner of Pomfret is a vineyard and winery (Sharpe Hill) that occupies over one hundred acres. The owners and employees of these agribusinesses spend their salaries locally and pay taxes to the Town.

Sharpe Hill Vinyard



While Pomfret is not threatened with large scale retail development (Lisbon Landing, Lisbon Crossing or, Killingly Commons), large scale industrial/warehousing could become a reality in Town. Facilities like these are extremely large and tend to threaten a community's traditional rural character. Pomfret should continue to encourage appropriately scaled business. These developments, which need to be placed somewhere, are viewed as perfectly acceptable when they are located in another town or far away from one's home in

their own community. But when inappropriately placed in the view of a neighbor, they are typically referred to as NIMBY's (not in my back yard). If the Town is concerned about the location of NIMBY's, it could benefit from adopting more stringent land use controls. The adoption of more land use controls could assist the Community to recognize the different types of development that have occurred in Town and surrounding areas and avoid incompatible developments from occurring in the future. Pomfret may also wish to consider revising current land use regulations to further develop current business and industrial areas.

University of Connecticut Study entitled Economic Impact of Connecticut's Agriculture Industry; agriculture contributes $3.5 billion dollars annually to the State's economy, employs approximately 20,000 people, and utilizes 400,000 acres of land. Consequently, agriculture adds to, and is a major component of, the region's economic diversity. Most farm production dollars are spent locally. Ancillary businesses such as machinery and operators, feed and fertilizer, fuel and tires, and veterinary services help make up the agricultural economy.

Agriculture in Pomfret is represented by many sectors, most of which are interconnected, reliant on and complement one another.

Agriculture Sectors within the Town	
Christmas Trees	Nursery/Greenhouse
Dairy	On-Farm Sales/Farm Stands
Equine	Orchards
Hay and Straw	Poultry
Honey	Wood Production
Livestock Production	Winery
Maple Syrup	

The relationship of agriculture to the economy in terms of tourism, job creation and maintaining lower property taxes is strong. Farmland offers a fiscal benefit to communities as evidenced by a Cost of Community Service (COCS) study. This study compared the cost of town services to residential, commercial/industrial, and farmland/open space land uses. The COCS study, prepared by the Green Valley Institute, analyzed Pomfret's fiscal year 1995 expenditures and determined that agriculture and open space paid a disproportionate share in taxes compared to residential development. It also determined that agriculture and open space are nearly equal to commercial and industrial development in terms of positive tax benefit. The study showed that for every dollar ($1.00) collected in municipal taxes for residential development $1.06 was expended in municipal services, whereas for commercial & industrial and farmland & open space development only $0.27 and $0.86 was spent on municipal services respectively. The results are not surprising when one considers that farmland, which represents a sizeable portion of Pomfret's total land area, requires limited municipal services. The results show that farmland and open space, along with commercial and

industrial land pay more than their fair share in taxes thus helping to offset the municipal costs associated with residential development.

Pomfret is a prime contributor to the state's agricultural economy. As such, the long-term economic viability of agriculture remains considerably better here than in other parts of the State where development pressures have been more intense. Biotechnology should bring great changes to agriculture in the future. One outcome may be a greater diversity in crops and products. These will depend on Pomfret's expansive agricultural land base. Low intensity agritourism and heritage tourism can reinforce and expand the economic value of agriculture.

In addressing the future of agriculture in Pomfret, it is vital to recognize that many farms are their owner's principal financial asset. The community as a whole derives many benefits from farms, but the farmer is compensated for only a few. While many wish to keep their land open, selling land for residential development offers an alternative option. Town efforts to preserve and promote agriculture must take this squarely into account. A major attraction in Pomfret is its farmland and open spaces. The Town is blessed with a variety of agricultural venues each of which contributes to Pomfret's community character, quality of life, local economy and tax base. Agriculture in Pomfret is an important business.

Areas Available for Economic Development

There are several areas in Pomfret available for economic development, which would not require any changes to the current zoning map of the Town. On the North side of Route 44, to the West of the intersection of Route 101, and immediately to the West of the existing bank property is a parcel consisting of approximately 15 acres which is zoned Commercial Village. This privately owned parcel is on what may be the most heavily traveled section of highway in the entire Town as both Route 44 and Route 101 are the major East-West Routes through Town.

On the South side of Route 101, just to the West of Eversource's high-power transmission line right of way is a parcel consisting of 178 acres. This Town owned parcel has been used for gravel extraction and as a site for bulky waste collections. Once considered untouchable because of its potential as a water source for the Town, recent studies have shown that there is only limited aquifer potential. This site which is zoned Commercial Business has potential for development due to its proximity to major electrical lines, a potential source of cooling water (if needed) from the Quinebaug River and its proximity to a sewer connection to the Killingly waste treatment facility. It is also the closest location in Pomfret to a major highway (Route I-395) in Dayville.

Also located, in the Southeast corner of Pomfret is the former Steakums facility on Searles Rd. This former food processing facility has a direct connection to the Killingly waste treatment facility via a connection under the Quinebaug River. This site has existing buildings, some of which might be reused, and some would

probably have to be demolished. This privately owned site contains 24 acres and is zoned Commercial Business.

There are a few other small properties that were historically used commercially by businesses that left Town and it may be possible to have these small isolated parcels repurposed/rejuvenated for new small enterprises. Other commercial uses in Town would require changes in zoning regulations as the majority of the Town's area is zoned for residential use. In addition to the above, Pomfret has invested in a one-eighth part of the Quinebaug Regional Tech Park (located in Putnam), which when developed, will provide Pomfret with income without the issues of pollution, increased traffic, etc. Perhaps Pomfret could align with one of the Department of Homeland Security's sixteen critical infrastructure sectors. Three sectors, communications, Information Technology and Energy align with the strategic framework identified by the Town's Economic Development Commission. Each of these sectors provides good tax revenue, growth potential, and fit with the rural nature of the Town and have minimum impacts on the areas aesthetics. The Town should seek to attract businesses from these sectors. For example, the Murdock property is ideally situated with infrastructure (sewer, water, reliable power, and fiber optics) that supports the development of a data services center.

Future Economic Development

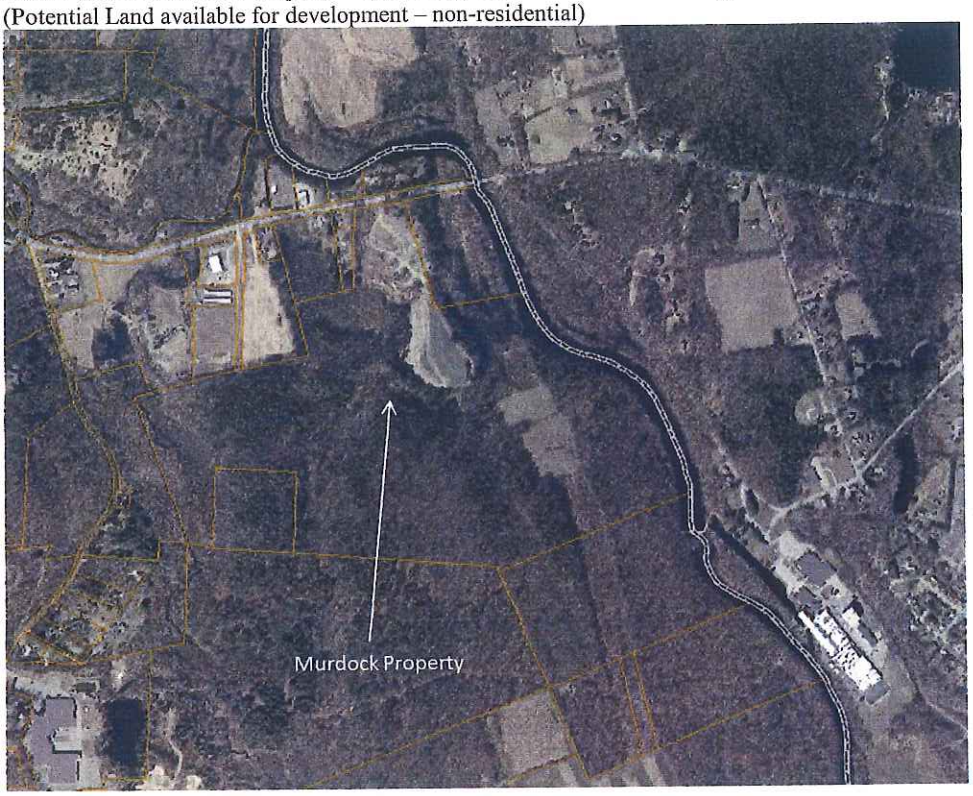
The following items need to be answered by the Town as development pressures continue:

- Should the town discuss additional regulations to guide business growth? In specific areas? Not at this time?
- Where should non-residential growth occur?
- Should the disjointed non-residential development that has historically occurred be allowed to continue unchecked? Should it revert to residential (with provisions for continuation of existing uses)?

If a number of the answers to the above questions are yes, then the Town should consider the following:

- Consider developing land use regulations, which further delineate land uses and criteria for permitting those types of land uses that are deemed acceptable.
- Support growth in and around the village centers
- Continue to allow mixed uses in the Village Business and Village Commercial Districts.
- Develop regulations that avoid "strip development" patterns by adopting regulatory standards for consolidated parcel standards to minimize access cuts and total parking area in new commercial developments.
- Seek ways to promote more of a pedestrian-friendly character where feasible.
- Identify priorities for preferred development(s) in and around the Town's primary industrial area (Route 44 - Murdock property).
- Support the growth of agriculture and agro-tourism throughout Town.

Aerial view of Murdock Property – Quinebaug River is shown on the right.
(Potential Land available for development – non-residential)



Aerial view of Fiber Optics – Quasett Road
(Appropriately sighted and design industrial complex in residential setting)

Pomfret

Sustainability

6

Sustainability, what does it mean?

A decade ago the word "sustainability" could undoubtedly be found in any dictionary, but its meaning was unlikely to be known by many. Today, it has become the "buzzword" of society and communities around the world, as well as in Connecticut and these communities are beginning to explore what it means to be a sustainable community. This process begins by defining sustainable development.

Sustainable development has been defined by the United Nations World Commission on Environment and Development (The Bruntfield Commission, 1987) as "development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

By applying the definition above, communities interested in sustainable development identify policies and goals that will strengthen and maintain their natural environment, economy and social well-being.

What is a sustainable community?

- A sustainable community is one that:
    - Acknowledges that economic, environmental and social issues are interrelated and that these issues should be addressed "holistically."
    - Recognizes the sensitive interface between natural and built environments.
    - Understands and begins to shift away from polluting and wasteful practices.
    - Considers the full environmental, economic and social impacts/costs of development and community operations.
    - Understands its natural, cultural, historical and human assets and resources and act to protect and enhance them.
    - Fosters multi-stakeholder collaboration and citizen participation.
    - Promotes resource conservation and pollution prevention.
    - Focuses on improving community health and quality of life.
    - Acts to create value-added products and services in the local economy.

What has Pomfret accomplished?

The Town of Pomfret has, without having a publicized plan, made a number of changes toward becoming a sustainable community.

In October of 2009 the Town Meeting appropriated four million dollars for the acquisition and preservation of open space. Cooperation with the Connecticut Audubon Society, the Windham Land Trust, and the State of Connecticut has significantly increased the amount of money available and made possible the purchase of development rights on approximately 411 acres of land. This is land on which no development may take place without action by the Town Meeting, the State Legislature, and our partner organizations thus practically guaranteeing that these properties will remain green for the enjoyment of future generations.

In 2010 solar panels were mounted on the roof of Pomfret Community School to supply approximately one-third of the electrical needs of the school. A program called Solarize Connecticut, a number of private citizens have installed solar panels on their homes.

Pomfret Community School Solar Project

Pomfret School has taken a leading role towards sustainability. Situated on top of one of the highest ridges in Town the private school believed there was sufficient wind throughout the year to consider installation of a wind generator to provide electricity. A thirteen-month experiment with anemometers mounted on a temporary tower revealed that the apparent wind was much greater than the actual wind so the plan was abandoned. In 2013, Pomfret School marked the successful completion of its two-year, $8 million, oil-to-natural-gas, footprint-reducing Sustainability Project. With the simple flip of a switch and the careful monitoring of a laptop screen, the school's newly installed high efficiency gas-fired boilers began to operate in tandem with its state-of-the-art cogeneration (cogen) equipment system. The project reduces the amount of electricity the School consumes by nearly half and the energy is now being self-generated. The school generates 40% of the electricity it uses. The switch to natural gas allows them to reduce heating costs by two-thirds; and they emit 40% less carbon than when using heating oil. The newly refitted boiler room has become, in effect, another classroom on the School's 119-year-old campus.

Public works administrators from around the Northeast (including New York City) have scheduled tours so they might observe and learn from what Pomfret School has done. This project was completed in association with Connecticut Yankee Gas's completion of an extension of an exising natural gas pipeline that rean through the Town.

In 2014 Pomfret voted to join with Putnam in the development of the Quinebaug Regional Tech Park to be located in the Town of Putnam. Pomfret is a one-eighth partner in this project and, as such, will receive one-eighth of the tax revenue this industrial park will generate without actually encumbering any of the natural resources of the Town. Phase one of this project (220 Acres) is currently under construction. Phase I includes the Hale YMCA Youth and Family Center as its first tenant.

In the fall of 2015, it was announced that the Town of Pomfret would receive a $1,000,000 grant and a $6,500,000 loan from the U.S. Department of Agriculture Rural Development program. USDA Rural Development program provides small towns access to low-cost loans and grant funding to support critical infrastructure projects that are vital to economic growth. The funds will be used to install a sewer force main, through an agreement with three private entities, along the Airline Trail allowing for direct connection to the Putnam Wastewater Treatment Facility. They system will involve the construction of three pumping stations located at each of the private entities and approximately 37,000 linear feet force main along the Airline North State Park Trail. The installation of the force main will limit and contain industrial expansion within the project area and allow for preservation of the surrounding farmlands and land trusts. This project, is in the final planning stages and construction is anticipated to begin in spring or summer of 2017. The new sewer line will eliminate the discharge of large quantities of waste water into the soils of the Town, which is an important consideration in Pomfret where residences are dependent on on-site wells for their drinking water.

Electiric Charging Staion
Pomfret Town Hall

In 2015, Pomfret was also able to take advantage of a $10,000 grant from Connecticut's Department of Energy and Enviornmental Protection (DEEP) and opened a dual port vehicle charging station. DEEP has offered these grants to municipalities throughout the state in hopes of providing state wide infrastructure for electric vehilces. The cost associated with charging electric vehicles will be underwritten by the Town for the first three years.

It has been suggested that if an appropriate partner and location can be identified that a solar energy farm could be established in Pomfret. While this would encumber some of our open space it could lower the cost of electricity to the public or to the municipality. A determination of the return on the investment of the land would be necessary before this plan would be put into effect. With regards to the private sector, RES America has undertaken the initial steps to construct a 20-megawatt solar farm in southeastern corner of Town (Woods Hill Road). However, final fillings, permitting and financial resources will determine if this project is actually constructed. The state's Renewable Portfolio Standard, created in 1998, has spurred development, mandating that utilities and suppliers purchase an increasing amount of their electric load from renewable sources.

The municipality does not provide trash collection. Many Pomfret households rely on private sector companies for their trash collection. These business collects waste and recyclable material at the curbside. The recyclable program is "single stream" which eliminates much of the need for homeowners to sort materials. All of the material collected, both waste and recyclables is transported out of Town. However, Pomfer lacks a full scale permitted transfer/recycling center.

Three times each year Pomfret organizes a bulky waste disposal collection on the Murdock Property. Here all manner of materials not collected by curbside waste collectors, or too large for regular curbside collection can be disposed. At these events, separation of materials for recycling is accomplished through on site supervision.

The above paragraphs serve to indicate that Pomfret is already taking action towards sustainability.

Pomfret's Future (Where should Pomfret be going?)

The service systems of a community are some key areas that an action plan could target. Examples of these systems are:

- Infrastructure – public transit, sewage systems, public water supply, solid waste transfer/ recycling center;
- Programs – public safety, health;
- Procedures – regulatory and development approval processes;
- Management routines – repeated and continuing activities such as purchasing, waste collection and building inspections

Transportation:

Alternative modes of transportation need to be considered.

- Pomfret should keep public transit in mind. The Northeastern Connecticut Transit District (NECTD) bus system should be supported as a means to enable our aging population to have access to local shopping and medical care at minimum financial cost.
- The Town should continue to encourage public sidewalks such as the one between Pomfret School, The Rectory School, and the Vanilla Bean intersection where pedestrian traffic is significant. Should the sidewalk be continued through the neighboring commercial area and to the post office?

Infrastructure:

What are the future needs of the Community?

- Pomfret should consider whether other facilities such as the Pomfret Community School could/should be connected to the proposed sewer line.
- Permanent permitted solid waste transfer/ recycling center
- Should future development be encouraged in the southeastern section of Town where connection to the Killingly sewage system is present. As population increases, development should be steered away from any potential aquifers, which could support a public drinking water supply.

Program(s)

The Board of Education should encourage health education and supervision in the public school and the Board of Selectmen should bring to the attention of citizens of all ages the health programs offered by the District Department of Health perhaps through articles in the Pomfret Times.

Procedures

Land use practices should enhance the goals of the Community.

- Regulations and procedures of the Inland Wetlands and Watercourses Commission, the Planning and Zoning Commission, the Building Inspector should be examined and revised, if necessary, to ensure that they include best practices to protect public health and safety and encourage energy conservation.
- Farm stands should be encouraged to support the local economy and to utilize locally grown agricultural products.
- The Town should continue with a program of open space and farmland protection.

Management Routines

The Town should examine procedures in various Town departments and in Town owned buildings that enhance substainability.

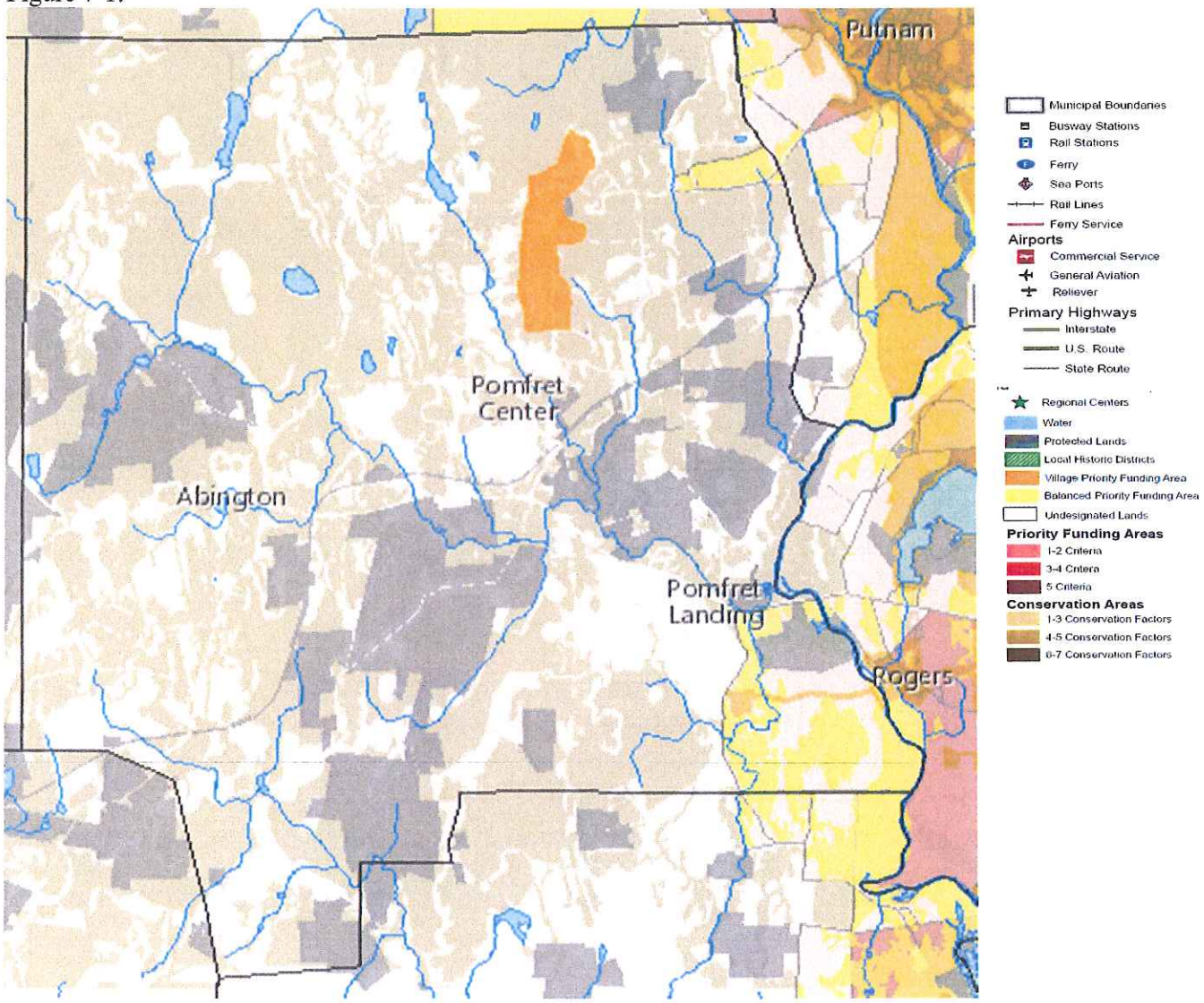
- Is waste being separated into trash and recyclables?
- Have energy audits been done on Town owned buildings to determine if they can be made more energy efficient?
- Do Town owned buildings offer appropriate sites for alternative energy sources such as photovoltaic?
- Could present or future Town owned vehicles use biodiesel or compressed natural gas?
- Is cooperative purchasing of supplies between Town departments being practiced so as to ensure the best prices?

PLAN CONSISTENCY

STATE PLAN OF CONSERVATION AND DEVELOPMENT:

In accordance with Connectciut General Statutes Chapter 126, Section 8-23, Pomfret's Plan was compared with the 2013-2018 Connecticut State Conservation and Development Policies Plan. Based on a review of Pomfret's Plan, it was found to be generally consistent with the State's Plan of Conservation and Development and its Location Guide Map (Figure 7-1) pictured below.

Figure 7-1.



STATE GROWTH PRINCIPLES:

In accordance with Connecticut General Statutes, Chapter 126, Section 8-23, the Plan has been evaluated for consistency with statewide growth management principles.

PRINCIPLE 1 – Redevelop and revitalize regional centers and areas of mixed-land uses with existing or planned physical infrastructure.	**FINDING – Consistent** The Plan encourages growth in and near major cross roads and Village Centers where mixed land uses are already permitted and are encouraged. Given the Town's diverse development patterns, Pomfret does not have a designated "town center."
PRINCIPLE 2 – Expand housing opportunities and design choices to accommodate a variety of household types and needs.	**FINDING – Consistent** The Plan recommends that Pomfret seek to diversify its housing stock and address recognized housing needs, with an emphasis on supplying housing that is more affordable for an aging population.
PRINCIPLE 3 – Concentrate development around transportation nodes and along major transportation corridors to support the viability of transportation options and land reuse.	**FINDING – Consistent** The Town's existing Zoning Regulations recognize the primary development patterns that have been centered around the Town's major cross roads and encourages intensive development in and around existing infrastructure, the majority of which are on State arterial roads.
PRINCIPLE 4 – Conserve and restore the natural environment, cultural and historical resources, and traditional rural lands.	**FINDING – Consistent** With the acquisition and/or protection of over 2,000 acres in the past 10 years, the Town recognizes the importance of protecting the natural environment and specifically identifies the importance of protecting important community resources such as, the natural environment, farmland, open spaces, and historical resources in the Plan.
PRINCIPLE 5 – Protect environmental assets critical to public health and safety.	**FINDING – Consistent** The Plan contains recommendations to protect environmental assets that are critical to public health and safety. In particular, the Plan stresses the importance of protecting water quality and public water supply watershed lands.
PRINCIPLE 6 – Integrate planning across all levels of government to address issues on a local, regional, and statewide basis.	**FINDING – Consistent** The Plan is part of the process of integrating planning with other levels of government and with other agencies. The Plan will be used to coordinate efforts with: • adjacent communities, • regional organizations, state agencies, and • internal departments.

REGIONAL PLAN OF CONSERVATION AND DEVELOPMENT:

In addition, the Town was prepared to compare their Plan with Northeastern Connecticut's Regional Plan of Conservation and Development, however, that plan was not available from the Northeastern Connecticut Council of Governments. It was our understanding that they are in the process of developing a new Regional Plan, but that plan has yet to be released to the public.

Pomfret

8

CONCLUSION AND IMPLEMENTATION

Pomfret's Vision

Throughout the process it became apparent that the residents of Pomfret appreciated the general nature and atmosphere that has existed in Town and helped to define the community. However, internal and external forces exert pressure on this unique balance between historic development and new development, which has had a visible impact on the Town's historic landscape. Consequently, the residents have become increasingly concerned about the future direction of the community. This Plan identifies critical issues that must be faced over the next ten years and beyond to address a vision for Pomfret.

Planning is significant only if it leads to decisions and actions. This Plan clearly expresses the long-range goals of the community and attempts to define a Town that future Pomfret generations can hope to find. The policies and objectives provide guidelines for making decisions. Adoption of this Plan presents an opportunity to direct those changes. The tools for directing growth are the Plan (POCD), Pomfret's Zoning Regulations, Inland Wetlands & Watercourse Regulations and Pomfret's Subdivision Regulations. Over time, these important land use regulations should be reviewed and revised where appropriate to meet current needs and conditions. These revisions, guided by the policies and objectives of the Town Plan, will be extremely important to the future of Pomfret. They will be based on decisions made with the long-term common good in mind. Equally important is recognition by the residents of Pomfret that many of the goals and objectives of this Plan can be achieved more effectively by voluntary actions than by Town Regulations. Information about conservation easements, restrictive covenants, and other estate planning techniques, when shared with landowners by the Conservation and Planning and Zoning Commissions, should help to lead to wise decisions by individual landowners. Such information would also convey important tax and land planning options that can help to protect family lands.

Pomfret will guide future growth and change to:

- *Protect its quintessential rural character,*
- *Provide business opportunities in order to build a strong economic base, and*
- *Provide infrastructure to enhance the quality of life for its residents.*

To achieve this vision, Pomfret will pursue four guiding objectives:

- *Preserve the historic community character,*
- *Establish and develop efficient Town Center(s),*
- *Guide residential growth through appropriate land use controls, and*
- *Guide non-residential development in a manner, which will encourage economic development.*

For each of the above objectives, this document identifies a definitive set of challenging, yet achievable, strategies and action steps. These are summarized in the implementation table provided for each Chapter and in the complete implementation table below.

Future Land Use Plan

The Future Land Use Plan on page 8-3 provides a graphic representation of the possible future land uses, structural, and other physical concepts discussed in this Plan. Pomfret developed for over 200 hundred plus years without significant regulatory guidance. Pomfret first began to regulate land use in the late 1960's with the adoption of subdivision regulations. In the late 1980's Pomfret adopted Land Use Regulations which were intended to be temporary. It wasn't until early 2003 that Pomfret adopted a traditional Zoning Code with an effective date of February 23 of that year.

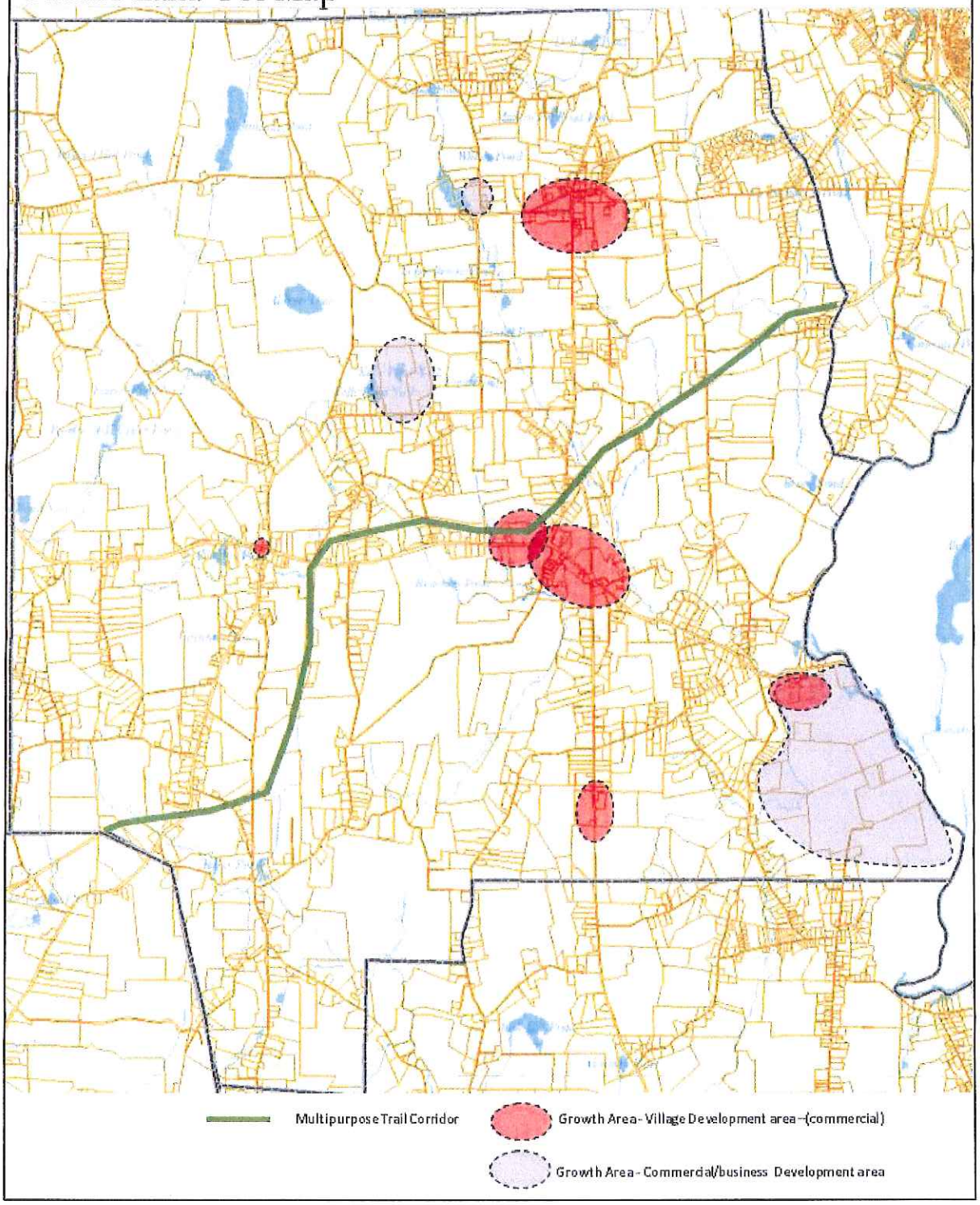
Implementation

There is little doubt that the most important step in the planning process will be the implementation of the recommended strategies. For this, the Plan calls on all Pomfret residents to ensure that the vision of the community's future is realized.

The Plan proposes to establish an implementation subcommittee of the Planning and Zoning Commission, which will work with (i) the Board of Selectmen, (ii) other town agencies and officials, and (iii) Pomfret residents and business people to: develop a program and schedule for conducting the evaluations, studies, development of regulations, organizational tasks, and program development outlined in this Plan.

This section provides a complete set of the actionss and strategies developed to guide implementation of the Plan of Conservation and Development for Pomfret. Although all of the strategies are considered important, an appropriate timeframe is provided for each. The implementation tables are organized as follows. Column headings are described in the sidebar.

TOWN OF POMFRET
Future Land Use Map



Strategy

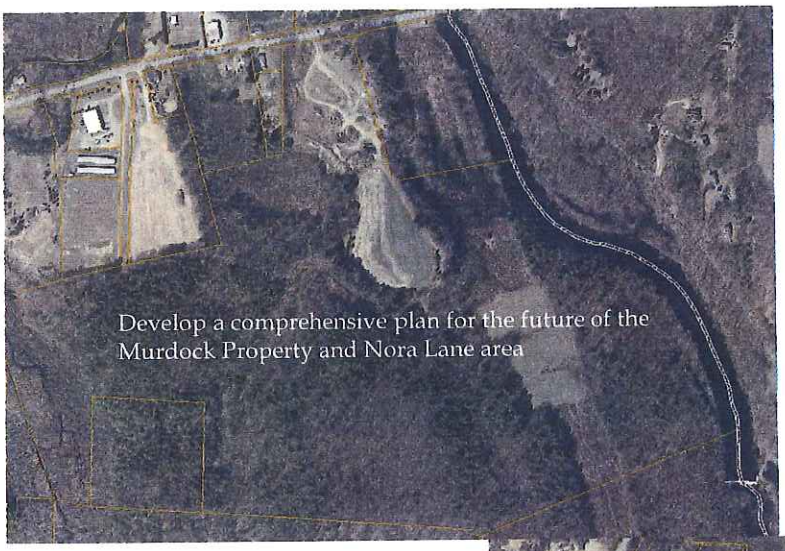
It is important to recognize that the following objectives are the main policy statements and planning goals of the Town of Pomfret. The strategies associated with each objective identify specific initiatives intended to help implement the strategy.

Issues will arise in the future that are not identified specifically in the Plan. In such situations, the overall strategies of the Plan will be the benchmarks used in evaluating whether a proposed activity or proposal is consistent with the Plan.

It should also be recognized that objectives and strategies will evolve over time as implementation or new situations provide insight into desirable policy directions. In other words, the Plan is not a static document and will continue to be reviewed and refined over time.

These implementation guides are intended to be used and refined over time as strategies are implemented and as priorities may change.

The priorities outlined on the following pages may be adjusted due to resource constraints (fiscal or staff) or changing policy issues.



Preserve Community Character

AGC = Agricultural Commission
BOF = Board of Finance
BOS = Board of Selectmen
BOE = Board of Education
CC = Conservation Commission
EDC = Economic Development Commission
IWWA = Inland Wetlands and Watercourses Agency
PR = Public/Private Resources
PW = Public Works
PZC = Planning and Zoning Commission

A. Open Space

Action	Primary	Others	Timeline	Done
1. Support the Town's existing Conservation Commission to work on the identification of Conservation issues in Town - Update and adopt a new Open Space Plan for the Town	BOS	PZC, IWWA, CC	2-5 years	
2. Assign implementation of the Open Space Program to the Conservation Commission.	BOS		5-10 years	
3. Continue to support open space land acquisition fund to be utilized by the Town to implement updated Open Space Program established above. Consider new bond issuance for open space, and consider annual appropriation based on Conservation Commission recommendations.	BOS, BOF	CC, PZC, IWWC	1-3 years	
4. Prepare, implement, and regularly update open space action plan: • Review and refine priorities • Identify and evaluate resources • Evaluate existing municipal properties • Develop evaluation tools • Recommend subdivision set-aside priorities • Identify and seek funding, grants, donations, etc. • Evaluate PA 490 program for open space land	CC	BOS IWWC PZC	1-10 years	
5. Continue to support and promote farmland preservation with a goal to preserve at least 1,000 acres in the next 10 years.	PZC	BOS, BOF, AGC	10 years	

B. Environmental Regulation

Action	Primary	Others	Timeline	Done
1. Evaluate need to revise and update subdivision regulations	PZC		1 year	
2. Strengthen wetlands and water resource protections	IWWC	CC	2 years	
3. Evaluate and revise environmental and site development monitoring and inspection procedures, including fees	PZC, IWWC	CC	2 years	

C. Historic Resources and Welcoming Nodes

Action	Primary	Others	Timeline	Done
1. Continue support for Pomfret Historical Society	All		3 years	
2. Consider adoption of demolition delay ordinance	PZC		3 years	
3. Establish welcoming elements at entrances to Town, from: Killingly (Route 101), Brooklyn (Route 169), Woodstock (Route 169) and Eastford (Route 44, and Hampton (Route 97). Also, historic areas (i.e., Pomfret Hill and Pomfret Landing)	BOS	PW	2 years	
4. Identify potential partner organizations to contribute or cooperate with entry node elements.	BOS		2 years	

Establish an Efficient Town Center

A. Pedestrian and Vehicle Access

Action	Primary	Others	Timeline	Done
1. Consider coordinated development of sidewalk system connecting municipal properties and private institutions in Route 169/Route 44 area as well as the Pomfret Hill Section.	BOS	PW, PR	1 year	
2. Consider future development in association with the Air Line State Park Trail. Work with State DOT and DEEP to control access and explore interconnection to Pomfret's Recreation Park and Connecticut Audubon Society. Replace historic trestle crossing on Route 169 and Needles Eye Road.	BOS	PZC, CC, IWWA		
3. Evaluate future Connecticut Department of Transportation plans for Route 44 and Route 101 intersections, and propose appropriate alternatives incorporating traffic calming techniques.	BOS		2 years	
4. Seek funding for sidewalks and other area improvements through Small Town Economic Assistance grants, Federal TEA grants, Quinebaug-Shetucket Rivers Valley Corridor programs, Borderlands and other sources (i.e., USDA – United States Department of Argiculture).	BOS	PW, PR	2 years	

B. Municipal Facilities

Action	Primary	Others	Timeline	Done
1. Conduct municipal space needs and facility availability, including offices, public works, public safety, schools, recreation, and community center.	BOS	BOE, BOF	1,-3 years	
2. Set goals for expanding town office capacity, establish a community function center, and plan for future school facilities.	BOS	PW, CC	2 years	
3. Monitor properties abutting existing municipal properties or located on State highways in Town for possible acquisition by the Town.	BOS	CC	2 years	

C. Special Design District

Action	Primary	Others	Timeline	Done
1. Consider establishment of special Village Design District, subject to New England Design criteria for defined commercial uses consistent with overall goals for the Pomfret Hill District and associated commercial centers	PZC		2 years	
2. Develop standards for defined commercial and mixed uses, based on developing appropriately scaled buildings honoring village design standards.	PZC		2 years	

D. Commercial Center Study

Action	Primary	Others	Timeline	Done
1. Establish an ad hoc study committee to conduct a comprehensive study of the Town's commercial area/centers including: • Land use regulations and other approaches to enhancing and preserving the essence of these centers, including special design district concepts and standards and preservation of historic assets; and • Designs and plans for accessible and safe pedestrian circulation inside and outside the area with sidewalks, pedestrian paths, and trails.	BOS	PZC	1- 3 years	

Guide Residential Growth

A. Land Use Concepts

Action	Primary	Others	Timeline	Done
1. Explore developing modern land use regulations to provide buildable area, density-based standards for parcel subdivision.	PZC	BOS, COM	2 years	
2. Explore developing modern land use regulations to provide orderly growth as it relates to non-residential development.	PZC	BOS, CC		
3.				
4. Review land use regulations and policies to encourage agricultural business.	PZC	BOS AGC	5 years	

B. Update and Refine Subdivision Regulations

Action	Primary	Others	Timeline	Done
1. Explore the pro's and con's of developing standards to encourage conservation design subdivisions, within maximum density limits as an alternative to conventional subdivisions, to maximize preservation of open space and reduce environmental and aesthetic impacts of development, including: • Road design standards, • Cul-de-sac specifications, and • Drainage design options.	PZC	BOS, CC	2 years	
2. Revise subdivision regulations to detail development procedures on new roads (i.e., surety, issuance of building permits, etc.).	PC	BOS	2 years	

C. Housing Diversity

Action	Primary	Others	Timeline	Done
1. Evaluate regulatory standards to encourage affordable housing and promote housing diversity.	PZC	BOS	3 years	
2. Consider encouraging housing options, such as mixed residential uses in village areas.	PZC	BOS	3 years	
3. Support public and private efforts to develop elderly housing.	PZC	BOS	3 years	

Encourage Economic Development

A. Route 44, Route 101, and Route 169 Commercial Corridors

Action	Primary	Others	Timeline	Done
1. Restructure and seek financial assistance to encourage investment in traditional small town Villages.	BOS	CC	1 year	
2. Develop regulatory standards for Village area, including parking, access, and other standards to encourage mixed-use, pedestrian friendly development and discourage strip development.	PZC	BOS	2 years	
3. Develop design standards (coverage setbacks, height, parking, access, and etc.) applying to new non-residential development in Town to ensure appropriately scaled development.	PZC		1 year	
4. Develop master plans for the development of Murdock property and Nora Lane	PZC	BOS, BOF IWWC,	1 year	
5. Seek ways to protect agricultural land along Route 44, Route 97, and Route 169.	PZC	CC, IWWC	2 years	

B. Other Commercial Areas

Action	Primary	Others	Timeline	Done
1. Seek to retain large employers, as well as, other small businesses scattered throughout Town. Explore expansion to industrial base in appropriate areas based on infrastructure availability, as well as, looking to opportunities outside of the Town's boundaries as a way to share resources.	PZC	BOS	3 years	
2. Evaluate reuse/repurpose of Steak-Umms site as incubator space.	PZC	BOS, EDC	2 years	

C. Agriculture

Action	Primary	Others	Timeline	Done
1. Continue to celebrate agricultural business in Town, including farms, through advertising, (i.e., Town web site).	AGC	BOS, EDC AGC	1 year	
2. Evaluate incentives such as farm building tax exemptions, property tax abatement, continued funding for farmland/open space preservation.	AGC	BOS, EDC	5 years	
3. Continue outreach efforts to farmers and agricultural businesses, and educate the public about the benefits ofagriculture. Agricultural Commission, Town Planner, Board of Selectmen, Conservation Commission.	EDC	BOS, AGC	1 year	
4. Provide agricultural education at all grade levels and promote Farm-To-School Program and deliver fresh nutritious meals to students to promote healthy learning/living.	BOE	BOS, BOF, AGC	1 years	
5. Continue to lease town-owned land for farming and farming related activities.	BOS	BOF, AGC	1 years	