



Source: ConnecticutHistory.org, Sean Henri

# PLAN OF CONSERVATION AND DEVELOPMENT

## TOWN OF SEYMOUR, CONNECTICUT



### PLANNING AND ZONING COMMISSION

Adopted: September 8, 2016

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# *Town of Seymour*

1 First Street  
Seymour, Connecticut 06483

September 14, 2016

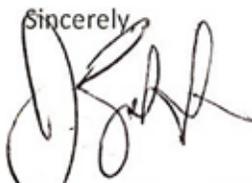
To Seymour Residents and Stakeholders,

This document is the 2016 Plan of Conservation and Development (POCD) for Seymour, Connecticut. The effective date is October 1, 2016. It is a living document meant to guide Seymour's physical, social and economic development over the next ten (10) years, 2016 – 2026.

The POCD is the product of discussions with Seymour residents, town boards and commissions. Through public outreach via online surveys, public hearings and meetings, priorities for Seymour's growth and management of resources were identified. The POCD's recommended goals and strategies were based on these priorities and are designed to:

- improve and maintain the overall quality of life in Seymour, and
- preserve and promote the character of Seymour.

It is the Planning and Zoning Commission's belief that this POCD is Seymour's foundation for a sustainable and resilient community, and its residents and stakeholders partners in building plans on this foundation. We invite you to read and reflect on the plan and take an active role in its implementation. With the guiding goals and strategies of this plan, we continue our work to keep Seymour a great place to live, work and visit.

Sincerely,  


PLANNING AND ZONING COMMISSION

Joseph P. Ziehl, Chairman

# Acknowledgements

## Special thanks and Acknowledgements to:

Members of the Planning and Zoning Commission:

Joseph Ziehl  
Walter Birdsell  
Thomas Lavranchuk  
Gary Vasas  
Jake Holly

And to

First Selectman W. Kurt Miller  
Bob Looker - Town Planner  
Fred Messoro - Economic Development Director  
Rory Burke - Executive Assistant

As well as to the residents of the Town of Seymour, all past Planning and Zoning Commissioners, and all Boards and Commissions that contributed to this process.

Technical assistance provided by NVCOG staff:

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Note: Special Thanks to Planimetrics; portions of this Plan are taken partly or entirely from the 2002 Seymour Plan of Conservation and Development, originally prepared by Planimetrics.

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# About the POCD

## POCD Purpose

A Plan of Conservation and Development (POCD) is a tool for guiding the future development of a community. It documents the careful consideration of a municipality's physical and economic growth and recommends how it may be achieved with the greatest efficiency and economy. The Plan recommendations can be a continuation of current practices and procedures or, when appropriate, can recommend new directions or initiatives.

The goals and recommendations of this POCD reflect the overall consensus of what is best for Seymour and its residents in the future. This Plan was prepared by the Seymour Planning and Zoning Commission with input from Seymour residents and town boards and commissions. It is primarily a policy statement addressing the physical, social and economic development of the community, with recommended strategies toward implementing policy over the next ten (10) years, that is 2016 - 2026.

### ***Excerpts from Connecticut General Statute (CGS) 8-23 - Plan of Conservation and Development***

The Commission may:

- Adopt such geographical, function, or other amendments to the plan or parts of the plan as it deems necessary
- Prepare, amend, and adopt plans for the development and improvement of districts or neighborhoods which contain special problems or opportunities...

The Plan shall:

- Be a statement of policies, goals, and standards for the physical and economic development of the municipality
- Provide for a system of principal thoroughfares, sidewalks, multipurpose trails...
- Be designed to promote...the coordinated development of the municipality...to have compact, transit accessible, pedestrian oriented, mixed-use development patterns and land reuse...recommend the most desirable use of land within the municipality for residential, recreational, commercial, industrial, conservation, and other purposes and include a map showing such proposed land uses...
- Recommend the most desirable density of population in...the municipality...
- Note any inconsistencies with the following growth management principles:
  - Redevelopment and revitalization of commercial centers...
  - Expansion of housing opportunities and design choices...
  - Concentration of development around transportation nodes...

## About the POCD

- Conservation and restoration of the natural environment, cultural and historical resources, and existing farmlands...
- Protection of environmental assets critical to public health and safety...
- Integration of planning across all levels of government...
- Make provisions for the development of housing opportunities...
- Promote housing choice and economic diversity in housing
- Consider the following:
  - The need for affordable housing...
  - The need for protection of existing and potential drinking water supplies...
  - The use of cluster development and other development...
  - The state plan of conservation and development...
  - The regional plan of development...
  - Physical, social, economic and governmental conditions and trends...
  - The needs of the municipality...
  - The objectives of energy-efficient patterns of development...
  - Protection and preservation of agriculture.

The Plan may:

- Show the commission's recommendations for
  - Conservation and preservation of traprock and other ridgelines...
  - Airports, parks, playgrounds, and other public grounds...
  - the general location, relocation, and improvement of schools...
  - The general location and extent of public utilities...for water, sewage, light, power, transit, and other purposes...
  - The extent and location of public housing projects...
  - Programs for the implementation of the plan...
  - Proposed priority funding areas...

## How to use the POCD

This Plan of Conservation and Development is an advisory document, not only to the Planning and Zoning Commission, but to all other Town boards and commissions and Seymour residents as well. It is intended to guide local residents and to provide a framework for consistent decision-making with regard to conservation and development activities in Seymour over the next decade or so.

While the statutory responsibility to adopt the Plan rests with the Planning and Zoning Commission, implementation will only occur with the diligent efforts of the residents and officials of the Town of Seymour.

## Seymour Planning Approach

During the process of preparing the Plan, the following planning approach emerged as the foundation for this Plan of Conservation and Development:

Promote an appropriate balance of conservation and development in Seymour in order to:

- Preserve open space
- Protect natural resources
- Enhance economic development and fiscal health
- Improve infrastructure of transit, utilities and community facilities
- Interconnect strategies and other plans to build economic and environmental resiliency

This is Seymour's foundation for a sustainable and resilient community, and its residents and stakeholders are partners in building plans on this foundation.

While there may be refinements in the goals and strategies of this Plan over time, it is anticipated that this philosophy will remain relevant during the anticipated ten-year life of this Plan of Conservation and Development.

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# **POCD Summary – If you only read one section, read this...**

## **Section Guide**

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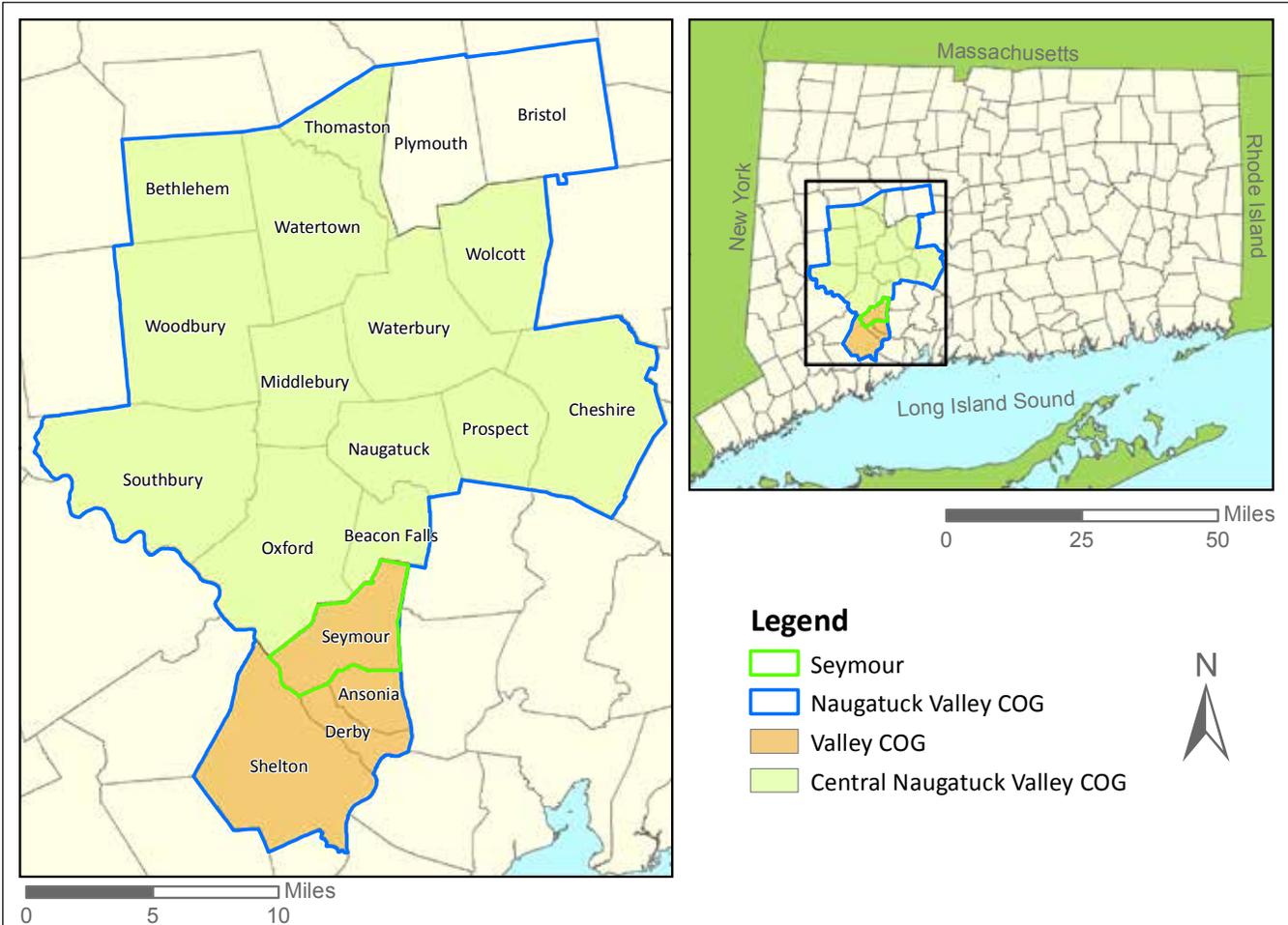
See Appendix for Key Statistics (CERC Town Profile 2016, PSP Town Housing Profile 2015)

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# Town of Seymour, CT



Date: 8/27/2015

For planning purposes only. Delineations may not be exact.  
Source: Naugatuck Valley Council of Governments

## **POCD Summary – If you only read one section, read this...**

This plan is a reflection of the stated goals, objectives, and recommendations of Seymour municipal commissions, Staff and the general public. It presents a vision for Seymour based on historic character, current land use patterns and desired economic growth and community facilities. It outlines the general policies the town should pursue in future.

### **How Seymour sees itself in 2026**

Seymour is a suburban community which takes pride in its small-town character, downtown historic district and the many parks and recreation options available to its residents and visitors. As Seymour grows in population and economic development, its residents and stakeholders envision Seymour as a place where:

- It is worth a stop off of Route 8 for its parks, vibrant historic district, shopping and restaurants, and access to the Naugatuck and Housatonic Rivers.
- Historic resources are built upon and incorporated into new development.
- Advanced manufacturing and green industries have chosen to locate.
- Infrastructure, public transit and Town services meet the needs of current residents.
- Access to transit and amenities is available for persons with and without disabilities.

### **Strategies to realize the 2026 vision**

Implementation of the Plan is a gradual and continual process. While some strategies can be carried out in a relatively short period of time, others may only be realized towards the end of the planning period, and some may be even more long-term in nature. Further, since some strategies may involve additional study or a commitment of fiscal resources, their implementation may take place over several years or occur in stages.

#### ***Conservation Strategies***

##### Natural Resources

1. Continue to protect ground water quality and surface water quality throughout Seymour.
2. Continue to encourage the 100-foot regulated upland review areas.
3. Monitor areas served by septic system to protect ground water supplies.
4. Encourage more wildlife enhancement programs such as the fish walk around the Great Falls.
5. Encourage the identification of hilltops, and consider adopting regulation to

POCD Summary - If you only read one section, read this..

preserve the hilltops.

6. Encourage minimizing timber harvesting in environmentally sensitive areas.
7. Monitor natural hazards and update the Hazard Mitigation Plan

#### Open Space

1. Connect existing and new open space and recreational areas into an integrated greenbelt system.
2. Identify vacant land along major rivers for the purpose of future river greenways.
3. Focus on preserving environmentally sensitive land through the purchase of open space.
4. Support the local land trust.
5. Establish a fund for open space purchases.
6. Educate property owners on their eligibility for PA-490 designations.

#### Historic Resources

1. Inventory and Expand Historic Resources
2. Update the 1978 historical resource survey, and identify additional historic resources outside of Downtown.
3. Work with the historical society on educational programs on maintaining historically significant resources.
4. Certify Historic Resources and Codify Historic Preservation
5. Create a Village District, as per CGS 8-2, to preserve the Downtown Seymour Historic District.
6. Become a Certified Local Government (CLG).
7. Outreach about history and historic resources through branding and education

#### Community Character & Spirit

1. Preserve and protect the historic feel of the Downtown.
2. Preserve and protect scenic views through the purchase of open space.
3. Continue support of the Adopt - A - Spot program.
4. Encourage the continued use of the Strand Theater.
5. Consider adopting a scenic road ordinance.

## ***Development Strategies***

### Community Structure

1. Continue to enhance the Downtown area into a local and regional “Node”.
2. Encourage the creation of commercial nodes.
3. Avoid strip development.
4. Structure regulations to help enhance the Downtown.

### Housing & Residential Areas

1. Modify local regulations to provide for open space development patterns:
2. Use a density regulation rather than a minimum area requirement to regulate development yield,
3. Require a specific percentage of the parcel area be preserved as open space, and providing flexibility in minimum lot size requirements.
4. Maintain the housing diversity to meet the needs of the community.
5. Continue to permit accessory apartments.
6. Continue to work with the Seymour Housing Authority to meet the needs of the elderly population and the need for more sustainable affordable housing options.
7. Explore additional ways to integrate housing into the downtown area.

### Business & Economic Development

1. Enhance current economic development areas by:
  - Encouraging mixed use developments,
  - Encouraging the use of plantings and other enhancement programs, and
  - Examining the feasibility of burying power lines.
2. Encourage a downtown study to evaluate current commercial needs, including:
  - Surveying resident as to their needs,
  - Examining parking needs and configuration, and
  - Examining overall vehicular and pedestrian circulation through the downtown.
3. Provide incentives for redevelopment of underutilized areas while:
  - Maintaining the community of the surrounding area,
  - Creating “nodes”, not “strips”, and
  - Enhancing the shopping opportunities of the residents.
4. Establish design guidelines for future development in all commercial areas, that:
  - Maintain and protect sensitive areas whenever possible, and

POCD Summary - If you only read one section, read this..

→ Maintain appropriate buffers between residential and commercial uses.

5. Continue offering tax incentive programs for new businesses.

#### Community Facilities

1. Evaluate the best re-use for community facility buildings.
2. Consider the building of a centrally located community center.
3. Continue to monitor the long-term needs of the education and cultural facilities.
4. Monitor staffing levels for all departments to best serve the growing community.

#### Downtown Revitalization

Consider Transit Oriented Development (TOD) Practices which would incorporate the following:

1. Authorize the Planning and Zoning Commission to consider proposals through the lens of the Town's TOD Vision.
2. Amend Zoning Code to include TOD concepts as described in this section.
3. Consider alternatives to zoning regulations, such as the use of development agreements and station area plans that provide more flexibility for the achievement of prescribed goals.
4. Include placemaking elements in TOD projects to give them an identity.
5. Create public-private partnerships, where one or more public entities help fund an aspect of a TOD project.



Rt. 8 Viaduct. Source: NVCOG



Boys & Girls Club. Source: NVCOG



Source: NVCOG

## ***Infrastructure Strategies***

### Transportation

There are a number of strategies Seymour can undertake to strengthen the Town's transportation network.

1. Maintain and preserve Town roads by implementing an annual pavement rehabilitation and preservation program that is intended to provide a 15-year pavement life.
2. Maintain and improve the existing sidewalk network; extend sidewalks to eliminate gaps between existing sections.
3. Implement the Seymour Greenway and Linear Park master plan and enhance the sidewalks in the town center and provide Americans with Disabilities Act (ADA) enhancements.
4. Install pedestrian signals with countdown displays and audible messaging at critical intersections.
5. Install high visibility crosswalks and curb ramps at critical intersections where there is a high volume of pedestrian activity.
6. Work with the Valley Transit District (VTD) to ensure adequate transit services for Seymour residents, including seniors and those with mobility impairments.
7. Work with VTD and the NVCOG to replace bus shelters, and identify locations for the placement of new shelters.
8. Install new way-finding signage, and/or relocate existing signage to direct travelers to and from the Seymour rail station.
9. Install an information kiosk at the Seymour rail station to provide static and interactive commuter information for both rail and bus operations.
10. Install parking regulation signs that identify commuter parking locations and fees associated with daily and monthly rail parking.
11. Resurface the existing parking area and re-strip parking spaces at the rail station.
12. Provide better separation between the parking area and the platform by installing decorative pavers to distinguish between walking and waiting areas.
13. Improve and enhance passenger amenities, including vending machines, benches along the platform and inside the shelter, and bicycle racks
14. Long term action is to implement a TOD station area plan for the Seymour rail station. This includes the relocation of the rail station to the area north of Stop & Shop and Franklin Street as part of a new development project. The new station would provide dedicated commuter parking and enhance the waiting area with high-level platforms.

POCD Summary - If you only read one section, read this..

15. Investigate an alignment and route for the Naugatuck River Greenway from the town center to the downtown area of Ansonia and construct a multi-use trail.
16. Increase downtown parking availability to support businesses.
17. Construct the Route 42 and Route 67 connector road.

#### Utilities

1. Monitor non-sewer areas to protect ground water supplies.
2. Encourage the expansion of the public water service area.
3. Monitor the capacity of the current wastewater facilities and make improvement as necessary.
4. Prepare a municipal stormwater management plan in anticipation of the new Small Municipal Separate Storm Sewer Systems (MS4) permitting requirements in 2017.
5. Continue to encourage buried utilities in all types of development, including the downtown.
6. Encourage the expansion of the natural gas system.
7. Encourage the enhancement of telephone, internet, and cable television.
8. Consider constructing regulations to enhance the placement and design of wireless technologies.

#### **Related Plans and Tools to implement the strategies**

Tools available to implement the Plan of Conservation and Development (POCD) include:

- Annual Work Program - The strategies in this plan can be used by the Planning & Zoning Commission to develop an annual work program, both for itself and other boards and commissions.
- Plan of Conservation & Development (POCD) - Using the POCD as a basis for land use decisions by the Planning & Zoning Commission will help accomplish the goals and objectives of the POCD. All land use proposals should be measured and evaluated in terms of the POCD and its various elements.
- Zoning and Subdivision Regulations - The Zoning and the Subdivision Regulations provide specific criteria for land development at the time of applications. As a result, these regulations are important tools to implement the recommendations of the POCD. However, this is only true if the regulations reflect the recommendations of the POCD.
- Capital Budget - The Capital Budget (or Capital Improvement Program) is a tool for planning major capital expenditures of a municipality so that local needs can be identified and prioritized within local fiscal constraints that may exist. A five-year capital budget should be prepared for Seymour.

- Referral of Municipal Improvements - Section 8-24 of the Connecticut General Statutes requires that municipal improvements (defined in the statute) be referred to the Planning & Zoning Commission for a report before any local action is taken. A proposal disapproved by the Commission can only be implemented after a two-thirds vote by Town Meeting.

Plans which inform and are related to the POCD:

- Downtown Plan
- Ten-year Strategic Plan
- Greenway Trail and Linear Park
- Economic Feasibility Study for Seymour Parcels
- Valley Council of Governments (VCOG) Long Range Transportation Plan
- Natural Hazard Mitigation Plan 2012 - Valley Council of Governments

### **Consistency with the Regional and State POCD's**

The Plan's goals and recommendations reflect the overall consensus of what is best for Seymour and its residents, with consideration given to existing conditions and trends. Strategies in the Plan are also consistent with broader regional and state growth principles.

Seymour is a member of the Naugatuck Valley Council of Governments (NVCOG). Since an NVCOG Regional Plan has not been written, the Valley Council of Governments (VCOG) Regional 2008 Regional Plan provided guidance and focus for the preparation of this Plan. Section 8-23 of the Connecticut General Statutes requires consideration of the 2008 Regional Plan of Conservation and Development adopted by VCOG in the preparation of the municipal plan; it also requires consideration of the 2013-2018 Conservation and Development Policies: The Plan for Connecticut prepared by the Connecticut Office of Policy and Management. The growth strategies in Seymour's Plan are consistent with the goals and objectives of both of these plans.

When the NVCOG Regional POCD is adopted and published, the Seymour POCD will be reviewed by the Planning and Zoning Commission for consistency and amended as needed.

***See Appendix for Key Statistics (CERC Town Profile 2016, PSP Town Housing Profile 2015)***

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# Introduction to Seymour

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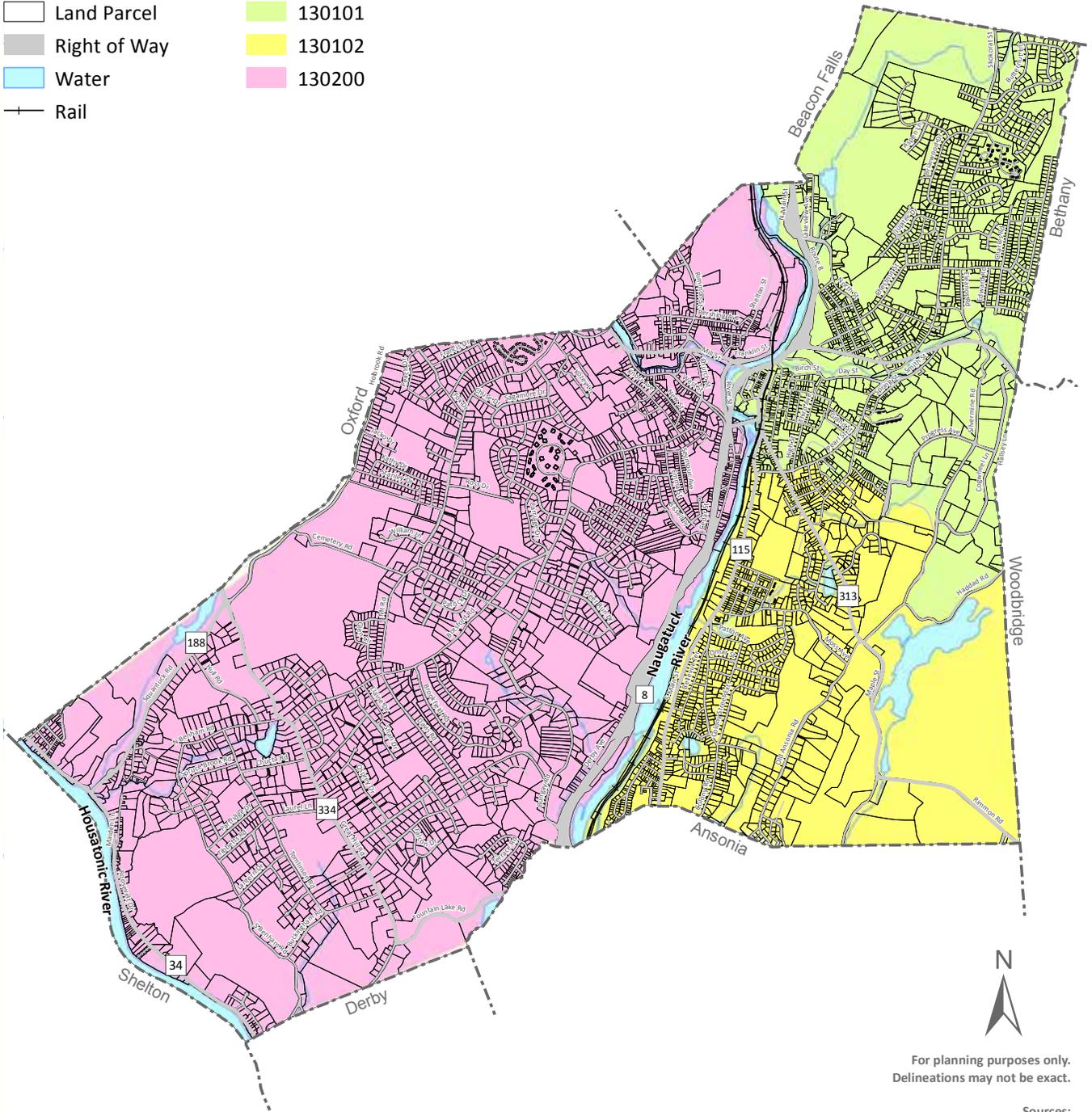


# Census Tracts

## Town of Seymour, CT

### Legend

- Municipal Boundary
- Land Parcel
- Right of Way
- Water
- Rail
- 130101
- 130102
- 130200



For planning purposes only.  
Delineations may not be exact.

Sources:  
Town of Seymour; US Census Tiger  
CT 911 Roads: CTDPS/TeleAtlas  
Parcels: New England Geosystems  
Hydrography: CT DEEP



Date: 8/26/2015

# Introduction to Seymour

## Today

Seymour is located in New Haven County in southwest Connecticut. The town is bounded by Beacon Falls to the north, Woodbridge and Bethany to the east, Ansonia and Derby to the south, and Oxford and Shelton to the west. Seymour is located about 44 miles southwest of Hartford, the State capital.

Driving distances and times to nearby municipalities:

- 12 mi / 25 min to New Haven
- 15 mi / 25 min to Waterbury
- 17 mi / 24 min to Bridgeport
- 24 mi / 36 min to Danbury
- 44 mi / 55 min to Hartford

According to the U.S. Census Bureau, Seymour had a 2010 population of 16,540 people within its land area of about 15.0 square miles (9,600 acres). This is an increase of 1,086 people, or 7 percent, from the 1990 Census. Within the Town of Seymour the following Census Tracts are located: 130101, 130102 and 130200.

Seymour's government form is Selectman - Town Meeting. Its four (4) public schools belong to the Seymour School District, which as of 2014 had an enrollment of 2,296 students. Residential utility providers are Eversource Energy, Aquarion Water Company and Comcast Cable.

## Past - A brief history of Seymour (how did we get to today?)

The hilly terrain of Seymour was formed over millions of years by massive geological and hydrological forces. While it is believed that the earliest settlements occurred approximately 10,000 years ago, written history of this area is only available for the past 370 years or so following European colonization of New England.

The first Native American settlements in this area were located along the Housatonic River and the Naugatuck River. As European settlers moved inland from the coastal regions where land was becoming scarcer for homesteads, they first lived among the Pequot Indians. By the early 1740s, about 20 families were living in the area of the Great Falls. This area was called "Chusetown", after the chief Joseph Mauwehu.

Seymour, like most communities in the Naugatuck Valley, was once part of Derby (established in 1642). In 1804, after General David Humphreys introduced Merino sheep to this area and began operating a mill producing fine woolen products, the area around the Great Falls became known as Humphreysville.

## Introduction to Seymour

Over the next fifty years, the entire Naugatuck Valley area grew as streams, brooks, and rivers were tamed to provide power for industrial operations. Some of the operations from this period included twisted augers, the first paper made from straw in Connecticut, and the opening of the New Haven Copper Company (1848). Transportation improvements also occurred with the establishment of a railroad line in the valley and the opening of Naugatuck Road to Bridgeport.

In 1850, due to Seymour's well-established manufacturing base and a growing population, the community requested that Humphreysville be incorporated as its own community, named Richmond. The request was granted on the condition that the town takes the name of the current State Governor, Thomas H. Seymour.

During the late 1800s, the development of Seymour increased as the Industrial Revolution continued. New companies were formed and many new buildings were erected. With the increased need for fire protection, the Citizen Fire Company was incorporated in 1882. In addition, the first public school was established (1884) and public library opened (1890). A water company was established to provide pressurized water for the downtown (1898) and the Seymour Electric Company was incorporated (1889).

During World War I and World War II, companies in Seymour and other parts of the Naugatuck River valley made significant contributions to the war effort. After World War II, several events have had a disproportionate impact on Seymour and surrounding communities. First, severe flooding during 1955 damaged many of the buildings in low-lying areas and this had long lasting impacts on the community, even though many buildings were rebuilt. Second, with improved transportation and increasing competition, much of Connecticut's economic advantage in terms of manufacturing was lost to other parts of the nation and the world. As



Source: NVCOG



Source: NVCOG



Source: NVCOG



Source: Republican American

a result, communities in the Valley had to deal with job losses and disinvestment as well.

Transportation improvements in the 1950's and 1960's, came in the form of the reconstruction of Route 8 as a freeway. In 1962 freeway construction through Seymour was completed and included an elevated section over the historic downtown area. The freeway made travel easier to areas outside of Seymour for goods and employment, and began to change the character of downtown Seymour. By the turn of the 21<sup>st</sup> century, a majority of residents commuted outside of Seymour for employment and the downtown became a niche market for antiques.



Source: NVCOG

In the 2010's there has been a concerted effort to reinvigorate the downtown area and transform Seymour's economy into one based on small scale higher skilled manufacturing. The construction and opening of the Pawlak Bypass Channel and Park at Tingle Dam in downtown Seymour is one example of Seymour's work to build upon its community assets to improve the quality of life for its residents and attract new visitors.

### **Regional Partners (working together toward a better future)**



Source: NVCOG

Before 2015, Seymour was a member of regional planning organization (RPO) known as the Valley Council of Governments (VCOG), which included three (3) other municipalities. After the consolidation of VCOG and another RPO, the Council of Governments of the Central Naugatuck Valley (COGCNV), Seymour joined a new nineteen (19) member regional planning organization known as the Naugatuck Valley Council of Governments (NVCOG). As an NVCOG member, Seymour works with its members to address regional planning issues related to transportation, land use, conservation and development. NVCOG member

municipalities neighboring Seymour include Beacon Falls, Oxford, Shelton, Ansonia and Derby. Seymour borders member municipalities of the South Central Connecticut Council of Governments (SCCOG) namely Woodbridge and Bethany.

Regional groups with which Seymour collaborates:

- Emergency management: Regional Emergency Planning Team (REPT) Region 2
- Economic Development: Bridgeport-Stamford Labor Market Area, Naugatuck Valley Economic Development District, The Greater Valley Chamber of Commerce, Connecticut Main Street Program,
- Health District: Naugatuck Valley Health District
- Metropolitan Planning Organization (MPO): Greater Bridgeport and Valley MPO
- Foundations: Valley Community Foundation
- Regional Councils of Government: NVCOG, South Central Connecticut Council of Governments (SCCOG)

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# What the Data Tells Us - Trends and Conditions

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## What the Data Tells Us - Trends and Conditions

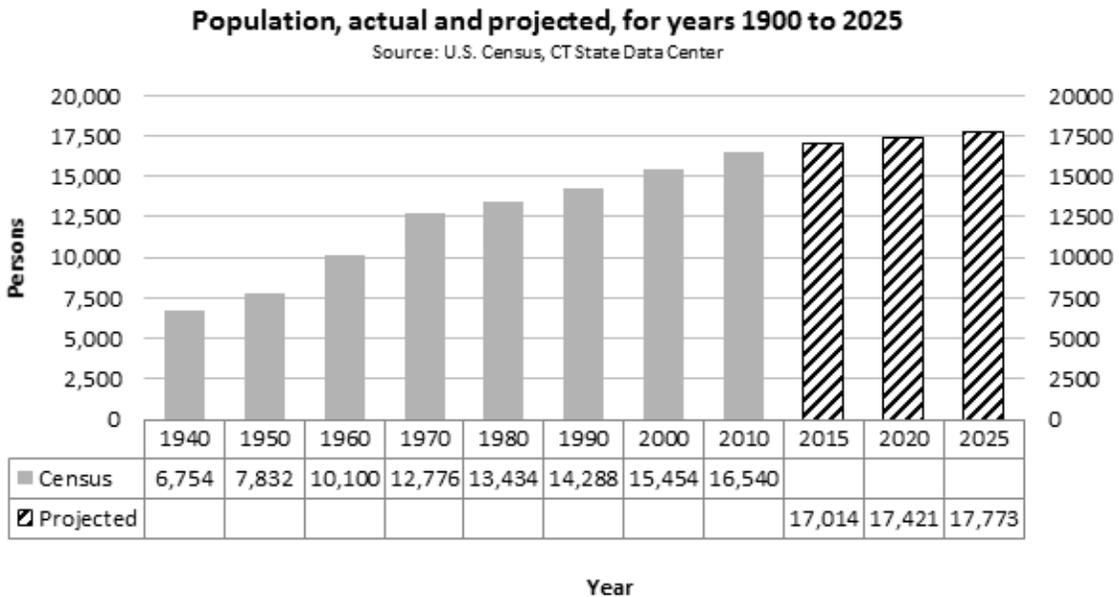
Some discrepancies in data will be found because of the varying methodologies of data sources.

### People

#### *Population and population projection*

The U.S. Census Bureau reported Seymour’s 2010 population to be 16,540 persons. This represents an increase of 1,086 persons from the 15,454 persons reported in the 2000 Census.

The adjacent graph shows population growth in Seymour from 1940 to 2010, and projected population into 2025. A small increase of 1,233 persons, or 7.5%, over the 2010 population is predicted for 2025.



Compared to its neighboring municipalities, Seymour is expected to be the third most populous municipality and experience the third highest rate of growth. Seymour’s growth rate is expected to exceed the state of Connecticut’s (4.7%).

Geography	Census population		Projected population			Population Change 2010-25
	2000	2010	2015	2020	2025	
Ansonia	18,554	19,249	19,714	20,169	20,571	6.9%
Beacon Falls	5,246	6,061	6,376	6,648	6,879	13.5%
Derby	12,391	12,902	13,239	13,580	13,855	7.4%
Oxford	9,821	12,683	13,791	14,714	15,532	22.5%
Seymour	15,454	16,540	17,014	17,421	17,773	7.5%
Shelton	38,101	39,559	39,981	40,094	39,985	1.1%
Connecticut	3,405,565	3,579,047	3,644,546	3,702,472	3,746,184	4.7%

Source: Source: U.S. Census, CT State Data Center

### Population Density

Like most of its NVCOG neighboring municipalities, Seymour’s population density has increased less than 10% between the 2000 and 2010 US Censuses, and by 2014 was estimated to have increased by 7.1% over a 14 year period.

Geography	Land Area (Sq. Mi.)	Population Density (persons/Sq. Mi.)			% Change 2000-2014
		2014	2010	2000	
Ansonia	6.2	3092	3111	2999	3.1%
Beacon Falls	9.8	620	618	536	15.6%
Derby	5.4	2375	2387	2292	3.6%
Oxford	33.3	385	380	295	30.6%
Seymour	15.0	1105	1104	1032	7.1%
Shelton	31.9	1269	1240	1194	6.2%
NVCOG Region	421.5	1065	1064	1017	4.7%

Source: U.S. Census, American Community Survey, 2010-2014 (5-yr. estimate), NVCOG Regional Profile 2015

### Components of Population Change

Seymour grew significantly during the 1950s and 1960s due to net migration (the number of people moving in exceeded the number of people moving out). During the 1970s and 1980s, net migration decreased significantly. Between the 2000 and 2010 censuses, Seymour’s population change is mostly attributed to births and deaths, that is, natural change, rather than net migration. In years 2010 and 2011, the CT Department of Public Health estimates that deaths slightly outnumbered births, though births are seen to be

on the rise. This indicates an aging population experiencing a low growth rate. In 2010, a large net migration to Seymour suggests it is becoming a more popular place to reside.

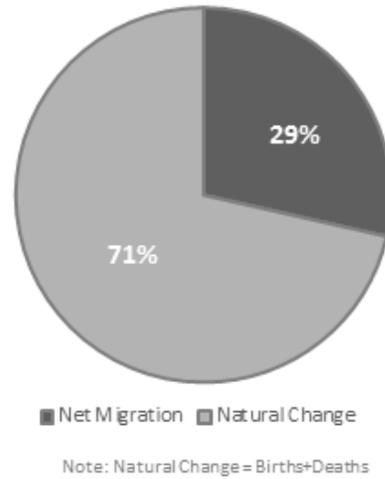
Looking at more current migration to Seymour, the US Census estimates that in 2014, most new residents migrated from another New Haven County address.

Components of Pop. Change		
Year	Net Migration	Natural Change
2000	840	25
2001	-35	58
2002	205	24
2003	292	26
2004	45	43
2005	-16	27
2006	66	39
2007	-47	38
2008	-4	15
2009	31	38
2010	249	-29
2011	-17	-9

Source: CT Dept of Health

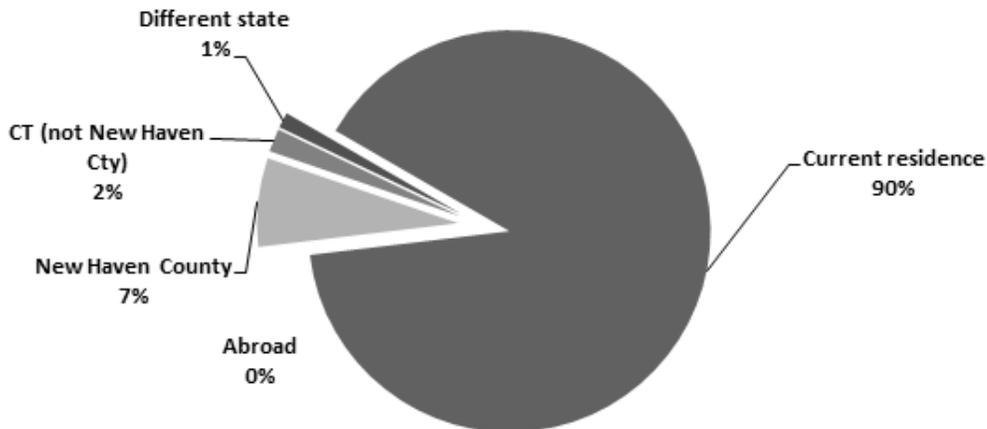
**Components of Population Change, 2000 - 2010**

Source: CT Department of Health



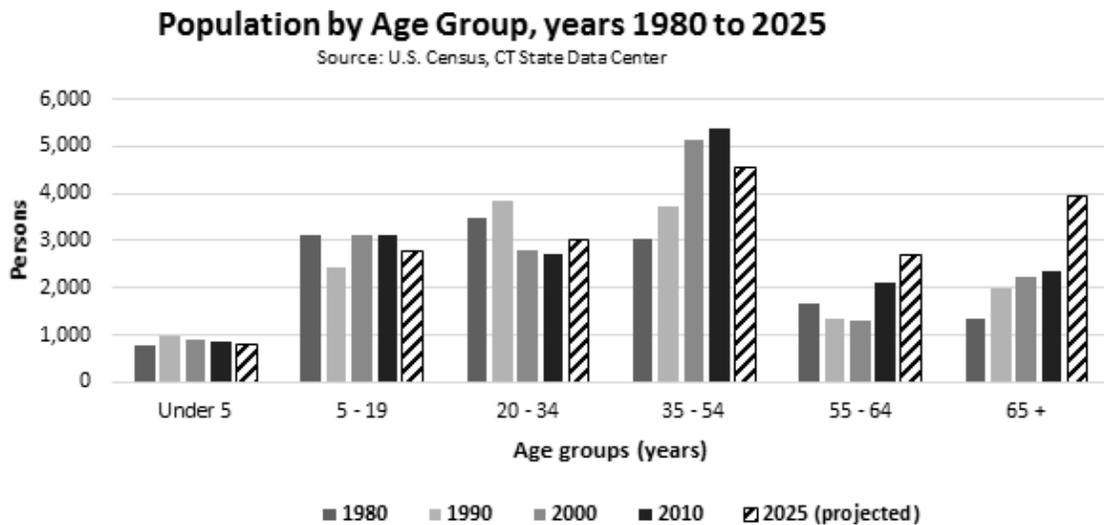
**Where 2014 residents lived 1 year ago**

Source: American Community Survey Table B07003, 2014 (5-yr estimate)



## Distribution by Age

Seymour’s 2025 estimated 7.5% population is not expected to be evenly distributed. As seen in the chart below, the number of residents in their prime working ages of 35-54 years is expected to decrease, while older adults aged 55 and over is expected to increase. Between 2010 and 2025 the net difference of adults aged 35-54 and those 65 and over is expected to decrease, with the 65 and over group only about 500 persons less than those of prime working age. Combined with the estimated downward trend of the population of children, Seymour is expected to be a town of increasingly older individuals. One demographically promising factor is the anticipated increase in the young adult (age 20-34 years) population, which indicates Seymour is expected to be a desirable place to live for younger adults and seniors.



Age Groups	US Census population				Projected population			Population change
	1980	1990	2000	2010	2015	2020	2025	
Under 5	759	968	902	858	809	789	795	-7.3%
5 - 19	3,133	2,444	3,107	3,134	3,089	2,958	2,763	-11.8%
20 - 34	3,495	3,822	2,780	2,713	2,793	2,806	3,025	11.5%
35 - 54	3,046	3,727	5,138	5,376	5,006	4,814	4,557	-15.2%
55 - 64	1,666	1,323	1,306	2,109	2,575	2,859	2,698	27.9%
65 +	1,335	2,004	2,221	2,350	2,742	3,195	3,935	67.4%
Total pop.	13,434	14,288	15,454	16,540	17,014	17,421	17,773	7.5%

Source: US Census, CT State Data Center, 1980 and 1990 figures copied from Seymour POCD 2002

### ***Children (ages 0-19)***

Available data suggest that between 2000 and 2010 there have been an increase in the number of school age children ages 5-19 years and a decrease in the number of non-school age children aged less than 5 years. Projections suggest that by 2025 there will be about 7% fewer non-school-age children and about 12% fewer school age children than there was in 2010. However looking at projections between 2020 and 2025, a slight increase in the under 5 population is expected. An increase in this younger child age group could be attributed to the 2025 projected increase in the number of young adults aged 20-34. The decline in school age children (5-19) could be attributed to families moving to larger homes in other communities. The projected drop in the number of school aged children will impact the need for educational facilities and recreational opportunities. School facilities built for children may need to be repurposed for the growing population in the 65+ year age group.

### ***Adults (ages 20-54)***

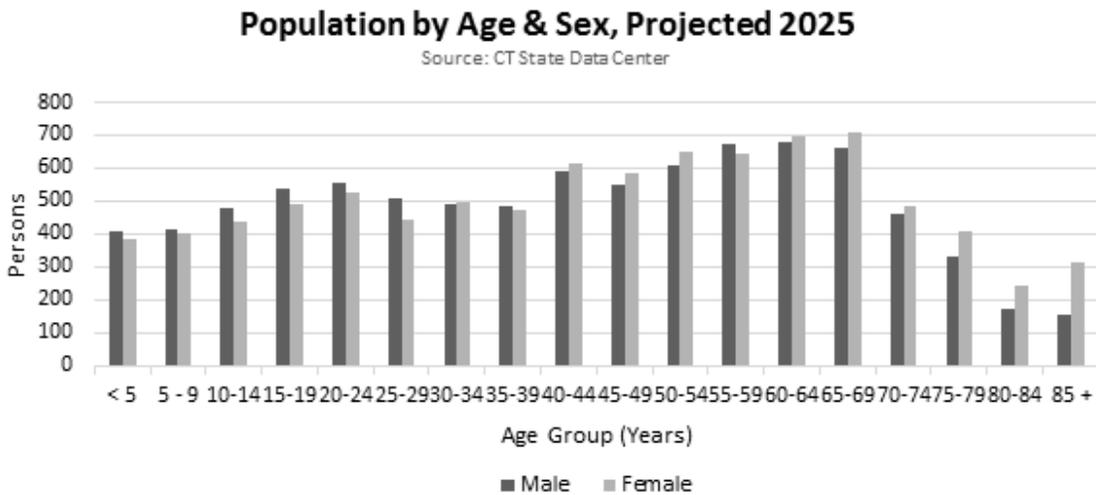
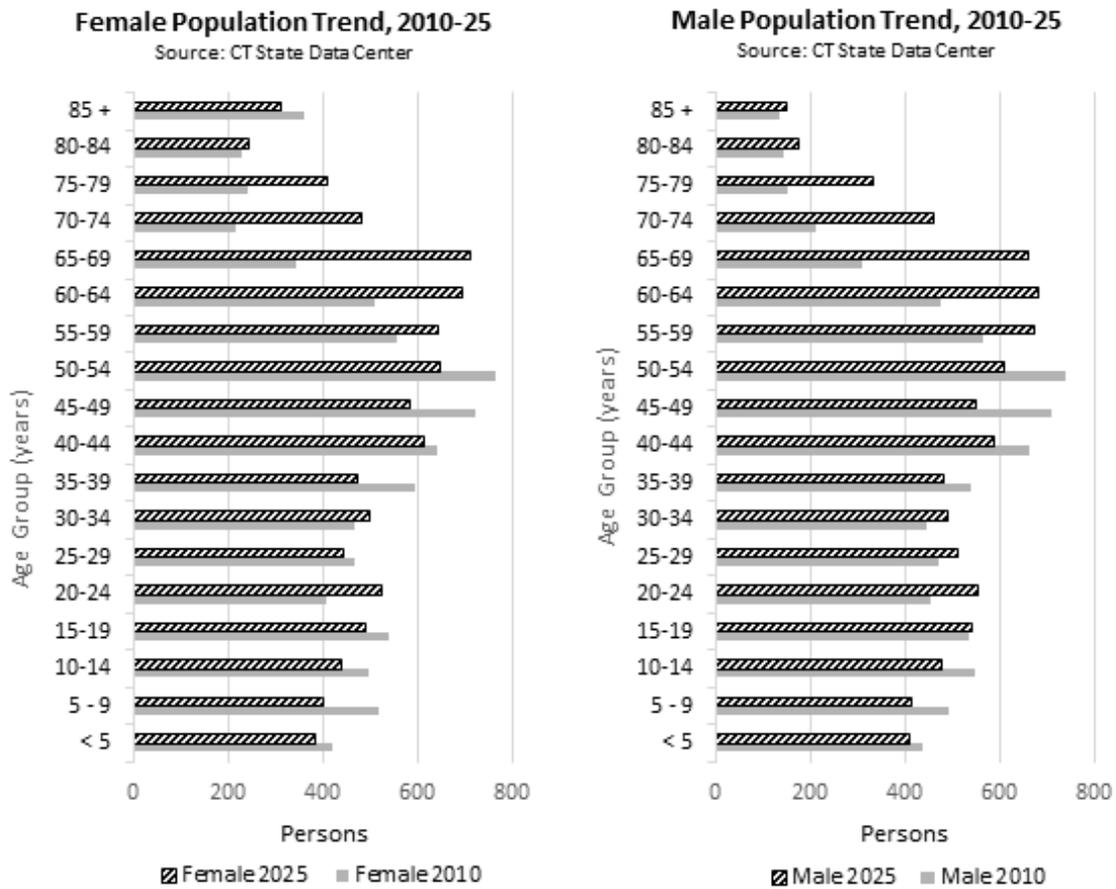
While the number of young adults (ages 20 to 34) declined between 2000 and 2010, there has been an increase in the number of families with younger children (adults age 35-54). Projections into 2025 indicate a reverse of this trend. The 11.5% increase in people aged 20 - 34 projected between years 2010 and 2025 indicates a need for smaller housing units priced for first time buyers. The 15% decrease in families with younger children may result in a surplus of large homes which are increasingly in less demand by younger adults and seniors.

### ***Residents Aged 55 and over***

Between the years 2000 and 2010, the number of residents aged 55 to 64 increased significantly. This could indicate residents are deciding to age in place after their children have left school. Between 2010 and 2025, the population of 55 to 64 is expected to increase almost 28%. The greatest growth explosion of all age groups is expected in residents aged 65+; projections indicate there will be 67% more residents in this age group. The growth of this age group is mainly due to the "baby boomers" and people living longer. An increase in the elderly population may create a need for more senior services and elderly housing options. In addition, the 55 and over age group is expected to be populated with more women than men.

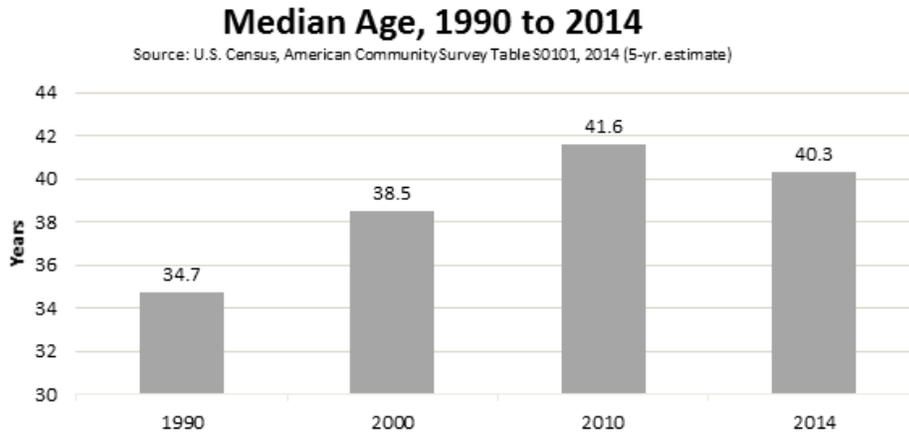
### ***Distribution by Sex***

By 2025, there is expected to be about equal numbers of male and female residents, with women slightly outnumbering men at 9,006 women to 8,767 men. However, the distribution is skewed. Women will generally outnumber the men in the adult and senior age groups, whereas men will outnumber women in the child and young adult age groups.



### Median Age

The median age of Seymour residents increased between 1990 and 2010, however the 2014 estimate indicates a slight decrease in median age. This data suggests that after 20 years of gradual aging, the population may be trending younger. However, considering the 2025 projected increases in residents aged 55 and over, the median age may once again increase.



### Race and Ethnicity

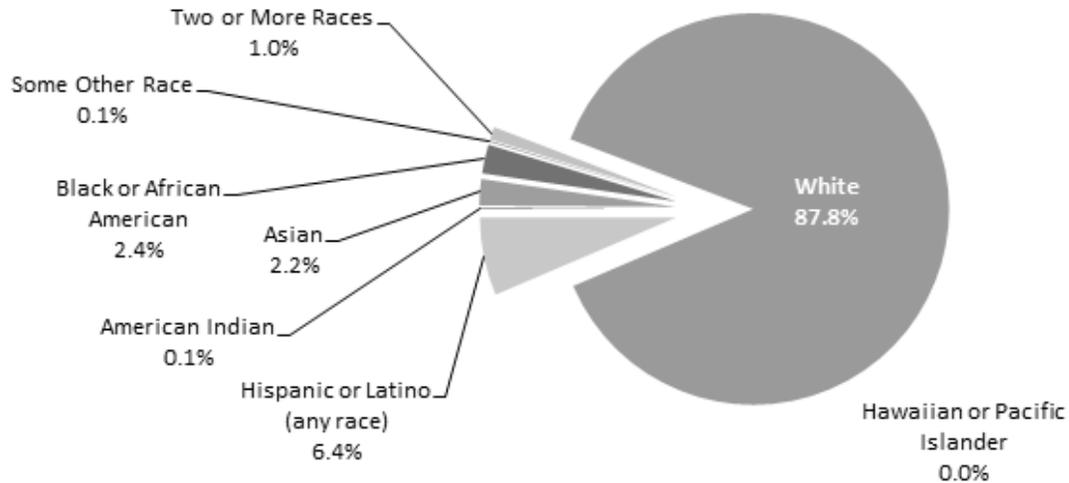
Between the 2000 and 2010 US Census counts, Seymour’s increase in population consisted of an increase in its minority populations. Though 89% of the 2014 population consisted of white race persons, Asian, African American and mixed race populations have grown significantly, indicating an increasingly diversified community.

Race and Ethnicity - Population Change 2000 - 2010	Not Hispanic or Latino							Hispanic or Latino (any race)
	American Indian	Asian	Black or African American	Hawaiian or Pacific Islander	Some Other Race	Two or More Races	White	
Seymour 2000	27	270	204	2	20	101		470
Seymour 2010	18	359	395	0	16	172	14,516	1,064
Percent Change	-33.3%	33.0%	93.6%	-100.0%		70.3%	1.1%	126.4%

Source: U.S. Census

### Race and Ethnicity, 2010

Source: U.S. Census

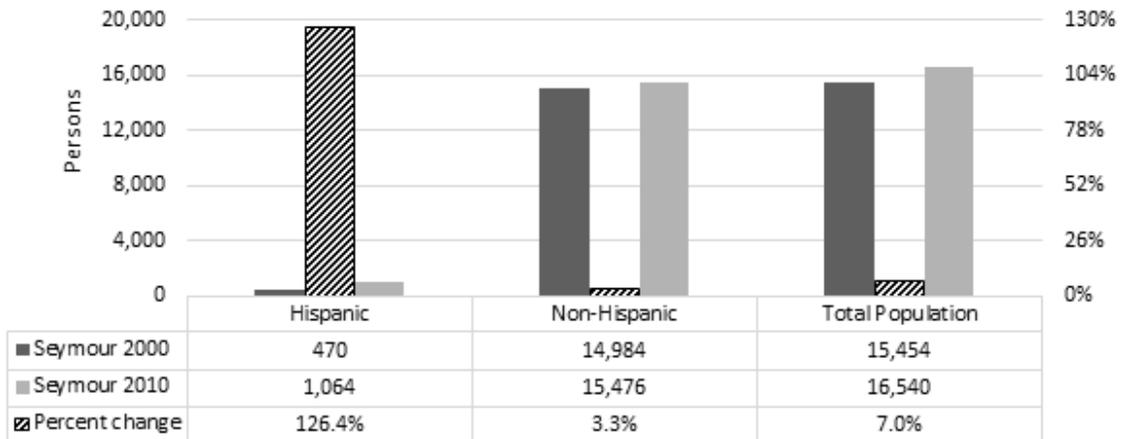


### Hispanic Population

People of Hispanic ethnicity identify themselves across many races including white. Taken as an ethnic group, the Hispanic population in Seymour has increased about 126% between 2000 and 2010, overshadowing the non-Hispanic population change of only 3.3%. This further evidences the increasing diversity of Seymour's residents.

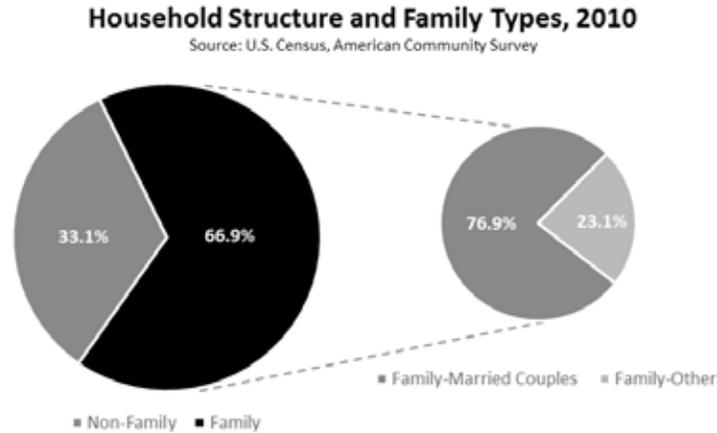
### Hispanic Population, 2000 - 2010

Source: U.S. Census



## Household Structure

The US Census defines a household as a group of people who occupy one housing unit, regardless of relationship. Families are one type of household which consists of two or more people related by birth, marriage or adoption and residing on the same housing unit. Family households are further divided into those who are married and other forms of relationship. The household structures in 2010 were estimated to be family prevalent, with about 77% of those families consisting of married couples.



Between the years 2000 and 2010, there was an 8.1% increase in the number of Seymour households, with non-family households increasing at a greater rate than family households. However between 2010 and 2014, the US Census estimates that the total number of households decreased by 8.5%, with both family and non-family households contributing to that decline.

Household Structure and Family Types	All Households (HH)		Family Households		
	Total HH	Non-Family	Family	Family - Married Couples	Family - Other
Seymour 2000	6,155	1,948	4,207	3,413	794
Seymour 2010	6,654	2,201	4,453	3,423	1,030
Seymour 2014	6,090	1,961	4,129	3,227	902
% change	Total HH	Non-Family	Family	Family - Married Couples	Family - Other
2000 - 2010	8.1%	13.0%	5.8%	0.3%	29.7%
2010 - 2014	-8.5%	-10.9%	-7.3%	-5.7%	-12.4%

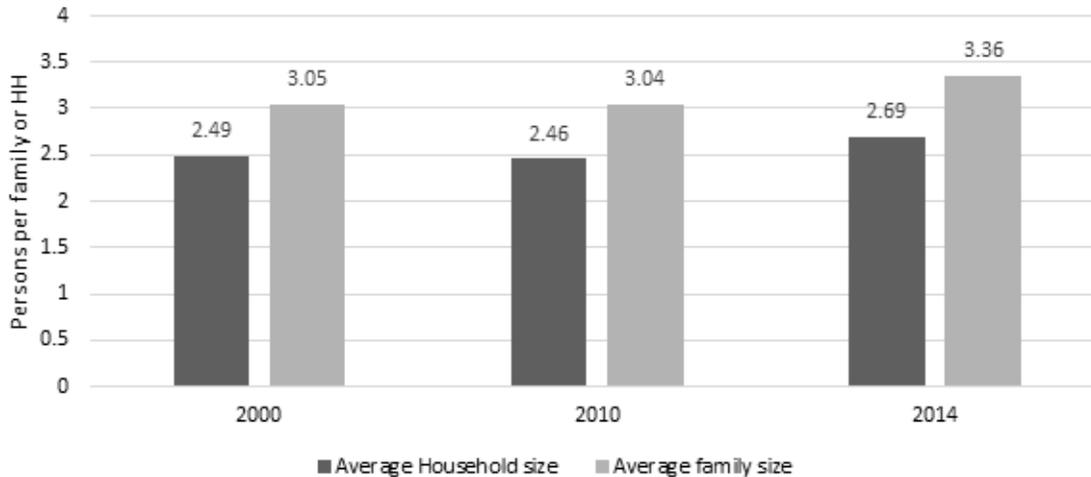
Source: U.S. Census, American Community Survey, 2014 (5-yr. estimate)

So how can the estimated 2014 population increase be accounted for considering the decrease in the number of households? Even though the number of households has decreased, the estimates for 2014 average sizes of both family and non-family households have increased from the year 2000, with average family sizes slightly larger

than non-family sizes. These estimates suggest that more people are living together in housing units.

### Average sizes, Family vs. Household, 2000 - 2014

Source: U.S. Census, American Community Survey, Table S1101, 2014 (5-yr estimate)



### Household Income Distribution and Trends

The U.S. Census defines household income as a measure of the earnings of all persons sharing a household. Earnings include salary and wage, retirement income and government assistance such as food stamps. According to 2014 US Census estimates, Seymour had more households earning \$50,000-\$99,999 annual income than any of its NVCOG neighboring municipalities. Seymour household income seems to be more evenly distributed than its neighbors, though about 29% of its households make less than \$50,000 annually.

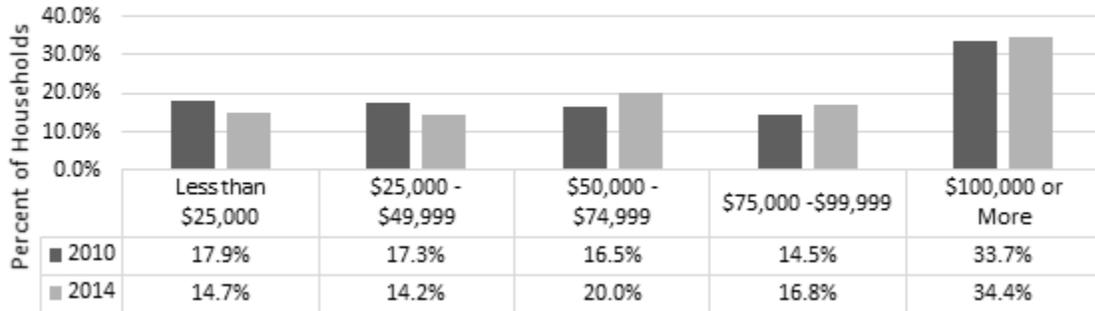
Geography	Total Households	Household Income (\$)				
		Less than \$25,000	\$25,000 - \$49,999	\$50,000 - \$74,999	\$75,000 - \$99,999	\$100,000 or More
Ansonia	7240	28.6%	25.5%	14.0%	11.5%	20.4%
Beacon Falls	2334	7.2%	19.6%	16.4%	14.8%	42.0%
Derby	4972	23.6%	23.8%	18.9%	11.7%	21.9%
Oxford	4411	6.3%	9.5%	17.2%	17.7%	49.2%
Seymour	6090	14.7%	14.2%	20.0%	16.8%	34.4%
Shelton	15186	11.3%	16.3%	15.2%	13.1%	44.1%
NVCOG Region	169664	19.6%	20.0%	17.2%	13.2%	30.0%

Source: American Community Survey Table B19001, 2014 (5-yr estimate)

Between the years of 2010 and 2014, the American Community Survey estimates that the number of Seymour households making less than \$50,000 annually has decreased, and those making more than \$50,000 has increased. Combined with the fact that households are increasing in size, this suggests that individual incomes may be holding steady or decreasing.

### Household Income Distribution Trend

Source: American Community Survey Table DP03, 2010&2014 (5-yr estimates)  
 Note: Figures not adjusted for 2014 inflation



### Poverty

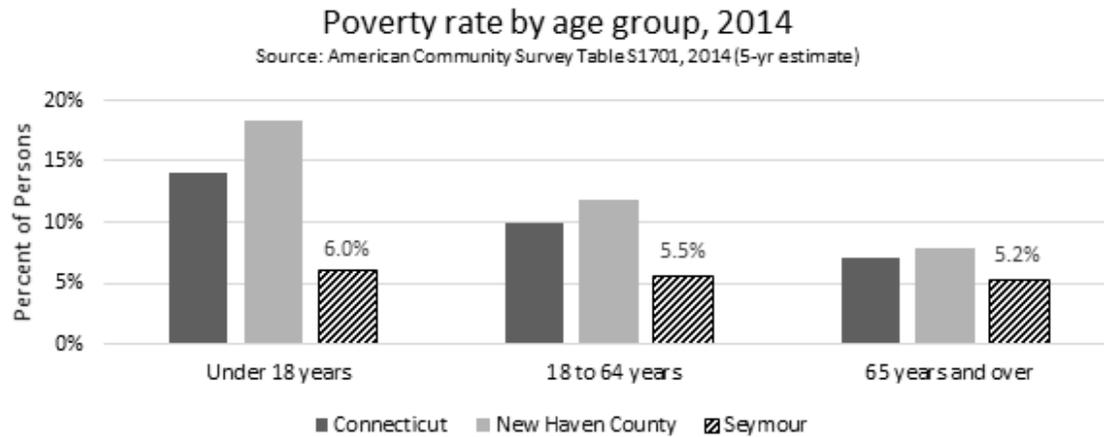
The percentage of Seymour residents for whom poverty status has been determined by the US Census has increased about 60% between the years 2000 and 2014. As of 2014, 5.6% of Seymour’s residents were experiencing poverty, an increase from 3.7% in 2000. All but one of Seymour’s NVCOG neighboring municipalities has found the number of their residents experiencing poverty increasing.

Residents below the poverty level						
Geography	2014		2000		Change 2000-2014	
	Number	Percent	Number	Percent	Net	Percent
Ansonia	3,656	19.2%	1,394	7.6%	2,262	162.3%
Beacon Falls	111	1.8%	309	5.9%	-198	-64.1%
Derby	1,605	12.8%	1,014	8.3%	591	58.3%
Oxford	469	3.7%	206	2.1%	263	127.7%
Seymour	918	5.6%	573	3.7%	345	60.2%
Shelton	1,998	5.0%	1,208	3.2%	790	65.4%
NVCOG Region	49,880	11.3%	31,412	7.5%	18,468	58.8%

Source: American Community Survey Table S1701, U.S. Census Table P087

Seymour children, residents under 18 years of age, experience the greatest rate of poverty at 6%, followed by adult residents aged 18 to 64 years and then those 65 years and older at 5.2%. Taking into consideration that Seymour’s over 65 years of age population is expected to increase by about 67% between 2010 and 2025, more residents

will be earning limited incomes and poverty rates may continue to rise.



## Economy & Labor Force

### *Jobs vs. Employment*

As of 2014, the CT Department of Labor estimated that there were 4,470 jobs in Seymour and 8,412 employed residents. The excess of employed residents to jobs in Seymour indicates that Seymour is a net exporter of workers to other locations. Thus, Seymour’s primary role is that of a residential community, providing housing opportunities for people who may work elsewhere. All but one of Seymour’s NVCOG neighboring municipalities also primarily serves as residential communities. Secondly, Seymour is a jobs center for residents of Seymour and other communities. Among its NVCOG neighbors, Seymour has one of the highest jobs to worker ratios, trailing only Shelton and Derby.

Geography	Jobs	Employed Residents	Ratio	Commuter Import/Export
Ansonia	3,371	8,660	38.9%	-5,289
Beacon Falls	867	3,197	27.1%	-2,330
Derby	4,894	6,366	76.9%	-1,472
Oxford	3,272	6,695	48.9%	-3,423
Seymour	4,470	8,412	53.1%	-3,942
Shelton	22,639	20,580	110.0%	2,059
NVCOG Region	157,198	217,415	72.3%	-60,217

Source: CT Dept. of Labor, Local Area Unemployment Statistics: 2014. Quarterly Census of Employment and Wages (QCEW): 2014

**Labor force, employment and unemployment**

Seymour is a member of the Bridgeport-Stamford Labor Market Area (LMA) which consists of the following 24 municipalities:

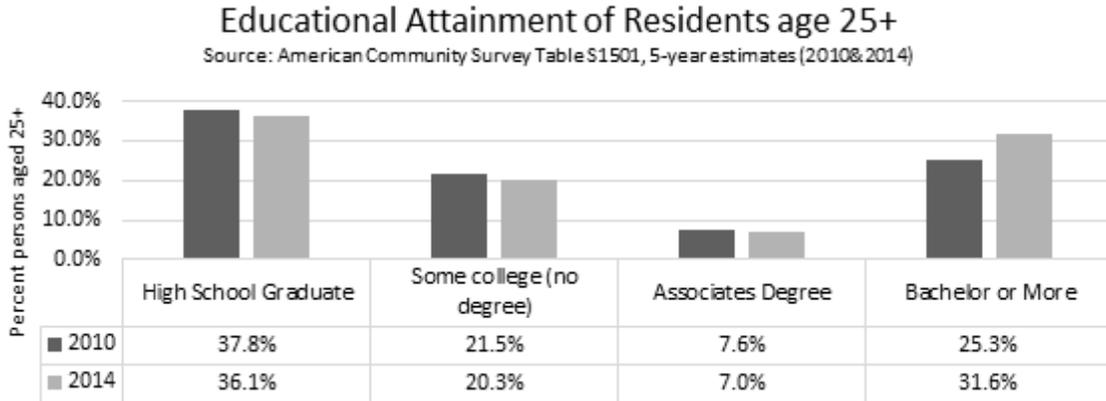
Ansonia	Easton	Monroe	Redding	Southbury	Weston
Bridgeport	Fairfield	New Canaan	Ridgefield	Stamford	Westport
Darien	Greenwich	Norwalk	Seymour	Stratford	Wilton
Derby	Milford	Oxford	Shelton	Trumbull	Woodbridge

Seymour labor force estimates for 2015 count 9,009 residents aged 16 to 65 years as part of the labor force, of which 537, or 6% of the population, were unemployed that year. Compared to the state and Bridgeport-Stamford LMA, Seymour’s unemployment rate is slightly higher, However, since 2010 Seymour’s residential labor force have been gaining employment at a steady rate.

Trends in Labor Force, Employment and Unemployment for Connecticut, Bridgeport-Stamford Labor Market Area and the Town of Seymour (by place of residence)						
Connecticut	2010	2011	2012	2013	2014	2015
Labor Force (age 16-65)	1,911,700	1,913,400	1,887,900	1,869,100	1,885,100	1,888,000
Employed	1,737,400	1,744,900	1,730,400	1,724,500	1,760,400	1,781,500
Unemployed	174,300	168,500	157,400	144,600	124,700	106,500
Rate of Unemployment	9.1%	8.8%	8.3%	7.7%	6.6%	5.6%
Bridgeport-Stamford LMA						
Labor Force (age 16-65)	464,100	466,200	461,600	457,700	462,100	464,800
Employed	423,900	426,700	424,600	423,500	432,600	439,400
Unemployed	40,300	39,400	37,000	34,100	29,500	25,400
Rate of Unemployment	8.7%	8.5%	8.0%	7.5%	6.4%	5.5%
Seymour						
Labor Force (age 16-65)	9,257	9,212	9,054	8,943	9,043	9,009
Employed	8,367	8,369	8,290	8,241	8,412	8,472
Unemployed	890	843	764	702	631	537
Rate of Unemployment	9.6%	9.2%	8.4%	7.8%	7.0%	6.0%
Source: CT Dept of Labor, Local Area Unemployment Statistics (LAUS)						

**Educational Attainment of Labor Force aged 25 years and over**

Seymour’s college graduate population estimates have increased between 2010 and 2014. The labor force has become more educated. However, with decreasing numbers of high school graduates and those with some college or associates degrees, the future number of residents with higher education may decrease. This has negative implications on the local employment rate if regional jobs will increasingly require a college degree.



**Jobs distribution by Sector, Top Industries and Major employers**

In 2014, the manufacturing sector accounted for about 24% or 1,091 of the total jobs available in Seymour. A distant second was the retail trades which provided 605 jobs that year. With over 56% of Seymour residents without a college degree, these industries which traditionally have required little to no higher education have found qualified residential employees. Despite traditionally not requiring a college degree, the annual average wage of manufacturing workers was the highest among the top employing industries at about \$62,000. However, with the increasingly technical nature of manufacturing jobs, residents with a college degree or special manufacturing training certificates may be in more demand. Though government sector employment was excluded from the Top 5 industry list, if it was included it would be the third largest employment sector by number of employees in Seymour.

Seymour 2014: Top 5 industries by annual average employment & government employment				
Industry	Units	Annual Average Employment	Total Annual Wages	Annual Average Wage
Total - All Industries	350	4470	\$196,920,409.00	\$44,051.32
Manufacturing	24	1091	\$67,851,880.00	\$62,220.89
Retail Trade	37	605	\$21,372,743.00	\$35,331.71
Accommodation and Food Services	35	359	\$5,046,115.00	\$14,059.29
Information	5	356	\$21,572,961.00	\$60,640.79
Health Care & Social Assistance	25	329	\$9,201,301.00	\$27,939.17
Total Government	16	563	\$29,278,137.00	\$52,003.80

Source: CT Dept of Labor, Quarterly Census of Employment and Wages (QCEW) Note: Units = number of establishments

The list of the top five Seymour employers by number of employees further exemplifies the manufacturing sector’s employment dominance. The top two Seymour employers provide manufacturing jobs, with a grocery chain store rounding the top three.

Major Employers (2014) by number of employees		
Employer	Rank	Type
Microboard Processing Inc	1	Manufacturing
Kerite Co	2	Manufacturing
Super Stop & Shop	3	Grocery
Shady Knoll Health Care	4	Health Services
Raf Electronic Hardware	5	Manufacturing

Source: CT Economic Resource Center (CERC) Town Profile for Seymour 2016

**Seymour residents’ employment trends**

Though Seymour’s jobs tend to the manufacturing and retail sectors, Seymour residents are employed in a wider variety of industries. According to the 2014 5-year American Community Survey, about 25% of Seymour’s civilian employed population works in the Educational services, and health care and social assistance industry, followed by manufacturing at about 18% and then Professional, scientific, and management, and administrative and waste management services at about 11%. However, when looking at the change in sector employment between 2010 and 2014, the arts, entertainment, and recreation, and accommodation and food services sector has had a 38% increase in employment, followed closely by the public administration section (37%) and the Professional sector (24%). The number of Seymour residents employed in the manufacturing sector increased by only 1.8% during that same time period. The employment percentage decrease was largest in the agriculture, retail trade and construction industries. These

sets of data suggest that residents' skills are trending away from manufacturing and toward professional and administrative sectors which require college degrees. It seems there is an increasing mismatch between residents' skill sets and the types of jobs available in Seymour, reinforcing Seymour's primary role as a residential rather than job center community.

Residents employed in the following industries	2010 estimate		2014 estimate		Between 2010 and 2014
Industry	Persons	% total	Persons	% total	% Change in employment
Civilian employed population 16 years and over	9,179	100.0%	8,560	100.0%	-6.7%
Arts, entertainment, and recreation, and accommodation and food services	424	4.6%	585	6.8%	38.0%
Public administration	234	2.5%	321	3.8%	37.2%
Professional, scientific, and management, and administrative and waste management services	739	8.1%	917	10.7%	24.1%
Wholesale trade	230	2.5%	264	3.1%	14.8%
Other services, except public administration	454	4.9%	510	6.0%	12.3%
Finance and insurance, and real estate and rental and leasing	663	7.2%	699	8.2%	5.4%
Manufacturing	1,605	17.5%	1,634	19.1%	1.8%
Educational services, and health care and social assistance	2,276	24.8%	2,104	24.6%	-7.6%
Information	289	3.1%	185	2.2%	-36.0%
Transportation and warehousing, and utilities	347	3.8%	211	2.5%	-39.2%
Construction	808	8.8%	480	5.6%	-40.6%
Retail trade	1,100	12.0%	650	7.6%	-40.9%
Agriculture, forestry, fishing and hunting, and mining	10	0.1%	0	0.0%	-100.0%
Sources: American Community Survey Table DP03, 5 year estimates (2006-2010, 2010-2014)					

## Transportation

### *Commuting to and from Seymour*

Seymour residents who work outside of Seymour tend to commute to municipalities along the Route 8 corridor, with Shelton and Stratford being the top two commuting destinations. In general, the commute times for most of the top 7 commuting destinations are under 30 minutes. Persons commuting to work in Seymour also primarily travel from municipalities along the route 8 corridor.

Residents Commuting to:	Persons		People Commuting from:	Persons
Seymour	837		Seymour	837
Shelton	691		Waterbury	301
Stratford	612		Naugatuck	256
New Haven	502		Ansonia	251
Milford	368		Oxford	238
Bridgeport	325		Shelton	156
Derby	305		Derby	146

Source: Year 2014 Estimates from LEHD (Longitudinal Employer-Household Dynamics) Origin-Destination Employment Statistics (LODES)

Seymour residents commuting to work predominantly use a car, truck or van; about 84% drive alone and 11% carpool. Other commuting methods such as public transportation and walking are used much less.

Transportation means of residents commuting to work (2014)		
Workers 16 years and over	8,447	8,447
Car, truck, or van -- drove alone	7,088	83.9%
Car, truck, or van -- carpooled	886	10.5%
Public transportation (excluding taxicab)	123	1.5%
Walked	99	1.2%
Other means	35	0.4%
Worked at home	216	2.6%

Source: American Community Survey Table DP03, 2014 (5-yr. estimate)

Complementing the data regarding transportation means, about 98% of Seymour residents have access to at least one vehicle. This suggests Seymour is a car-centric place to live.

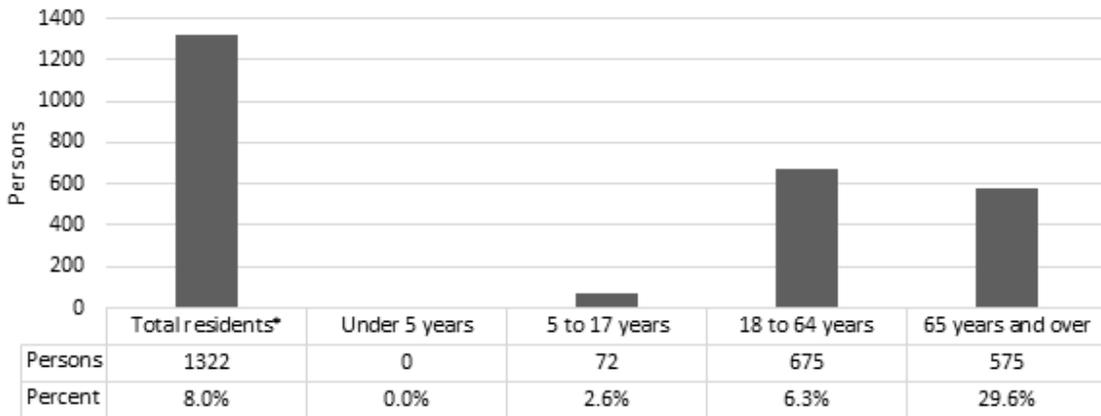
Vehicles Available to Residents	% total population
No vehicle available	1.6%
1 vehicle available	12.9%
2 vehicles available	39.8%
3 or more vehicles available	45.7%

Source: American Community Survey Table S0802, 2014 (5-yr estimate)

An important consideration in transportation planning is the accessibility needs of its users, particularly those persons with disabilities. In 2014, the number of Seymour residents with a disability was estimated at 1,322 persons, or 8% of the population. About 30% of residents aged 65 and over had disabilities; however the greatest numbers of disabled residents were working age (18-64 years) adults, totaled at 675. As the number of residents 65 years and over is expected to increase, the number of disabled residents may also increase.

### Seymour Residents with a disability, 2014

Source: American Community Survey Table S1810, 2014 (5-yr estimate)  
\*Noninstitutionalized Population



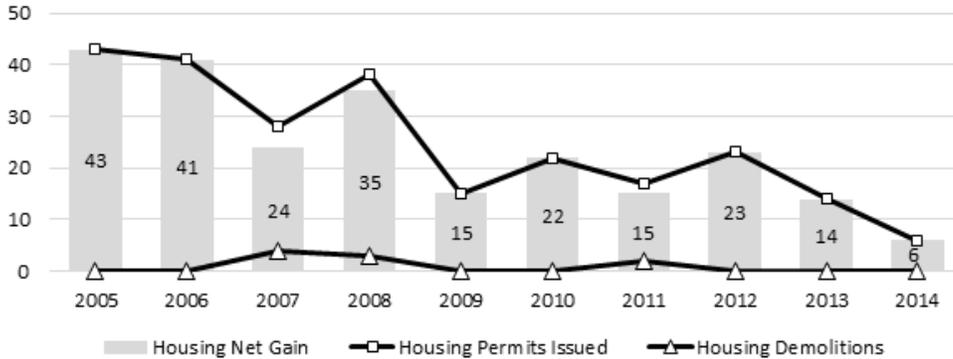
## Housing

### *Housing net gains*

Though permits for demolitions in Seymour have remained in the single digits from the mid 2000's to 2014, trends in permits for construction have been greatly affected by the financial crisis of 2008. In 2005 and 2006, net housing gains were 43 and 41 respectively. However, once the subprime mortgage crisis began in 2007, construction permits dropped by nearly half. Permits issued in the years subsequent to the resulting 2008 financial crisis have gone up and down but have not recovered to the levels seen in the mid-2000s. In 2014 there was a net housing gain of six, over 50% less than 2013. Permits issued for construction have largely been for single family units.

### Housing Net Gains, 2005 - 2014

Source: US Census, CT Dept. of Economic and Community Development (DECD)



#### Number of Housing units and Tenure

Between 2010 and 2014, there was a 2.4% decrease in the total number of housing units, from 6,750 to 6,590. Although the percentage of occupied units stayed above 90%, their numbers decreased by about 6%. Of those occupied units, about 76% were owner- and 26% renter-occupied in 2014. Between 2010 and 2014, both types of occupied housing tenure decreased; conversely vacant units increased about 63%.

Seymour Housing Units	2010		2014		Change 2010 - 2014	
	number	percent	number	percent	net	percent
Total units	6,750	100.0%	6,590	100.0%	-160	-2.4%
Vacant	306	4.5%	500	7.6%	194	63.4%
Occupied	6,444	95.5%	6,090	92.4%	-354	-5.5%
Owner-occupied	4,906	76.1%	4,606	76.6	-300	-6.1%
Renter-occupied	1,538	23.9%	1,484	24.4%	-54	-3.5%

Source: American Community Survey Table DP04, 5-yr estimates (2010, 2014)

#### Single and Multifamily Structures

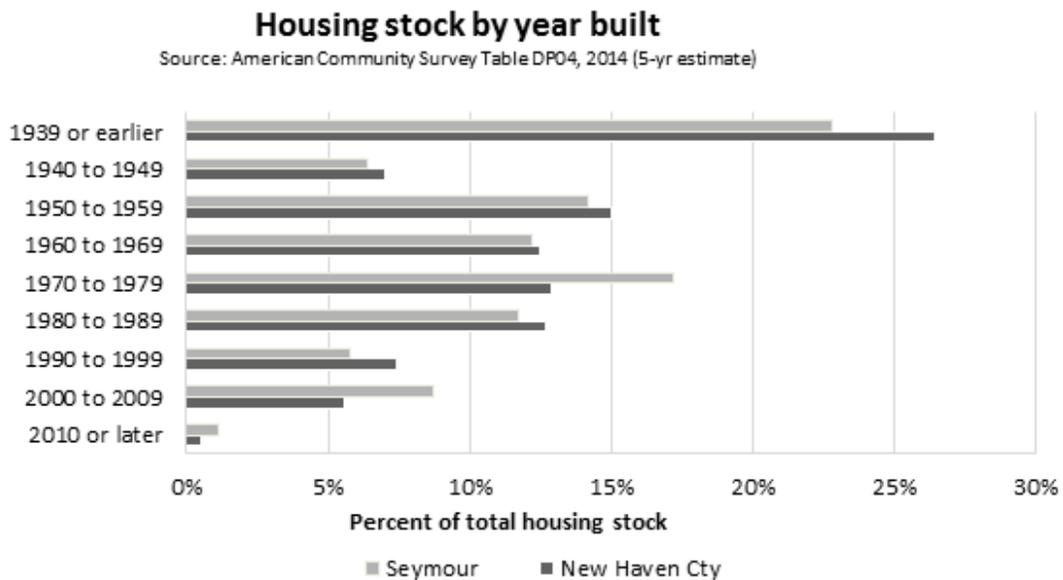
As mentioned earlier, since 2005 housing construction permits have been largely issued for single family units. Consequently, the single family housing stock has increased by almost 2% between 2010 and 2014. However the loss in multifamily housing has made the greatest contribution to the overall decrease in housing units. Perhaps as a reflection of the need for more affordable housing, mobile housing units comprised 0.4% of the housing stock in 2014; in 2010 there were no mobile units in Seymour.

Seymour housing by units in structure	2010		2014		Change 2010-2014	
	number	% total	number	% total	net	percent
Total housing units	6,750	100.0%	6,590	100.0%	-160	-2.4%
Single Family	4,717	69.9%	4,792	72.7%	75	1.6%
Multi Family (2+)	2,033	30.1%	1,773	26.9%	-260	-12.8%
Mobile	0	0.0%	25	0.4%	25	positive
Other	0	0.0%	0	0.0%	0	0.0%

Source: American Community Survey Table DP04, 5-yr estimates (2010, 2014)

### Age of housing

Seymour’s housing stock varies in age; the median year built of Seymour housing is 1965, which is slightly more recent than New Haven County (1961) and the State (1964). As of 2014, about 23% of Seymour’s housing was built prior to 1940, about 33% built between 1940 and 1969, and about 44% built since 1970. As the population over 65 years of age increases in number, single family housing built in the 1970’s and 1980’s may not serve the needs of future residents.



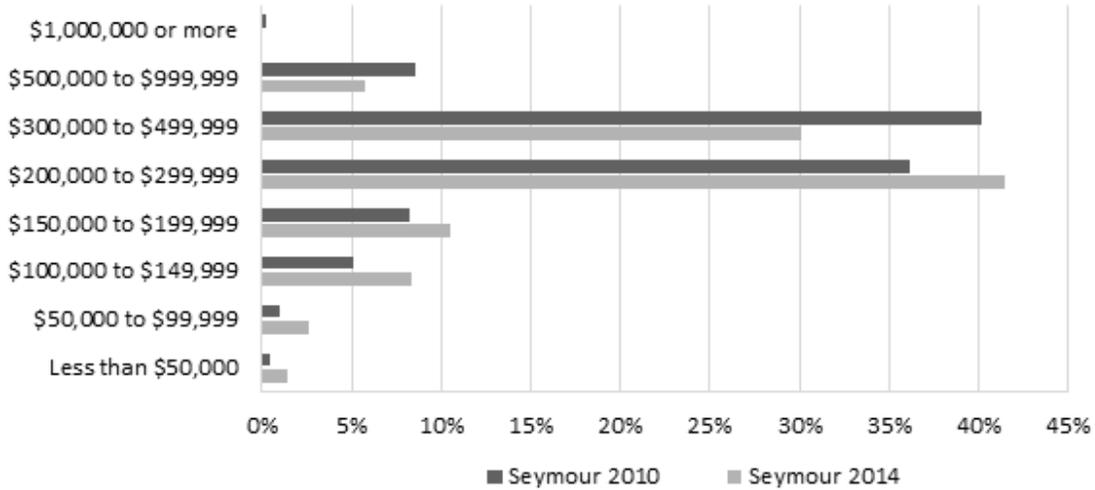
### Value of housing

Between 2010 and 2014 the median value of owner-occupied housing units is estimated to have decreased by about 17%. Adjusting for 2014 inflation, the 2010 median value of Seymour housing was about \$322,986; by 2014, the median value had dropped to \$266,700. Between 2010 and 2014, it is estimated that the number of homes valued at less than \$150,000 increased from 6.6% to 12.3%. Additionally, housing valued between \$150,000 and \$299,000 increased from about 44% to 52%. Houses valued between \$300,000 and \$499,999 decreased most, from 40.2 % to 30.1% of the housing stock.

Seymour had some \$1,000,000 valued housing stock in 2010; by 2014 there was none. These figures suggest Seymour housing values are becoming more affordable.

### Owner-occupied Housing Values, 2010 & 2014

Source: American Community Survey Table DP04, 2010&2014 (5-yr estimate)



Seymour Housing Values	2010	2014
# Owner-occupied units	4,906	4,606
Less than \$50,000	0.5%	1.4%
\$50,000 to \$99,999	1.0%	2.6%
\$100,000 to \$149,999	5.1%	8.3%
\$150,000 to \$199,999	8.3%	10.5%
\$200,000 to \$299,999	36.1%	41.5%
\$300,000 to \$499,999	40.2%	30.1%
\$500,000 to \$999,999	8.5%	5.7%
\$1,000,000 or more	0.2%	0.0%

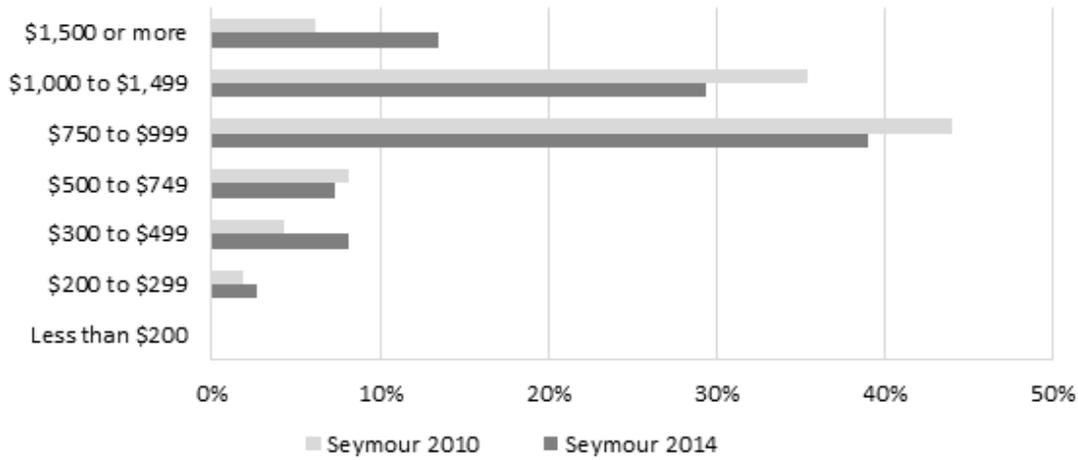
Source: American Community Survey, Table DP04, 2010 & 2014 (5-yr estimates)

### Gross rent

Gross rent includes the cost to lease an apartment as well the utilities to service it. According to the 2014 American Community Survey, there were 1,412 occupied rental units in Seymour, with a median gross rent estimated to be \$949 per month. The 2010 median gross rent, adjusted for 2014 inflation, was about \$1,018, indicating a decrease between 2010 and 2014 estimates. About 43% of the rental units had a gross rent of \$1,000 or more per month, one percent less than the previous year. More moderately priced units with a gross rent of \$750 or less comprised about 18% of the rental stock, an increase from 15% the previous year. This data suggests rental housing is also becoming more affordable.

### Gross rent of occupied rental units, 2010 & 2014

Source: American Community Survey Table DP04, 2010&2014 (5-yr estimate)



Gross Rent paid in Seymour	2010	2014
Total occupied rental units	1,476	1,412
Less than \$200	0.0%	0.0%
\$200 to \$299	1.9%	2.7%
\$300 to \$499	4.3%	8.1%
\$500 to \$749	8.1%	7.3%
\$750 to \$999	44.0%	39.0%
\$1,000 to \$1,499	35.4%	29.4%
\$1,500 or more	6.2%	13.5%

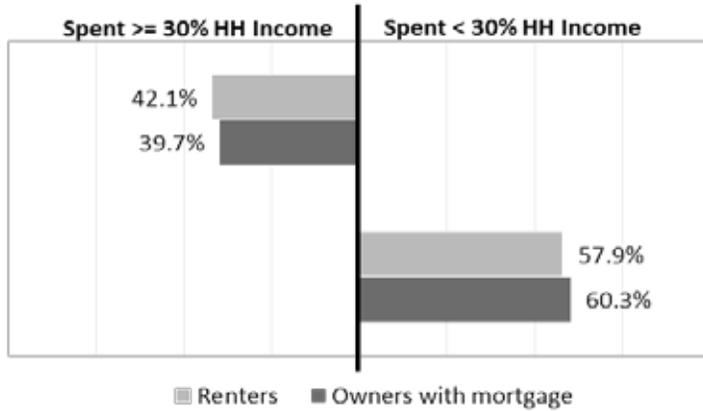
Source: American Community Survey Table DP04, 5-yr estimates (2010 & 2014)

#### Affordability - Percent of HH income spent on housing

A more accurate determination of housing affordability may be found by calculating the housing cost as a percentage of household income. Generally households who spend more than 30% of their household income on housing costs risk not having enough money for other necessities like food, healthcare and transportation. According to the 2010-2014 American Community Survey, about 40% of homeowners with a mortgage and 42% of renters paid equal to or more than 30% of their household income on housing costs. This household income data contextualizes the housing value and gross rent data and suggests that many Seymour residents are living in housing which is barely affordable for their households.

**Housing Cost as percent of Household (HH) Income**

Source: American Community Survey, Table DP04, 2014 (5-year estimate)



**Affordable Housing Appeals List**

Calculation of % of Total Units Assisted in Seymour:				
377	÷	6,968	=	5.4%
Total Assisted Units		Total Units, 2010 Census		Units Assisted

Source: Partnership for Strong Communities 2015 housing Data Profile for Seymour

The Connecticut Department of Housing conducts a survey each year to determine the number of affordable housing units in each CT municipality. The results of the survey are compiled into a list known as the Affordable Housing Appeals List. If a municipality is found to have fewer than 10% of its units to be affordable, Connecticut General Statutes (CGS) 8-30(g) state that the burden of proof for denying affordable housing developments lies with the municipalities. In 2014, Seymour housing units counted as affordable included the following:

Assisted Units Counted in the 2014 Appeals List for Seymour	
262	Governmentally Assisted Units
18	Tenant Rental Assistance
97	CHFA/USDA Mortgages
+ 0	Deed Restricted Units
377	Total Assisted Units

Source: Partnership for Strong Communities 2015 housing Data Profile for Seymour

Because Seymour has been determined by the State to have less than 10% of its housing units as affordable, it was not exempt from CGS 8-30(g) burden of proof clause. Of its NVCOG neighbors, in 2014 only Derby and Ansonia were considered exempt municipalities.

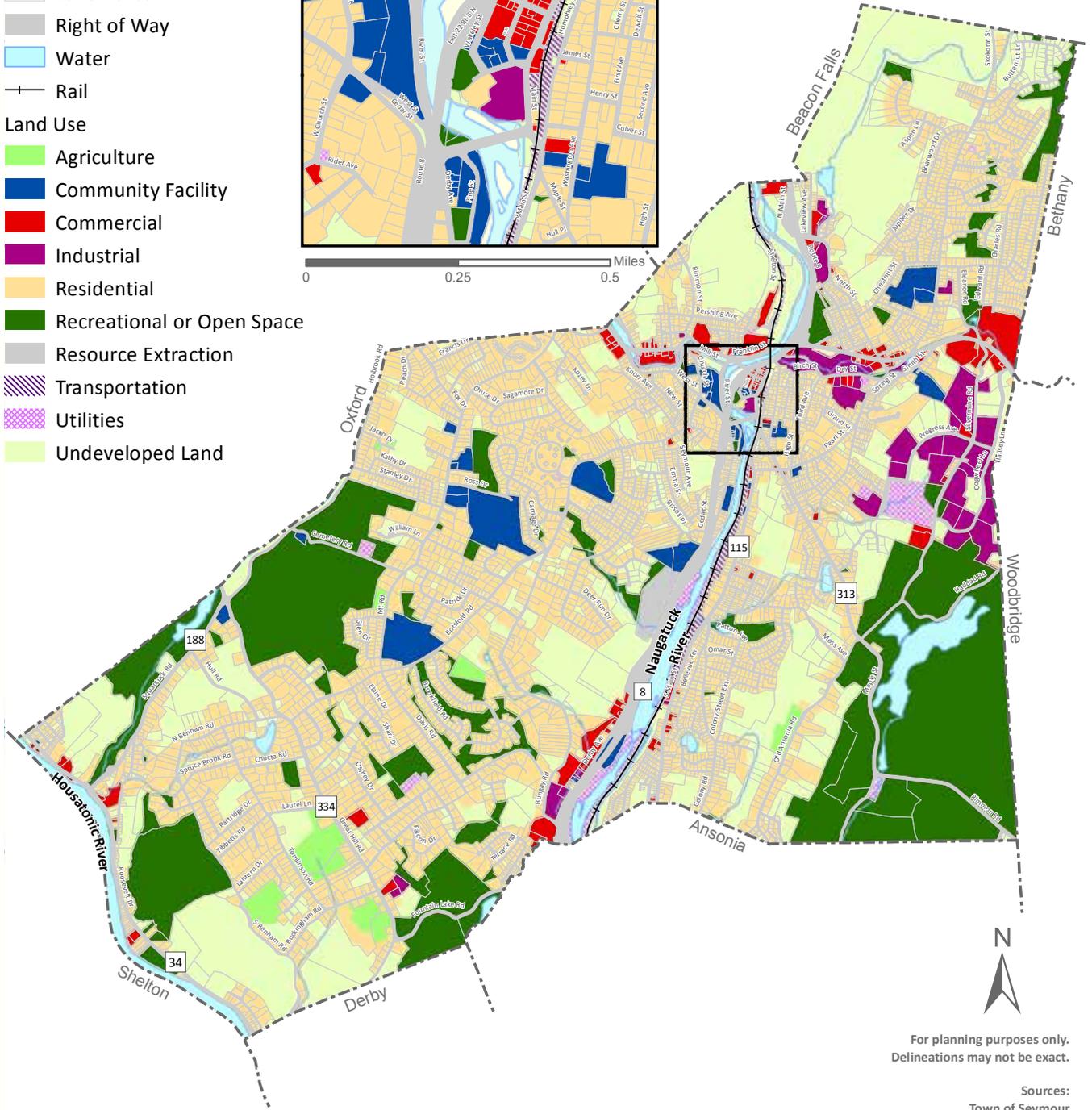
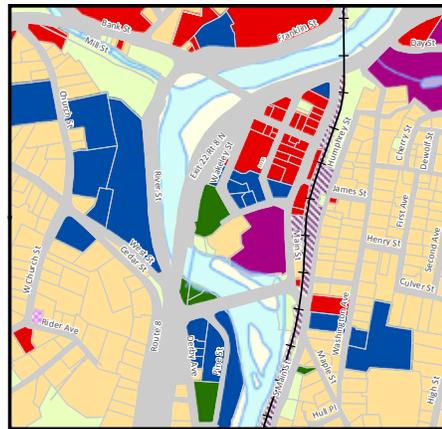


# Land Use

## Town of Seymour, CT

### Legend

- Municipal Boundary
- Land Parcel
- Right of Way
- Water
- Rail
- Land Use**
- Agriculture
- Community Facility
- Commercial
- Industrial
- Residential
- Recreational or Open Space
- Resource Extraction
- Transportation
- Utilities
- Undeveloped Land



For planning purposes only.  
Delineations may not be exact.

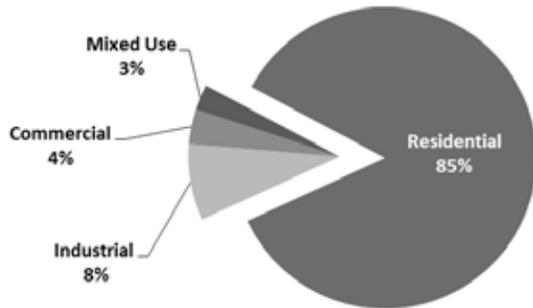
Sources:  
Town of Seymour  
CT 911 Roads: CTDPS/TeleAtlas  
Parcels: New England Geosystems  
Hydrography: CT DEEP

## Land Use

Seymour’s land parcels total about 9,558 acres, of which 24% or 2,285 acres are vacant and at various levels of development potential. As of 2015, about 85% of Seymour’s land parcels are zoned for residential uses. This fact emphasizes Seymour strong residential character, especially when compared to its neighboring municipalities where more properties have been zoned for industrial and commercial uses. The existing zoning also indicates that Seymour wishes to continue its predominantly residential land use character.

**Zoning Categories by % Total Acres Zoned**

Source: Brodie Group, New England GEO, NVCOG



Of the various residential densities available, the R-40, or 40,000 SF land parcel size is most prevalent, which is medium density for Seymour

Seymour Zoning Districts	% Total
R-40 - Residential	52.2%
R-18 - Residential	20.4%
GI-2 - General Industrial	6.5%
R-65 - Residential	4.7%
MF - Multi-family	4.1%
PDD - Planned Development	3.9%
C-2 - General Commercial	3.2%
RC-3 - Residential Commercial	2.7%
LI - Limited Industrial	1.7%
CBD-1 Central Commercial	0.5%
<b>Total Acres Zoned</b>	<b>100.0%</b>

Seymour Land Use	Acres	% Total
Residential	3,522	36.8%
Undeveloped	2,285	23.9%
Recreational and Open Space	1,835	19.2%
Right Of Way - Roads	767	8.0%
Industrial	236	2.5%
Community Facility	223	2.3%
Commercial	207	2.2%
Utilities	144	1.5%
Water	139	1.5%
Agriculture	111	1.2%
Transportation	57	0.6%
Resource Extraction	33	0.3%
<b>Total Acres Land Use</b>	<b>9,558</b>	<b>100.0%</b>

Source: Brodie Group, New England GEO, NVCOG

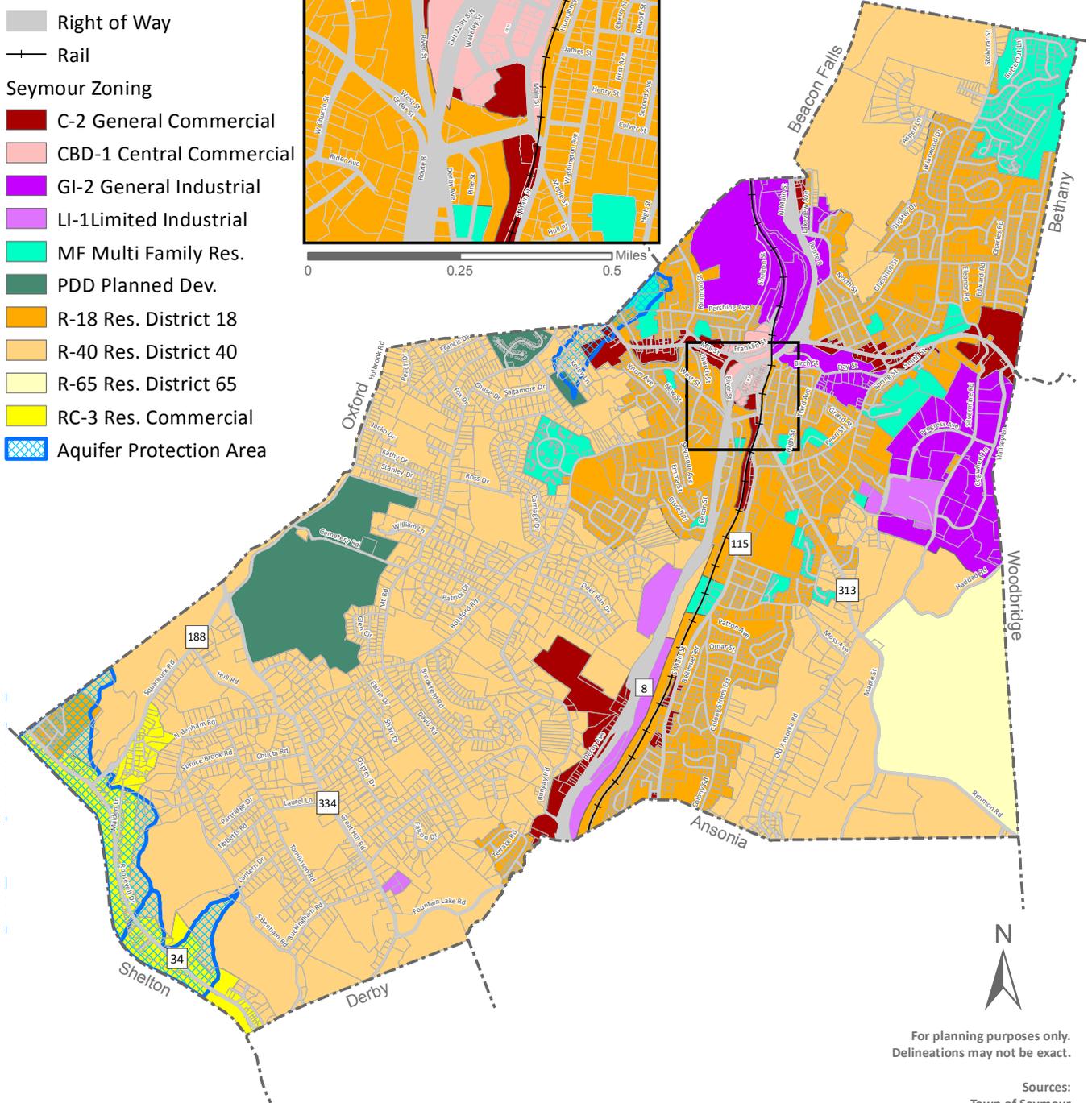
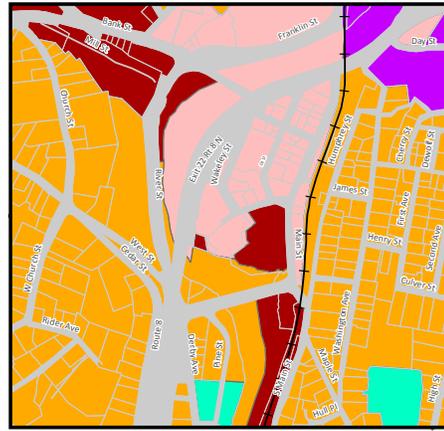


# Zoning

## Town of Seymour, CT

### Legend

- Municipal Boundary
- Land Parcel
- Right of Way
- Rail
- Seymour Zoning**
- C-2 General Commercial
- CBD-1 Central Commercial
- GI-2 General Industrial
- LI-1 Limited Industrial
- MF Multi Family Res.
- PDD Planned Dev.
- R-18 Res. District 18
- R-40 Res. District 40
- R-65 Res. District 65
- RC-3 Res. Commercial
- Aquifer Protection Area



For planning purposes only.  
Delineations may not be exact.

Sources:  
Town of Seymour  
CT 911 Roads: CTDPS/TeleAtlas  
Parcels: New England Geosystems  
Hydrography: CT DEEP

Though nearly 85% of land in Seymour has been zoned residential, actual land usage tells a different story. Based on 2015 studies of satellite imagery and land records, 37% of Seymour’s land is being used to house its residents, and another 32% of land is used for roads, public transit, schools, recreation areas and other uses which directly support the residential uses. Many of the residentially zoned properties have remained undeveloped or have been zoned residential but are currently vacant or counted as committed open space, such as the Birmingham water properties. Future land use decisions on the 24% of undeveloped land could significantly change the Town’s predominantly residential character.

There are about 2,285 acres of undeveloped, or vacant, land available in Seymour. About 28% of vacant land has limited development potential due to environmental and physical constraints such as floodplains, wetlands and steep slopes. Coupled with changes in zoning densities, the 1,636 acres remaining could be developed in ways that could alter the primarily suburban-rural residential character of Seymour.

Undeveloped or Vacant Land	Acres	% total
Potentially Developable	1,636	71.6%
Limited Development Potential	648	28.4%
<b>Total Acres Undeveloped</b>	<b>2,285</b>	<b>100.0%</b>
Source: Brodie Group, New England GEO, NVCOG		

Seymour has about 19% of its land used for recreational or open space purposes. Though the state of Connecticut does not have a formal definition for “committed” and “non-committed” open space, for the purposes of this plan, “non-committed” open space includes parcels which are not severely deed restricted and lower level conservation priority parcels such as class 3 water properties. In Seymour, its four (4) public school recreational fields are considered non-committed open space, as is one water company land parcel. Seymour’s inventory of committed open space includes municipal and state parks, land trust properties and cemeteries.

Open Space	Acres	% Total
Committed	1,870	96.2%
Non-committed	73	3.8%
<b>Total Open Space Acres</b>	<b>1,943</b>	<b>100.0%</b>
Source: Brodie Group, New England GEO, NVCOG		

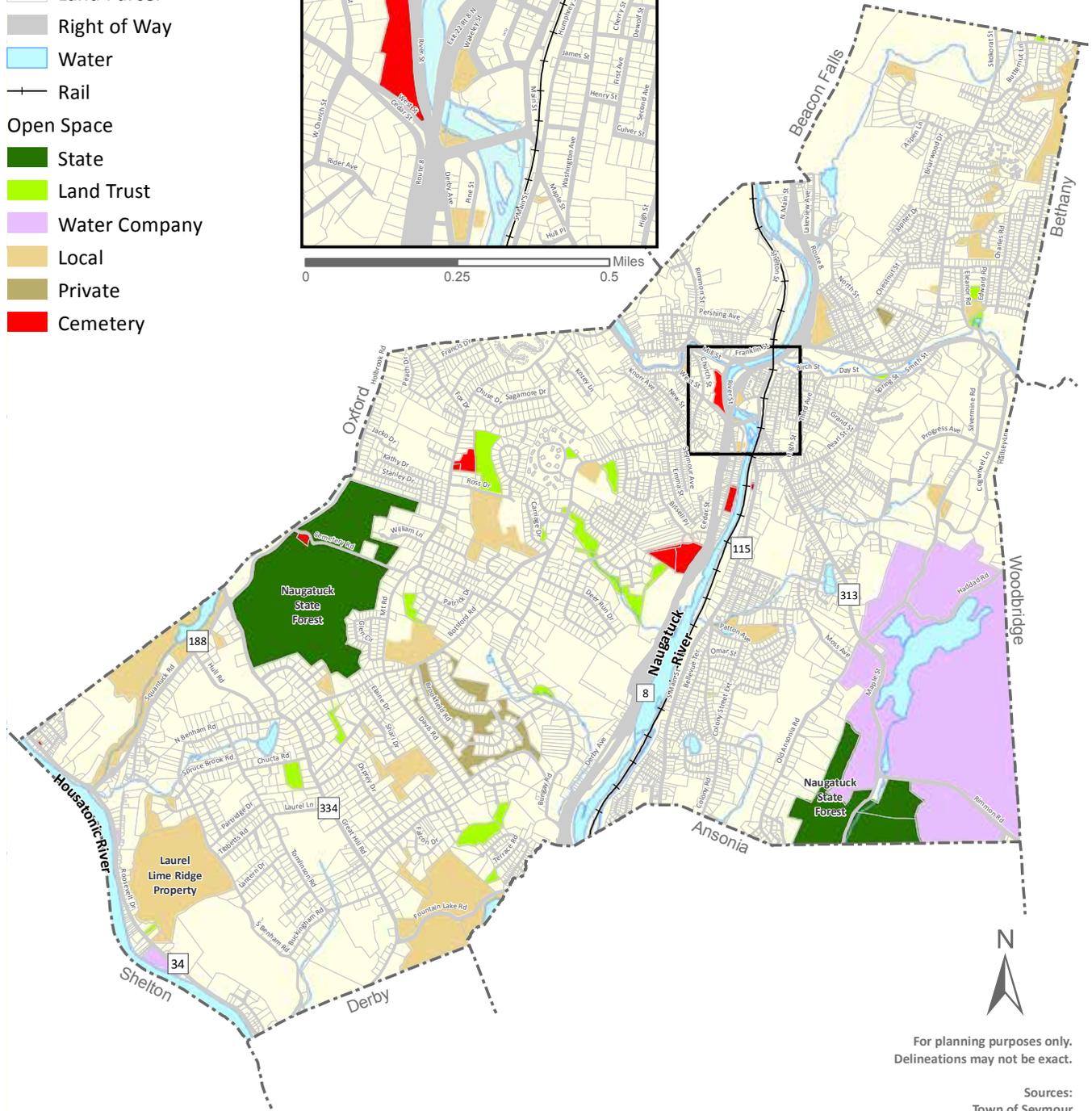
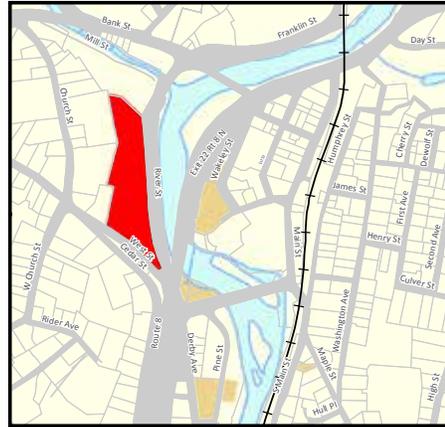


# Open Space

## Town of Seymour, CT

### Legend

- Municipal Boundary
- Land Parcel
- Right of Way
- Water
- Rail
- Open Space**
- State
- Land Trust
- Water Company
- Local
- Private
- Cemetery



For planning purposes only.  
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Sources:  
Town of Seymour  
CT 911 Roads: CTDPS/TeleAtlas  
Parcels: New England Geosystems  
Hydrography: CT DEEP

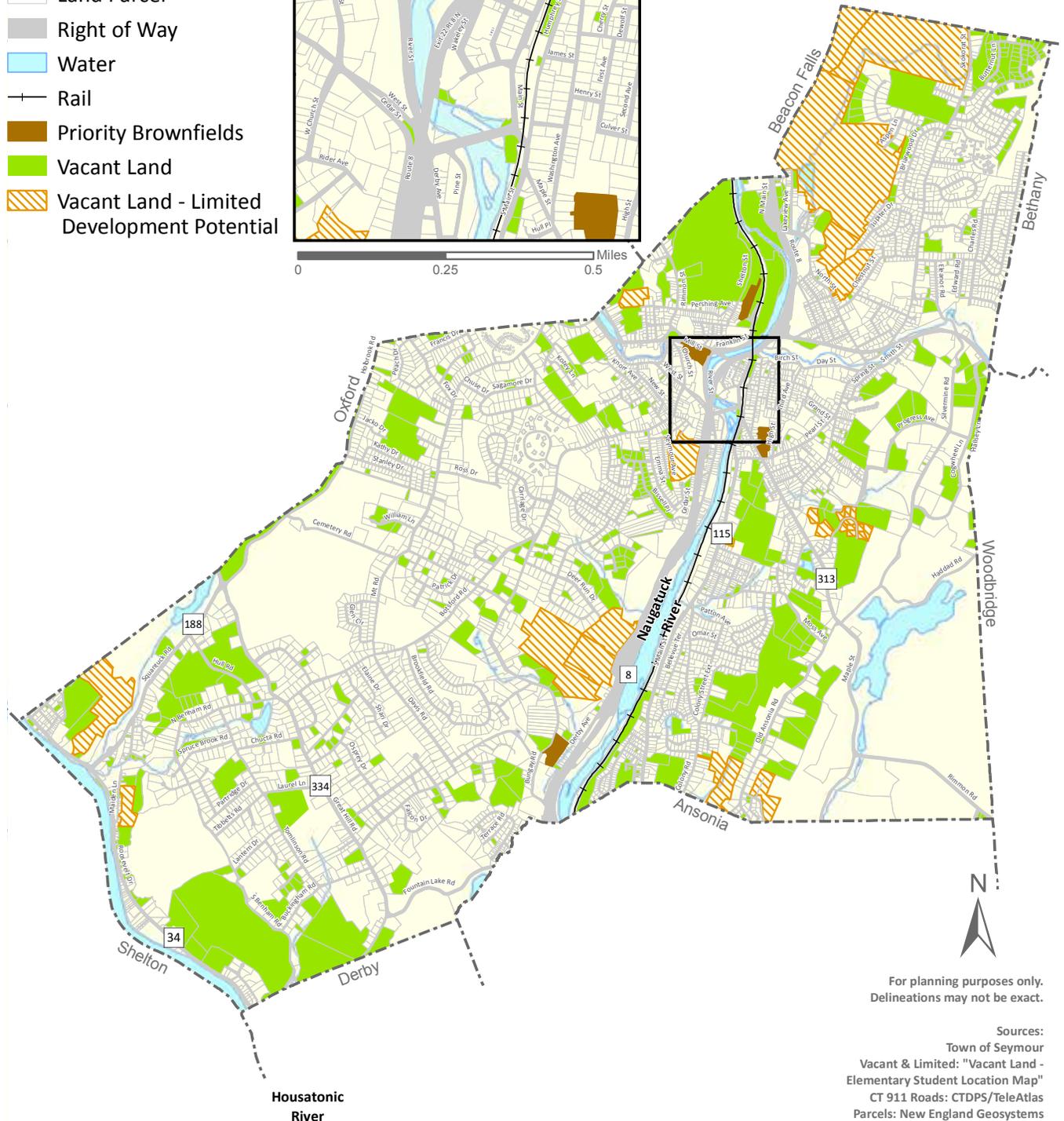
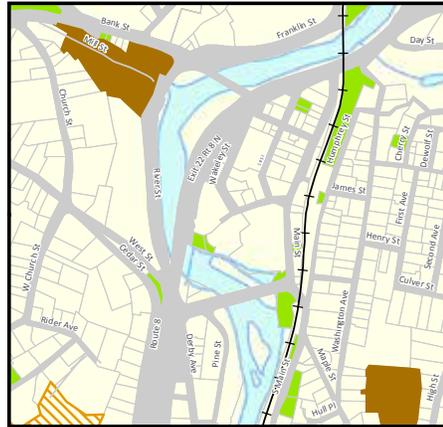


# Vacant Land

## Town of Seymour, CT

### Legend

-  Municipal Boundary
-  Land Parcel
-  Right of Way
-  Water
-  Rail
-  Priority Brownfields
-  Vacant Land
-  Vacant Land - Limited Development Potential



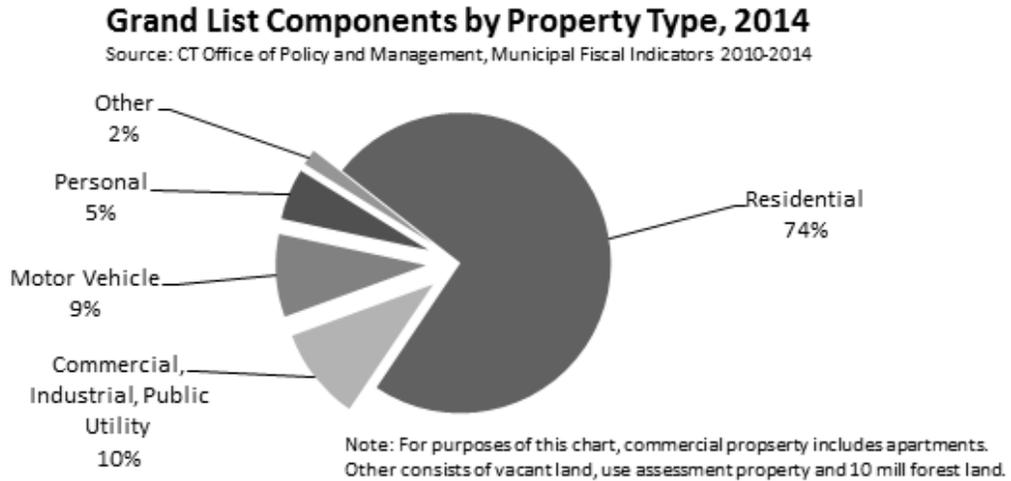
For planning purposes only.  
Delineations may not be exact.

Sources:  
Town of Seymour  
Vacant & Limited: "Vacant Land - Elementary Student Location Map"  
CT 911 Roads: CTDPS/TeleAtlas  
Parcels: New England Geosystems  
Hydrography: CT DEEP

## Financial Capacity

### Tax Base

Seymour is not considered to have a wealthy tax base since it has less property wealth, measured by Equalized Net Grand List, than the state average. This makes Seymour eligible for more state aid under current state formulas. Seymour has a lower commercial/industrial tax base than many surrounding communities.



Seymour Top Five Grand List (2014)		
Property Owners	Assessed Value	Nature of business
Connecticut Light and Power Inc. (Eversource)	\$9,541,600	Utility
Kerite LLC	\$8,186,910	Manufacturing
Janesky, Lawrence M. & Wendy S. (Basement Systems)	\$8,089,200	Industrial Commercial
Aquarion Water Co	\$7,057,730	Utility
Klarides Family Associates	\$6,113,940	Limited Liability Corporation
Net Grand List (SFY 2013-2014)	\$1,208,751,805	Value of taxable real and personal property

Source: CT Economic Resource Center (CERC) Town Profile for Seymour 2016

**Revenues**

While the Town generates more than half of its revenue from local property taxes, Seymour also receives about 27% of its total revenue from intergovernmental aid that includes state and federal sources. Compared to its adjacent NVCOG neighbors, only Ansonia and Derby draw higher intergovernmental ratios. Seymour residents' tax burden per capita was less than the state average.

Municipal Revenues for Fiscal Year End 2014				
Municipality	Total Revenue	Intergovernmental	Ratio Interval to total	Property Tax Revenue
Ansonia	\$67,160,046	\$28,229,568	42.0%	\$34,270,829
Beacon Falls	\$20,537,046	\$4,717,436	23.0%	\$15,270,452
Derby	\$43,430,691	\$13,542,428	31.2%	\$25,774,455
Oxford	\$46,017,760	\$8,850,880	19.2%	\$35,883,902
Seymour	\$56,791,772	\$15,102,416	26.6%	\$40,467,801
Shelton	\$123,167,743	\$15,826,286	12.8%	\$102,904,882

Source: CT Data Collaborative, Town Data, FYE2014

Municipal Revenues for Fiscal Year End 2014					
Municipality	Equalized Net Grand List	Equalized Net Grand List per capita	Equalized Net Grand List per capita as a % of State Average	Equalized Mill Rate	Tax Burden per capita
Ansonia	\$1,276,588,989	\$67,334	46.8%	27.52	\$1,853
Beacon Falls	\$641,059,735	\$105,873	73.6%	23.37	\$2,475
Derby	\$943,469,618	\$73,893	51.4%	27.57	\$2,037
Oxford	\$2,060,045,317	\$159,520	110.9%	17.02	\$2,715
Seymour	\$1,663,013,492	\$100,563	69.9%	24.20	\$2,434
Shelton	\$6,470,363,305	\$156,686	109.0%	15.48	\$2,426

Source: CT Data Collaborative, Town Data FYE2014

**Expenditures**

Seymour spends about \$56.6 million in order to provide educational and other services to residents and property. Local expenditures are clearly focused on education with about 62% going to education. Expenditures in Seymour are lower than the state average on a per capita basis. Total revenues to total expenditures are at a 100.4 ratio, which suggests Seymour draws enough revenues to cover its annual expenditures.

Municipal Revenues and Expenditures FYE 2014			
Municipality	Total Revenue	Total Expenditures	Ratio of Total Revenue to Total Expenditures
Ansonia	\$67,160,046	\$63,866,446	105.2
Beacon Falls	\$20,537,046	\$19,597,961	104.8
Derby	\$43,430,691	\$42,217,547	102.9
Oxford	\$46,017,760	\$44,767,445	102.8
Seymour	\$56,791,772	\$56,557,388	100.4
Shelton	\$123,167,743	\$125,754,159	97.9
Source: CT Data Collaborative, Town Data FYE2014			

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# What the Community Tells Us – POCD Public Participation

## Section Guide

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## **What the Community Tells Us – POCD Public Participation**

The POCD is a statement of the community's shared vision for its future. For a vision to be valid and be acted upon, it must include the input of as many of its residents and community stakeholders as possible. During the preparation of the Seymour POCD, the following public outreach was undertaken:

- Online Survey - opened July 7, 2015 and closed October 5, 2015 - 199 responses
- Public Input Session - July 9, 2015 at Town Hall, 6 PM - 8:30 PM - 4 persons of the public attended
- Meetings with Town Commissions at their regularly scheduled public meetings
- Creation of a Town webpage dedicated to information regarding the POCD, public meetings and alternate methods to contribute comments and opinions about Seymour's present and future.

### **Public Input Session – July 9, 2015 – Town Hall – 6 PM – 8:30 PM**

The Naugatuck Valley Council of Governments staff facilitated a Planning and Zoning Commission public input session for the Seymour POCD. The purpose of this session was to engage with Seymour's residents and stakeholders to learn about the Town's current priority issues, assets, and challenges regarding land use, economy, infrastructure, services and environment. The following questions were posed to the public in attendance:

1. What's good now?
  - What do you like?
  - What should be maintained?
2. What's not working?
  - What do you dislike?
  - What needs to change?
3. What opportunities are there?
  - What new things can be done to make Seymour better?
  - What do you hope to see in Seymour's future?
4. What questions haven't we asked that need to be asked?

A summary of the public's answers follow:

1. What's good now?
  - Small town atmosphere
  - Vibrant down town
  - Police force doing good job

- Housing - diverse options, low density housing via R-40 district
- Wild life
- Architecture - historic buildings intact
- Access to Route 8 which makes everything you need a half hour car ride away
- Fish By-pass park

2. What's not working?

- Tri-Town Plaza has been empty for too long, blight on the town
- Under-utilized areas - potential to bring in more commerce but they aren't
- 67 is an eye sore
- Limited parking downtown
- Hoadley Pond
- Have to go to Shelton for everything, shopping and restaurants
- Limited development potential and the challenge of redeveloping land
- 100 year flood zone and the flood plain on Rt. 34
- Sewer lines are a problem in the Southwest area of town
- Lack of good communication between the Town and residents
- No local newspaper - Seymour is at the edge of three newspaper circulation areas
- Lack of community participation in budget meetings
- Library system - expand services and digital resources for residents, including
- Increase youth activities in Town
- Higher taxes not equal to services provided
- Road maintenance
- Upkeep of buildings and community spaces
- Town services - need more staff and a central location

3. What opportunities are there?

- Push development toward tax bases - toward economic development
- Make Seymour more livable via public art, transit-oriented development, communication
- New businesses that are not pizza or Chinese restaurants
- More community spirit through high school volunteer projects
- Improve the existing trails and tie them into the Derby and Naugatuck trails
- River access

4. What questions haven't we asked that need to be asked?

- How can Seymour deal with projected growth? Difficult to envision more residents which would increase tax base but also strain existing infrastructure.
- How can train service be increased to NYC?

## Online Survey

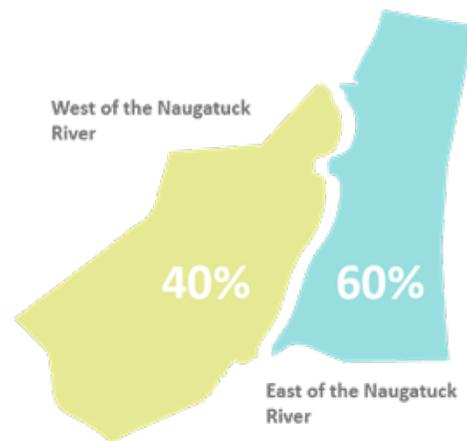
Public input for the POCD was also solicited using an online interest and opinion survey. The survey was comprised of 33 questions, ranging from questions relating respondents' geographic and demographic information, the type and condition of their housing condition, the quality of services and their opinions on the critical issues facing the Town. The results were intended to guide the work on the POCD and provide a vision for Seymour's 2025 future. The survey went live in July 2015 and was left open through the conduct of the public input session. Links to the survey were posted on the Town's website, and Facebook notices were sent to friends of the Town's Facebook page. By the close of the survey on October 5, 2015, a total of 199 responses to the survey were received. A summary of the survey responses follows.

### Overview

Between July and September of 2015, residents of Seymour responded to a series of questions pertaining to their home and to their activities in and around town. The survey revealed a number of mutual needs, common concerns, and shared visions for Seymour.

### Residency

Length of Residency	Over ten years	68%
	One to ten years	29%
	Less than one year	3%
Own or rent?	Own	83%
	Rent	17%
Age of home	50+ years	45%
	31-50 years	23%
	6-30 years	27%
	1-5 years	1.5%
Condition of home	Excellent	23%
	Good	46%
	Fair	30%
	Poor	2%



**Employment**

81% of respondents are employed. The major work locations for those employed are described below.

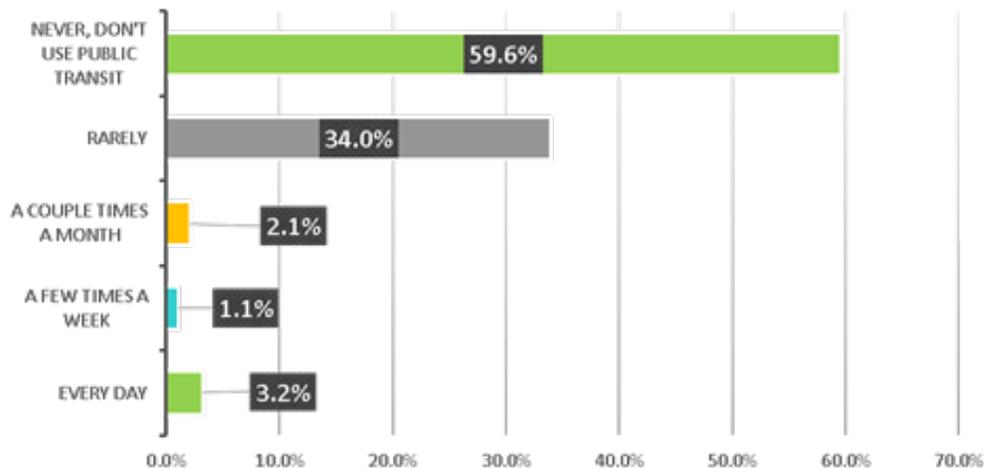
Major Employment Corridors	Percentage
Rt. 8 North / Waterbury Branch Line North Seymour/Beacon Falls/Naugatuck/Waterbury	25.6
Rt. 8 South / Waterbury Branch Line South Oxford/Ansonia/Derby/Shelton/Trumbull/Orange/Bridgeport	25.6
I-95 North / New Haven Main Line North Stratford/Milford/West Haven/New Haven	13.8
I-95 South / New Haven Main Line South Darien/Westport/Fairfield/ Southport/Greenwich Stamford/Norwalk/Manhattan	10.5

75% of respondents work in areas served by Rt. 8, I-95, and Metro North. The remaining 25% chose not to specify or work in areas outside of these employment corridors, including Bristol, Wallingford, Cheshire, Monroe, Windsor, and North Haven.

**Transportation**

Most Seymour residents do not utilize public transit on a daily basis. When they do, many prefer the New Haven main line, despite the proximity of Seymour’s train station on the Waterbury Branch line.

Service Utilization



New Haven Line	75%
Waterbury Branch Line	26%
Bus Services (CT Transit, Valley Transit District, Greater Bridgeport Transit)	18%

Thoughts on Public Transportation

Waterbury Branch Line	
<p>Seymour residents shared misgivings about the current state of the Waterbury branch line. Most responded that they would ride the train more often if train times were more convenient and if the station had more parking reserved for commuters. Most felt it was difficult, near impossible to commute using the train due to limited frequency. Those completing less frequent trips south to Stamford and Manhattan choose to drive to main line stations.</p>	<ul style="list-style-type: none"> <li>• Improve/renovate train station</li> <li>• Add more frequent , later trains</li> <li>• Add ticket machines</li> <li>• Create additional parking reserved for commuters</li> <li>• Add direct service to Stamford, Manhattan, and New Haven</li> <li>• Increase reliability</li> <li>• Add train tracking with real time information via digital signage</li> <li>• Cleaner, newer train cars</li> <li>• Create accessible train stations/ platforms</li> </ul>
Bus Service	
<p>Many respondents were unfamiliar with the existing bus lines in Seymour and suggested that greater visibility, bus shelters, and more understandable schedules would help ridership. Some respondents did not feel bus service was a priority in town. Those familiar with bus service wanted more frequency and more lines to connect Seymour to area towns and events.</p>	<ul style="list-style-type: none"> <li>• Add lines that connect Seymour to Derby and Waterbury</li> <li>• Add faster, more direct route to New Haven</li> <li>• Create more connections - downtown is convenient but other sections of New Haven are not (Westville, Amity)</li> <li>• Add more frequency to existing lines</li> <li>• Improve awareness through media</li> <li>• Construct attractive bus shelters with ticket machines and bus tracking/maps/schedules</li> <li>• Existing bus shelters are unattractive and ineffective</li> <li>• Add shuttle service to Bradley (none currently exist from Seymour)</li> </ul>

### ***Shared Visions***

Seymour residents expressed a number of common concerns and shared visions for future planning and development.

#### Top 5 Improvements Necessary for the Waterbury Branch Line

1. Add more train service to Bridgeport, Stamford, and New York
2. Make train service more convenient
3. Increase number of trains
4. Improve reliability of train service
5. Add peak hour trains

#### Top 5 Features and Assets in Seymour

1. Access to highways (Rt. 8 and 67)
2. Parks
3. Seymour Land Conservation Trust trails
4. School facilities
5. Public Safety and Security

#### Top 5 Public Recreation Areas

1. Chatfield Park
2. Gary Park
3. French Memorial Park
4. Seymour High School
5. Seymour Land Conservation Trust Trails

#### Top 5 Issues facing Seymour

1. Lack of entertainment
2. Need to enhance the appearance
3. Need to revitalize the downtown
4. Education
5. Lack of jobs

#### Top 5 Public Services and Facilities

1. School facilities
2. Public safety
3. Education
4. Route 8 Travel Time
5. Libraries and other cultural facilities

#### 5 Public Services and Facilities in need of Most Improvement

1. Valley Transit District Dial-A-Ride bus service
2. CT Transit Local Bus Service
3. Waterbury Rail Line Service
4. Senior and Community Centers
5. Route 67 Travel Time

#### Planning and Economic Development Priorities

1. Make Seymour more walkable
2. Mixed-use development (commercial, retail, and housing)
3. Expansion of Parks and Open Spaces
4. Beautification of Main Street
5. Enhancement of the Seymour rail station

#### Downtown Priorities

1. New restaurants
2. New retail businesses
3. New trail at Pawlak Bypass Park
4. Mixed-use development
5. New community center

In addition to these priorities, many town residents noted blight as a major issue facing Seymour. Vacancies within Tri Town Plaza and abandoned houses around town were of particular interest, as were ideas to improve the animal shelter.

**Focus Areas for the Future**

Below is a summary of priorities residents identified independently:

Downtown	<ul style="list-style-type: none"> <li>• With the growing senior population downtown, accessibility should be a priority</li> <li>• Lighting and sidewalk improvements</li> <li>• Build on vacant downtown properties, fill vacant storefronts</li> <li>• Upgrade existing storefronts with paint and maintenance</li> <li>• Attract Bed and Breakfast style lodging</li> <li>• Attract more diverse retail downtown</li> <li>• More dining options downtown</li> <li>• Add market-rate, mixed-age housing downtown</li> <li>• More visibility through social media</li> <li>• More programming downtown - summer concert series, events other than parades</li> <li>• Beautification of Rt. 8 pillars downtown through lighting, landscaping</li> <li>• Provide more employment opportunities for younger residents</li> </ul>
Housing	<ul style="list-style-type: none"> <li>• Encourage homeowners to eliminate blight</li> <li>• Build more housing options while maintaining small town identity</li> </ul>
Schools	<ul style="list-style-type: none"> <li>• Improve results and ranking</li> <li>• Maintain and promote new facilities</li> </ul>
Parks and Recreation	<ul style="list-style-type: none"> <li>• Activate parks through more diverse programming - outdoor movies, more family-oriented events</li> <li>• Make parks accessible to all</li> <li>• Improve access and use of riverfront areas for recreation</li> <li>• Kayak rentals</li> <li>• Create community garden areas</li> <li>• Theater, art, and music activities</li> <li>• Install lighting</li> <li>• Marked and cleared trails along the river</li> <li>• Mountain biking trails</li> <li>• More recreational sports opportunities</li> <li>• New playgrounds for children under 5</li> <li>• Swimming pool or interactive water feature</li> </ul>

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# Conservation Strategies

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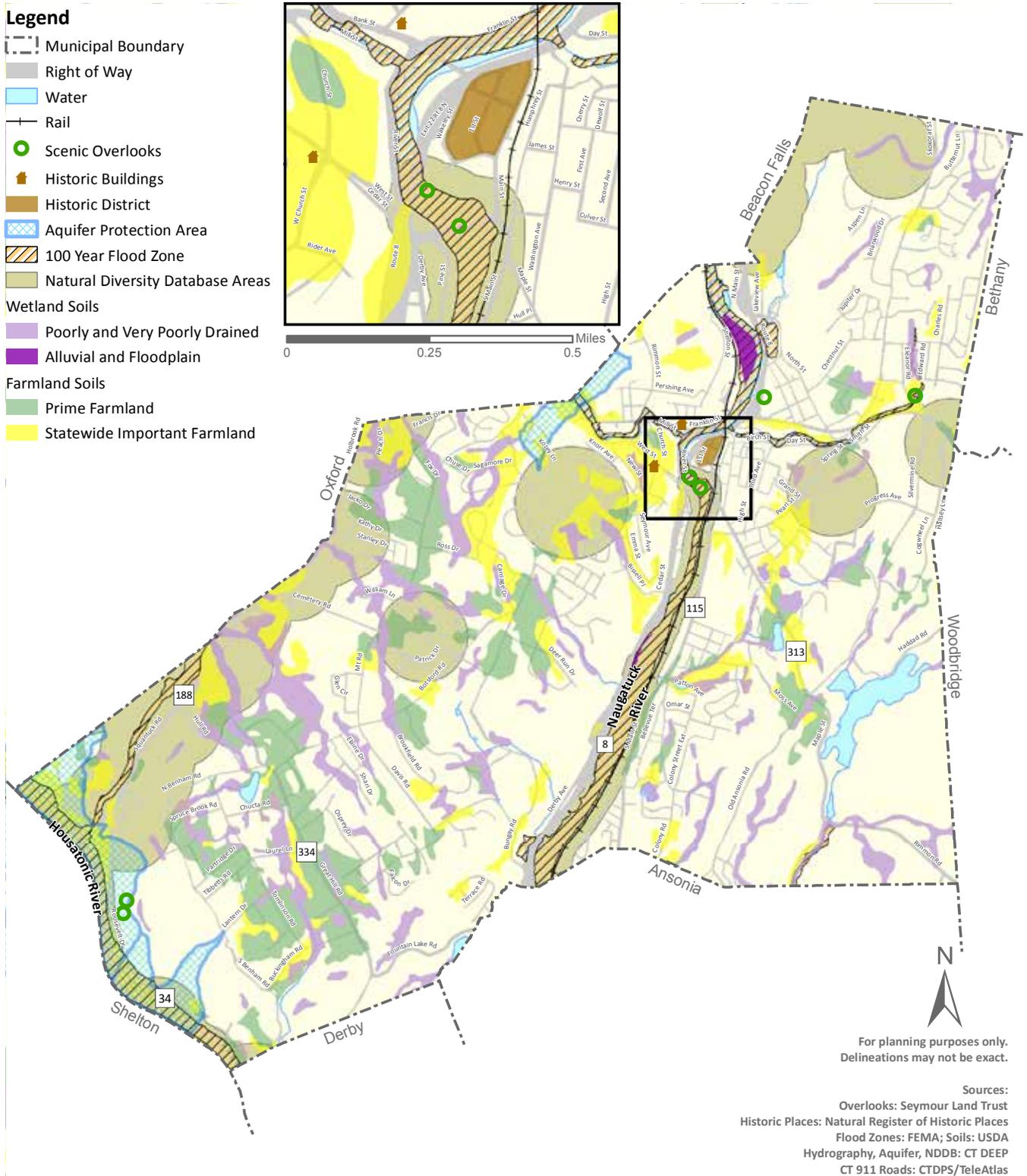


# Natural and Historic Resources

## Town of Seymour, CT

### Legend

- Municipal Boundary
- Right of Way
- Water
- Rail
- Scenic Overlooks
- Historic Buildings
- Historic District
- Aquifer Protection Area
- 100 Year Flood Zone
- Natural Diversity Database Areas
- Wetland Soils**
- Poorly and Very Poorly Drained
- Alluvial and Floodplain
- Farmland Soils**
- Prime Farmland
- Statewide Important Farmland



For planning purposes only.  
Delineations may not be exact.

Sources:  
Overlooks: Seymour Land Trust  
Historic Places: Natural Register of Historic Places  
Flood Zones: FEMA; Soils: USDA  
Hydrography, Aquifer, NDDB: CT DEEP  
CT 911 Roads: CTDPS/TeleAtlas  
Parcels: New England Geosystems

## Conservation Strategies

Conservation issues considered in this POCD, and policies to address them, include:

Conservation Issues and Policies	
Issue	Policy
Natural Resources	Identify and Protect Natural Resources
Natural Hazards	Identify and Plan for Mitigation
Open Space	Preserve Open Space
Historic Resources	Protect Historic Resources Build upon the Historic Downtown Character
Community Character	Enhance Community Character
Source: Seymour POCD 2002 & NVCOG	

Strategies to enact these conservation policies are described at the end of this section.

### Natural Resources and Hazard Mitigation Plan

The Town of Seymour is included in the regional Natural Hazard Mitigation Plan (NHMP). The NHMP identifies natural hazards and risks, existing capabilities, and activities that can be undertaken by a community to prevent loss of life and reduce property damage associated with identified natural hazards. The regional plan was prepared and endorsed in 2012 for the Lower Naugatuck Valley planning region that encompasses Derby, Ansonia, Seymour and Shelton.

Municipalities are required to have a FEMA-approved mitigation plan in order to be eligible to apply for and receive certain hazard mitigation assistance grants.

The primary goal of the NHMP is to reduce loss of or damage to life, property, infrastructure, and natural, cultural, and economic resources from natural disasters and to examine response time and recommend or establish priorities for restoration of services. Limiting losses of and damage to life and property will also reduce the social, emotional, and economic disruption associated with a natural disaster.

The following natural hazards were assessed and included in the regional NHMP:

- Flooding
- Earthquakes
- Hurricanes and Tropical Storms
- Dam Failure
- Summer Storms and Tornadoes
- Wildfires

- Winter Storms and Nor'easters
- Landslides

To assess the frequency of the above events occurring, and their anticipated effects, the NHMP looked at the Town's natural and physical setting, climate, existing land uses, and past history of events.

### ***Natural and Physical Setting***

Seymour is located in the section of Connecticut commonly referred to as "the Naugatuck River Valley," with geographic features that include a classic valley (a low area between hills that is longer than it is wider) formed by the Naugatuck and Housatonic Rivers. The topography is characterized by rolling hills with intermittent steep slopes. The highest point in Seymour at 630 feet is on Great Hill in the southwest section of Town along Route 334 (Great Hill Road).

With respect to bedrock geology, Seymour is located in the northeastern part of the Appalachian Orogenic Belt, also known as the Appalachian Highlands. The underlying geology contains various bedrock types that run in diagonal bands stretching from northeast to southwest. There are no fault lines underlying Seymour. The East Derby Fault is oriented from northeast to southwest, and stretches from Bethany southwest to Bridgeport, over a span of approximately 16.25 miles. It runs to the east of Route 8 through the eastern portion of Ansonia, Derby, and Shelton, but does not traverse Seymour. The fault is classified as an overturned thrust fault, and is currently inactive.

Surficial geology was formed over the past three million years by glacial activity and movement. The Town is primarily covered by glacial till, sand and gravel, and artificial fill. The Town's most common soil types are those that make up the Charlton-Chatfield complex, the Hollis-Chatfield Rock outcrop complex, and the Canton and Charlton soils; 43 other various soil types are present in smaller increments.

Seymour is divided among two major drainage basins: The Housatonic River Basin and the Naugatuck River Basin. The Naugatuck River flows through the central part of Seymour and the Housatonic River forms the town's western boundary with Shelton. Subregional watersheds include the Little River in the north-central part of town and the Bladens River covering the northeast section. Both rivers flow towards the Naugatuck River. Several other smaller rivers, streams and brooks flow through Seymour. Rimmons Brook, Nickel Mine Brook, Muds Brook, Beaver Brook and Kinneytown Brook flow towards the Naugatuck River, and Spruce Brook, Four Mile Brook and Great Hill Brook flow towards the Housatonic River.

The climate of the area is generally considered agreeable, characterized by moderate but distinct seasons. Summer temperatures, as measured in Fahrenheit, regularly rise to the mid 80s, and winter temperatures regularly dip into the upper 20s to mid 30s. Extreme conditions raise summer temperatures into the 90s, and approach 100 degrees on rare occasions; winter temperatures, from time to time, drop below zero. Median snowfall

is approximately 25 inches per year and the average annual precipitation is about 42 inches. However, average annual precipitation in Connecticut has been increasing by 0.95 inches per decade since the end of the 19th century (Miller et al., 1997; NCDC, 2005).

### ***Natural Hazards and Risks***

Flooding is the most common natural hazard facing Connecticut. In Seymour, flood prone areas are aligned along the Housatonic and Naugatuck Rivers. A portion of town center is susceptible to flooding by the Naugatuck River with the lower half vulnerable to a flood event that has 0.2% chance of occurring (that is, a 500 year flood). The Town is somewhat protected from severe flooding by a series of flood control dams on the Naugatuck River and its tributaries that were built after the devastating floods that occurred in 1955.

Flooding incidents occur relatively frequently along the Housatonic River, generally in the spring from a combination of melting snow and heavy rains. However, flood waters need to be very high for roads and structures along Seymour's section of Housatonic to experience flooding. Properties along Bank Street (Route 67) in vicinity of the former Housatonic Wire Company are subject to flooding by the Little River

Several natural hazards are associated with the occurrence of severe thunder storms, tropical storms, hurricanes, and tornadoes. These storms bring heavy rains and high winds that may cause flooding, downed trees, and power outages; they may also spawn tornadoes.

Though tropical storms have a greater probability of occurrence, the region does have the potential for hurricanes each year. Derby is located within fifteen miles of Long Island Sound and its shoreline, making it susceptible to hurricane force winds and flooding from heavy inland precipitation. However, the extent of tidal influences of the Housatonic River ends below the Housatonic Dam in Derby and Shelton, limiting the Town's vulnerability to storm surges associated with hurricanes.

Winter storms can create severe driving conditions, downed trees, and power outages due to high wind, heavy snow falls, freezing rain, ice, and extreme cold. In recent years, heavy snow falls and accumulation of snow pack have caused roof collapses.

The classic severe winter storm is the Nor'easter, a storm that forms along the East coast as a warm, moist low-pressure system moves up from the south and collides with a cold, dry high-pressure system moving down from the north. Past data indicates that Connecticut will experience one severe winter storm every five years. Despite this general trend, it is possible that a blizzard or blizzard-like winter storm will occur every year.

Though the frequency and magnitude of earthquakes and associated damage is low, Seymour and the surrounding region have experienced earthquakes. Local land use policies do not directly address earthquake hazards. The State Building Code contains provisions that include seismic coefficients in potentially affected areas.

Due to the infrequent nature of damaging earthquakes, land use policies do not directly address earthquake hazards. However, various regulations indirectly address areas susceptible to earthquake damage, such as the regulations that limited building on steep slopes.

There are 16 dams registered with the Connecticut Department of Energy and Environmental Protection (DEEP) located in Seymour. These dams range in class from negligible hazard potential to high potential. Dam failure poses a potentially catastrophic hazard, depending on the downstream population. However, despite the potential impact, dam failures are not considered a likely hazard.

Dam failures can be triggered suddenly with little or no warning, and often occur in connection with natural disasters such as floods and earthquakes. Failure often occurs during flooding, when the additional force of floodwaters causes a dam to break. Failure of one dam can initiate a series of dam failures downstream due to the sudden release of floodwaters.

There are two dams in Seymour classified as Class C. The failure of one of these dams has the potential to cause the loss of life, major damage to habitable property and significant economic loss. Because of this potential, these dams need to be regularly inspected and maintained.

Great Hill Reservoir Dam: This dam is located near the municipal border between Oxford and Seymour in northwestern Seymour on the Fourmile Brook and was built for water supply. It is now owned by Seymour and the reservoir is no longer used for water supply. The dam is 37 feet in height at its centerline and has a total length of 210 feet. If the dam were to fail, flooding would occur approximately 4,500 feet downstream and damage homes and other property along Route 188 and Route 34.

Peat Swamp Reservoir Dam: This dam is located in southeast Seymour on Beaver Brook just to the north of Maple Street (Route 313). The dam is owned by the Regional Water Authority (RWA) and was built to create a source of water supply. It is 42 feet high with linear length of 318 feet.

Registered dams in Seymour are listed in the following table.

Dams Registered with the DEEP Located in Seymour		
Name	Class	Hazard Potential
Great Hill Reservoir Dam	Class C	High Potential Hazard
Peat Swamp Reservoir Dam	Class C	High Potential Hazard
Middle Reservoir Dam	Class B	Significant Potential Hazard
Bladens River Dam	Class B	Significant Potential Hazard
Kinneytown Dam	Class B	Significant Potential Hazard
Wire Company Dam #2	Class BB	Moderate Potential Hazard
Kerite Dam	Class BB	Moderate Potential Hazard
Hoadley Pond Dam	Class BB	Moderate Potential Hazard
Wooster (Sochrin) Pond Dam	Class B	Significant Potential Hazard
Silver Lake Dam	Class B	Significant Potential Hazard
Clarks Pond Dam	Class B	Significant Potential Hazard
Beaver Brook Reservoir Dam	Class A	Low Potential Hazard
Rimmon Dam	Class B	Significant Potential Hazard
Wire Company Dam #3	Class A	Low Potential Hazard
Wire Company Dam #1	Class B	Significant Potential Hazard
Bungay Reservoir Dam	Not Rated	

Source: CT Department of Energy and Environmental Conservation (DEEP)

Wildfires are among the potential natural hazards that could occur in Connecticut. The most common causes of wildfires are arson, lightning strikes, and fires started from downed trees coming in contact with electrical lines. They have the potential to occur anywhere, anytime, in both undeveloped and lightly developed areas, although wildfires are more common in rural, less developed areas. The most vulnerable time for forest fires is in the spring from mid-March to mid-May. However, the danger of wildfires is relatively low in Connecticut as much of the land area prone to a wildfire has become fragmented and the ability of firefighters to reach and combat a fire has improved.

Because of the developed nature of Seymour, and the presence of natural water features, the forest fire risk is low. However, brush fires tend to occur in several areas of Town that expanses of open space, such as the Little Laurel Lime Ridge Park area.

Slopes introduce the potential for landslides; steep slopes are prime locations for them. A landslide generally refers to the mass movement of rock, debris, and soil down a slope of land. A variety of factors contribute to landslides; however, they commonly result from earth materials with low shear (minimal friction), high groundwater saturation, and an interruption of the slope by natural or human activity. Steep slopes exist in many areas of Seymour. Development in the proximity of these slopes further increases the likelihood of the slope material shifting, resulting in a landslide. Though several locations in the Town are susceptible to or have experienced landslides, the probability of occurrence is low and the extent of damage is expected to be limited to small areas.

The Department of Public Works is the principal municipal department that responds to problems caused by natural hazards. The Board of Selectmen, as well as other boards, commissions and committees, provide input and direction. Many of these commissions and departments play a role in hazard mitigation, including the Planning and Zoning Commission, the Inland Wetlands Commission, the Building Official, the Fire Department, and the Police Department.

There are several strategies the Town of Seymour can adopt to minimize loss and damage from natural hazards.

The recommended mitigation actions listed in the 2012 regional Natural Hazard Mitigation Plan for the Lower Naugatuck Valley provide important guiding principles. They include:

1. Preserve and acquire open space to reduce flooding; and pursue acquisition and demolition of flood prone and repetitive loss properties.
2. Regulate and/or prohibit development in protected and sensitive flood prone areas.
3. Upgrade drainage systems and culverts to handle storm water discharges.
4. Expand programs that place utilities underground and consider opportunities to relocate utilities underground.
5. Retrofit and modify critical facilities, as needed, to increase resiliency from natural hazards.
6. Require the use of wind-mitigation structural techniques in new structures.
7. Assess municipal buildings, critical facilities, and commercial/industrial buildings that are vulnerable to roof damage or collapse.

There are specific actions Seymour can take consistent with those principles.

1. Upgrade, replace and improve drainage systems at Walnut Street, along Roosevelt Drive (Route 34), associated with Bladens River in the Beach Street section, and associated with Little River in the Bank Street section.

2. Maintain and remove old and threatening trees on Town property and within the Town's rights-of-way to reduce potential damage during a tropical storm, thunderstorm, or hurricane.
3. Inspect and maintain dams, and develop and implement Emergency Action Plans for High Hazard and Significant Hazard dams.
4. Continue to support municipal fire departments, purchase and modernize equipment as needed, and promote subdivision regulations and development that ensure adequate emergency access.
5. Restrict development on slopes of 25% or greater, and restrict excavation and clearing on lands above steep slopes.
6. Install and incorporate green infrastructure into municipal projects, also known as Low Impact Development (LID) technologies and practices – stormwater planters, rain gardens, bio-swales, permeable asphalt – to mitigate stormwater before it enters the drainage system.
7. Continue enforcement of local zoning and subdivision regulations that protect natural resources and promote low impact developments.

## **Protect Natural Resources**

Protection of natural resources is important in terms of preserving environmental functions and protecting community character. The following environmental resources should be the focus areas of conservation efforts:

1. Significant Conservation Areas – Very sensitive lands worthy of preservation
  - Watercourses and waterbodies
  - Poorly drained solid (wetlands)
  - Floodplain (100-year, 1.0% probability)
  - Any slope in excess of 25%
2. Important Conservation Areas – Sensitive lands worthy of conservation
  - Public water supply watershed areas
  - Aquifers and recharge areas
  - Unique or special habitat areas
  - Floodplain (500-year, 0.2% probability)

## ***Water Quality Protection***

Water resources are the top conservation priority in Seymour. The protection of the major rivers, streams, lakes, ponds, and wetlands helps to maintain a natural drainage system. Secondly, these resources provide for scenic and recreational opportunities. Efforts aimed at protecting surface water quality should be directed towards the Peat Swamp Reservoir, a backup water supply for Seymour and surrounding towns. Ground water protection efforts are especially critical in the areas not serviced by public water.

## Conservation Strategies

Pollution of water resources should be a concern of government and citizens alike. Water pollution can come directly from a known point such as sewage treatment plants, landfills or industrial locations. Significant progress has been made in recent years to limit this type of pollution.

Most pollution currently, however, comes from non-point sources in the form of polluted runoff. When water runs over the land (whether from rain, car washing, or watering lawns) and picks-up contaminants, polluted runoff is created. Common contaminants can be salt/sand from roads, oil/gas from roads, agricultural chemicals from farmlands, and nutrients and toxic material from our lawns.

Polluted runoff is largely a result of how land is developed and used. As more impervious surfaces are built, there is less water filtering into the soil and more runoff flows into streams and rivers. As development increases, it should be a goal of the community to increase protection of water quality.

The following elements could be included in land use regulations and site review standards to minimize runoff and protect watershed lands:

- Reducing the clearing and grading of sites so as to minimize the impact on natural drainage patterns.
- Emphasizing the economic and environmental benefits of natural drainage systems such as grassed swales, vegetative filters and, porous pavement materials over manufactured systems.
- Establishing wetland and riparian buffers to filter pollutants and protect them from direct receipt of runoff.
- Emphasizing preservation of open space as a tool to filter polluted runoff from adjacent impervious areas.
- Encouraging site design with a goal of minimizing imperviousness of streets, parking lots, driveways, and structures where feasible.

The Town of Seymour should consider minimizing non-point pollution before more of the Town is developed by limiting impervious surfaces, maintaining storm sewers and drainage systems, and carefully planning sites for vehicle washing, waste disposal and outdoor storage of sand and salt.

When projecting future land use and zoning, consideration should be given to the fact that: Commercial and industrial development can generate 70%-90% impervious surfaces, and Residential areas can range from 15% (1 acre zoning) to 65 % (1/8 acre zoning) impervious surfaces, depending on the density allowed. Low Impact Development technologies and practices, as described in the POCD Development Strategies section, can help the Town and developers mitigate the negative effects to Seymour's water quality, while also meeting the economic development goals.

Water protection measures have been enacted in Seymour. In 2002, Seymour adopted a buildable land regulation that required contiguous buildable land excluding steep slopes,

wetlands, and other natural features on a lot. In addition, Seymour has a fully regulated area of 25-feet around wetlands, streams and watercourses, and a 100-foot regulated upland review area.

### ***Protect Hilltops***

Hilltops are important natural resources in the community because they provide scenic views and contribute to the community's character. The most visible hilltops in Seymour are along the Naugatuck River and Route 8, and the Housatonic River and Route 34.

Concerns have been raised about the cutting of trees along the hilltops. The cutting of trees has occurred mainly due to businesses trying to be more visible from Route 8, or private residences wanting better views.

These hilltops must be identified and protected. The Conservation Commission should have an active role in the identification of significant hilltops. Once the hilltops have been identified, the Planning and Zoning Commission should consider adopting regulations to help protect these sensitive areas in town.

### ***Monitor Timber Harvesting***

The practice of timber harvesting is an issue in parts of Seymour. Timber harvesting can have an adverse effect on the environment due to erosion and sedimentation problems. These adverse effects can be especially damaging to the major water resources in Town.

Regulating timber harvesting is defined by Public Act 98-228. This Public Act limits the community's ability to regulate forest practices. In addition, the public act clarified the role of the Inland Wetlands Commission to regulate forest practices that may have an impact on wetlands and watercourses.

Seymour should consider expanding the definition of regulated activity or regulated area in the wetland regulations.

### **Preserve Open Space**

Open space, in adequate quantities and appropriate locations, can help conserve natural resources, protect community character, provide fiscal and economic benefits, enhance the quality of life, and shape development patterns.

The basic steps of open space planning are:

- create an open space inventory
- establish goals
- assess potential open space opportunities
- develop implementation strategies

### ***Create an Overall Greenbelt System with Trails***

While Seymour has existing preserved open spaces in the community and some trail networks, these are not interconnected in any meaningful way. During the planning period, Seymour should focus on acquiring additional open space and interconnecting existing areas to create an overall greenbelt and trail system. Establishing such a system throughout the community will help to protect important natural resources, enhance existing open space, and contribute to the quality of life of the residents. Further, since the amount of acreage needed to create a greenbelt/trail is low relative to the open space benefit it provides, this strategy will also prove to be extremely cost-effective for Seymour over the long run.

### ***Promote Open Space Preservation***

Efforts should also be devoted to connecting local open spaces and trails with those of surrounding communities. For example, Seymour should, along with other communities and agencies, continue to be involved in efforts to create a Naugatuck River Greenway.

Some of the tools that are available to help preserve open space include:

- Encouraging acquisitions of open space or development rights by the Connecticut Department of Environmental Protection (such as the 2002 purchase of the Quillinan Reservoir property in Seymour and Ansonia),
- Encouraging the efforts of local land trusts
- Establishing a municipal fund for open space purchases (supported by annual municipal appropriations), and requiring open space set-asides at the time of development
- Seymour may also wish to consider fully utilizing the use assessment program enabled by CGS Section 12-107 (also known as PA-490). While this program does result in some tax reduction to owners of undeveloped residential property, studies have shown that the PA-490 program reduces short-term development pressure, provides more time for preservation of the property as permanent open space, and can save a municipality money compared to if the property was developed residentially.

### **Protect Historic Resources**

Since historic resources significantly contribute to community character, their identification and preservation are an important component of the Plan.

Historic resources may be tangible, embodied in the buildings we see and use, and intangible in the written and oral stories of people and events which collectively describe Seymour as an experience of place for residents and visitors. This section will identify Seymour's historic resources, introduce a policy for historic preservation, and suggest strategies to implement the policy.

### ***Seymour's Historic Resources***

1. National Register of Historic Places: Buildings
  - Sanford-Humphreys House
  - Seymour High School and Annex
2. National Register of Historic Places: Districts
  - Downtown Seymour Historic District
3. Museums
  - Seymour Historical Society, located in the Katharine Matthies house

### ***Policy: Build upon the Character of Seymour's Downtown Historic District***

Seymour's downtown historic district (DSHD) is comprised of five dense blocks located in the northern part of town at a bend of the Naugatuck River. Ideally located for power generation and transport, the DSHD was the center of early 1800's manufacturing operations under the direction of Gen. David Humphreys, a diplomat and politician who, in 1806, opened the first successful U.S. woolen mill. The Humphreys' mill paved the way for subsequent industrial development which continues to this day. Today visitors to the DSHD will find architecture from the early twentieth century, including Victorian, Queen Anne vernacular and revival styles, exemplified on free standing civic and industrial buildings as well as commercial row and residential buildings. The DSHD is unique in that its buildings continue to be used for industrial, commercial and government service functions. As of 2016, the DSHD is a federally recognized historic district because of its place on the National Register of Historic Places, but there are no local regulations to protect the district from losing its historic integrity. In addition, the Board of Selectmen has forwarded to the Town's ordinance committee a sample ordinance from the CT Trust for Historic Preservation for consideration as a zoning amendment.

## **Preservation Strategies**

### ***Certify Historic Resources and Codify Historic Preservation***

1. Create a Village District, as per CGS 8-2, to preserve the Downtown Seymour Historic District.

Creating a village district works preservation into the existing zoning system. This preservation effort allows the town to establish design standards that maintain the charm of the area by ensuring changes are harmonious and compatible with the existing historic fabric. Furthermore the design standards can promote walkability. All of these qualities encourage more people to visit and use Downtown Seymour.

2. Become a Certified Local Government (CLG).

Seek Certified Local Government (CLG) status from the National Parks Service (NPS). The CLG program creates a partnership for preservation between the

federal (NPS), state (State Historic Preservation Office) and local levels of government. By making this commitment to historic preservation and agreeing to follow the requirements that come with the program, opportunities for funding and technical assistance become available. In Connecticut, Supplemental Certified Local Government Grants and Historic Preservation Enhancement Grants are available to CLGs.

### ***Inventory and Expand Historic Resources***

1. **Inventory:** Conduct a Cultural Resource Survey (CRS) of the Downtown Historic District and beyond.

Prior to Downtown Seymour becoming a National Register Historic District, a CRS of historic buildings in the downtown area was conducted in 1978. This survey was the first step to the 1980 nomination of Downtown Seymour to the National Register. An update to this survey is needed to inventory present day historic resources and document how the resources identified in 1978 have changed over time.

The National Register considers resources older than 50 years historic, so buildings and other resources age into being considered historic over time. Conducting a survey today may reveal more modern resources now considered historic.

2. **Expand:** Parts of Seymour beyond downtown need to be surveyed to identify interesting and significant historic resources outside of the Downtown Historic District. One such area may be the North Derby Ave Economic Development area, where preservation efforts could support economic development efforts. Consider pursuing historic districts status at local and national levels for additional areas.

### ***Outreach through Branding and Education***

1. Establish a brand message to promote economic activity.

One way to encourage preservation of Seymour's historic downtown is to encourage economic use of the area. If businesses prosper they may be able to better maintain the historic building within which they reside.

Work with the Economic Development Commission and local shop owners to promote economic development in Downtown Seymour, establish a consistent brand message for the downtown, advertise its resources, and revamp the website (<http://shopsatseymour.com/>) for its attractions. The 2012 Downtown Action Strategy suggested all of these strategies.

A consistent brand message shapes the way residents and visitors to think of the area encouraging them to have a positive image of Downtown Seymour. A brand message or short slogan can be incorporated into or accompanied by a logo, both of which may appear in advertising, on the website and on signs. To

advertise the downtown and the resources it has to offer, the Downtown Action Strategy suggests a social media program and purchasing local billboard space.

2. Implement educational programs for students and historic homeowners.

Student Programs: Use local historic resources as teaching agents for elementary school children. Visiting the Historical Society's Katharine Matthies house is currently part of the 3rd grade curriculum. Work with the historical society to maintain this program.

To preserve the town's intangible historic resources, involve middle or high school students in an oral history project. Longtime community members carry stories and information about the town's people, events and buildings. The Historical Society and the Board of Education could collaborate on an oral history project, like NPR's Story Corps. The company Story Corps provides a free app that guides interviewees through the process of formulating questions, recording and archiving an oral history interview.

Homeowner Programs: Responsible stewardship of historical buildings cannot be mandated but it can be encouraged by educational programs. Historic Village Districts and other Historic District ordinances can only regulate and therefore protect the exterior features of buildings within the bounds of districts. A town-wide program administered through the Historical Society could educate historic building owners about proper care of their historic homes' exteriors and interiors.

### ***Sources for More Information***

- Seymour Town Historian
- "Historic Preservation: An Introduction to Its History, Principles and Practice," Norman Tyler, Ted J. Ligibel and Ilene R. Tyler, published 2009 by W. W. Norton & Company, New York
- "National Register of Historic Places," National Parks Service, <http://www.nps.gov/nr/> (accessed January 2016)
- "Information on Village Districts," Connecticut Trust for Historic Preservation, <http://cttrust.org/cttrust/page/village-districts-act> (accessed January 2016)

## **Enhance Community Character**

While community character and spirit are hard to define, they are important elements of any community's psyche. As shown below, physical attributes are an important component of community character and community programs are an important component of community spirit.

### ***Physical Character***

- The Town Center - The downtown is a source of pride for local residents
- Local Facilities - The Strand Theater and Antiques district
- State Facilities - State Parks and other State facilities
- Agricultural and Rural Features - Stone walls, farms, significant trees, contribute to community character
- Natural Resources & Open Space - Natural features and open space contribute to community character
- Ridgelines and Scenic Views - Ridgelines and panoramic views enhance scenic character
- Vegetation - Vegetation is another important aspect of community character
- Scenic Roads - Scenic roads contribute to character. (see CGS 13b-31 and CGS 7-149a)
- Architectural Characteristics - Building architecture contributes to overall community character
- Historic Resources and archeological resources contribute to character

### ***Community Character***

- Local Programs Or Events - Community events (such as festivals, and concerts) add to community spirit and character
- Local Organizations - Organizations where people help each other and their community help build community spirit
- Volunteer Contributions - Volunteer contributions have a lot to do with what makes Seymour special
- Local Recognition - Community spirit and pride is enhanced by positive publicity of local events and activities

### ***Local Organizations***

Local organizations that contribute to community activities and community spirit include:

- Town of Seymour Culture and Arts Commission
- Seymour Land Trust

- Adopt - A - Spot Program
- Pop-Warner Football league
- George J. Hummel Little league
- Seymour Pink
- Volunteer Fireman Association

### ***Local Events***

Local events that contribute to community character, pride, and spirit include:

- Summer Concerts at the Strand Theater
- Seymour Farmers Market
- Pumpkin Festival
- Smoke in the Valley
- Founder's Day
- Memorial Day Parade
- Halloween Haunted Trail
- Trunk or Treat
- Christmas Parade

## **Conservation Strategies**

### ***Natural Resources***

1. Continue to protect ground water quality and surface water quality throughout Seymour.
2. Continue to encourage the 100-foot regulated upland review areas.
3. Monitor areas served by septic system to protect ground water supplies.
4. Encourage more wildlife enhancement programs such as the fish walk around the Great Falls.
5. Encourage the identification of hilltops, and consider adopting regulation to preserve the hilltops.
6. Encourage minimizing timber harvesting in environmentally sensitive areas.
7. Consider adopting aquifer protection regulation to protect water quality.
8. Monitor natural hazards and update Hazard Mitigation Plan

### ***Open Space***

1. Tie both existing and new open space and recreational areas together into an integrated greenbelt system.
2. Identify vacant land along major rivers for the purpose of future river greenways.
3. Focus on preserving environmentally sensitive land through the purchase of open space.
4. Support of the local land trust.
5. Establish a fund for open space purchases.
6. Educate property owners on their eligibility for PA-490 designations.

### ***Historic Resources***

1. Inventory and Expand Historic Resources
  - Update the 1978 historical resource survey, and identify additional historic resources outside of Downtown.
2. Work with the historical society on educational programs on maintaining historically significant resources.
3. Certify Historic Resources and Codify Historic Preservation
  - Create a Village District, as per CGS 8-2, to preserve the Downtown Seymour Historic District.
  - Become a Certified Local Government (CLG).
4. Outreach about history and historic resources through Branding and Education

### ***Community Character & Spirit***

1. Preserve and protect the historic feel of the Downtown.
2. Preserve and protect scenic views through the purchase of open space.
3. Continue support of the Adopt - A - Spot program.
4. Encourage the continued use of the Strand Theater.
5. Consider adopting a scenic road ordinance.

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# Development Strategies

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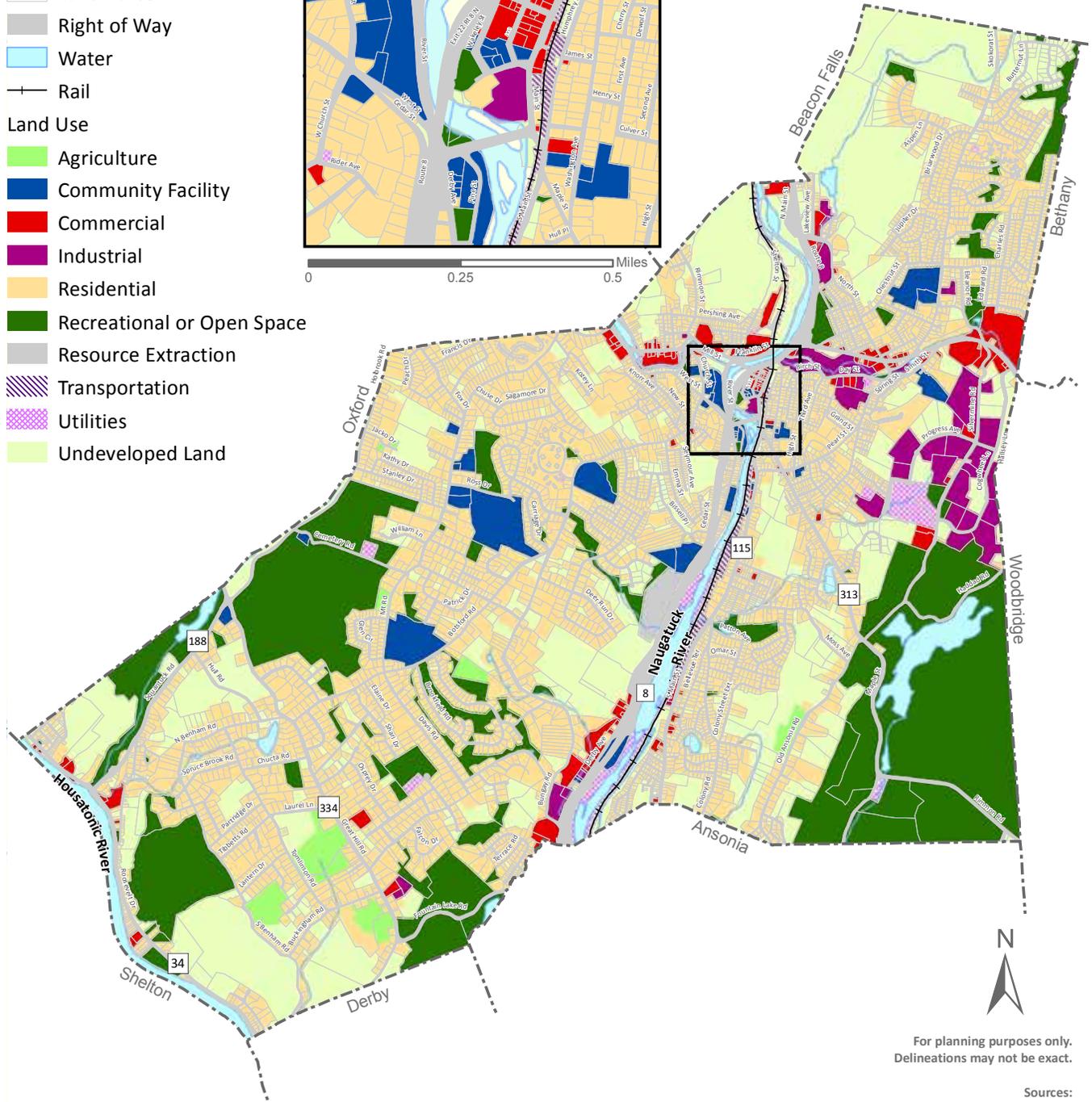
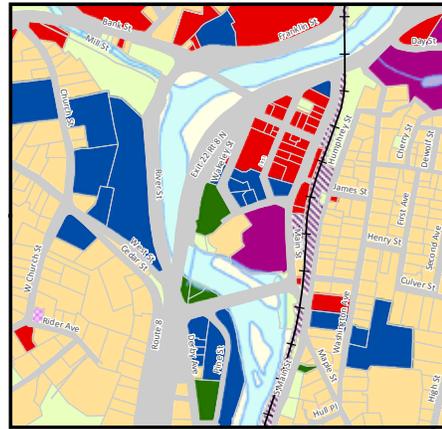


# Land Use

## Town of Seymour, CT

### Legend

-  Municipal Boundary
-  Land Parcel
-  Right of Way
-  Water
-  Rail
- Land Use**
-  Agriculture
-  Community Facility
-  Commercial
-  Industrial
-  Residential
-  Recreational or Open Space
-  Resource Extraction
-  Transportation
-  Utilities
-  Undeveloped Land



For planning purposes only.  
Delineations may not be exact.

Sources:  
Town of Seymour  
CT 911 Roads: CTDPS/TeleAtlas  
Parcels: New England Geosystems  
Hydrography: CT DEEP

## Development Strategies

Development issues considered in this POCD, and policies to address them, include:

Development Issues and Policies	
Issue	Policy
Community Structure	Maintain and Enhance Community Structure
Housing & Residential Areas	Address housing needs
Business & Economic Development	Promote economic development
Community Facilities	Address community facility needs
Environmental Impact Mitigation	Consider Low- Impact Development Practices
Downtown Revitalization	Consider Transit Oriented Development Practices
Source: Seymour POCD 2002 & NVCOG	

Strategies to enact these development policies are described at the end of this section.

### Maintain and Enhance Community Structure

Community structure addresses the overall organization of Seymour. Structure is an important consideration in the Plan since it addresses how people, both residents and visitors, perceive and understand the community. Structure is also an important guide for land use regulations and decisions. Regulations can be designed and implemented to reinforce the community structure and enhance community character.

The downtown is the focal point of the community. This area incorporates a variety of functions such as governmental, financial, entertainment, and retail services. The downtown area is a true mixed-use “node” and emphasis should continue to be placed on increasing the vitality and use of the downtown area. Incorporating greenways, the antiques district, train stop, Strand Theater, and eating establishments, can help to build a true destination for both residents and visitors. More information about enhancing the downtown area is found later in this section under the ‘Downtown Revitalization - Transit-Oriented Development’ subsection.

In order to enhance community character in Seymour, efforts should be devoted to maintaining the highest standards for design of the development and the re-development of properties. These standards can include building design, landscaping, and maintaining appropriate buffers between uses. In addition, whenever possible, new commercial development should be designed to avoid “strip development” patterns by providing for pedestrian friendly development with walkways, shared parking, and at an appropriate scale.



# Housing

## Town of Seymour, CT

### Legend

Municipal Boundary

Land Parcel

Right of Way

Water

Rail

Seymour Housing Authority

### Residential Density

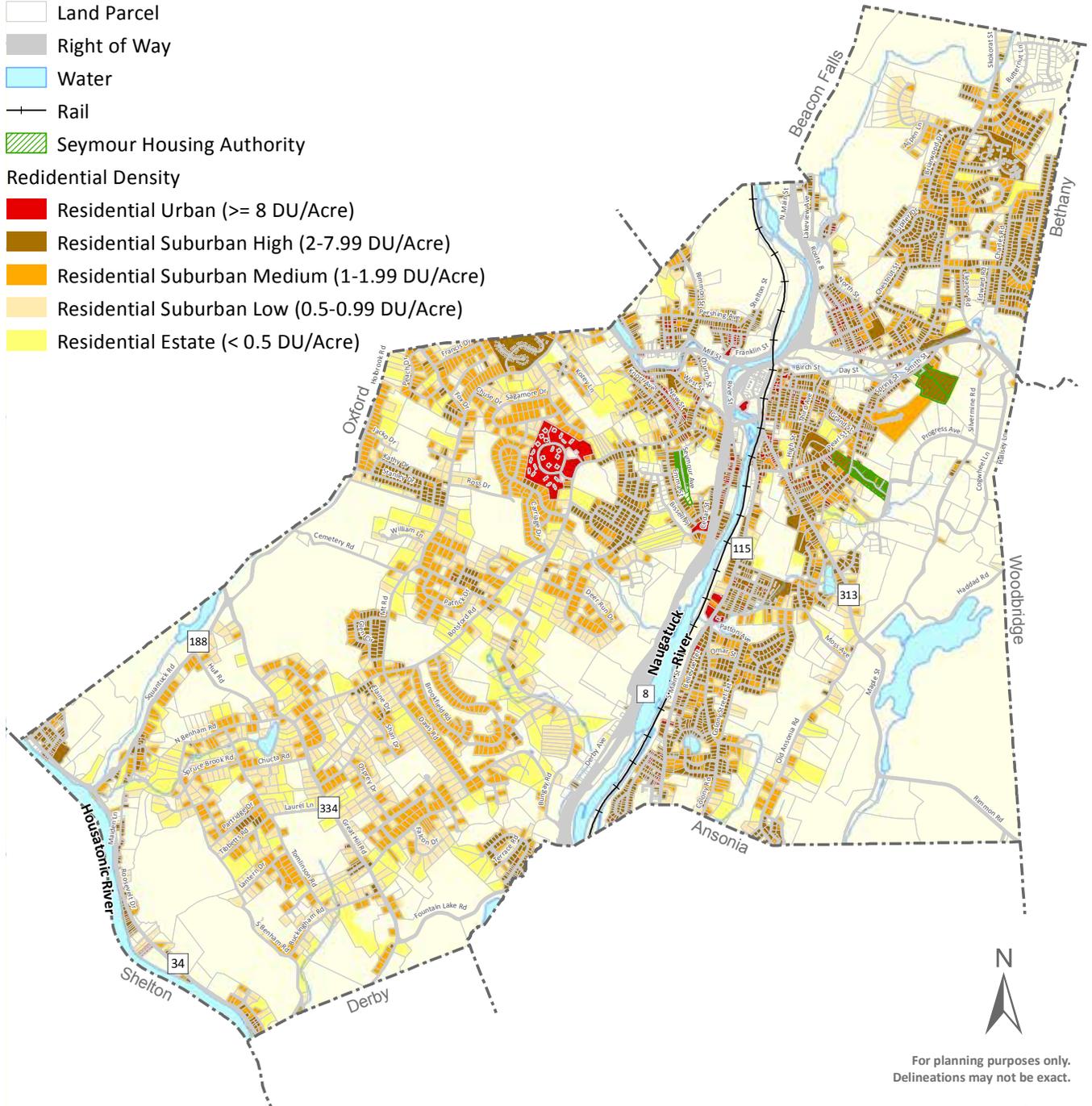
Residential Urban ( $\geq 8$  DU/Acre)

Residential Suburban High (2-7.99 DU/Acre)

Residential Suburban Medium (1-1.99 DU/Acre)

Residential Suburban Low (0.5-0.99 DU/Acre)

Residential Estate ( $< 0.5$  DU/Acre)



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Sources:  
Town of Seymour  
CT 911 Roads: CTDPS/TeleAtlas  
Parcels: New England Geosystems  
Hydrography: CT DEEP

## **Address Housing Needs**

Seymour is primarily a residential community. The proximity to the larger employment centers by way of Route 8 helps to increase its attractiveness as a residential location for families and individuals alike.

The housing options in Seymour include single family homes, apartments, and condominiums. This mix of housing options will be important in terms of meeting the changing housing needs of residents.

### ***Consider Open Space Development Patterns***

The subdivision regulations provide that the Planning & Zoning Commission can require that up to 10 percent of the gross area of the property to be designated as open space. The zoning regulations have recently been revised to require that lots should have a minimum amount of contiguous non-wetland soils and pre-development slope of 25% or less. The additions to the regulations help to preserve sensitive areas, however the regulations produce the same type of subdivision development as produced in the past.

Modifying these regulations to allow the use of a density calculation, rather than minimum lot size, is a way to achieve a more desirable development pattern. A density regulation can result in a subdivision with smaller lots sizes (but not more lots), protected natural resources, meaningful buffers to adjacent uses, scenic view protection, and contribute to the desired overall open space pattern (greenbelts with trails).

### ***Maintain Housing Diversity***

The housing needs in the community relate directly to the changing demographics. Seymour does have a number of multifamily developments, such as apartments and condominiums, distributed throughout the community. These developments provide more affordable housing to the younger population, the elderly population, and small families.

The town also allows accessory or in-law apartments. These apartments allow for the shared use of a detached single family dwelling. These accessory apartments help lessen the need for additional multi-family units, accommodate the elderly and disabled residents, allow for on-site caregivers, and in limited cases, allow for additional income for the homeowners.

According to the State of Connecticut, 5.4% of Seymour's housing stock is rated affordable. A number of affordable housing options are provided through the Seymour Housing Authority (SHA). The SHA operates units which are affordable housing options for low to moderate income families, elderly, or elderly disabled. The SHA also provides property management services for an additional 12 units in Seymour and 34 units in Oxford.

Seymour Housing Authority (SHA) Properties - 2015		
Type	Units	Locations
Federal Elderly Housing	120	Reverend Albert Callahan House (Smith St.) and Norman Ray House (Walnut St.)
State Moderate Rental Housing	81	Chamberlin Road, Brothers Court, and Seymour Avenue
State of Connecticut Pilot demonstration Assisted Living	56	Smithfield Gardens Assisted Living (Smith St.)
Total	257	
Source: Seymour Housing Authority		

As of 2015, there was a 3 to 5 year waiting list for SHA units. The elderly housing units were built in the 1950's and need upgrades. The SHA administration would like to convert a property adjacent to the federal housing (84 New Haven Rd.) to build more sustainable elderly housing units and in 2015 was awaiting HUD funding decisions to help move this project forward.



# Age of Housing

## Town of Seymour, CT

### Legend

Municipal Boundary

Land Parcel

Right of Way

Water

Rail

Year Built

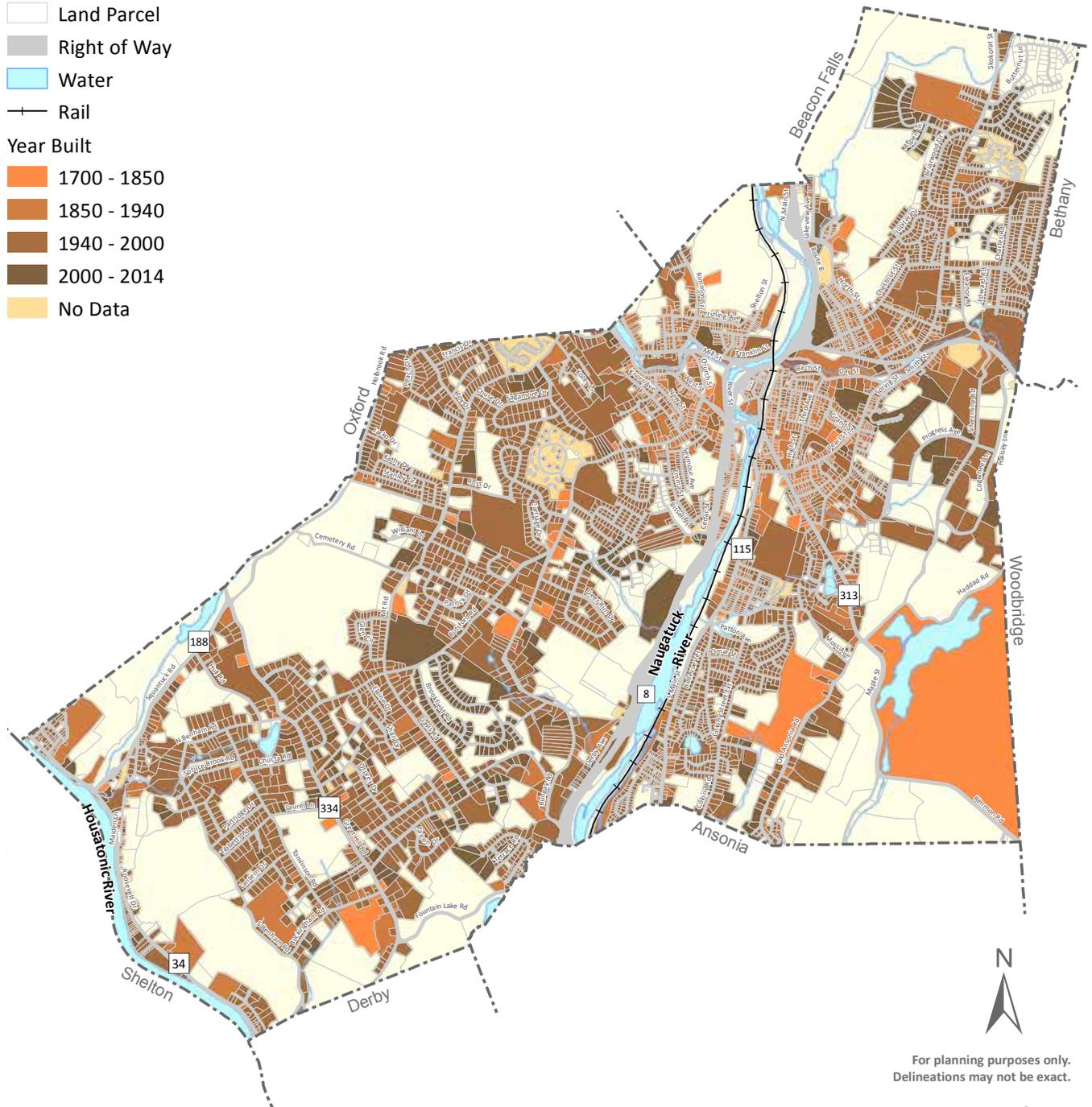
1700 - 1850

1850 - 1940

1940 - 2000

2000 - 2014

No Data



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Delineations may not be exact.

Sources:  
Town of Seymour  
CT 911 Roads: CTDPS/TeleAtlas  
Parcels: New England Geosystems  
Hydrography: CT DEEP

## **Promote Economic Development**

Economic development in a community helps to create a diversified tax base, provides residents with goods and services, and provides employment opportunities. Seymour has a mix of commercial and industrial businesses concentrated within its various business zoned areas. Seymour's high visibility from Route 8 is key to its commercial and industrial success.

At the present time, business development in Seymour is still heavily based on the manufacturing sector. Three of the top five Seymour business establishments by number of employees are manufacturing companies, namely the MicroBoard Processing, Inc. RAF Electronic Hardware and the Kerite Company. Across New England, business development seems to be trending toward advanced manufacturing and green technologies. Seymour encourages this type of business development when feasible.

The overall goal of the Business and Economic Development Plan is to enhance the areas currently dedicated to commercial activity, maximize the land currently held for industrial purposes, and provide guidelines for future economic development. These strategies will help to maintain a healthy commercial and industrial base, while maintaining the community's character and not infringing on residential areas.

### ***Enhance Current Economic Areas***

The downtown area, bounded by DeForest Street, Wakeley Street, Route 67, and Main Street, is the major focal point of the community. The downtown has become an antique shopping destination within the state and region. This increase business from the antiques has helped to rehabilitate and improve buildings in the downtown.

However, additional improvements are needed within the downtown to help build on the momentum created by the antiques businesses. Improvements to the downtown area should include building façade improvements, sidewalk enhancements, and other beautification efforts, including street trees, and other plantings. Another way to enhance the downtown visually is burying the power lines underground. Efforts should also be focused on improving the outer boundary of the Downtown, an area identified as the "Downtown Orbit" on the accompanying maps. Enhancing the overall appearance of this area would create an inviting gateway into the downtown from Bank Street. An example of current efforts for improving this area is the Adopt - A - Spot Program.

Additional improvement efforts should be devoted to the smaller shopping areas in the community. The Klarides Village shopping area is one such example. Small improvements to the general appearance of the shopping areas could help to fill the vacant shops, thereby providing additional shopping opportunities to resident (such as a general clothing store), while improving the general appearance and character of the area.

### ***Maximize Economic Development Areas***

Seymour, like many Valley communities, has a small amount of remaining buildable commercial and industrialized land. In addition, the housing pattern is well developed and therefore future economic areas are hard to acquire. By maximizing the current economic areas, Seymour can maintain a strong economic base, while not intruding on its residential structure.

The main areas that are currently underutilized in the business areas include the lower Derby Avenue area, and the remaining industrially zoned land among the business parks and north of Stop & Shop.

The Derby Avenue area consists mainly of automotive type development (repair, service, and parts). The topography of the land does not lend itself to deep lots. Therefore future development would have to be in a vertical direction, rather than the typical single story development. This area should be considered as a secondary node for the community, mainly catering to the traffic along Route 8. Any development plans in this area should be carefully managed to avoid strip type development from occurring. Strip development in this area, which would introduce numerous curb cuts and cause traffic congestion, can be alleviated by the introduction of shared parking, and an internal circulation network.

The underutilized industrial zoned land could be a major asset to the community. However, like most of the remaining land in Seymour, topography is a major issue. The major focus in these areas should be to tailor the remaining land through regulation to allow for development. The development should first and foremost complement the landscape and enhance the surrounding area. Creating flexible land regulations and working with developers for the best type of development will enhance the community through employment opportunities and bring more tax revenue to the community.

An example of this is the Silvermine Industrial Park in the northwestern corner of the Town. To attract more environmentally sensitive and advanced manufacturing companies to this area, the Town suggests a rebranding of the industrial park as a Technical Campus.

### ***Provide Guidelines for Future Economic Development***

The future economic development in Seymour will occur in areas that are less than desirable in terms of topography and access. Therefore, it is desirable that development guidelines are constructed. These guidelines should provide information as to the desirable development outcome. In addition, the natural land constraints that exist on many sites should be preserved whenever and wherever possible.

Areas where future economic and development and redevelopment is encouraged by the Town include the following areas (see map for locations):

Franklin and Rimmon Streets: This is an area that is being considered for a new Metro North Waterbury line train station. If a new train station would be built here, transit oriented development projects may also be pursued. A proposed connector road between Route 34 and Route 67 would improve access to this area.

Tech Campus: currently known as the Silvermine Industrial Park. Major tenants include RAF Electronic Hardware, Thule Group Regions America offices and Basement Systems headquarters. Basement Systems is currently expanding its facilities onto adjacent parcels. The Town would like to attract more advanced technology manufacturing firms to this area.

84 New Haven Road: This site is a desirable location for new affordable housing for the elderly population. Buildings are preferred to be built with sustainable methods and design.

Former Seymour Lumber and Housatonic Wire site: This is a brownfield site which has been remediated for development. It has been identified as another spot for TOD mixed use housing and commercial units.

Downtown Seymour: This area is the focal point of Seymour and is currently known for its cluster of antique shops, government buildings, Pawlak By-Pass Park and center of Town festivals and concerts. Development of more upscale restaurants with sidewalk table services and greenway trails, as well as mixed use development is desired in this area. The area under Route 8 also has development potential.

North Derby Avenue: There are currently many housing units of older stock. The Town envisions this to be an area for small-scale professional offices, such as for attorneys, engineers and accountants.

South Derby Avenue: This is primarily an industrial area with some retail. The Tri-Town Plaza, a once thriving retail commercial strip mall, is located at the south end of this area. The Tri-Town Plaza has been cited by many residents and the Town as an area desired for redevelopment.

Housatonic River and Route 34: This is an area that the Town would like the public to have more access to. Currently there are some small-scale and fast food restaurants, and sparse residential development. For more commercial and residential development to occur here zoning would need to be revised and sewer service would need to be provided. There is a possibility for inter-municipal cooperation if Seymour and Derby could agree on the extension of the Derby sewer service to this area of Seymour.

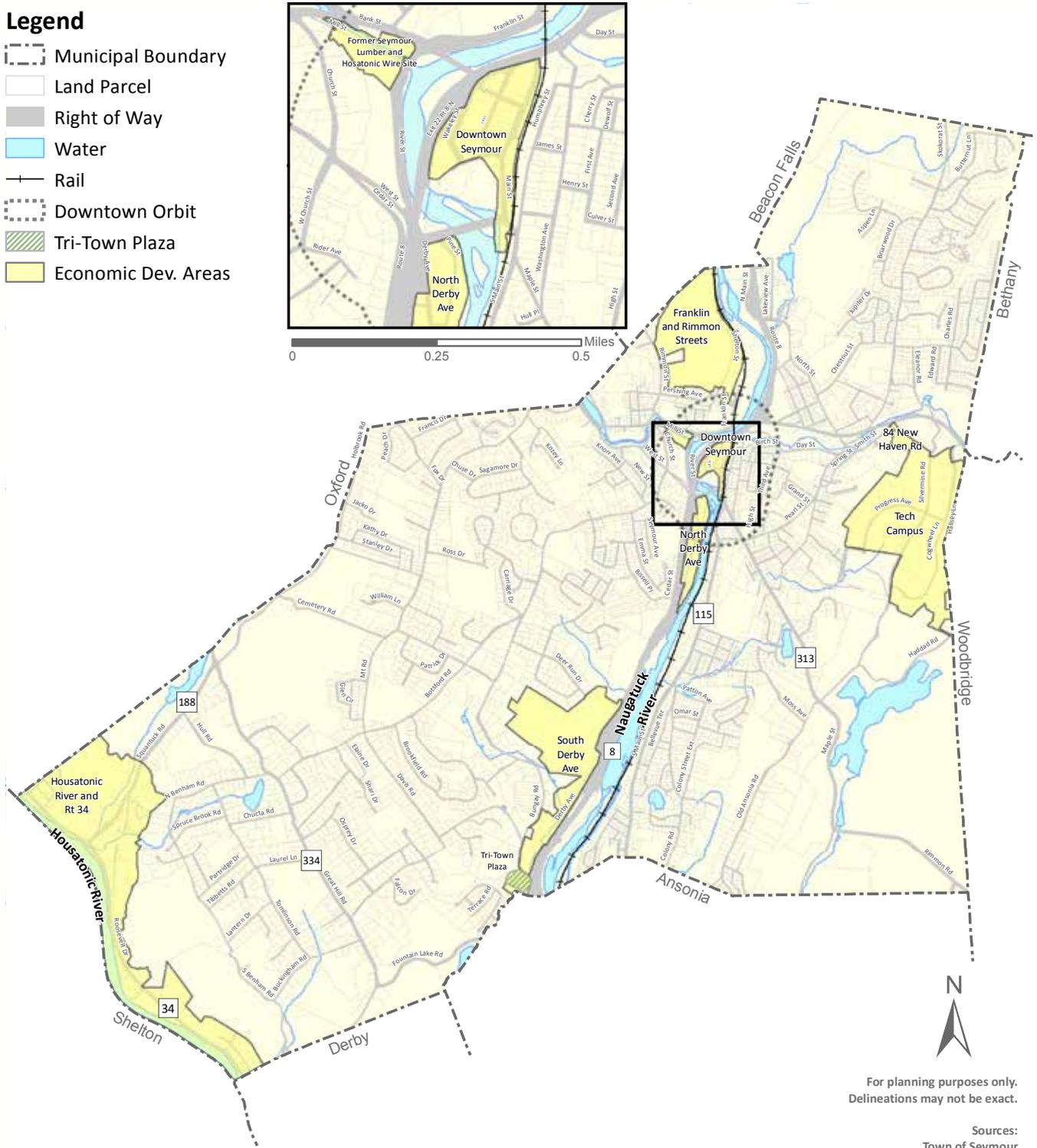
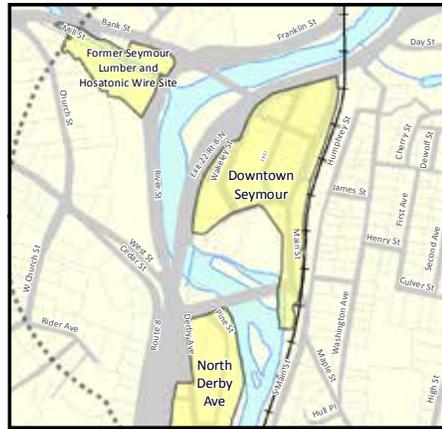


# Economic Development Areas

## Town of Seymour, CT

### Legend

-  Municipal Boundary
-  Land Parcel
-  Right of Way
-  Water
-  Rail
-  Downtown Orbit
-  Tri-Town Plaza
-  Economic Dev. Areas



For planning purposes only.  
Delineations may not be exact.

Sources:  
Town of Seymour  
CT 911 Roads: CTDPS/TeleAtlas  
Parcels: New England Geosystems  
Hydrography: CT DEEP

Development Strategies

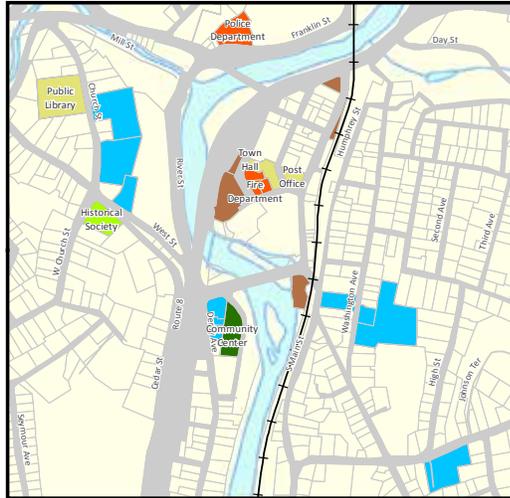
As of 2016, there were five (5) brownfield sites which the Town prioritized for redevelopment. They include the following:

Seymour Brownfield Properties - Priority Sites for Redevelopment - 2016					
Location	Site name	Owner	Funding	Past Use	Development Status
29 Maple Street	LoPresti School	Town of Seymour	EPA	Educational	Redeveloped
768 Ave.	Cars on Location	Derby Ave Realty	unknown	Automotive	Awaiting investment
79-101 Bank Street	Seymour Lumber	Doris M Living Trust	EPA	Commercial	Awaiting investment
109 River Street	Housatonic Wire	Housatonic Wire	EPA, DECD	Industrial	Awaiting investment
15 Franklin Street	Seymour Specialty Wire Company	Seymour Beacon Falls LLC	EPA	Industrial	Occupied
Source: NVCOG Note: Environmental Protection Agency (EPA), CT Department of Economic and Community Development (DECD)					



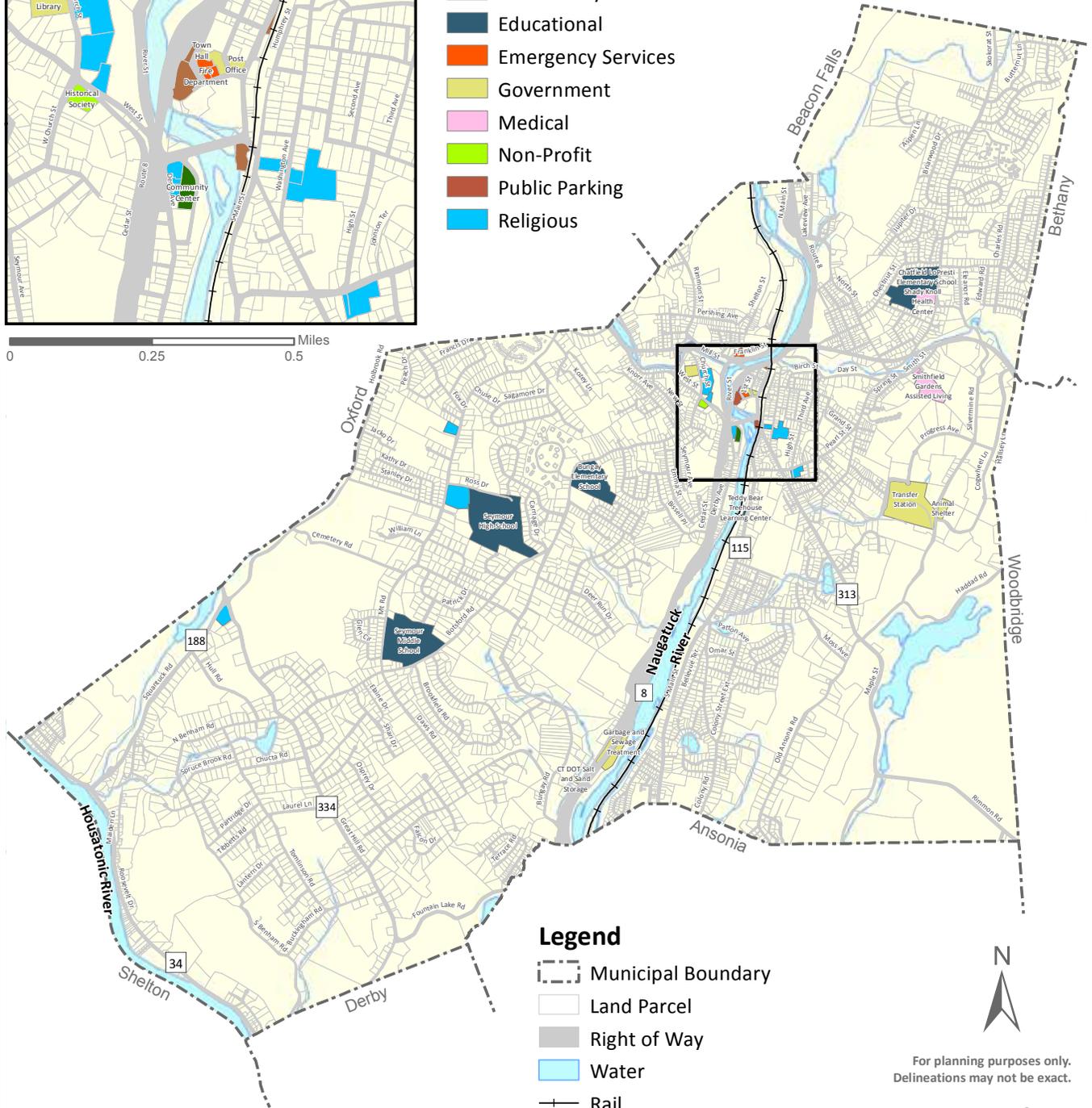
# Community Facilities

## Town of Seymour, CT



### Community Facility

- Community Center
- Educational
- Emergency Services
- Government
- Medical
- Non-Profit
- Public Parking
- Religious



### Legend

- Municipal Boundary
- Land Parcel
- Right of Way
- Water
- Rail



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Delineations may not be exact.

Sources:  
Town of Seymour  
CT 911 Roads: CTDPS/TeleAtlas  
Parcels: New England Geosystems  
Hydrography: CT DEEP

## **Address Community Facilities Needs**

Community services and facilities include such governmental functions as education, public works, public safety, and recreational services. Such services contribute significantly to the character of a community and its quality of life. The Plan of Conservation & Development reviews the physical aspects of such services and facilities to ensure they are appropriately located and sized to meet community needs during the planning period and beyond. The Plan is not intended to address the management, operations, or programs of individual departments or facilities.

There are a number of issues related to community facilities that can be directly related to the growth of the community. It is reasonable to expect that community growth will increase the need for community facilities and the challenge will be to prioritize and phase these improvements over time.

### ***Evaluate Re-use of Existing Buildings***

Currently Seymour is having a major enhancement of several community facilities. These facilities include a new Police Station and the building of a new Middle School. The construction of these new facilities has created space at the old facility locations. The re-use of these facilities to enhance the services provided to the residents should be a major focus in the next five to ten years. The former Lopresti Elementary school has been converted to forty-two (42) market rate apartments, and the former Seymour High School building has been converted to a Community Center.

### ***Community Center***

The community center at the former Seymour High School combines the services and activities of other community services, and provides these services from one centralized location. The types of services include senior services, recreation department, social services, and a youth services department. Adjacent to the community center is a skate park. The centralized location is a critical element of the facility since it allows for convenient access by all residents of the Town. However, there is a sense among residents that this facility is not being used to its full potential. Additional community activities and programming should be considered for this facility.

### ***Continued Evaluation of Community Facility Needs***

The evaluation of community facilities and services should be a continual process. This evaluation should consider the following:

Public Safety: Fire protection services in Seymour are staffed by volunteers and it is becoming increasingly difficult to maintain volunteer staffing levels due to increasing training requirements and time commitments. Steps should be taken to encourage volunteer staffing since a paid fire department can be an expensive undertaking. In addition, equipment needs should be monitored to ensure the fire

department's ability to safely operate in any situation.

The Ambulance Association, which is staffed by paid personnel, services Seymour and provides backup services for the seven communities along its borders. Evaluating the equipment needs and the operational location of this service is critical to maintaining fast emergency response. A new police department facility was built in the early 2000's and includes a vehicle maintenance facility. The current police force seems sufficient for Seymour's population, however it is important to maintain adequate police staffing levels and re-evaluate vehicle needs.

Senior Services: The population of elderly person is expected to increase in Seymour and additional demand can be anticipated for services such as recreation, health, transportation, and housing.

Public Works: The public works department is charged with the task of maintaining the streets, parks, town buildings and facilities, and overseeing the operations of transfer station, and household garbage and recycling pickup. Currently the public works facilities and equipment are adequate. Future needs of the department include the building of an additional salt/sand storage facility in the western part of town, and increasing staffing levels as the community grows.

Recreation Department: This department provides the community with numerous activities, including camps, classes, clinics, and family activities. In addition, the department has many sponsored trips in the State and regionally. The Recreation Department, as stated earlier, could benefit from being located in a combined community center. Combining the resources of these departments with youth and senior services could enable the department to incorporate a much larger population into its programs.

Along with the public works department and school and private sports facilities, Seymour residents have at least 24 options for recreation in parks and on sports fields. The 2015 online survey identified Seymour's parks and recreation as one of the best assets for residents and visitors. Over the next ten years, maintenance of these facilities and programs should be continued and additional amenities for children, elderly and persons with disabilities be developed and built. Linking these parks and recreational areas with a greenway, or linking them to established inter-municipal greenways, may increase the likelihood of residents and visitors using these amenities.

Seymour Parks and Recreation Areas
Abe Stone Park
Broad Street Park
Bungay Elementary School Playing Fields
Casagrande Field/Hummel Little League Park
Chatfield Lopresti Elementary School
Chatfield Middle School
Chatfield Park
Fountain Lake
French Memorial Park
Gary Park
George Street Park
Katherine Matthies Field
Laurel Lime Ridge Property
Legion Pool
Naugatuck River
Naugatuck State Forest
Paul Pawlak Sr. Bypass Channel and Park at Tingué Dam
Randell Park
Rolling Hills
Seymour High School Playing Fields
Seymour Land Conservation Trust trails
Seymour Middle School Playing Fields
Skate Park
Sochrin's Pond
Total Parks and Recreation Options = 24
Source: Town of Seymour, NVCOG

Education and Library Facilities:

Over the past 15 years the Town has invested over \$100 million into its school system and buildings, including the construction of new elementary and high school buildings and recreational fields used by the community at large. The Seymour public library is currently adequate for the community's needs, though residents at the public input meeting asked that the library provide more digital services and content. Further evaluation of these services is essential to providing the best possible educational and cultural facilities for the residents of Seymour.

Seymour School District Schools:

Bungay Elementary School 35  
Bungay Road

Chatfield-LoPresti Elementary  
School 51 Skokorat Street

Seymour Middle School 211  
Mountain Road

Seymour High School 2 Botsford  
Road

Seymour Public Library:

46 Church St, Seymour, CT 06483

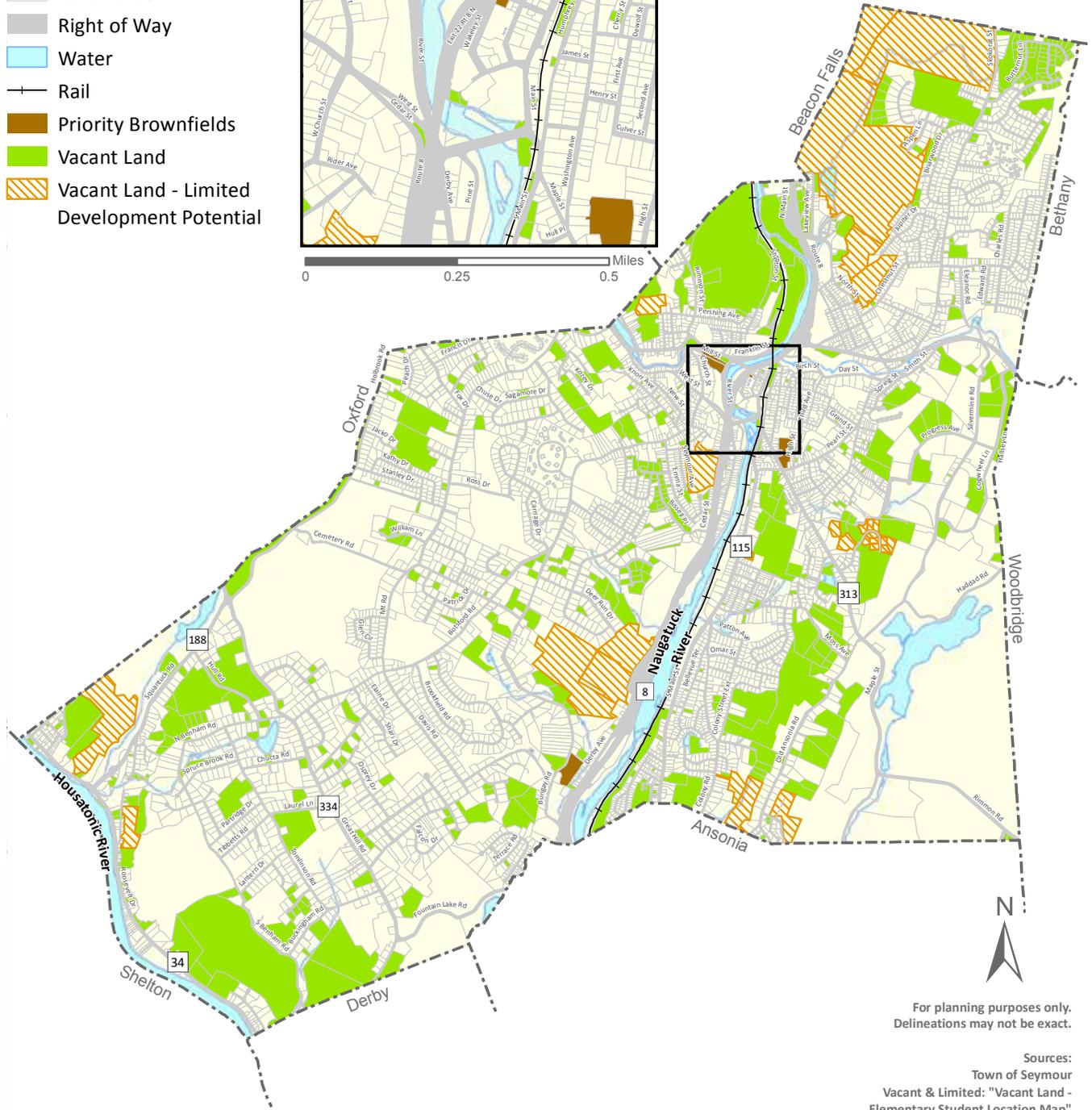
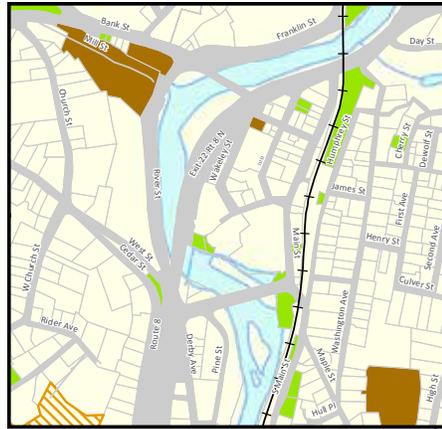


# Vacant Land

## Town of Seymour, CT

### Legend

-  Municipal Boundary
-  Land Parcel
-  Right of Way
-  Water
-  Rail
-  Priority Brownfields
-  Vacant Land
-  Vacant Land - Limited Development Potential



For planning purposes only.  
Delineations may not be exact.

Sources:  
Town of Seymour  
Vacant & Limited: "Vacant Land -  
Elementary Student Location Map"  
CT 911 Roads: CTDPS/TeleAtlas  
Parcels: New England Geosystems  
Hydrography: CT DEEP

## Consider Low-Impact Development Practices

In the process of land development, economic and environmental considerations, including water quality protection, may be addressed simultaneously to the benefit of the developer, the municipality and the environment. This approach to land development, called Low Impact Development (LID), uses various land planning and design practices and technologies to simultaneously conserve and protect natural resource systems and reduce infrastructure costs. As per the Department of Housing and Urban Development, LID still allows land to be developed, but in a cost-effective manner that helps mitigate potential environmental impacts. LID practices and technologies should be unique to a site's regulatory, climactic and topographic conditions.

Incorporating LID practices and technologies in the following land development processes is recommended:

Project planning and Design stage: Investing more time in the initial planning of residential and business developments to incorporate LID practices may require more upfront cost, but there is great potential in recouping these expenditures through rapid home sales, enhanced community marketability, and higher per lot revenues.

Storm water Management: There is also potential savings for the Town in the upkeep of storm water and wastewater infrastructure.

Wastewater Management: LID practices have the potential for improving the water quality. LID technologies may be applied to both municipal and private sewer systems are.

Circulation and Design (mobility of people): New street designs with the goal of decreasing impervious surfaces may result in other sustainable environmental practices such as cluster design and increased number and areas of open spaces.

LID technologies and practices include:

- Swale/Bioswale
- Cistern/Rain Barrel
- Stormwater
- Wetlands
- Green roof
- Permeable pavement
- Water conservation
- Green Streets

## Development Strategies

The Town may consider amending their zoning code to incorporate low impact development ordinances. The State of Connecticut is currently analyzing best practices for low impact development zoning and in the next few years will be recommending a model water use ordinance. Many CT municipalities have already incorporated low impact development into their zoning code. For information about LID practices across the State, the following references may prove useful:

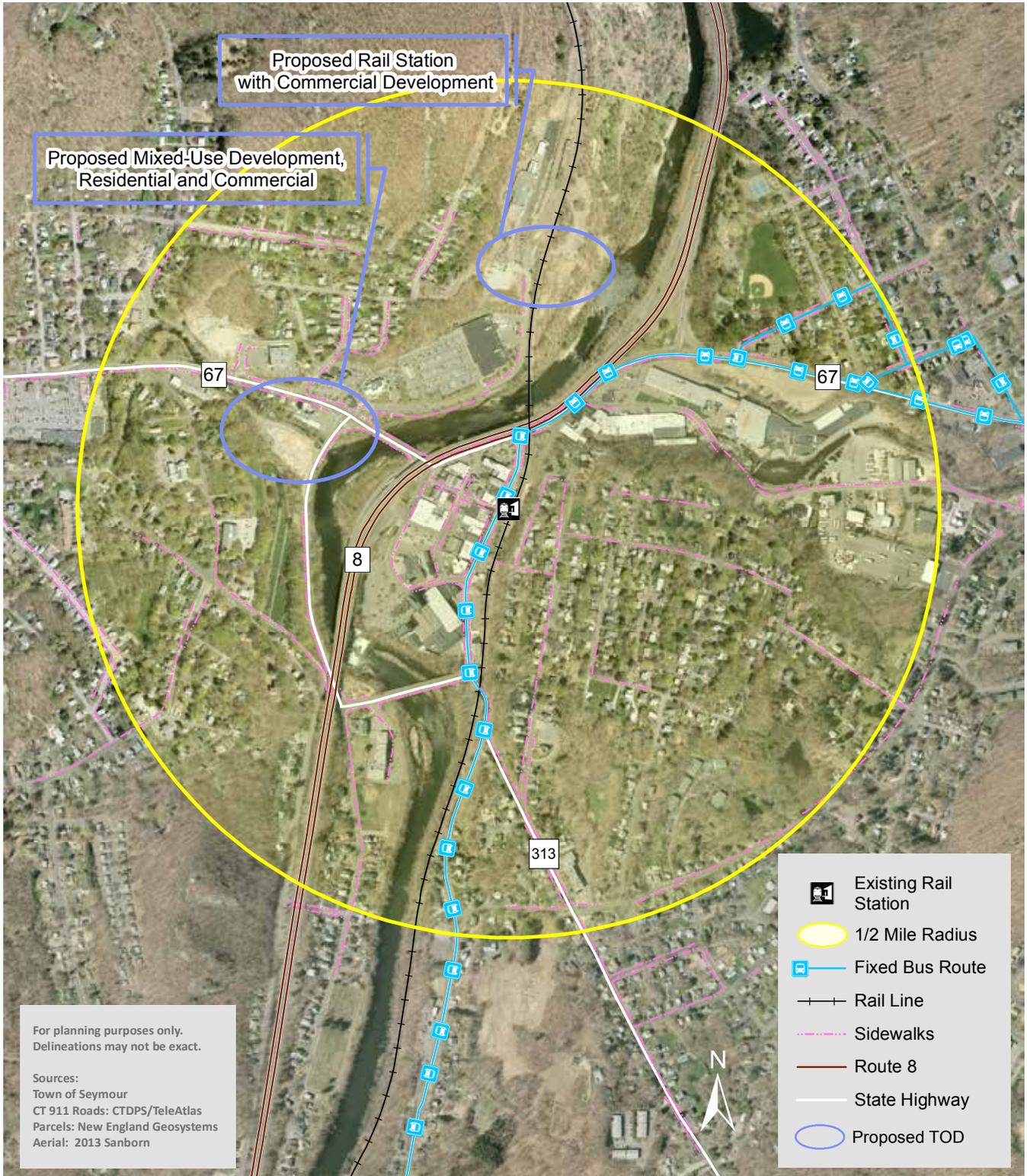
University of Connecticut Nonpoint Education for Municipal Officials (NEMO) Program which has created a list and storymap of LID practices in CT towns: [http://clear.uconn.edu/tools/lid\\_reg/](http://clear.uconn.edu/tools/lid_reg/)

STATE OF CONNECTICUT MODEL WATER USE RESTRICTION ORDINANCE: [http://www.ct.gov/waterstatus/lib/waterstatus/pdf/state\\_of\\_ct\\_model\\_water\\_use\\_restriction\\_ordinance-final.pdf](http://www.ct.gov/waterstatus/lib/waterstatus/pdf/state_of_ct_model_water_use_restriction_ordinance-final.pdf)



# Transit Oriented Development (TOD)

## Town of Seymour, CT



## Consider Transit Oriented Development Practices

One method of revitalizing Seymour's downtown is to consider Transit Oriented Development (TOD) practices and design. In considering TOD, the Seymour Downtown Plan (2012) should be referenced and updated as needed.

### *Transit-Oriented Development (TOD)*

The town center of Seymour is defined and somewhat encircled by the Naugatuck River. A bend in the river provides the land on which the downtown is located. The east boundary is defined by Route 115. An elevated portion of Route 8 further defines the northern and western edges of the downtown. This area is comprised of primarily three land use types: commercial/retail (consisting mostly of small business); industrial; and community facilities, including the ton hall. A multi-family residential complex occupies a portion of the southeast quadrant and the recently completed Tingue Dam By-pass and Fishway Park is located along the Naugatuck River behind town hall.

The town center is almost all designated as Central Commercial (CBD-1) zoning district, with the land at the Main Street and Board Street corner zoned along the rail line zoned General Commercial (C-2). Across the Naugatuck River, within a half-mile radius, the zoning changes to residential with the C-2 commercial districts along Bank Street and the CBD-1 zone extending along Franklin Street.

Permitted uses in the CBD-1 zone include: apartments; retail businesses; restaurants, bars, taverns and fast food outlets; supermarkets; banks and financial offices; and cultural and entertainment venues. The C-2 zone allows essentially the same land uses, although some require a special permit.

An important revitalization strategy for the downtown area is the promotion and creation of Transit-Oriented Development (TOD). TOD is typically defined as "a mixed-use community within an average 2,000-foot walking distance of a transit stop and core commercial area."

Successful TOD projects build upon and enhance existing communities and historic downtowns by capitalizing on mobility choices and transit service opportunities. They are characterized by a mix of residential, retail, office, open space, and public uses at a density that is more supportive of transit use. With a variety of land uses within a reasonable walking distance, residents and employees can conveniently travel by transit, bicycle, or foot, making them less reliant on travel by car. As a result, healthy, walkable, and safe neighborhoods flourish.

With its short block lengths, and proximity to the Seymour rail station, the Seymour downtown area is particularly suited to TOD. However, there is limited land available that would be readily available for development of a TOD project.

The Seymour rail station is the third station along the Waterbury branch rail line (WBL) from the Devon wye. A half-mile radius drawn around the train station encompasses

Seymour’s entire downtown area and includes access to Route 8, the commercial strip along Bank Street and the commercial zone along Franklin Street. Despite the compact layout of the town center, pedestrian enhancements would be required make these outlying areas attractive as TOD sites and accessible to the train station.

Compact, mixed-use TOD communities are desirable places to live, work, and visit. They include housing in varying income ranges, jobs, an improved environment for pedestrians and bicyclists, and amenities like entertainment venues, parks, and retail – all within a short walk from a transit stop.

Potential TOD sites in downtown Seymour are limited to redevelopment of surface parking lost; one at the intersection of Route 67 and Route 115 and another along Route 115 near Broad Street. Because of the limited parking available, neither site is considered practical. Instead, the sites with greater potential are located outside of the town center proper. Prime parcels for a mixed-use, transit-supportive project are located at the corner of Bank Street (Route 67) and River Street (Route 313). The area consists of two parcels that were the locations of the former Seymour Lumber and Housatonic Wire. Both parcels are designated Brownfield sites and each has received EPA or Connecticut Department of Economic and Community Development grants to assess and partially clean-up the sites. The total size is about 5.5 acres. The Little River flows between the parcels.

The Town and community leaders have been pursuing the construction of a new arterial to connect Route 42 in Beacon Falls and Route 67 in Seymour. The stated purpose for the project is to provide access to a large tract of vacant land and help facilitate the economic development in the area. The connector road would also resolve some long standing capacity, safety and access issues. The area has the potential to become a mixed-use residential and retail area geared towards younger population (“Town of Seymour: Market Feasibility Study for the Development Three Land Parcels,” Connecticut Economic Resource Center, March 2016) and support the relocation of the Seymour train station. With planned improvements to the Waterbury branch rail line, the area could also support higher density residential development linked to commuter rail service. These outcomes will reduce transportation costs through reduced congestion and improved safety, improve access to employment opportunities, and increase the economic productivity of the area by stimulating the development of vacant land.

The overall concept is illustrated in the following diagram



The existing zoning provides little flexibility needed to promote TOD. Transit supportive development regulations need to be enacted to make public-private partnerships,

financing options, and land use controls possible.

TOD projects are varied and diverse; there is no one way to encourage or implement a development. It is important to build community consensus for TOD projects, and engage a wide range of support that includes local government, transit operators, redevelopment authorities, economic development corporations, private developers, and neighborhood organizations.

A local TOD plan and/or zoning regulations that support TOD projects, especially allowing mixed-uses and higher densities, are critical to achieving goals and objectives. Therefore, Seymour's position on TOD needs to be clearly defined, and new zoning regulations that support TOD projects should include a preamble describing the purpose and goals of the TOD regulations.

To facilitate the goals and objectives of transit supportive land uses and sustainable communities, the zoning regulations within Seymour's town center and surrounding area should be modified. However, careful consideration is required so that new zoning codes are not overly complicated or too rigid. The new regulations need to be flexible and sufficiently broad to accommodate a range of land uses.

The following actions are recommended to promote and facilitate TOD developments in Seymour.

1. Revise the current CBD-1 District zoning regulations and map to allow a greater mix of residential, retail and entertainment uses, promote the development of first floor retail and second floor residential.
2. Create zoning regulations within this area to promote more intensive land uses and higher density; encourage reuse and restoration of existing structures; and support first floor commercial/upper floor residential occupancies. The Town can achieve this goal through the use of several zoning tools:
  - Form-based Zoning: Define the space and not the use. Specifically, define what can be built, but leave broad discretion to the developer as to what uses can fill the space. Form-based codes are particularly adaptable and effective in urban spaces where the municipality aims to enable mixed-use.
  - Overlay Districts: Such districts modify underlying zoning districts without replacing them. Overlays are often used to add additional requirements to the base zone. To help provide an outline of the diverse possibilities, a TOD overlay would allow projects that meet municipal TOD goals, to choose an alternative development path that permits smaller lots, substantially higher densities, and mixed uses. For example, a TOD overlay might allow for the development of a mixed-use residential-commercial project which exceeds height limits in a base zone that is either commercial, residential, or neither. While the application is subject to additional review, much like a special use permit, the requirements are

clearly articulated in the zoning ordinances. This type of overlay can be successfully used to integrate form-based code into traditional, Euclidean zoning.

- Floating Zone: A Floating Zone is an overlay zone where the exact regulations are not defined until an application has been received, reviewed, publically heard, and a zoning change has been made. A Planned Unit Development Overlay (PUD) is often a floating zone. Once the site has been rezoned, the new regulations will apply to all future development on the parcel. This strategy is used to encourage flexibility in the development of land, creative design, and to promote and preserve the scenic features of the site.
  - Incentive Zoning: Incentive Zoning is a means of achieving a community's vision by providing tradeoffs for developments to address specific planning goals. Whereas traditional zoning is restrictive, incentive zoning encourages specific types of development, and increases a development's profitability. Incentive Zoning gives the municipality flexibility in negotiating community benefits and developer rewards. For example, a developer may be permitted to exceed zoning ordinance limits [i.e. density, building height, floor area ratio (FAR)], or receive an exemption from certain impact (or other) fees in exchange for constructing affordable housing, pedestrian amenities, or a park. FAR bonuses could be granted for desirable residential land uses. While this is a powerful tool, it should be used with caution. A community's goals must be clearly defined to ensure that the resulting development is on par with the benefits to the community.
  - Planned Unit Development (PUD): PUD is a technique that allows a mixed use development to be reviewed and approved as a single development, instead of subjecting individual uses within the development to zoning considerations. It often allows flexibility, once approved, for minor adjustments without requiring a new zoning review. Various innovative zoning techniques can be incorporated into the plan.
  - Design standards or guidelines: Design standards or guidelines allow the community to control the appearance of a development, and the uses within it, through site planning, densities, building heights, and pedestrian/streetscape amenities (e.g. curb extensions, landscaping, street furnishings, wider sidewalks, outdoor dining areas). Design standards can serve to promote transit supportive developments.
3. Authorize the Planning and Zoning Commission to approve site plans for TOD projects that meet the purpose and goals of the Town's TOD vision, as opposed to drafting specific zoning by right.
  4. Include placemaking elements in TOD projects to give them an identity. (Placemaking is a people-centered approach to the planning, design, and

management of public spaces.) Examples include providing a town center or green around which retail uses would be placed. This would enliven the area and make it a more desirable place for people to visit. A key element of placemaking is walkability and pedestrian safety; traffic should be located on the periphery, and traffic-calming features need to be integrated to slow vehicle speeds.

5. Consider alternatives to zoning regulations, such as the use of development agreements and station area plans that provide more flexibility for the achievement of prescribed goals. This approach may require public investment in infrastructure, streetscapes, parks, etc., and may necessitate the adoption of zoning regulations to support and enable such plans.
6. TOD projects may be more expensive to build than traditional developments because of the need to include placemaking amenities such as structured parking (in order to avoid large expanses of surfaced parking), pedestrian connections (to encourage walking), and common civic areas or plazas (to create welcoming gathering places). To this end, there are a number of financial incentives available to attract TOD projects.
7. The creation of public-private partnerships, where one or more public entities help fund an aspect of a TOD project, has been successful in other parts of the country. Other financial incentives include:
  - Tax credits
  - Waiving local fees
  - Publically funded infrastructure: new pedestrian paths and walkways, parking facilities, and parks.
  - Local approval of non-conventional construction: increased density, increased building heights, and new design standards.
  - Tax Increment Financing (TIF) - TIF is a technique municipalities use to fund economic development in designated areas. It rests on the assumption that economic development increases property tax revenue by boosting property values in the designated area. TIF uses that additional revenue - the increment - to fund the economic development.

In Connecticut there are three primary ways in which TIF is applied: (1) any increase in property tax revenue beyond a base level will be spent locally to fund improvements; (2) the municipality issues bonds to pay for the new development; any increase in the property tax revenue beyond a base level will be used to pay back the bond; and (3) a public-private partnership where all upfront development is done by a private developer, with an understanding that any increase in property tax will be spent on additional pre-agreed upon improvements within the district.

Within the scope of transit, TIF is most effective at capturing value on new development, as opposed to that on properties with existing improvements. Therefore, this strategy is less effective in a town or city center that has very little open space for new development or

redevelopment. Because TIF does not create any new taxes, and only earmarks revenue beyond a baseline, it is generally more politically tenable than a special assessment.

In 2015, the Connecticut State Legislature passed legislation enabling towns to more easily create TIF districts. Previously TIF districts were fairly restricted for economic development purposes. Public Act 15-57 widely expanded that definition to include, but be limited to, transportation-oriented development, land acquisition, infrastructure, and construction.

## **Development Strategies**

### ***Community Structure***

1. Continue to enhance the Downtown area into a local and regional “Node”.
2. Encourage the creation of commercial nodes.
3. Avoid strip development.
4. Structure regulations to help enhance the Downtown.

### ***Housing & Residential Areas***

1. Modify local regulations to provide for open space development patterns:
  - using a density regulation rather than a minimum area requirement to regulate development yield,
  - requiring a specific percentage of the parcel are be preserved as open space, and providing flexibility in minimum lot size requirements.
2. Maintain the housing diversity to meet the needs of the community.
3. Continue to permit accessory apartments.
4. Continue to work with the Seymour Housing Authority to meet the needs of the elderly population and the need for more sustainable affordable housing options.
5. Explore additional ways to integrate housing into the downtown area.

### ***Business & Economic Development***

1. Enhance current economic development areas by:
  - Encouraging mixed use developments,
  - Encouraging the use of plantings and other enhancement programs, and
  - Examining the feasibility of burying power lines.
2. Encourage a downtown study to evaluate current commercial needs, including:
  - Surveying resident as to their needs,
  - Examining parking needs and configuration, and
  - Examining overall vehicular and pedestrian circulation through the

downtown.

3. Provide incentives for redevelopment of underutilized areas while:
  - Maintaining the community of the surrounding area,
  - Creating “nodes”, not “strips”, and
  - Enhancing the shopping opportunities of the residents.
4. Establish design guidelines for future development in all commercial areas, that:
  - Maintain and protect sensitive areas whenever possible, and
  - Maintain appropriate buffers between residential and commercial uses.
5. Continue offering tax incentive programs for new businesses.

### ***Community Facilities***

1. Evaluate the best re-use for community facility buildings.
2. Consider the building of a centrally located community center.
3. Continue to monitor the long-term needs of the education and cultural facilities.
4. Monitor staffing levels for all departments to best serve the growing community.

### ***Downtown Revitalization***

Consider Transit Oriented Development (TOD) Practices which would incorporate the following:

1. Authorize the Planning and Zoning Commission to consider proposals through the lens of the Town’s TOD Vision.
2. Amend Zoning Code to include TOD concepts as described in this section.
3. Consider alternatives to zoning regulations, such as the use of development agreements and station area plans that provide more flexibility for the achievement of prescribed goals.
4. Include placemaking elements in TOD projects to give them an identity.
5. Create public-private partnerships, where one or more public entities help fund an aspect of a TOD project.

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# Infrastructure Strategies

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# Street Network

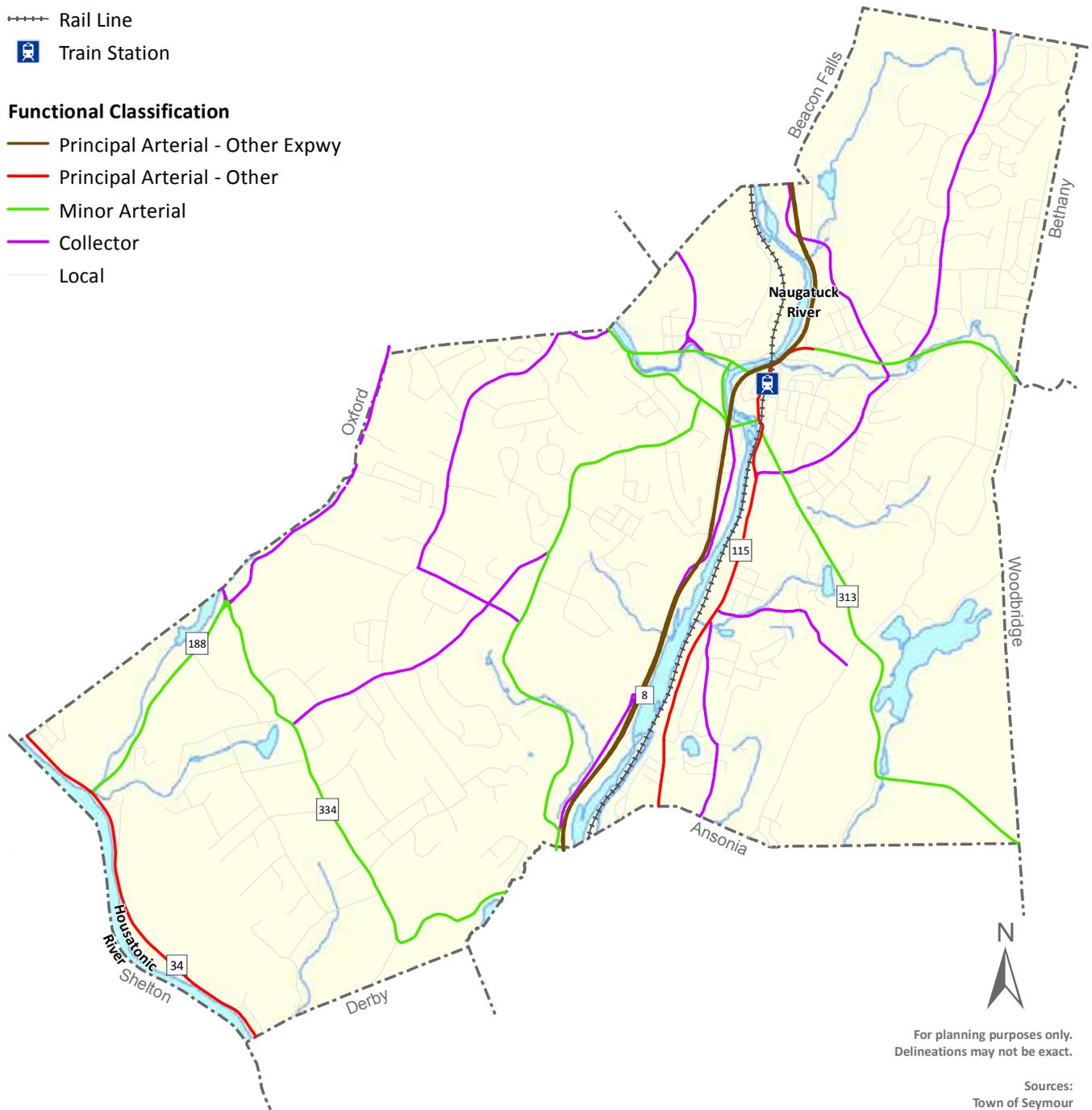
## Town of Seymour, CT

### Legend

- Municipal Boundary
- Water
- Rail Line
- Train Station

### Functional Classification

- Principal Arterial - Other Expwy
- Principal Arterial - Other
- Minor Arterial
- Collector
- Local



For planning purposes only.  
Delineations may not be exact.

Sources:  
Town of Seymour  
CT 911 Roads: CTDPS/TeleAtlas  
Parcels: New England Geosystems  
Hydrography: CT DEEP

## Infrastructure Strategies

Infrastructure issues addressed in the Plan of Conservation & Development include:

Infrastructure Issues and Policies	
Issue	Policy
Transportation - Motorized	Enhance the Overall Transportation Network
Transportation - Non-motorized	Address accessibility needs of persons with/without disabilities
Transportation - Public Transit	Consider transit systems that are alternatives to private vehicles
Utilities - Piped	Monitor Maintenance of Piped Utilities
Utilities - Wired	Enhance Wired Utilities
Utilities - Wireless	Monitor Placement of Wireless Utilities
Source: Seymour POCD 2002 & NVCOG	

Strategies to enact these development policies are described at the end of this section.

### Transportation

The transportation system in a community is an important factor in its growth and development. This element of the Plan is concerned with the means by which people and goods are moved from one place to another.

Seymour's transportation system includes a mix of state and local roads and public transit options, including local fixed-bus routes, dial-a-ride service and commuter rail. Pedestrians are accommodated by a network of interconnected sidewalks, primarily within the downtown area. This system is critical to the well-being of the community. Its functionality determines how easily residents can navigate the Town, and whether non-residents will be attracted to work, visit, and shop.

#### ***Enhance the Overall Transportation Network***

##### Road Network

The Town is well served by a state-maintained road system dominated by the Route 8 Expressway. Route 8 is a major north-south limited-access highway that extends 58.3 miles through the Naugatuck River Valley. It begins in Bridgeport, at the junction of Interstate Route 95, and extends to the town of Winchester in the northwest corner of the state. The highway was constructed as an expressway in the early 1960s. However, several sections remained as two-lane roads until 1982, when expressway construction was finally completed. The section through Seymour dates to the early construction period and reflects design standards of that time, including an off-set interchange (Interchange 22) serving the downtown area and two partial interchanges that do not

provide full directional movement. The design also included an elevated viaduct section through downtown and along the Naugatuck River that effectively created a physical barrier at the north edge of downtown.

Route 8 extends almost four miles through Seymour. Average daily traffic volumes (ADT) through Seymour on Route 8 range from 48,800 vehicles per day (vpd) to 59,200 vpd. The traffic drops-off to about 38,700 vpd through the downtown and between the off-set ramps for Interchange 22.

The Town is served by four interchanges on the expressway:

- Exit 19 at the Ansonia town Lower Derby Avenue and Route 334 and Wakelee Avenue in Ansonia
- Exit 20 (partial) at Lower Derby Avenue
- Exit 21 (partial) at Derby Avenue (SR 728)
- Exit 22 (off-set) at Route 67 - Bank Street, North Main Street and New Haven Road

These interchanges feature poorly designed on- and off-ramps that lack adequate acceleration and deceleration lanes, are short in length, and provide poor connections to the local street network. The configuration and geometry of the on- and off-ramps contribute to the congestion and safety problems.

Six other state roads traverse and pass through Seymour: Route 34, Route 67, Route 115, Route 188, Route 313 and Route 334. In addition, two several secondary state routes are located in Seymour. SR 728 provides a state road connections from Route 8 to Route 313 and downtown Seymour and SR 721 (North Street) connects Route 67 to Beacon Falls. The northern section of SR 721 was the old Route 8 prior to the construction of the new expressway.

### Route 34

Route 34, extending 24.37 miles, is classified as a principal arterial, and provides inter-city and inter-regional travel between I-95 in New Haven and I-84 in Newtown. Route 34 serves as the main transportation artery between New Haven and the Naugatuck Valley region, providing connections with State Route 15 (Wilbur Cross Parkway) and Route 8. A short section of Route 34 (as it approaches I-95) is a limited-access highway.

Route 34 extends along the western edge of Seymour between Derby and Oxford, directly adjacent to the Naugatuck River. It is a two-lane highway that carries between 10,600 vehicles per day (vpd). Because of the topography in the area and its location along the river, Route 34 primarily serves as an inter-town highway with limited utility for local traffic.

### Route 67

Route 67 is a main east-west artery through the Naugatuck Valley region and the town

of Seymour. It provides inter-city and inter-regional travel and extends 31 miles from an overlap section with US Route 202 at US Route 7 in New Milford to Route 63 in Woodbridge. The road is generally classified as a minor arterial, but it is classified as a principal arterial along a short segment in Seymour between Route 115 and the northbound entrance to Route 8.

Route 67 provides connections with Route 8 in Seymour and I-84 in Southbury. Traffic volumes reflect the roads importance. Through Seymour, daily volumes range from 17,900 vpd at the Oxford town line to 21,800 vpd approaching the downtown Seymour area. Volumes drop off east of the Route 8 ramps to 8,600 vpd at the Woodbridge town line.

Because of the high traffic volumes, traffic congestion and high incidence of accidents on Route 67 have been concerns, especially along the stretch heading into downtown Seymour (Bank Street) and through the town center North Main Street). Operations along the Bank Street are critical because of the growth of retail businesses. The downtown section is problematic because of the elevated structures and ramps associated with Route 8. The lane arrangements, viaduct supports and ramp connections all contribute to poor traffic operations. Over the past three years, 181 traffic crashes recorded between the Klarides Shopping Center and the northbound entrance to Route 8, a distance of less than one mile.

Traffic along Route 67 through Seymour has been assessed several times over the years. The Town, the Naugatuck Valley Council of Governments (NVCOG), recently completed a preliminary engineering study on the section of Route 67 from the Klarides Village Shopping Center to Route 313 and Franklin Street. The engineering study evaluated current and future traffic operations and identified several roadway enhancements and improvements to improve operations and reduce the frequency of crashes.

#### Route 115

Route 115 extends from Route 34 in Derby northward through the downtown area of Ansonia to the Seymour town center, a distance of about 5.7 miles. It is functionally classified as an urban principle arterial with daily traffic volumes in the range of 4,800 vpd. At the north end of the roadway, Route 115 terminates at the intersection with Route 67 (North Main Street). It forms the east boundary of the downtown and provides access to the retail developments along that street.

#### Route 188

Route 188 extends about 16 miles from Route 34 in Seymour to Route 63 in Middlebury. It is classified as a minor arterial through the northwest part of the town.

#### Route 313 and Route 334

Both Route 313 and Route 334 are functionally classified as minor arterials, and each carries between 4,000 vpd and 6,000 vpd. Route 313 functions as the primary route through the east side of town, connecting the southeastern neighborhoods to the town center. Route 334 is similar type of road but serves the west side of town.

### North Street (State Road 721)

North Street provides a local road connection between Seymour from Route 67 and Beacon Falls. A portion of the road is a remnant of Route 8 prior to its relocation and reconstruction as an expressway. Because the expressway provides a faster and more direct connection between the two communities, traffic volumes are between 1,700 vpd at the Beacon Falls town line and 2,600 vpd at Route 67.

### Other Roads

Other important local roads in Derby include:

- Holbrook Road, which forms the town border with Oxford and provides a connection between Oxford and Route 188 and Route 334
- Bungay Road - West Church Street
- Skokorat Road

### Route 42 to Route 67 Connector Road

The primary north-south highway through the Naugatuck River Valley is the Route 8 Expressway. It serves to connect the cities and towns and provides a high level service; however, access to the expressway is limited to designated interchange areas. When it was first built, Route 8 was a two-lane, non-access controlled roadway. It was upgraded to a limited access highway in the 1960s. As a result, some areas that once had been directly connected by Route 8 were disconnected by an expressway. One such area is the stretch between Route 42 in Beacon Falls and Route 67 in Seymour.

Route 42 and Route 67 are important east-west corridors in the Naugatuck Valley. The highways are essentially parallel, with Route 42 being about two miles farther north. Although the state routes are connected by a local road (Rimmon Street) and a state secondary route (SR 721), most of the local traffic uses Route 8. This increases the congestion on the expressway and deteriorates operations. In addition, the Route 8 interchange at Route 42 is a half diamond interchange, which limits access to and from areas of Beacon Falls. The interchange serving Route 67 provides full directional access, but the ramps are off-set, separated and terminate at less than ideal locations. For example the southbound on-ramp is located directly adjacent to Wakeley Street and underneath the Route 8 viaduct. The southbound off-ramp is also located under Route 8.

Community leaders have expressed the idea of constructing a connector road parallel to Route 8, located on the west side of the Naugatuck River. The connector road would resolve some long standing capacity, safety and access issues, and help facilitate the economic development of a large tract of land. The new roadway would also serve as a traffic diversion route in the event of a major incident on Route 8 that causes the highway's closure.

### ***Improve Transit Service***

Downtown Seymour is a hub for public transit systems operating in the Town. Rail, bus,

and dial-a-ride services are all accessible from the area. In addition, the compact arrangement of Town blocks and expansive sidewalk network make walking a viable mode of transportation in Seymour’s downtown commercial district.

### Rail Service

The Seymour Metro-North Railroad station serves residents of Seymour via the Waterbury Branch of the New Haven Line. The Seymour rail station is located on Main Street in the heart of downtown Seymour between De Forest Street and Bank Street. The station consists of a low-level platform and a shelter. No waiting room is provided and tickets must be purchased on the train. The shelter is unique among the WBL stations. While most of the shelters along the branch line are simply glass enclosures similar to a typical bus shelter, the one at the Seymour station consists of a brick structure with windows and sufficient roof overhang to protect patrons from the elements. Parking for commuters is available in front of the station, but patrons to local businesses can also park in the area.

Additional commuter parking can be found in nearby mixed-use parking lots. However, commuter rail parking is not readily identified and difficult to find. A two-hour time limit is posted at the lot and the mixed use of spaces restricts parking supply. Access to the station is directly from Main Street. However, wayfinding signage is limited and could easily be missed amid the normal sign clutter found in an urban environment. A day pass or an annual permit can be obtained for nominal fee, but the availability of these passes is not widely known.

Seymour is the third regular stop on the Waterbury Branch Line (WBL) from Waterbury and there are only additional stops before the WBL joins the New Haven Main Rail Line, which is part of the Northeast Corridor. Through service to Bridgeport takes about 40 minutes. Connections are possible to Stamford and New York City. A trip to Stamford takes about 80 minutes and a trip to New York is about two hours and 20 minutes. Direct service to New Haven is not available; passengers wanting to travel to New Haven must continue west to Bridgeport to transfer to an eastbound train.

The Waterbury Branch Line (WBL), owned by the Connecticut Department of Transportation, extends inland 27.1 miles from the New Haven Main Line (NHML) in Milford (Devon) to Waterbury. Service is provided via diesel-haul equipment; the line is not electrified. The rail line is a single track with no passing sidings, and is maintained at Federal Railroad Administration (FRA) Class 3 track standards. (As part of its jurisdiction, FRA categorizes all track in six classes, segregated by maximum speed limits. Class 3 indicates a maximum speed of 40 mph for freight, 60 mph for passenger. This classification is common for regional railroads.)

The WBL is considered “dark territory,” as there are no communication signals along the line. This prevents the simultaneous operation of more than one train set; one train needs to clear the line before another one can be sent. At the time of the writing of this Plan, the Connecticut Department of Transportation is designing full traffic control signal system and Positive Train Control for the WBL, and has committed to constructing four

passing sidings; the one in Derby is currently under construction. These projects will allow the operation of multiple train sets and enhancement of commuter service.

The condition of the Seymour train station was assessed by CTDOT, but the work was completed in 2007. At that time, a number of problems were noted and maintaining the station facilities in a state-of-good-repair was recommended. While the Seymour station functions adequately, passenger amenities are minimal. The existing shelter, while unique among shelters along the WBL, needs to be cleaned more regularly and deodorized. Signage also needs to be improved and supplemental plates need to be added to better direct users to the station and parking from Route 8 and Route 67. No ticket-vending kiosk is available and train and bus information is limited. The station area is overgrown with grass and weeds and unkempt. Minor maintenance items, such as painting, crack sealing, and removing litter and debris is required.

With the proposal to construct a new arterial between Route 42 and Route 67 and the future economic development that would result, there is an opportunity to relocate the Seymour commuter rail station from its currently confined downtown location to a new location north of downtown in an area capable of supporting increased commuter parking and higher density and transit-supportive land use. In combination with planned improvements to the Waterbury branch infrastructure and future expansion of service, the new relocated station would be a catalyst for generating future mixed use developments. Because of the land constraints within the Seymour downtown, the options for improving the existing rail station are limited. The new train station would provide ample parking for commuters and eliminate the competition for parking in the downtown area.

The new station would feature:

1. A high level platform along the east side of the tracks;
2. A heated shelter and waiting area for patrons;
3. Interactive information kiosks to provide real-time and current information on rail services;
4. Station area landscaping, commuter parking lot and decorative lights; and

Directional and wayfinding signage.



Illustration of a high-level platform design at the Seymour train station on Main Street

Source: NVCOG

### Fixed-Route Bus Service

Local, fixed-route bus service through Seymour is limited to one route operated by CT Transit-New Haven Division. The CT Transit route extends from downtown New Haven to the town center of Seymour via Route 34 to Derby and Route 115 into and through Seymour. It offers intermediate stops at the Derby-Shelton Rail Station, Griffin Hospital, downtown Ansonia and downtown Seymour before turning around at Spruce Street. In frequent service is provide upon request to the Silvermine Industrial Park.

### Dial-a-Ride

About 8.0% of Seymour residents have some type of disability, ranging from hearing or vision impairments, to self-care or independence difficulties; about 4.3% have ambulatory challenges that limit their ability to use regular fixed-route bus service. Many of these residents, the majority of whom are over 65 years old, are in need of specialized paratransit services.

The Valley Transit District (VTD) provides dial-a-ride services for all residents and specialized paratransit services for Seymour’s disabled and elderly residents. Riders need to call VTD at least 24-hours in advance to reserve a ride.

VTD operates the service using accessible mini-buses that can accommodate wheelchairs and other mobility devices. The ADA service area is limited to a buffer within 0.75 miles of the regular fixed-route bus service provided by CT Transit. In the case of Seymour, complementary ADA service provided by VTD is limited to a buffer around Route 115 and town center service.

### ***Non-Motorized Connections – Transit Accessibility Needs for Persons with & without Disabilities***

Transportation options for persons with and without disabilities, and without access to a personal vehicle, generally consist of non-motorized connections. Walking is the most common form of transportation; every trip, at some point, involves walking. Despite this, walking is often the least emphasized mode of transportation, and adequate facilities for safe and convenient travel for persons with and without disabilities are often not provided.

Sidewalks are important to travel for persons with and without disabilities. Sidewalks in Seymour are concentrated in the town center and along Route 67, especially along the commercial stretch west of downtown. However, the sidewalks are not always built to high design standards (narrow width, lack of curb ramps, etc), not always properly maintained and are disconnected. Sidewalks are also scattered throughout the town in various neighborhoods, but these serve only a few, localized streets and do not provide any interconnections between areas. In addition, curb cuts and ramps are random or

lacking which then require persons with assistive devices to use the street and share their transportation needs with motorized vehicles for their transportation needs.

Bicycle travel is another increasingly popular mode of transportation. Bicyclists can ride on any public road, except on any that they are statutorily prohibited from using. Prohibited facilities include interstate and other limited access highways. State laws are in place to define the rules of the road for bicyclists and how they, as well as motorists, are required to behave. Various laws have also been enacted to enhance the safety of bicyclists, such as the law that requires motorists to provide at least three feet of clearance when overtaking a bicyclist. The needs of bicyclists must also be considered during the planning and designing of road improvement projects. Currently, there are no designated on road bicycle routes in Seymour.

Despite the lack of designated on-road bicycle facilities, the Town sponsored the completion of a master plan study for a greenway and linear park in downtown. The master plan identified and recommended a phased program to create a series of trails in and through the downtown and enhance pedestrian facilities throughout the area. Key elements of the plan were:

- Construction of a short trail from Route 67 (Bank Street) to the Tingue Dam Bypass Channel and Fishway Park along the Route 8 southbound on-ramp.
- Construction of a trail section along Route 313 (River Street) between Route 67 and Broad Street.
- Intersection improvements to improve pedestrian safety at Route 67, Route 313 and Franklin Street.
- Sidewalk improvements along Wakeley Street, De Forest Street, Main Street and Broad Street.
- Installation of a pedestrian bridge over the Naugatuck River just south of the Tingue Dam from the new fishway park and the Broad Street Park.

At this time, the working on the final design plans for the trail section from Bank Street (Route 67) at the southbound on-ramp to Route 8 to the recently completed Tingue Dam Fishway Park. The trail will be aligned adjacent to the on-ramp and be built on state-owned right-of-way. It will end at the parking lot for the park and provide access to the downtown Seymour area. The project has been awarded federal Transportation Alternatives Program (TAP) funds to construct the project.

In addition to work on the Seymour Greenway and Linear Park, Seymour is located along the planned Naugatuck River Greenway (NRG). The NRG is a planned, 44-mile multipurpose trail following the Naugatuck River from Torrington to Derby. When complete, the Greenway will link eleven municipalities, reclaim the Naugatuck River for recreation, provide an alternate mode of transportation, drive tourism and economic development, and improve the quality of life for residents. Several sections of the greenway have been completed and are open to the public, and progress is being made to complete the remainder.

In Seymour, a possible route alignment of the NRG has been identified from Beacon Falls and the town center. The Town has been promoting the construction of a local connector road between Route 42 to in Beacon Falls and Route 67. As part of that project, a section of the NRG would be built parallel to the new road. A 22-foot right-of-way would be provided for a 12-foot paved trail with five-foot shoulders. Clear zones will be provided on each side of the trail. A natural buffer would be created to separate the new connector road from the NRG. Landscaped areas would be installed at various spots within the buffer to connect the trail to the new arterial and developments sites. Pedestrian connections would be constructed with concrete pavers, granite curbs and stamped concrete through the site and connecting to the new arterial. A 50-foot buffer would be maintained to separate the trail from the Waterbury branch line corridor. The planned trail would be extended and connected with the section of the Seymour Greenway being currently designed.

A study needs to be initiated to determine how to extend the NRG from the downtown area to Ansonia.

### ***Transportation Improvement Projects***

Several important transportation improvement projects for Seymour are in advanced planning, and are programmed for implementation over the course of the next five years:

#### Route 67 – Bank Street Spot Improvements Project

The preliminary engineering study on Route 67 was completed in late 2015 and efforts are underway to initiate the design and construction recommended improvements. The project limits are from Route 313 (River Street) and Franklin Street to the westerly end of the Klarides Village shopping center. The project will be funded in part by federal High Priority Program funds and Surface Transportation Program funds. It is identified as State Project No. 0124-0165.

A proactive public involvement and outreach effort was completed to solicit comments and suggestions from the public and refine improvements. The preliminary engineering study recommended the following actions.

- Minor widening of Route 67 from Franklin Street to Old Drive East, including extending the westbound right turn lane at the Walgreens driveway.
- Realign the Route 313 approach to Route 67 and reduce the southeast corner curb radius.
- Create a small park in the southeast quadrant of the intersection of Route 67 and Route 313.
- Minor widening of Route 313 from Route 67, including the widening of the bridge over the Little River.
- Realignment of the Church Street and Beecher Street intersection with Route

67. This action will require further investigation to mitigate and minimize possible right-of-way impacts.

- Close the southerly portion of Johnson Street at Route 67.
- Modify the connection to the Klarides Village driveway with Route 67 to better enforce no left turns from the center.
- Improve the signal timing and phasing at the west Klarides Village driveway.

#### Seymour Greenway and Linear Park Project

As described above, a short section of the Seymour Greenway and Linear Park is in design and will be constructed as State Project 0124-0170.

- Construct an at-grade, off-road trail from Route 67 to Wakeley Street along the Route southbound on-ramp.
- Construct connections to the Tingué Dam Bypass Channel and Fishway Park.
- Construct a small entry-way circle at Route 67 by using concrete pavers; match the entrance with the existing sidewalk on the Route 67 bridge.
- Remove invasive vegetation, as necessary, on the parcel west of the Route 8 southbound on-ramp and create a small park and view shed of the river.

#### Rimmon Street Rehabilitation Project

State Project No. 0124-0169 - The project will construct improvements to the roadway, including rehabilitating and reclaiming the pavement and fixing drainage system. About feet of sidewalk will be replaced. The project extends from about the intersection with Route 67 to the Beacon Falls town line, a distance of about 3,000 feet.



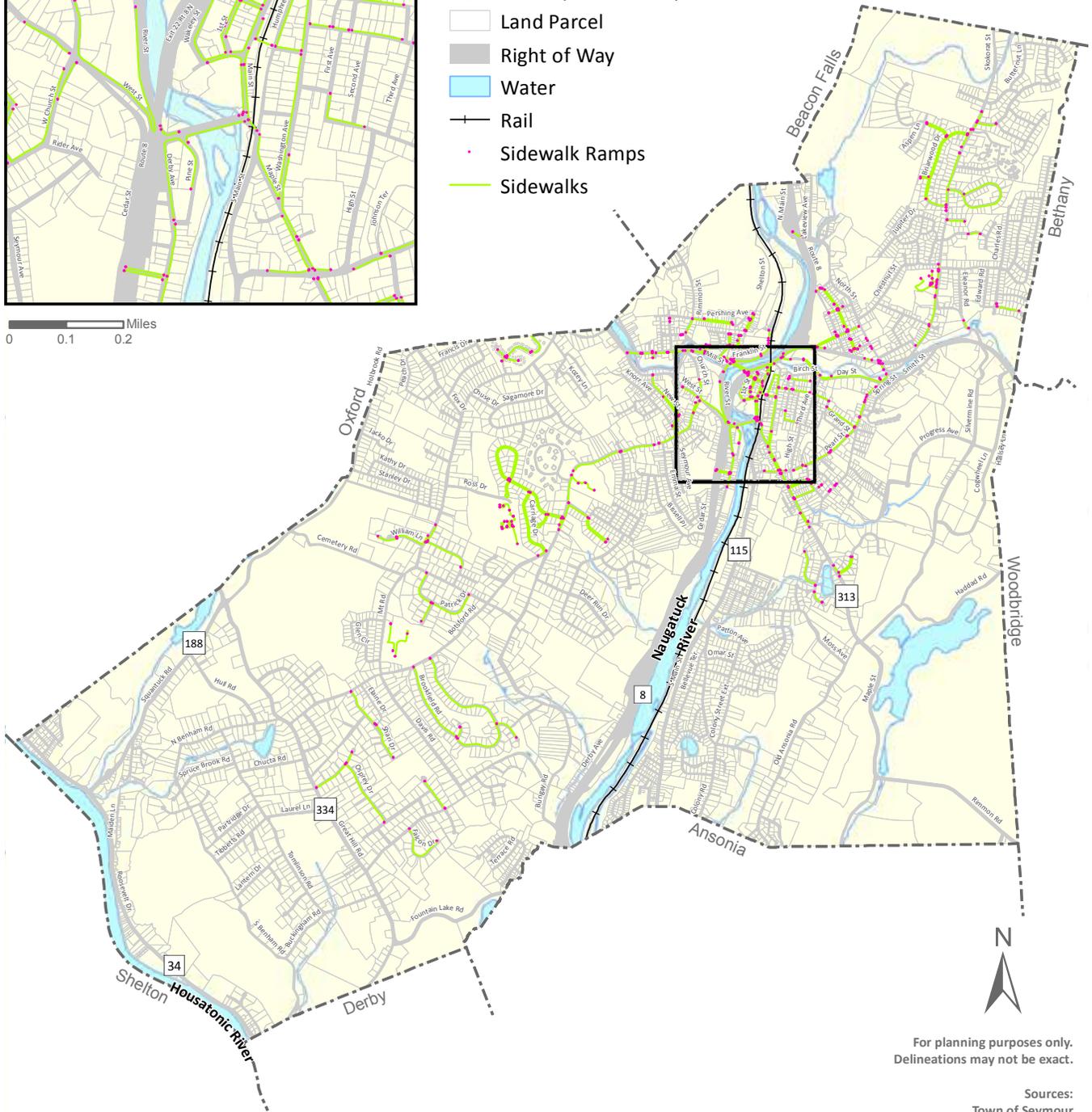
# Sidewalks

## Town of Seymour, CT



### Legend

- Municipal Boundary
- Land Parcel
- Right of Way
- Water
- Rail
- Sidewalk Ramps
- Sidewalks



For planning purposes only.  
Delineations may not be exact.

Sources:  
Town of Seymour  
CT 911 Roads: CTDPS/TeleAtlas  
Parcels: New England Geosystems  
Hydrography: CT DEEP



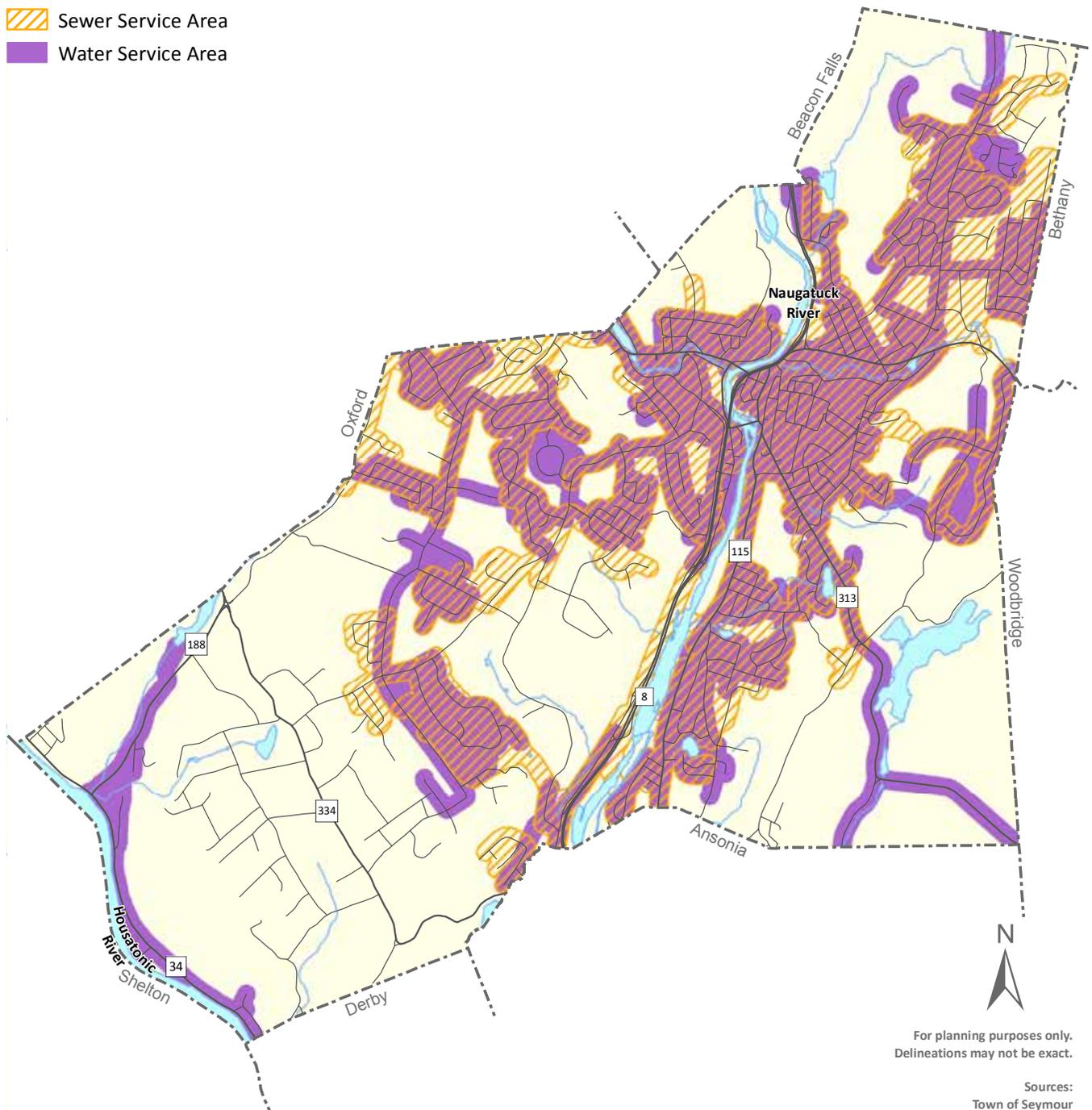


# Sewer & Water Service Area

## Town of Seymour, CT

### Legend

-  Municipal Boundary
-  Water
-  Sewer Service Area
-  Water Service Area



For planning purposes only.  
Delineations may not be exact.

Sources:  
Town of Seymour  
CT 911 Roads: CTDPS/TeleAtlas  
Parcels: New England Geosystems  
Hydrography: CT DEEP

## Utilities

Utility infrastructure includes piped utilities (public water, public sewer, natural gas), wired utilities (electric, telephone, and cable television), and other utilities (cellular communications). The location and capacity of infrastructure is important to the future growth and development of Seymour since it can direct growth towards or away from certain areas.

### ***Monitor Maintenance of Piped Utilities***

Public water service in Seymour is provided by two separate water companies (Bridgeport Hydraulic and Birmingham Utilities). Approximately 86% of Seymour's population is being served by the current public water system. The combined demand on the two water company supplies is about 50% of the total safe yield. In 2002 a storage tank was constructed in the Great Hill area to serve future needs. Recently the service area was expanded to the new Middle School on Mountain Road and to a new residential subdivision on Botsford Road. The current water supply, and new storage facilities, will adequately service the future needs of the community.

Public sewer service in Seymour is operated by the Seymour Water Pollution Control Authority. The wastewater treatment facility is located on Derby Avenue in Seymour. The treatment facility has a capacity of approximately three million gallons per day. The average daily flows are approximately 50% of total capacity. The Seymour wastewater treatment plant also has inter-municipal agreement with Oxford. The inter-municipal agreement allocates 7% of the total capacity of the system to Oxford. Future expansion of the current service area may include the Fountain Lake area along Great Hill Road. Capacity and operational conditions of the treatment plant should meet the needs of the community through the planning period.

Natural gas service in Seymour is provided by Eversource. There is a natural gas transmission line running along Route 67 with available service extensions. In fact, the police station has been outfitted with a Gas / Oil hybrid heating system.

Seymour should begin to familiarize itself with the new guidelines for the modified general permit for the Discharge of Stormwater from Small Municipal Storm Sewer Systems (MS4). The current MS4 is a part of the US Environmental Protection Agency (EPA) Stormwater Phase II rules mandate of 1999. The State of Connecticut Department of Energy and Environmental Protection (DEEP) has been coordinating this permitting update. As of 2016, all current and new permittees will need to prepare and submit a new registration and Stormwater Management Plan by April 7, 2017.

### ***Encourage Enhancement of Wired Utilities***

Electrical service in Seymour is provided by Eversource, and digital cable services are provided by Comcast. The major wired utility enhancements in Seymour should be directed towards improvement and expansion of high speed internet, digital television,

and telephone services. Service improvements are necessary and additional providers should be encouraged to service Seymour residents.

In addition, as improvements are made to these utilities, wherever possible, the utilities should be placed underground to protect community character.

### ***Monitor the Placement of Wireless Utilities***

Wireless communications are provided by numerous companies. Wireless facilities, mainly towers, are situated along Route 8. As additional coverage is needed there will be a push for more facilities along the arterial roadways in town. Therefore, it is important that the Town consider requesting the use of stealth technologies (i.e. flag poles, church steeples), attaching panels to existing buildings, and or smaller relay facilities. The uses of these techniques will help to provide a good communications network while preserving the community's scenic beauty.

## **Infrastructure Strategies**

### ***Transportation***

There are a number of strategies Seymour can undertake to strengthen the Town's transportation network.

1. Maintain and preserve Town roads by implementing an annual pavement rehabilitation and preservation program that is intended to provide a 15-year pavement life.
2. Maintain and improve the existing sidewalk network; extend sidewalks to eliminate gaps between existing sections.
3. Implement the Seymour Greenway and Linear Park master plan and enhance the sidewalks in the town center and provide ADA enhancements.
4. Install pedestrian signals with countdown displays and audible messaging at critical intersections.
5. Install high visibility crosswalks and curb ramps at critical intersections where there is a high volume of pedestrian activity.
6. Work with VTD to ensure adequate transit services for Seymour residents, including seniors and those with mobility impairments.
7. Work with VTD and the NVCOG to replace bus shelters, and identify locations for the placement of new shelters.
8. Install new way-finding signage, and/or relocate existing signage to direct travelers to and from the Seymour rail station.
9. Install an information kiosk at the Seymour rail station to provide static and interactive commuter information for both rail and bus operations.

10. Install parking regulation signs that identify commuter parking locations and fees associated with daily and monthly rail parking.
11. Resurface the existing parking area and re-strip parking spaces.
12. Provide better separation between the parking area and the platform by installing decorative pavers to distinguish between walking and waiting areas.
13. Improve and enhance passenger amenities, including vending machines, benches along the platform and inside the shelter, and bicycle racks
14. Long term action is to implement a TOD station area plan for the Seymour rail station. This includes the relocation of the rail station to the area north of Stop & Shop and Franklin Street as part of new development project. The new station would provide dedicated commuter parking and enhance waiting area with high-level platforms.
15. Investigate an alignment and route for the Naugatuck River Greenway from the town center to the downtown area of Ansonia and construct a multi-use trail.
16. Increase downtown parking availability to support businesses.
17. Construct the Route 42 and Route 67 connector road.

### ***Utilities***

1. Monitor non-sewer areas to protect ground water supplies.
2. Encourage the expansion of the public water service area.
3. Monitor the capacity of the current wastewater facilities and make improvement as necessary.
4. Prepare a municipal stormwater management plan in anticipation of the new MS4 permitting requirements in 2017.
5. Continue to encourage buried utilities in all types of development, including the downtown.
6. Encourage the expansion of the natural gas system.
7. Encourage the enhancement of telephone, internet, and cable television.
8. Consider constructing regulations to enhance the placement and design of wireless technologies.

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## **Moving the Strategies Forward**

The Plan of Conservation & Development has been prepared to meet the challenges that will confront the Town of Seymour in the future.

The first step in the planning process was to find out where Seymour has been as a community and where it is going. Information was collected and reviewed as part of the process of assembling this Plan. The second step was to determine where we want to go. Meetings were held to assess issues in Seymour and discuss alternative strategies. Through this work, general goals and policies were developed and a vision for the future of Seymour was confirmed. The third step was to layout specific actions that will help us remember how we will get there. These specific strategies are detailed throughout the Plan.

However, the most important step of the planning process will be implementation of the recommendations. While the task of implementation rests with all Seymour residents, the realization of the Plan is orchestrated by the Planning and Zoning Commission and other Town agencies and officials.

The Plan is intended as a guide to be followed in order to enhance the quality of life and the community character of Seymour. It is intended to be flexible in order to allow adjustments in the manner that specific goals and objectives are achieved while maintaining stability in the long-term goals of the community.

During the next few years, some of the goals will hopefully be achieved, some circumstances will undoubtedly change, and some conditions will certainly arise that will suggest that it is time to reconsider the Plan or some of its elements. Such situations are to be welcomed since it will mean that the Plan is being used as a beacon by residents. Programs that help achieve community consensus, establish community goals, and promote community welfare will all turn out to be positive steps in the history of Seymour.

By preparing this Plan of Conservation & Development that process has already begun.

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# **Appendix - Key Statistics**

## **Section guide**

Connecticut Economic Resource Center (CERC) Town Profile 2014

Partnership for Strong Communities Housing Data Profile 2015

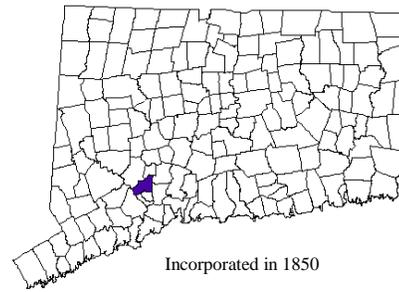
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# Seymour, Connecticut

## CERC Town Profile 2014

Town Hall  
1 First Street  
Seymour, CT 06483  
(203) 888-2511

*Belongs to*  
New Haven County  
LMA Bridgeport - Stamford  
Valley Economic Dev. Region  
Valley Planning Area



Incorporated in 1850

### Demographics

Population (2012)	Town	County	State	Race/Ethnicity (2012)	Town	County	State
2000	15,454	824,008	3,405,565	White	14,362	649,827	2,802,217
2010	16,367	856,688	3,545,837	Black	804	107,283	355,660
2012	16,487	860,995	3,572,213	Asian Pacific	312	31,159	139,827
2020	17,421	898,727	3,690,997	Native American	131	2,188	8,531
'12-'20 Growth / Yr	0.7%	0.5%	0.4%	Other/Multi-Race	878	70,538	265,978
				Hispanic (any race)	1,066	129,612	480,185
Land Area (sq. miles)	15	606	4,845	Poverty Rate (2012)	6.8%	12.0%	10.0%
Pop./ Sq. Mile (2012)	1,132	1,421	737	Educational Attainment (2012)			
Median Age (2012)	42	39	40	Persons Age 25 or Older	<b>Town</b>	<b>%</b>	<b>State</b>
Households (2012)	6,313	329,956	1,360,184	High School Graduate	4,272	38%	677,253 28%
Med HH Inc. (2012)	\$73,099	\$62,234	\$69,519	Associates Degree	777	7%	177,531 7%
				Bachelors or Higher	2,993	27%	879,089 36%
Age Distribution (2012)							
	<b>0-4</b>	<b>5-17</b>	<b>18-24</b>	<b>25-49</b>	<b>50-64</b>	<b>65+</b>	<b>Total</b>
Male	441 3%	1,333 8%	664 4%	2,568 16%	2,003 12%	819 5%	7,828
Female	294 2%	1,526 9%	944 6%	2,927 18%	1,682 10%	1,286 8%	8,659
County Total	48,174 6%	143,450 17%	85,465 10%	288,194 33%	171,135 20%	124,577 14%	860,995
State Total	200,031 6%	612,181 17%	328,661 9%	1,194,793 33%	726,725 20%	509,822 14%	3,572,213

### Economics

Business Profile (2013)	Units	Employment	Top Five Grand List (2013)	Amount	% of Net
<b>Sector</b>			The Kerite Company	\$12,103,660	1.0%
Total - All Industries	344	4,412	Connecticut Light & Power	\$9,039,470	0.7%
23 Construction	50	311	Janesky, Lawrence M & Wendy S	\$8,089,200	0.7%
31 Manufacturing	23	1,043	LCP Supermarkets Remainder 2000 LL	\$7,614,810	0.6%
44 Retail Trade	38	597	Klarides Family Associates	\$6,113,940	0.5%
51 Information	5	352	Net Grand List (2013)	\$1,221,174,030	
72 Accommodation and Food Services	33	364	Major Employers (2014)		
Total Government	17	565	Microboard Processing Inc	Shady Knoll Health Care	
Local/Municipal Government	16	527	Kerite Co	Raf Electronic Hardware	
			Super Stop & Shop		

### Education

2010-2011 School Year	Town	State	Connecticut Mastery Test Percent Above Goal							
			Grade 4		Grade 6		Grade 8			
			<b>Town</b>	<b>State</b>	<b>Town</b>	<b>State</b>	<b>Town</b>	<b>State</b>		
Total Town School Enrollment	2,523	548,313	Reading	55 63	72 76	75 75				
Most public school students in Seymour attend Seymour School District, which has 2,410 students.			Math	70 67	82 72	66 67				
			Writing	60 67	71 65	58 65				
			Average SAT Score							
			Average Class Size							
For more education data see:	Students per Computer	<b>Town</b>	<b>State</b>	Grade K		Grade 2		Reading	491	502
<a href="http://sdeportal.ct.gov/Cedar/WEB/ResearchandReports/SSPREports.aspx">http://sdeportal.ct.gov/Cedar/WEB/ResearchandReports/SSPREports.aspx</a>	Elementary:	2.8	4.1	Grade 5	21.0	Grade 7	24.7	Writing	484	506
	Middle:	1.5	2.7	High School	17.8	Math	480	506		
	Secondary:	2.1	2.9							

## Government

Government Form: Selectman-Town Meeting

Total Revenue (2012)	\$54,222,888	Total Expenditures (2012)	\$52,790,755
Tax Revenue	\$38,472,193	Education	\$32,887,244
Non-tax Revenue	\$15,750,695	Other	\$19,903,511
Intergovernmental	\$14,272,163	Total Indebtness (2012)	\$39,345,000
Per Capita Tax (2012)	\$2,333	As % of Expenditures	74.5%
As % of State Average	90.4%	Per Capita	\$2,386
		As % of State Average	105.8%

Annual Debt Service (2012)	\$4,274,452
As % of Expenditures	8.1%
Eq. Net Grand List (2010)	\$1,787,642,556
Per Capita	\$108,427
As % of State Average	75%
Moody's Bond Rating (2012)	Aa3
Actual Mill Rate (2012)	27.62
Equalized Mill Rate (2012)	21.38
% of Grand List Com/Ind (2010)	8.6%

## Housing/Real Estate

<i>Housing Stock (2012)</i>	<b>Town</b>	<b>County</b>	<b>State</b>	Owner Occupied Dwellings (2012)	4,869	211,821	929,560
Total Units	6,647	361,393	1,485,445	As % Total Dwellings	73%	59%	63%
% Single Unit	71.1%	59.0%	64.6%	Subsidized Housing (2012)	367	44,028	161,379
New Permits Auth. (2012)	23	669	4,669	<i>Distribution of House Sales (2011)</i>	<b>Town</b>	<b>County</b>	<b>State</b>
As % Existing Units	0.35%	0.19%	0.31%	Number of Sales			
Demolitions (2012)	0	236	955	Less than \$100,000	NA	155	392
House Sales (2011)	NA	2,936	13,847	\$100,000-\$199,999	NA	977	3,205
Median Price	NA	\$230,000	\$291,000	\$200,000-\$299,999	NA	857	3,494
Built Pre 1950 share (2012)	27.3%	33.7%	30.2%	\$300,000-\$399,999	NA	426	2,086
				\$400,000 or More	NA	521	4,670

## Labor Force

<i>Place of Residence (2013)</i>	<b>Town</b>	<b>County</b>	<b>State</b>	<i>Connecticut Commuters (2011)</i>			
Labor Force	9,198	444,016	1,859,934	Commuters into Town from:	Town Residents	Commuting to:	
Employed	8,493	405,962	1,715,398	Seymour	834	Seymour	834
Unemployed	705	38,054	144,536	Waterbury	260	Shelton	734
Unemployment Rate	7.7%	8.6%	7.8%	Ansonia	248	Stratford	624
<i>Place of Work (2013)</i>				Oxford	244	New Haven	530
Units	344	22,940	113,697	Naugatuck	229	Milford	426
Total Employment	4,412	356,898	1,640,223	Shelton	170	Bridgeport	320
2000-'13 AAGR	-0.1%	-0.2%	0.2%	Beacon Falls	154	Trumbull	251
Mfg Employment	1,043	32,718	163,828	Bridgeport	144	Ansonia	224
				Derby	117	Waterbury	202

## Other Information

<i>Crime Rate (2012)</i>	<b>Town</b>	<b>State</b>	<i>Distance to Major Cities</i>	<i>Miles</i>	<i>Residential Utilities</i>
Per 100,000 Residents	1,086	2,433	Hartford	35	Electric Provider
<i>Library (2013)</i>			Boston	126	Connecticut Light & Power
Public Web Computers	6		New York City	66	(800) 286-2000
Circulation per Capita	5		Providence	92	Gas Provider
<i>Families Receiving (2014)</i>					Yankee Gas Company
Temporary Assistance	64				(800)-989-0900
<i>Population Receiving (2014)</i>					Water Provider
Food Stamps	1,082				Aquarion Water Company
					(800) 732-9678
					Cable Provider
					Comcast Seymour
					(800) 266-2278



# Housing Data Profiles

# 2015



## Population, Households & Age

Source: 2009-13 American Community Survey

	2009-13	2000	% Change		2009-13	2000	% Change
Population	16,535	15,454	7%	Householders living alone	28%	27%	1%
Households	6,161	6,155	0%	Residents living in families	67%	68%	-2%
Average household size	2.66	2.49	7%	Households with someone <18	34%	34%	0%
Average family size	3.32	3.05	9%	Households with someone > 65	25%	25%	-1%

Median age for those living in Seymour is 40.9 years old, 0.7 years older than CT's median age of 40.2 years old.

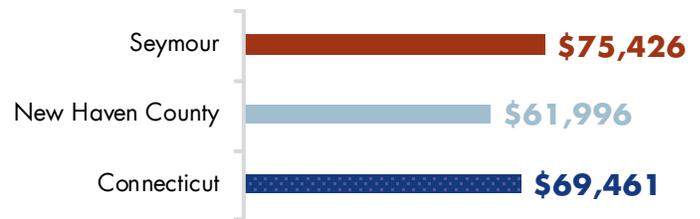


## Income & Age

Seymour's annual median household income in 2013 was \$75,426, 9% more than Connecticut's median household income of \$69,461. It is 22% more than New Haven County's median household income of \$61,996. Seymour's median household income ranks 104 (1=highest, 169=lowest) among CT's 169 municipalities.

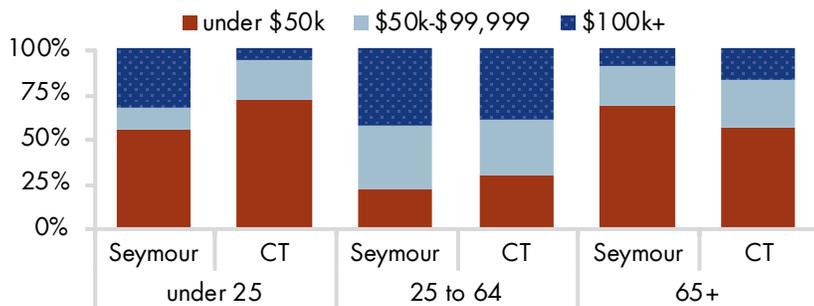
### Median Household Income

Source: 2009-13 American Community Survey



### Income by Age of Head of Household: Seymour

Source: American Community Survey 2009-13



In Seymour, 3% (167) of the heads of households were under 25 years old, 27% (1,680) were 25-44 years old, 49% (3,047) were 45-64 years old and 21% (1,267) were 65 or older.

Throughout Connecticut, households headed by those under 25 and those 65 and over tend to have lower incomes than those 25-64 years old, limiting their housing options.

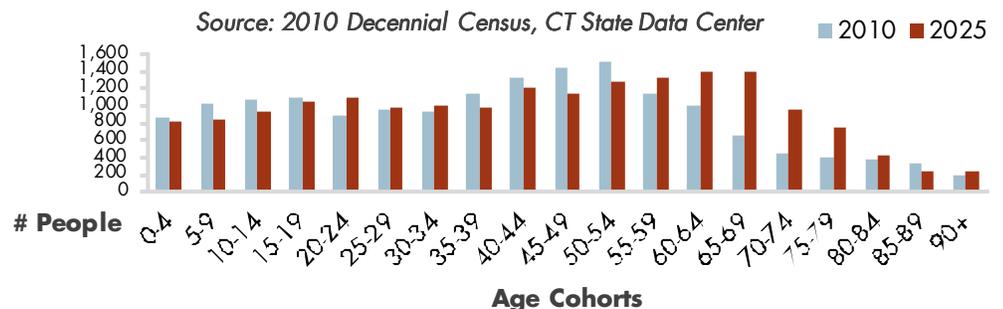


## Aging of the Population

Seymour is one of the 153 Connecticut municipalities projected to see a drop in school-age population between 2015 and 2025. Many municipalities will see declines over 30%. The projected decrease for Seymour is 11%. Meanwhile the 65+ population for Seymour is projected to increase by 44%.

### Age Cohorts - 2010 Population, 2025 Population Projections: Seymour

Source: 2010 Decennial Census, CT State Data Center





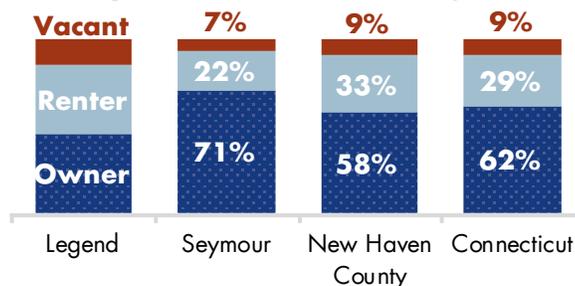
## Characteristics of Housing Stock

### Tenure

	Seymour	New Haven County	Connecticut
Total	6,641	361,726	1,486,995
Owner-Occupied	4,701	208,964	919,488
Renter-Occupied	1,460	119,049	436,361
Vacant	480	33,713	131,146

Source: 2009-13 American Community Survey

### Percent of Owner-Occupied, Renter-Occupied and Vacant Housing Units



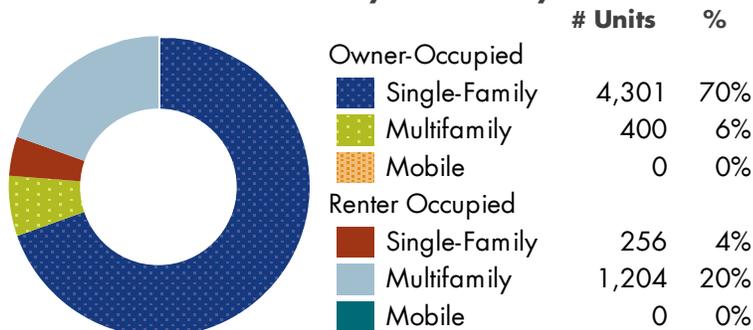
Seymour saw its number of housing units increase by 4% from 2000 to 2013. Renters live in 22% of Seymour's housing stock, compared to 33% for New Haven County and 29% for Connecticut.

### Units in Structure

Overall, 67% of CT's occupied housing stock is comprised of single-family housing, while 33% is multifamily housing (2+ units in structure) and 1% is mobile homes.

In Seymour, 74% of occupied homes are single-family, 26% are multifamily (2+ units in structure), and 0% are mobile homes. Renters live in 75% of Seymour's 1,604 multifamily homes, and owners occupy 94% of its 4,557 single-family homes.

### Units in Structure by Tenure: Seymour



Source: 2009-13 American Community Survey

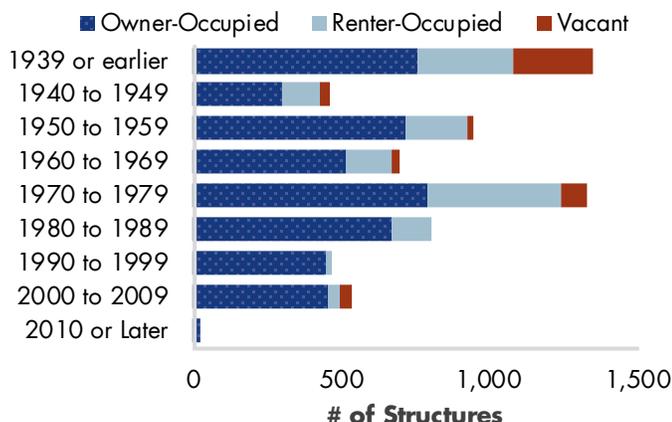
### Year Built

CT's housing stock varies in age, with 23% built before 1939, 36% built from 1940 to 1969 and 41% built from 1970 on.

In Seymour, 20% of the housing stock was built prior to 1939, 32% was built between 1940 and 1969 and the remaining 48% was built after 1970. Shifting demographics indicate that housing built from 1970 on may not meet the needs of CT's current and future residents.

### Tenure by Year Structure Built: Seymour

Source: 2009-2013 American Community Survey



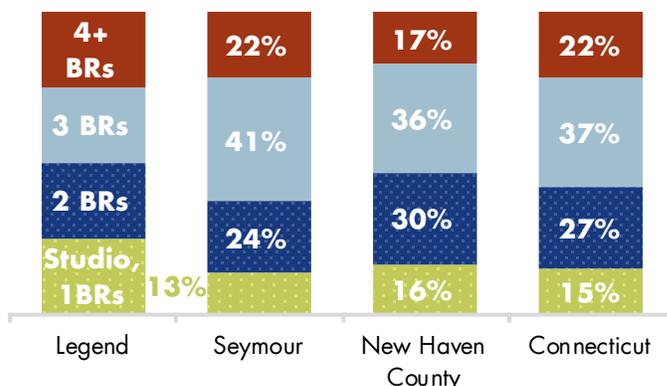
### Bedrooms

A majority of homes in CT have 3 or more bedrooms, with 37% having 3 bedrooms and 22% having 4 or more. 42% of the homes in the state have 2 or fewer bedrooms.

Over 63% of homes in Seymour have 3 or more bedrooms, while 37% have 2 or fewer bedrooms. Towns and cities that have larger homes with more bedrooms offer fewer housing options for younger workers or downsizing Baby Boomers.

### Housing Units by Number of Bedrooms

Source: 2009-13 American Community Survey



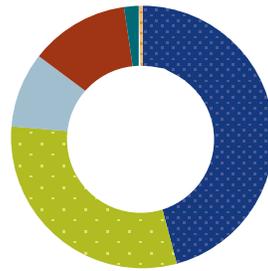


# Housing Costs for Owners and Renters

## Affordability

Across CT, 50% of renters and 35% of owners spend more than 30% of their income on housing. In Seymour, 41% of renters spend more than 30% of their income on housing, while 40% of owners do the same. Households that spend more than 30% of their income on housing may have little left over for necessities such as transportation, food, health care, etc.

## Housing Costs as a % of Household Income: Seymour



	# Units	% Total
<b>Owner-Occupied</b>		
Spending <30%	2,857	46%
Spending >=30%	1,886	30%
Not computed	26	0%
<b>Renter Occupied</b>		
Spending <30%	756	12%
Spending >=30%	593	10%
Not computed	111	2%

Source: 2009-13 American Community Survey

## Home Value

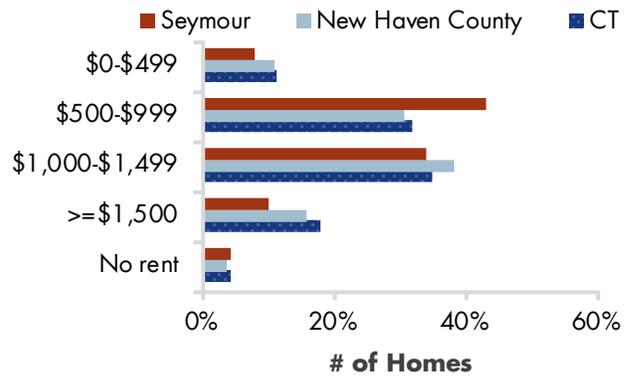
The value of homes in Connecticut has risen significantly over the last 15 years, putting home ownership out of reach for many middle-class households. In Seymour, 43% of homes were valued under \$150,000 in 2000, compared to 9% now. The median home value in Seymour is now \$277,200, an increase of 79% since 2000.

## Gross Rent

According to 2009-13 American Community Survey data, 44% of Seymour's 1,460 rental units have a gross rent over \$1,000 per month and 15% have a gross rent under \$750 per month.

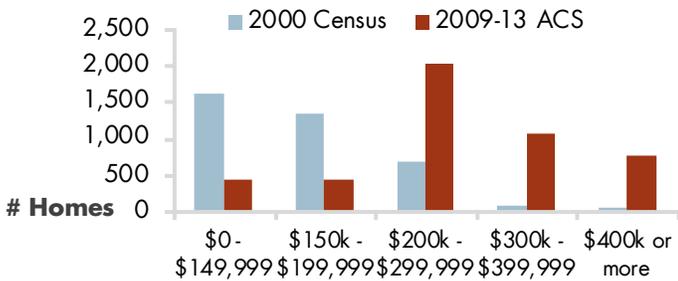
## Rental Units by Gross Rent: Seymour

Source: 2009-2013 American Community Survey



## Self-Reported Value of Owner-Occupied Homes: Seymour

Source: Census 2000, 2009-2013 American Community Survey



## Housing Costs & Income

### Owner Households: Seymour

The average homeowner household in Seymour has a median income of

**\$89,108**

In Connecticut, incomes among those who own their homes tend to be much higher than incomes for renter households. Incomes for owners who no longer pay a mortgage also tend to be lower than for those paying a mortgage, as those no longer paying a mortgage may be retired and living on fixed incomes.

Source: 2009-13 American Community Survey

### Renter Households: Seymour

Median Income Renter Households =

**\$42,576**

44% less than the median income of all households.

Median Gross Rent =

**\$984**

28% of income spent on rent. 72% of income for all other expenses.

Households with a Mortgage

Median Income: **\$95,274**

Median Monthly Owner Costs: **\$2,137**

Households w/out a Mortgage

Median Income: **\$51,823**

Median Monthly Owner Costs: **\$811**

## Housing Market General Information

### Housing Wage

#### 2015 Housing Wage: Seymour

 **\$24.02**

Seymour is included in the Milford-Ansonia-Seymour Metro Area.

Each year, the National Low Income Housing Coalition calculates the "housing wage," the hourly wage needed for a household to afford a typical 2-bedroom apartment in metro areas throughout the United States.

Connecticut's housing costs are typically high, ranking #8 in 2015 with a housing wage of \$24.29.

### Grand List

#### Real Property Grand List Values, 2008-12: Seymour

Total Real Property 2008	\$1,229,439,970
Total Real Property 2012	\$1,061,454,270
<b>% Change, 2008-12</b>	<b>-14%</b>

Connecticut housing prices declined precipitously after the 2008 financial crisis and have not rebounded to pre-crisis levels, particularly in municipalities - 114 of 169 - where housing stock is dominated by single-family homes. Across the state, 135 municipalities have seen either no change in real property grand lists, or declines, forcing most to raise mil rates, reduce services, or both.

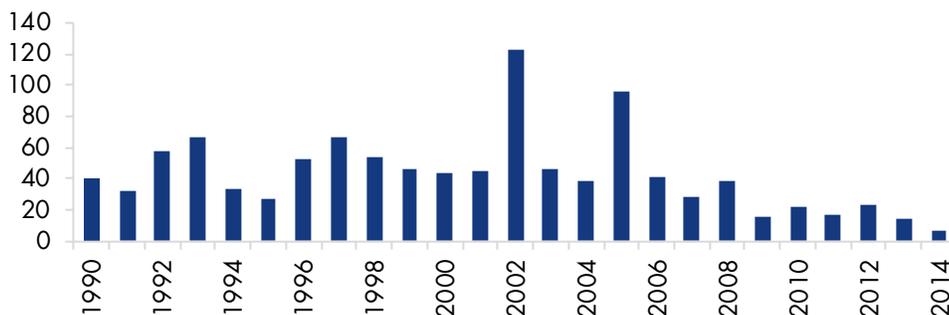
Source: CT Office of Policy and Management

### Building Permits

Connecticut saw a sharp decline in building permits following the crash of the housing market in the mid-2000s. As the housing market slowly recovers, statewide building permits have increased by small amounts since 2011, with permits for multifamily units at levels not seen for a decade. Building permits issued, however, remain well below the levels seen in the 1980s and 1990s.

#### Building Permits by Year, 1990-2014: Seymour

Source: CT Department of Economic and Community Development



### Affordable Housing Appeals List

Each year the CT Department Of Housing surveys municipalities in the state to determine the number of affordable units each has. The data is compiled for the Affordable Housing Appeals List. The following housing units are counted as affordable in Seymour in 2014:

#### Assisted Units Counted in 2014 Appeals List:

##### Seymour

262	Governmentally Assisted Units
18	Tenant Rental Assistance
97	CHFA/USDA Mortgages
+	0 Deed Restricted Units
<hr/>	
377	Total Assisted Units

#### Calculation of % of Total Units Assisted:

##### Seymour

<b>377</b>	÷	<b>6,968</b>	=	<b>5.4%</b>
Total Assisted Units		Total Units, 2010 Census		Units Assisted

Housing Data Profiles are produced by the Partnership for Strong Communities. Updated August 13, 2015.

For more information about the information presented or to use any of the graphics presented in the Housing Data Profiles, please contact: Christina Rubenstein, Deputy Policy Director, [christina@pschousing.org](mailto:christina@pschousing.org).



## Analysis of Housing Conditions

### Key Stats

#### Population

16,535

#### Households

6,161

#### Projected Change in Population from 2015-2025

5-19 Year Olds: -11%

65+ Year Old: 44%

#### Median Household Income

All Households: \$75,426

Owners: \$89,108

Renters: \$42,576

#### Housing Units

Total Units: 6,161

Owner-Occupied: 71%

Renter-Occupied: 22%

Vacant: 7%

#### Single-Family/Multifamily

Single Family: 74%

Multifamily: 26%

#### Median Home Value

\$277,200

#### Median Gross Rent

\$984

#### Households Spending 30% or More on Housing

All Households: 41%

Owners: 40%

Renters: 41%

#### Housing Built 1970 or Later

48%

#### 2014 Affordable Housing Appeals List

Assisted Units: 5%

#### % Change in Total Real Property, 2008-2012

-14%

### Seymour's Housing Data Profile: The Story Behind the Numbers

Seymour, like many of Connecticut's suburbs, has a moderate median household income, relatively high housing costs, a substantial supply of units for a variety of the municipality's workforce (such as, teachers, nurses, electricians, firefighters and town employees), but a still narrow range of housing choices for Baby Boomers seeking to downsize and Millennials and young families seeking to move to town.

Housing remains expensive in Seymour relative to the median household income. Statewide, 50% of renters and 35% of homeowners spend 30% or more of their household incomes on housing. In Seymour, where the \$75,426 median household income is higher than the statewide median of \$69,461, 41% of renters and 40% of homeowners spend 30% or more of their income on housing.

Seymour is one of the 153 Connecticut municipalities that could see a potentially significant decline in school enrollment through 2025 because of a projected decline in school-age (5-19) population of 11% from 2015 to 2025. At the same time, its population is getting older, with a projected increase of 44% in the 65+ population from 2015 to 2025, potentially leading to the need for smaller, denser, more affordable homes closer to the town center, services and, if possible, transit connections.

While the number of renting households in Connecticut has increased from 30% to 34% since 2007, many towns are ill-prepared to accommodate the needs of renters. Seymour is one of 114 Connecticut municipalities with single-family homes dominating its housing stock (74%) and little modest or multifamily housing to offer (37% units are 0-2 bedrooms, compared to 42% statewide), mostly because many of those towns built the bulk of their homes after 1970 (48% in Seymour) to accommodate the needs of new Baby Boomer families then in their 20s.

Now in their 60s, those families are seeking more modest homes. But their attempts to sell are being met by few offers because few young families can afford to move to those towns, flattening median sales prices and stunting the growth of Grand Lists – the towns' total value of real property – and thus property tax revenues needed to pay for increasingly expensive services. From 2008 through 2012 (latest OPM figures), 109 towns experienced negative growth in real property values, 10 had no growth and 29 had only slight growth of 2 percent or less. The total real property Grand List in Seymour has declined by 14% from 2008 through 2012.

Across the state, 138 of the 169 municipalities have affordable homes totaling less than 10% of their housing stock. These are the kinds of homes increasingly sought by young professionals, families, town workers, downsizing Baby Boomers and others. In Seymour, 5% of the homes are affordable, according to the state's 2014 Affordable Housing Appeals List.



## Data Sources & Notes

### Page 1

- ⇒ Populations, Households & Age
  - DP-1 - Profile of General Demographic Characteristics: 2000, Census 2000 Summary File 1 (SF 1) 100-Percent Data
  - DP02 - Selected Social Characteristics In The United States, 2009-2013 American Community Survey 5-Year Estimates
  - DP05 - ACS Demographic And Housing Estimates, 2009-2013 American Community Survey 5-Year Estimates
- ⇒ Age & Income
  - Median Household Income
    - B25119 - Median Household Income The Past 12 Months (In 2013 Inflation-Adjusted Dollars) By Tenure, Universe: Occupied Housing Units More Information, 2009-2013 American Community Survey 5-Year Estimates
  - Income by Age of Head of Householder
    - B19037 - Age Of Householder By Household Income In The Past 12 Months (In 2013 Inflation-Adjusted Dollars), Universe: Households, 2009-13 American Community Survey 5-Year Estimates
- ⇒ Aging of Population
  - P12 - Sex by Age, Universe: Total population, 2010 Census Summary File 1
  - 2015-2025 Population Projections for Connecticut, November 1, 2012 edition, CT State Data Center

### Page 2

- ⇒ Tenure, Units in Structure, Year Built, Bedrooms
  - DP04 - Selected Housing Characteristics, 2009-2013 American Community Survey 5-Year Estimates
- ⇒ Tenure note: Universe is all housing units. Total housing stock includes vacant units.
- ⇒ Units in Structure notes: Multifamily includes all units with 2+ units in structure. Does not include boats, RVs, vans, etc. Universe is occupied housing units (does not include vacant units).

### Page 3

- ⇒ Affordability
  - DP04 - Selected Housing Characteristics, 2009-2013 American Community Survey 5-Year Estimates, Note: Percent income spent on housing costs is not calculated for some households, noted in chart as "Not computed."
- ⇒ Home Value
  - B25075 - Value, Universe: Owner-occupied housing units, 2009-2013 American Community Survey 5-Year Estimates
- ⇒ Gross Rent
  - DP04 - Selected Housing Characteristics, 2009-2013 American Community Survey 5-Year Estimates
- ⇒ Housing Costs & Income
  - Median Household Income by Tenure
    - B25119 Median Household Income The Past 12 Months (In 2013 Inflation-Adjusted Dollars) By Tenure, Universe: Occupied housing units, 2009-2013 American Community Survey 5-Year Estimates
  - Median Household Income for Owner-Occupied Households by Mortgage Status
    - B25099 - Mortgage Status By Median Household Income The Past 12 Months (In 2013 Inflation-Adjusted Dollars), Universe: Owner-occupied housing units, 2009-2013 American Community Survey 5-Year Estimates
  - Median Monthly Housing Costs by Mortgage Status, Median Gross Rent
    - DP04 - Selected Housing Characteristics, 2009-2013 American Community Survey 5-Year Estimates, Note: Median Gross Rent data suppressed for some geographies by Census Bureau, reasons for suppression may vary.

### Page 4

- ⇒ Housing Wage
  - Out of Reach 2015, 2-Bedroom Housing Wage, National Low Income Housing Coalition
- ⇒ Grand Lists
  - Total Grand Lists by Town, 2008 and 2012, CT Office of Policy and Management
- ⇒ Building Permits
  - Connecticut New Housing Authorizations in 2014, Construction Report: Housing Production & Permits, CT Dept. of Economic and Community Development
- ⇒ Affordable Housing Appeals List
  - 2014 Affordable Housing Appeals List, CT Dept. of Housing