

# FUTURE LAND USE PLAN



## Overview

The recommendations of each of the preceding chapters can be combined into a comprehensive plan, known as the Future Land Use Plan. This Future Land Use Plan is a reflection of the stated goals, objectives, policies, and recommendations of this Plan, to present a vision of what Bethel in the future, ten years from now, should look like.



Conservation



Development



Community Facilities



Infrastructure

## Descriptions of Future Land Use Categories

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### Natural Resources

Land Resources	Land based areas with significant environmental constraints that represent the highest priorities for conservation.
Water Resources	Water based resource areas that are needed to ensure adequate water supply resources.

### Open Space

Dedicated Open Space	Areas that are currently preserved or are intended to be preserved for open space protection.
Managed Open Space	Areas that provide for passive and active recreation and which contribute to a sense of “openness”.
Conceptual Trail Network	A system of trails, greenways and blueways that connect open spaces and neighborhoods.

### Residential Areas

Low Density Residential	Residential densities generally between 1.3 and 1.6 units per acre due to zoning, natural resources, infrastructure availability, or desirable patterns of development.
Medium Density Residential	Residential densities generally between 1.6 and 4 units per acre due to zoning, natural resources, infrastructure availability, or desirable patterns of development.
High Density Residential	Areas where apartments, townhouses, condominiums, congregate facilities, or other multiple dwelling units exceed 4 units per acre.

### Business Areas

Commercial	Areas suitable for retail, restaurant, service and general office uses.
Commercial Industrial Park	Areas suitable for large scale corporate and light industrial campuses with manufacturing, assembly, warehousing and distribution operations.
Mixed-Use and Transit Oriented	Areas with high density residential, retail, office, and restaurants.

### Other Areas

Community Facilities / Institution	Areas that are suitable for community facilities or institutional uses.
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# Future Land Use Plan

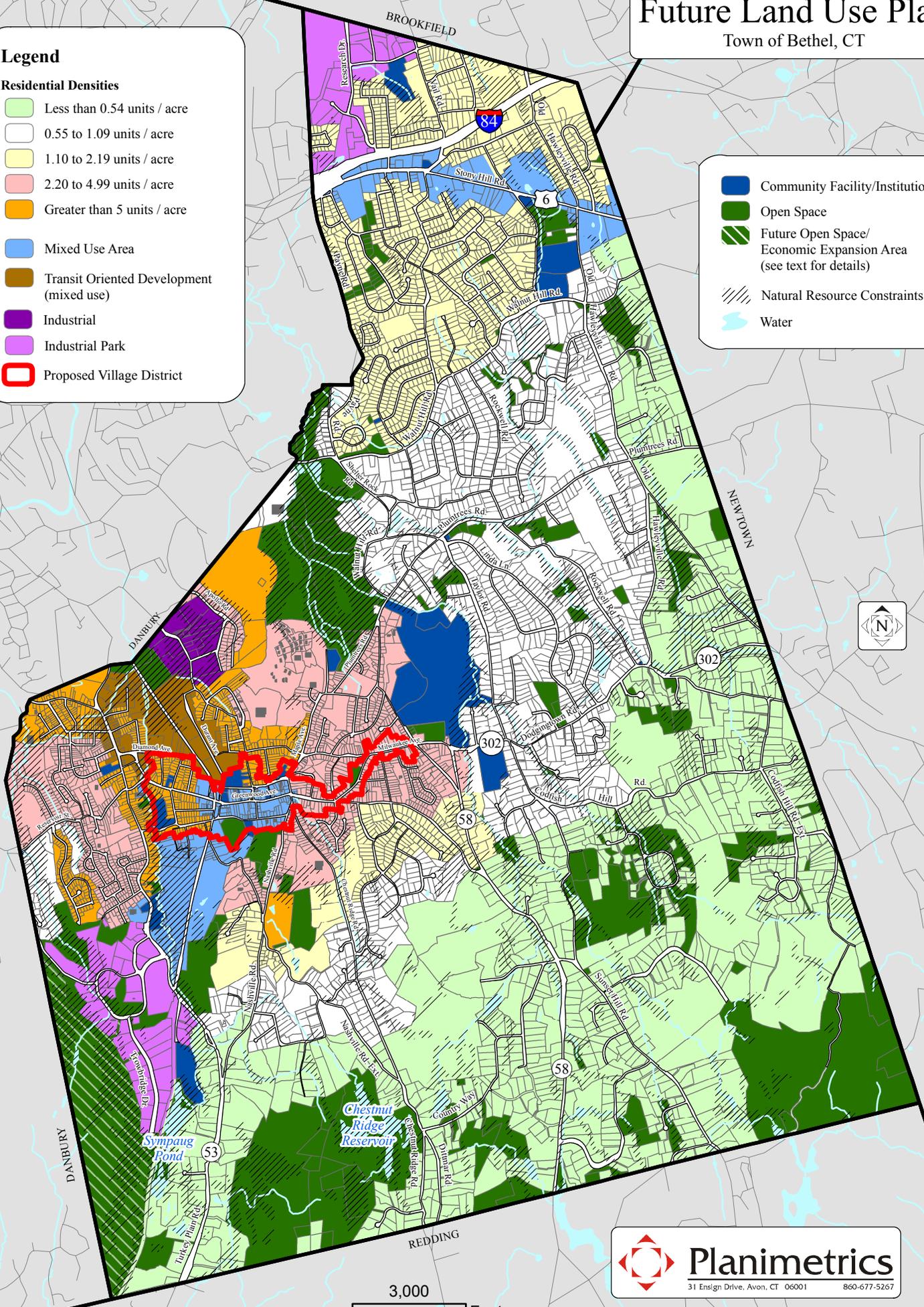
Town of Bethel, CT

## Legend

### Residential Densities

- Less than 0.54 units / acre
- 0.55 to 1.09 units / acre
- 1.10 to 2.19 units / acre
- 2.20 to 4.99 units / acre
- Greater than 5 units / acre
- Mixed Use Area
- Transit Oriented Development (mixed use)
- Industrial
- Industrial Park
- Proposed Village District

- Community Facility/Institutional
- Open Space
- Future Open Space/  
Economic Expansion Area  
(see text for details)
- Natural Resource Constraints
- Water



3,000 Feet



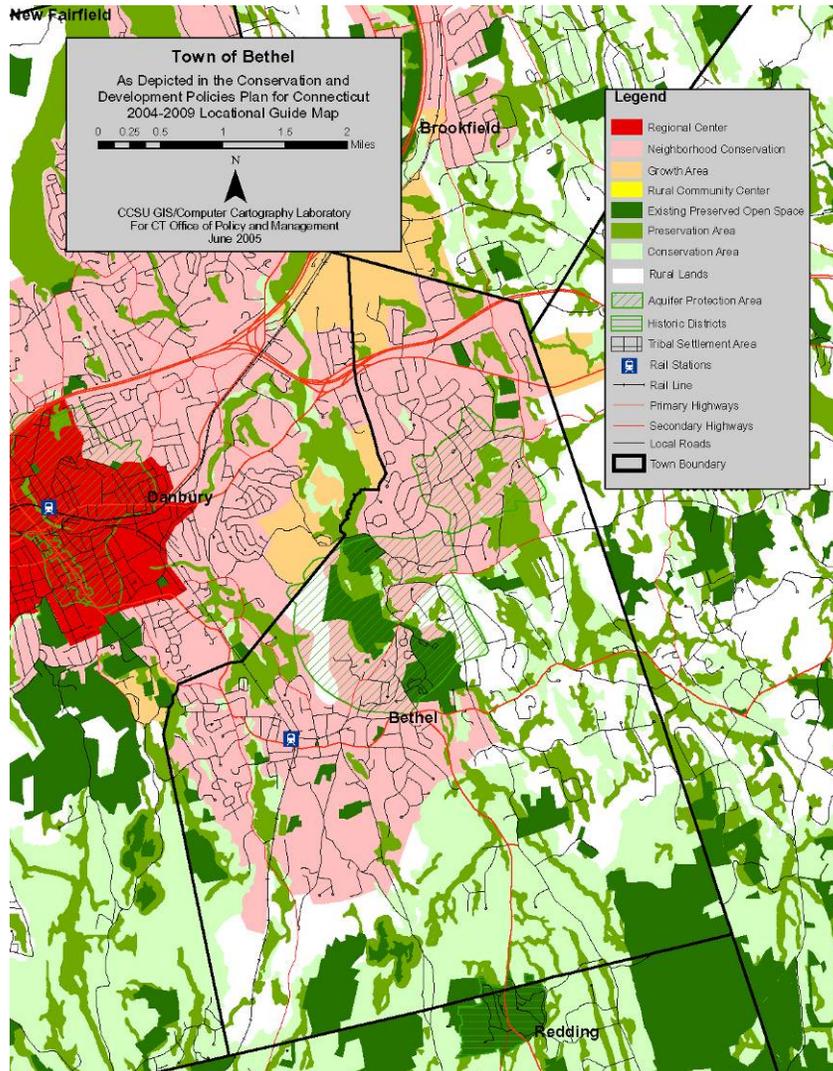
**Planimetrics**  
31 Ensign Drive, Avon, CT 06001 860-677-5267

## Consistency with State and Regional Plans

The Future Land Use Plan was compared to the State's *Plan of Conservation and Development Policies Plan Locational Guide Map* for 2004-2009 and the Regional Growth Policy Map adopted by the Housatonic Valley of Elected Officials. While the land use categories used in the three different plans have some variations, all plans focus on the preservation of important natural resources and on concentrating economic development along established transportation corridors with access to utilities.

A major strategy of this Plan is to continue to support economic vitality in the Village Center, located along State highway 302 between State Highway 53 and State Highway 58, with existing connections to water and sewer services. Additional economic growth is proposed for areas along Route 6, a well traveled State Highway. Both of these areas are identified as neighborhood conservation areas in the State Plan of Conservation and Development.

In addition, this Plan will provide maximum protection of community character, environmental quality, and water quality, and is consistent with the six growth management goals of the State Plan of Conservation.



## Statewide Growth Management Principles

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In accordance with State Statutes, the Bethel Plan of Conservation and Development has been evaluated for consistency with statewide growth management principles. The following recommended actions steps are examples of how the 2007 Bethel Plan of Conservation and Development is consistent with these growth management principles:

### **Principle 1: Redevelop and revitalize regional centers and areas of mixed-land uses with existing or planned physical infrastructure.**

Adopt Village District Regulations for Bethel's historic downtown commercial center on State Route 302 between State Route 53 and State Route 58.

Revise the Zoning Regulations to encourage a mix of active ground floor uses and upper story residential in the Village Center.

Develop a Route 6 Corridor Plan with a 20 year focus to ensure that future development and redevelopment is consistent with State and Regional planning and transportation management goals.

### **Principle 2: Expand housing opportunities and design choices to accommodate a variety of household types and needs.**

Allow and encourage multi-family housing in areas served by existing public water and sewer services.

Develop an affordable housing plan that requires all residential development to include either some affordable housing or payment of a fee-in-lieu.

Allow community septic systems in appropriate locations with approval of health officials in order to allow and encourage conservation subdivisions.

Collaborate with owners and managers of existing senior housing to provide additional housing units.

### **Principle 3: Concentrate development around transportation nodes and along major transportation corridors to support the viability of transportation options and land reuse.**

Maintain and enhance the strong mixed-use node in the Village Center, with activities that promote a strong sense of place.

Rezone the area around the Metro North Rail Station to support Transit-oriented development.

Consider allowing higher density residential development in areas served by or with access to transit.

**Principle 4: Conserve and restore the natural environment, cultural and historical resources, and traditional rural lands.**

Connect existing open spaces along existing and proposed trails and stream corridors.

Collaborate with adjacent towns and interested non-profit organizations to complete the Ives Trail.

Establish a Conservation Commission.

Create conservation easements for Town-owned parks and open spaces.

Permanently protect significant portions of Terre Haute.

Develop portions of Bald Rock for passive recreation.

Encourage conservation subdivisions to preserve more contiguous open space.

**Principle 5: Protect environmental assets critical to public health and safety.**

Create local watershed protection regulations, including a water supply overlay zone.

Adopt aquifer protection regulations.

Educate the public about threats to and strategies available to protect water resources.

Implement the recommendations of the HVCEO Report, "Adopting a Water Supply Protection District Overlay Zone for Bethel."

Revise the definition of steep slopes and require a special permit for residential development on steep slopes.

Consider the comments of the DEP for projects located in areas designated as NDDB.

Encourage the use of native species and prohibit the use of invasive species.

Acquire lands around the Chestnut Ridge Reservoir.

Implement the recommendations of the October 2006 HVCEO watershed protection report.

Lower the threshold for consideration of core activities in wetlands, watercourses, and upland review areas.

**Principle 6: Integrate planning across all levels of government to address issues on a local, regional, and statewide basis.**

Continue to collaborate with Regional, State and Federal officials and policy makers.

Collaborate with Regional, State and Federal transportation officials to extend the Metro North Rail service to New Milford.

Implement the recommendations of the HVCEO report "Bethel, CT, Traffic Issues Report" to the maximum amount practicable.

Encourage HART to accommodate bikes on buses.