Marlborough

Marlborough is a rural community in Hartford County covering a land area of 23.3 square miles and with an estimated population of 6,300. Elevation ranges from about 160 to 800 feet. The Town is located in the Salmon River Watershed. The Blackledge River, Dickinson Creek, and Fawn and Lyman Brooks are the principal watercourses in Marlborough. State routes 2 and 66 intersect in Town. As a chiefly residential community, local businesses are the predominant industry.

Goals, Objectives and Strategies

Goal: Ensure capacity of town to remove snow

Objective 1: Maintain an adequate fleet of trucks and equipment, and staff.

Strategies:
1.1 Fund and perform routine maintenance on and replacement of public works fleet.
   Lead: Public Works, Administration
   Priority: High

1.2 Fund adequate staff and private labor.
   Lead: Public Works, Administration
   Priority: Medium

Goal: Reduce power outages as a result of natural hazards

Objective 1: Establish effective tree maintenance program for town right-of-way.

Strategies:
1.1 Fund and institute routine maintenance of trees in town right-of-way either through town staff or private contractor.
   Lead: Public Works, Administration
   Priority: Medium

1.2 Investigate opportunities for cost savings through sharing tree maintenance services with neighboring communities through CRCOG service sharing initiatives or otherwise.
   Lead: Public Works, Administration
   Priority: Medium

1.3 Monitor utility right-of-way maintenance.
   Lead: Public Works, Public Safety
   Priority: Medium

Objective 2:
Ensure access to power for residents in emergency situations.

**Strategies:**

2.1 Pursue opportunities, through CREPC and otherwise, to obtain generators for shelters.

   Lead: Emergency Management
   Priority: High

2.2 Educate residents on emergency preparedness and services available in the event of an emergency through town website, print media and other means.

   Lead: Emergency Management, Public Safety
   Priority: Medium
Map 36: Marlborough Critical Facilities and Population Density

Data Sources: Connecticut Department of Environmental Protection, Flood Zones, Dams, Repetitive Loss Data, Town Boundaries, Hydrography and Streams; Connecticut Department of Transportation
Projection: Connecticut State Plane 1983 feet
For Planning and Analysis Use Only
Prepared: Spring 2007
Map 37: Marlborough Repetitive Flood Loss Claims, Dams, Flood Zones and Open Space

Repetitive Flood Loss Claims, Dams, Flood Zones & Open Space Land Ownership
- Dams w/ At Least Moderate Risk
- Freeways
- Major Arterials
- Minor Arterials
- Rivers and Streams
- 2 - 4 Repetitive Loss Claims
- 5 - 9 Repetitive Loss Claims
- 10 - 17 Repetitive Loss Claims
- 18 - 44 Repetitive Loss Claims
- 100 Year Flood Zone
- 500 Year Flood Zone
- Waterbodies
- Private Ownership Open Space
- Municipal OS & Rec Property

Data Sources: Connecticut Department of Environmental Protection, Flood Zones, Dams, Repetitive Loss Data, Town Boundaries, Hydrography and Streams; Connecticut Department of Transportation
Projection: Connecticut State Plane 1983 feet
For Planning and Analysis Use Only
Prepared: Spring 2007
Newington

Newington is a fully suburban town in central Connecticut with a population of about 29,500. The Town encompasses 13.2 square miles and ranges in elevation from 40-350 feet above sea level. The northern section of Newington lies in the Park River Watershed, while the southern section is within the Mattabesset River watershed. The principal watercourses in Town include the Mill, Piper, Rockhole and Webster Brooks. Many state highways run through Newington, including the limited access Route 9, and the Berlin Turnpike (Routes 5/15). Major industries in Newington include printing and manufacturing of airplane parts, dies, gauges, tools and plumbing supplies, as well as significant retail development along the Berlin Turnpike. Newington also houses the Veterans Administration’s Connecticut Health Primary Care Facility, the Connecticut Department of Transportation and the Connecticut International Skating Center.

Challenges

The Town frequently experiences flooding in the Stamm Road area, which encompasses an industrial area and the Amtrak rail line. In fact, the Town contracted the Natural Resources Conservation Service to conduct a study of flood reduction alternatives for the area due to concern for the safety of residents, property owners, and Amtrak riders in light of recent flooding events. The existing flood insurance study did not factor in the potential for failures of the railroad embankment, which occur relatively frequently, therefore, a study using a more realistic flood model was needed. The NRCS study, completed in 2004, documents the flooding problems in this area and reviews several mitigation strategies. The report recommends removing the railroad spur line culvert, replacing existing culverts with box culverts sized to the 100-year flow level along the rail line, and installing various floodproofing measures for eight buildings on Stamm Rd. and Liberty St. The replacement of culverts would reduce the cost of floodproofing measures.

To implement the recommendations of the 2004 NRCS study would require cooperation from Amtrak, as rail service would have to be suspended while tracks are removed and replaced. Given the amount of planned activity in this area, including the Hartford-New Britain Busway, New Haven-Springfield commuter rail service and plans for the Central CT State University campus, the risks for damages to property and life appear likely to increase. Therefore, the implementation of the NRCS flood reduction recommendations is a top priority.

Goals, Objectives and Strategies

Goal: Reduce the loss of life and property and economic consequences as a result of flooding, high winds and severe winter storms

Objective 1:
Reduce the likelihood of flooding by improving existing natural and artificial drainage systems.

Strategies:
1.1 Coordinate with Central CT State University, Amtrak, CT Department of Transportation and Northeast Utilities to implement recommendations of the NRCS study of Piper Brook/Stamm Road area.

Lead: Highway, Engineering
Priority: High
1.2 Ensure that Amtrak properly maintains existing drainage system around railbed.
   Lead: Highway
   Priority: Medium

1.3 Ensure Town properly maintains its drainage facilities near Stamm Road/Piper Brook complex.
   Lead: Highway
   Priority: Medium

1.4 Notify Wilbur Smith, who is conducting the New Haven-Springfield commuter rail study, of town's flooding and rail safety concerns, and of NRCS study's recommendations.
   Lead: Town Planner
   Priority: High

1.5 Continue to support Metropolitan District Commission efforts to disconnect residential tie-ins to the sewer system.
   Lead: Highway
   Priority: Medium

**Objective 2:**
Improve the ability of public works to prepare and respond to severe winter storms and other natural emergencies.

**Strategies:**
2.1 Plan and implement enhanced salt road treatment technology, including storage facility construction.
   Lead: Highway
   Priority: Medium

2.2 Continue to support CT DOT in state road treatment.
   Lead: Highway
   Priority: Medium

**Objective 3:**
Improve the ability of public works and parks and recreation to prepare and respond to hurricanes/high wind events.

**Strategies:**
3.1 Develop and implement street and public tree maintenance plan.
   Lead: Parks & Grounds
   Priority: Medium

**Objective 4:**
Ensure ability of municipal departments to respond to emergencies resulting from natural hazards.
Strategies:

4.1 Continue training through Local Emergency Planning Committee.

   Lead: Police, Fire
   Priority: High
Map 38: Newington Critical Facilities and Population Density

Critical Facilities & Population Density: 2000 Census Persons per Square Mile by Census Block

- Hazardous Materials
- Hospitals & Medical Facilities
- Emergency Management Centers
- Fire Stations
- Police Stations
- Rivers and Streams
- Freeways
- Major Arterials
- Minor Arterials
- Waterbodies
  - Less than 800
  - 801 - 1600
  - 1601 - 3200
  - More than 3200

Data Sources: Connecticut Department of Environmental Protection, Flood Zones, Dams, Repetitive Loss Data, Town Boundaries, Hydrography and Streams; Connecticut Department of Transportation
Projection: Connecticut State Plane 1983 feet
For Planning and Analysis Use Only
Prepared: Spring 2007
Map 39: Newington Repetitive Flood Loss Claims, Dams, Flood Zones and Open Space

Repetitive Flood Loss Claims, Dams, Flood Zones & Open Space Land Ownership

- Dams w/ At Least Moderate Risk
- Freeways
- Major Arterials
- Minor Arterials
- Rivers and Streams
- 2 - 4 Repetitive Loss Claims
- 5 - 9 Repetitive Loss Claims
- 10 - 17 Repetitive Loss Claims
- 18 - 44 Repetitive Loss Claims
- 100 Year Flood Zone
- 500 Year Flood Zone
- Waterbodies
- Private Ownership Open Space
- Municipal OS & Rec Property

Data Sources: Connecticut Department of Environmental Protection, Flood Zones, Dams, Repetitive Loss Data, Town Boundaries, Hydrography and Streams; Connecticut Department of Transportation
Projection: Connecticut State Plane 1983 feet
For Planning and Analysis Use Only
Prepared: Spring 2007
Rocky Hill

Rocky Hill is located in the southern portion of the Capitol Region. Its land area covers 13.5 square miles and it has an estimated population of 18,800. Elevation in Rocky Hill ranges from about 30 to 400 feet. Land area drains primarily to the Connecticut River Watershed, although the southwest portion of Town drains to the Mattabessett River Watershed. Major watercourses that flow through Rocky Hill, aside from the Connecticut River, include Dividend, Goff, Hog and Saw Mill Brooks. Principal transportation routes through Rocky Hill include Interstate 91 and state routes 3, 99 and 160. The State Veterans Home and Hospital and the Dinosaur State Park are located in Town. Rocky Hill's major industries include; agriculture, castings, bearings, aircraft, and electronics.

Goals, Objectives and Strategies

Goal: Reduce the risk of loss of life and property as a result of natural disasters.

Objective 1:
Improve the ability of town to provide emergency sheltering for at least 5,000 residents.

Strategies:
1.1 Supply generators and appropriate fuel for public schools to be used as emergency shelters.
   Lead: Emergency Management
   Priority: Medium

1.2 Acquire and/or construct a warehouse facility for storage of emergency sheltering resources.
   Lead: Emergency Management
   Priority: Medium

1.3 Increase sheltering supplies (cots, water, food, etc.).
   Lead: Emergency Management
   Priority: Medium

1.4 Ensure and supply transportation access to emergency shelters.
   Lead: Emergency Management
   Priority: High

Objective 2:
Reduce the likelihood of flooding by improving existing natural and artificial drainage systems.

Strategies:
2.1 Complete Belden Brook piping.
   Lead: Public Works
   Priority: High

2.2 Establish municipal education program to disconnect residential sump pumps from sewage system.
   Lead: Public Works, Administration
2.3 Improve drainage system in the Terry Lane/Elm Ridge Park area.

Lead: Public Works
Priority: Medium

Objective 3:
Improve coordination with utility companies (Metropolitan District Commission, Northeast Utilities, Connecticut Natural Gas and others).

Strategies:
3.1 Hold a meeting with all utilities to plan for natural hazard mitigation and coordinated disaster response.

Lead: Administration, Emergency Management, Public Works
Priority: High
Map 41: Rocky Hill Repetitive Flood Loss Claims, Dams, Flood Zones and Open Space

Data Sources: Connecticut Department of Environmental Protection, Flood Zones, Dams, Repetitive Loss Data, Town Boundaries, Hydrography and Streams; Connecticut Department of Transportation
Projection: Connecticut State Plane 1983 feet
For Planning and Analysis Use Only
Prepared: Spring 2007
Simsbury

Simsbury is a suburban community of about 23,600 located in the western portion of the Capitol Region. Its land area encompasses 33.9 square miles. Elevation in town generally ranges from about 150 to 500 feet above sea level. Most of Simsbury contributes to the Farmington River Watershed, although a very small portion in the southeast drains to the Park River Watershed. Watercourses in town include the Farmington River and Bissell, Grimes, Hop, King Philip, Nod, Minister, Munisunk, Owens, Saxton, Second, and Still Brooks. Principal industries include agriculture, insurance offices, non-electric blast initiation systems, polypropylene fiber manufacturing, and safety and detonating fuse making. The main transportation routes through town are north-south state routes 10/202 and 167, and east-west state routes 185, 309 and 315.

Goals, Objectives and Strategies

Goal: Reduce the potential for loss of life and property as a result of flooding

Objective 1:
Incorporate natural hazard mitigation strategies into new/existing projects.

Strategies:
1.1 Continue to implement regulations prohibiting net flow increase from new development.
   Lead: Planning, Engineering
   Priority: High

1.2 Implement recommended regulations that result from study of impervious coverage in various areas of town.
   Lead: Planning, Engineering
   Priority: Medium

Objective 2:
Correct undersized drainage systems in repetitively flooded areas.

Strategies:
2.1 Upgrade culverts associated with Bissell Brook on Fire Town Road.
   Lead: Public Works, Administration
   Priority: Medium

2.2 Upgrade culverts associated with Stratton Brook on Town Forest and Stratton Brook Roads.
   Lead: Public Works, Administration
   Priority: Medium

Objective 3:
Ensure the protection of private properties at greatest risk.

Strategies:
3.1 Explore participation in the Community Rating System.
3.2 Pursue acquisition of parcels with potential for development along or within 100-year floodplain to preserve as open space.

**Goal:** Reduce the potential for loss of life and property as a result of winter storms

**Objective 1:**
Continue to trim/remove hazard trees.

**Strategies:**
1.1 Maintain relationship with CL&P - currently CL&P serves on local public safety committee.

**Lead:** Public Safety Committee
**Priority:** High

1.2 Continue local tree maintenance work.

**Lead:** Public Works, Administration
**Priority:** Medium

1.3 Maintain informal agreements with local contractors for emergency debris removal work

**Lead:** Public Works
**Priority:** High

**Objective 2:**
Provide planning and equipment for traffic rerouting.

**Strategies:**
2.1 Purchase mechanical signs.

**Lead:** Police, Emergency Management, Administration
**Priority:** Medium

2.2 Maintain mutual aid agreements with neighboring communities.

**Lead:** Emergency Management
**Priority:** Medium

**Objective 3:**
Minimize risks vulnerable to populations as a result of power failure.

**Strategies:**
3.1 Maintain special needs population list.

**Lead:** Social Services
**Priority:** Medium
3.2 Work with convalescent and day care centers to plan for evacuations.
   Lead: Emergency Management
   Priority: Medium

3.3 Work with CREPC to obtain funding to purchase generators for shelters.
   Lead: Emergency Management
   Priority: Medium

Goal: Reduce the potential for loss of life and property as a result of wind

Objective 1:
See Objective 1 from Goal 2 above.

Objective 2:
See Objective 2 from Goal 2 above.

Objective 3:
Coordinate back-up communications.

Strategies:
3.1 Continue to implement upgrades to fire, police and town-wide communications systems.
   Lead: Emergency Management, Administration
   Priority: Medium
Map 42: Simsbury Critical Facilities and Population Density

Critical Facilities & Population Density: 2000 Census Persons per Square Mile by Census Block

- Hazardous Materials
- Hospitals & Medical Facilities
- Emergency Management Centers
- Fire Stations
- Police Stations
- Rivers and Streams
- Freeways
- Major Arterials
- Minor Arterials
- Waterbodies
  - Less than 800
  - 801 - 1600
  - 1601 - 3200
  - More than 3200

Data Sources: Connecticut Department of Environmental Protection, Flood Zones, Dams, Repetitive Loss Data, Town Boundaries, Hydrography and Streams; Connecticut Department of Transportation
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