

PLAN OF CONSERVATION AND DEVELOPMENT



**ADOPTED
MONTH, DAY, 2026**

**PUBLIC HEARING
DRAFT**



**TOWN OF DURHAM,
CONNECTICUT**

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ACKNOWLEDGMENTS

The Durham Planning and Zoning Commission wishes to thank the many individuals who helped to shape the 2026 vision for Durham's future.

Durham's Commissions and Boards

The Board of Selectmen - Brendan Rea, First Selectman
Agricultural Commission - Randy McLean, Chair
Complete Streets Committee
Conservation Commission - Philip Augur, Chair
Economic Development Commission - Sarah Murphy & Peter Lynch, Co-Chairs
Historic District Commission - Colleen Darnell, Chair
Inland Wetlands and Watercourses Agency - Frank DeFelice, Chair
Recreation Committee - Janet Morganti, Chair

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Jaclyn Lehet - Executive Assistant
Robert Doyle - Fire Marshal
Jennifer Perry - Land Use Administrative Coordinator
John Jenkins - Public Works Director
Brian Medeiros - Recreation Director
Morgan Perry - Social Services Director
Robin Newton - Town Planner

The Planning and Zoning Commission adopted this 2026 Plan of Conservation and Development on DATE, 2026.

Durham Planning and Zoning Commission

Frank DeFelice - Chair
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Michael Fumiatti
Peter Lynch
James Martinelli
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Durham's Residents and Business Owners

Consultant



This Plan of Conservation and Development (PoCD, the “Plan”) is an advisory document that serves as a municipality’s official action plan for its future land use, development, and conservation goals. Plans such as this describe a town’s physical, social, economic, and governmental conditions and trends; and articulate the community’s vision for its future. This PoCD contains information on the town’s housing supply, public facilities, transportation network, social services, and recreational facilities, to assist the town in identifying its future needs. It is not intended to be a mandate; but rather to serve as a comprehensive set of policies, goals, and implementation strategies that will guide the physical and economic development of the town. The execution of this PoCD is expected to be carried out by the town’s staff, boards, commissions, community groups, and private developers.

Goals – Broad and overarching vision and core themes for the Town. Goals can incorporate specific objectives and can span across sectors.

Policies – Adopted frameworks which are intended to guide decisions about the desired visions and goals. Policy formulation can coordinate the comprehensive planning efforts by exploring different courses of action to address a problem or achieve a goal.

Implementation Strategies – The process for transforming plans into actions and actions into desired outcomes. Implementation may involve specific prescribed steps and assign designated bodies for completion and monitoring.

A. HISTORY OF PLANNING IN DURHAM

This edition of the Plan of Conservation and Development (hereafter, “PoCD”) was crafted under the auspices of the town’s Planning and Zoning Commission and serves as a blueprint for Durham’s near- and long-term future. Durham’s first PoCD was published in 1981, consistent with mandates of Section 8-23 of the Connecticut General Statutes. These statutory provisions were enacted to ensure that towns created and regularly updated their local PoCD’s following the adoption of the first State Plan of Conservation and Development in 1979. State statute requires that municipalities review and update their PoCD’s every ten years. The 2016 revision represented a comprehensive review and update that was orchestrated by the Planning and Zoning Commission, with input from town officials, boards, commissions, agencies, and citizens. It also reflected information and insights gleaned from two public visioning meetings (conducted in 2014 and 2016) and six (6) planning workshops.

This 2026 update to the Plan of Conservation and Development serves as a working framework; reflecting the changing needs, policies, actions, and priorities that should guide community leaders in making future decisions regarding development, conservation, housing, transportation, energy, community and recreational facilities, economic development, the protection of cultural, historic and archaeological resources, and future land use. This PoCD is intended as a guide to those persons tasked with planning for the harmonious, consistent, and orderly development of the town.

B. STATUTORY BASIS

Connecticut General Statutes (C.G.S.) Chapter 126, Section 8-23, requires every municipality to prepare, amend, and adopt a Plan of Conservation and Development at ten-year intervals.

Each municipal Plan of Conservation and Development must consider:

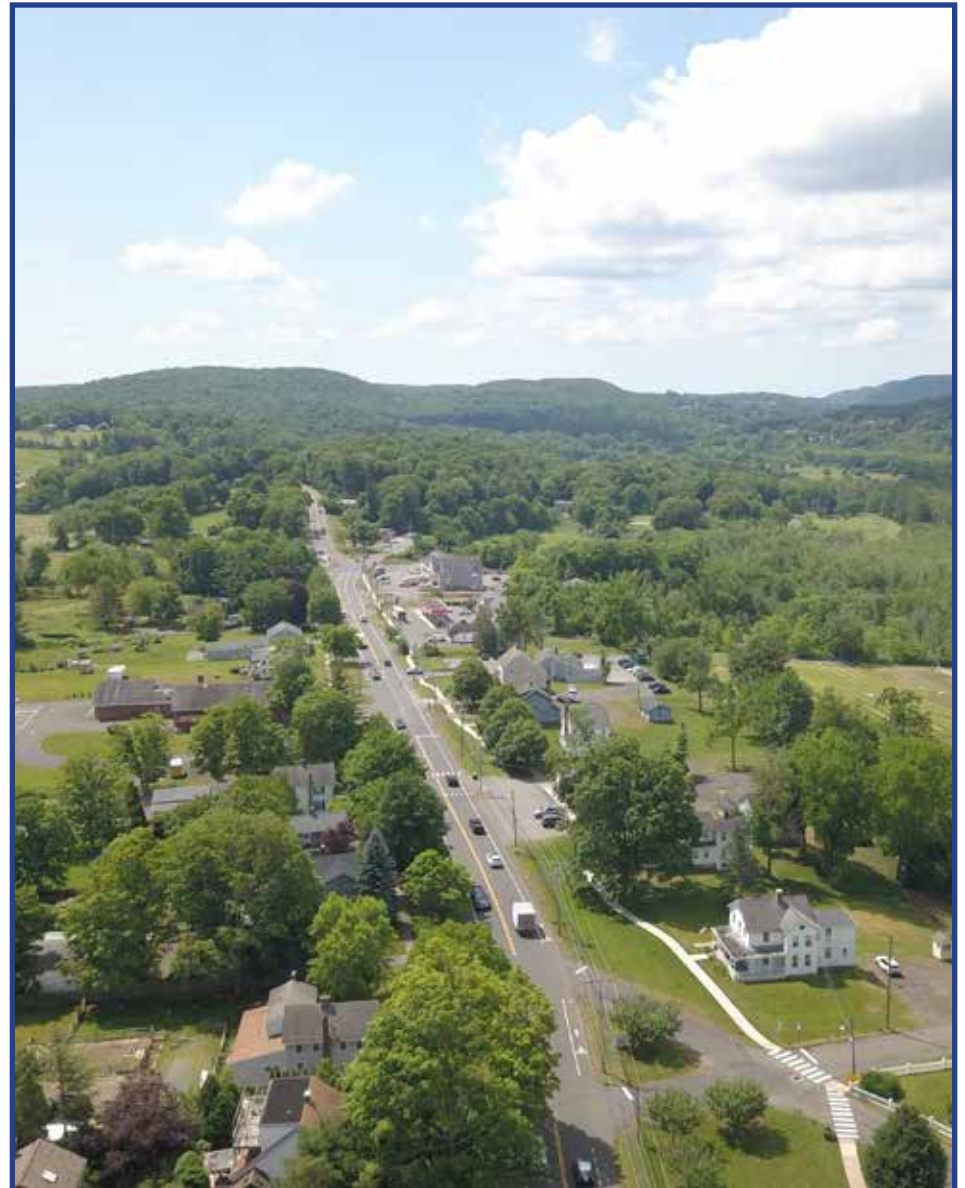
- the need for housing, health, education, recreation, social services, utilities, safety, transportation, and communications;
- the need for affordable housing;
- the protection of drinking water supplies;
- the use of clustered and other housing development patterns instead of conventional development patterns;
- the state and regional Plans of Conservation and Development;
- the need for energy-efficiency and energy conservation;
- the protection and preservation of agriculture;
- the physical, social, economic, and governmental conditions and trends, in general.

Durham's Planning and Zoning Commission, along with town staff, other boards, commissions, and community groups, have collaborated to draft this update of the Plan of Conservation and Development. Using data and statistics collected from various sources, the Commission produced the vision and recommendations for the future of Durham set forth in this document.

This PoCD includes the following topics:

- Housing
- Transportation
- Historic District
- Environmental Protection and Conservation
- Economic Development
- Historic and Community Facilities
- Energy and Energy Conservation
- Future Land Use

Each of these topics is accompanied by recommendations and priorities to guide development during the next 10-year period. Municipal Plans of Conservation and Development are required to be consistent with both the State and Regional Plans of



Main Street, Looking South

Conservation and Development; and where discrepancies exist, they must be noted within the Plan. Durham is part of the 17 town Lower Connecticut River Valley Council of Governments (RiverCOG) Planning Region. As such, both the 2025-2030 Connecticut Conservation and Development Policies Plan, and the 2021 -2031 Lower Connecticut River Valley Plan of Conservation and Development have been reviewed and considered in drafting this Plan. A review of consistencies and any inconsistencies is provided in Chapter 11, Section B.

C. PURPOSE

The objective of the Planning and Zoning Commission, through its design, adoption, and implementation of this Plan of Conservation and Development, is to provide a planning tool for the compatible growth of the town, protection of the natural environment, and enhancement of the rural character of the community. As explained in the Vision Statement and Goals chapter, the overall theme running through the goals and objectives in each section reflects the community's desire to maintain Durham's small-town character, protect its natural beauty, and allowing an appropriate scale of development that expands the tax base and accommodates the demand for new housing and businesses.

D. VISION AND GOALS

In updating this Plan of Conservation and Development (PoCD), the Planning & Zoning Commission was guided by input from multiple Boards, Commissions, Committees and Town Officials, who are dedicated to improving the quality of life for Durham residents; and expanding opportunities for the town. This update is intended to identify and promote actions and policies that support a safe, connected, and sustainable community, with broader opportunities for all.

OUR VISION FOR THE TOWN OF DURHAM

- ***We envision*** a Durham that sustains its excellent quality of life by offering strong housing, educational, recreational, and civic opportunities.
- ***We envision*** a Durham that expands affordable and attainable housing options, to welcome and support a broader range of residents and households, and support our residents' abilities to thrive at every stage of life.
- ***We envision*** a Durham that protects its natural, agricultural, and historic resources while investing in modern infrastructure that supports residential, commercial, and industrial growth.
- ***We envision*** a Durham that expands economic development opportunities; enhancing the livability of the town, by better meeting the community's commercial needs.

A. POPULATION PROFILE

Examining a municipality's past and present population and demographic information can paint a clearer picture of the community.

In 1900, the population of Durham was just 884 people. Between 1950 and 1970, Durham's population grew from 1,804 to 4,489, an increase of 148% in 20 years. By 2000 the population grew to 6,645. This growth is similar to that of many towns in the State during the post-World War II era. As of 2024, Durham has a population of 7,230 residents (Source: CT Dept of Public Health). According to the CT Data Center, the population of Durham is expected to decrease 12% by 2040.

From 2015 to 2025, enrollment in Regional School District 13 (which Durham shares with neighboring Middlefield) declined by 23.5%. This mirrors a statewide trend of aging populations and declining birthrates. Currently, residents aged 60 to 69 years are the most populous group in the town and make up about 17% of Durham's population; while those under the age of 19 make up 18% of the population (Source: Advance CT).

While there have been small deviations in the number of deaths and births in Durham, the overall trend for both is stable. Understanding these differing age demographics can help in planning for future town services and development for transportation, education, housing, and senior facilities.

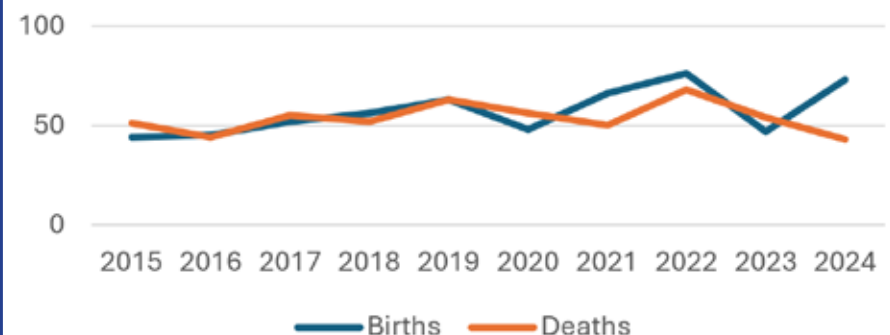
TABLE 1: POPULATION COMPARISON BY AGE, 2015 - 2023

Source: American Community Survey, CT Data Collaborative

Age	2015	2023	Percent Change
0-4	336	320	- 4.8%
5-9	415	171	- 58.8%
10-14	518	429	- 17.2%
15-19	727	439	- 39.6%
20-24	350	315	- 10.0%
25-29	306	328	7.2%
30-34	310	474	52.9%
35-44	965	1103	14.3%
45-54	1633	1092	- 33.1%
55-64	882	1281	45.2%
65-74	672	897	33.5%
75-84	258	489	89.5%
85+	104	72	- 30.8%
Total	7476	7410	- 0.9%

Births and Deaths of Durham Residents

Source: CT DPH



A. HOUSING OVERVIEW

The need for more diverse and attainable housing across our state has become increasingly prevalent. Durham has taken steps to advance the construction of a variety of housing types throughout the town. Although a lack of centralized sewer systems preempts large developments, the extension of a water main from the City of Middletown southward along Main Street has increased development capacity along the Route 17 corridor and throughout the center of Town. All residential zones in Durham currently allow single-family, two-family, accessory dwelling, and short-term rental units by Administrative Zoning Permit. In addition, all residential zoning districts allow for apartments, condominiums, and multi-family housing units by Special Exception. Residential units are also allowed in the Commercial zone by Special Permit. This level of residential allowances for a town of Durham's size is forward-thinking; as it allows for the development of a diverse range of housing, which in turn creates the potential for a more diverse population in terms of both age and income.

B. HOUSING CHARACTERISTICS

According to the American Community Services 5-year estimate (2023) there are 3,038 housing units within the town of Durham; of which 95% (2,887 units) are detached single-family units. Owner-occupied units comprise approximately 92% of the housing in the town. The average household size for owner-occupied units is 2.85 persons; while the average household size for renter-occupied housing units is 1.44, suggesting that very few renters are families



with children. Of the housing units available in Durham, only 3% contain one bedroom (US Census), while 67% have two-to-three bedrooms, and 30% of units have 4 bedrooms or more (2023 ACS 5-year estimate).

The age of housing units can signal the quality of available housing and can impact a community's housing affordability. Only 5.9% of the current housing stock was constructed between the years 2000 and 2025; with much of the housing stock in Durham being older; with the largest percentage (69.6%) being constructed between 1960 and 2000. In Durham, 12.9% of the housing stock was constructed between 1940 and 1960, and 11.8% of the housing stock was constructed prior to 1940. While Durham derives much of its charm and historic pride from these

TABLE 2: NEW HOME CONSTRUCTION PERMITS, 2015 - 2024

Source: CT Data Collaborative

Year	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
# of Permits	3	6	6	4	3	5	4	4	3	2

older homes, they can be more costly to own and operate. Newer homes tend to be more energy-efficient; reducing the financial burden for homeowners; whereas older homes are typically more costly to operate due in part to less efficient mechanical systems and materials of construction; particularly doors, windows, insulation systems, and heating and cooling equipment. Due to changes in building and health codes, roof replacements and siding upgrades can be more costly for older structures, and may involve the remediation of hazardous materials, such as asbestos. Older homes can also be subject to higher insurance and mortgage rates, driving up overall ownership costs.

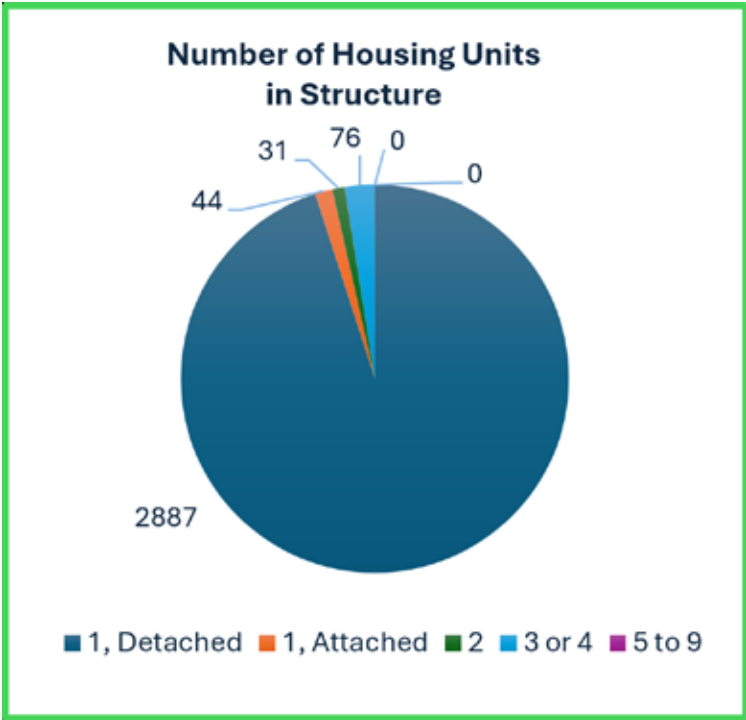
Energy used for residential heating systems can significantly impact the cost-of-living for the occupants. Like many of the older homes throughout New England, most of the housing in Durham relies on oil for heating. According to the 2023 American Community Survey 5-year estimate, 74.8% of Durham’s residential housing units utilize oil, while 15.5% utilize electricity, 2.6% utilize natural gas, and 7.1% utilize propane for heating.

Although the town has made strides to update their zoning regulations, including allowing additional housing types in all zones, this has not resulted in an increase in the number of building permits for the construction of new housing. The number of new housing units constructed dropped significantly following the 2008 housing crash and has yet to fully recover. According to the Connecticut Data Collaborative, only 2 permits for the construction of new housing were issued in Durham in 2024, versus 47 such permits in 2006. According to the Partnership for Strong Communities, there was an 83% decrease in the number of permits issued between 1990 and 2023.

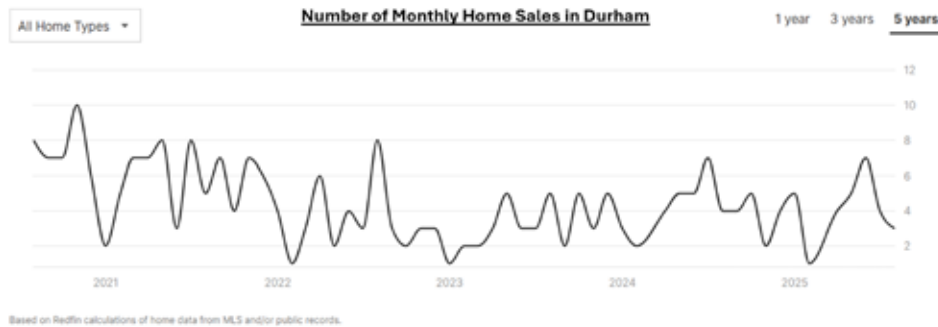
C. HOUSING MARKET

According to MLS data compiled by Redfin in August of 2025, the median sales price for a home in Durham was \$410,000, which is nearly 20% higher than the median value for the State

TABLE 3: HOUSING UNIT ROOM COUNT		
Source: 2023 American Community Survey 5-Year Estimate		
	No. of Units	% Total
Total Unit Count	3038	100.00%
Total Room Count Per Unit		
1 Room	0	0.00%
2 or 3 Rooms	88	2.90%
4 or 5 Rooms	660	21.72%
6 or 7 Rooms	1155	38.02%
8 or More Rooms	1135	37.36%
Total Bedroom Count Per Unit		
1 Bedroom	83	2.73%
2 or 3 Bedrooms	2046	67.35%
4+ Bedrooms	909	29.92%



of Connecticut (\$343,200). It should be noted that due to the relatively small number of homes being sold monthly, these median values can vary greatly on a month-to-month basis. The number of homes sold each month in Durham hit a high of 10 in November 2020 and has trended slightly downward ever since.



D. HOUSING AFFORDABILITY

A cost-burdened household is one that spends more than 30% of its annual household income on housing costs, including mortgage or rent and associated fees, taxes, insurance, and utilities. For those without a mortgage, the costs are generally limited to taxes, utilities, and insurance; but these are often occupied by older homeowners who may be retired and on a fixed income. According to Partnership for Strong Communities, 57% of the renters in Durham are cost-burdened; along with 15% of owners. This is important, because households that spend more than 30% of their income on housing may have difficulty affording other necessities, such as food, clothing, transportation, and medical care.

Currently, 61 of Durham's housing units are considered affordable in accordance with Connecticut General Statutes Section 8-30g; or just over 2% (Source CT Dept. of Housing).

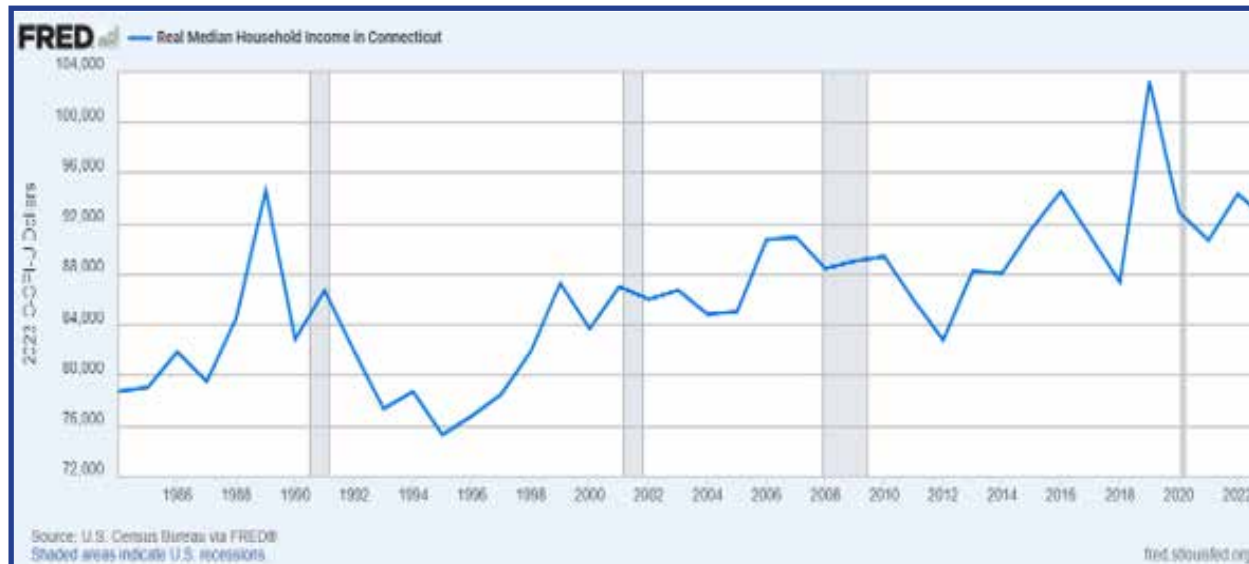
Housing affordability statistics present detailed figures on how the cost of housing for renters compares to wages in the area. This data is critical for state and local governments looking to expand



Historic Home on Main Street

housing availability and decreasing its cost for renters. The median rent in Durham is \$1,714 per month (Source: 2022 ACS); and the housing wage is \$31.81 per hour (Source: 2024 National Low Income Housing Coalition), which is 0.04% lower than that of the state. In 2022, the hourly pay that a full-time worker needed to afford a modest, two-bedroom rental in Durham capped at 30% of their income was \$28.38, slightly lower than the state's housing wage of \$31.93 (Source: National Low Income Housing Coalition (NLIHC)). According to NLIHC's Out of Reach 2024 report, no full-time employee making either federal, state or local minimum wage can afford a two-bedroom rental unit in Durham at the current fair market rental rate. This data sheds light on how out of reach affordable housing is for low-income earners.

Over the past 20 years, the cost of housing (for both renters and homebuyers) has risen faster than incomes across most regions of the United States (Source: Rent, House Prices, and

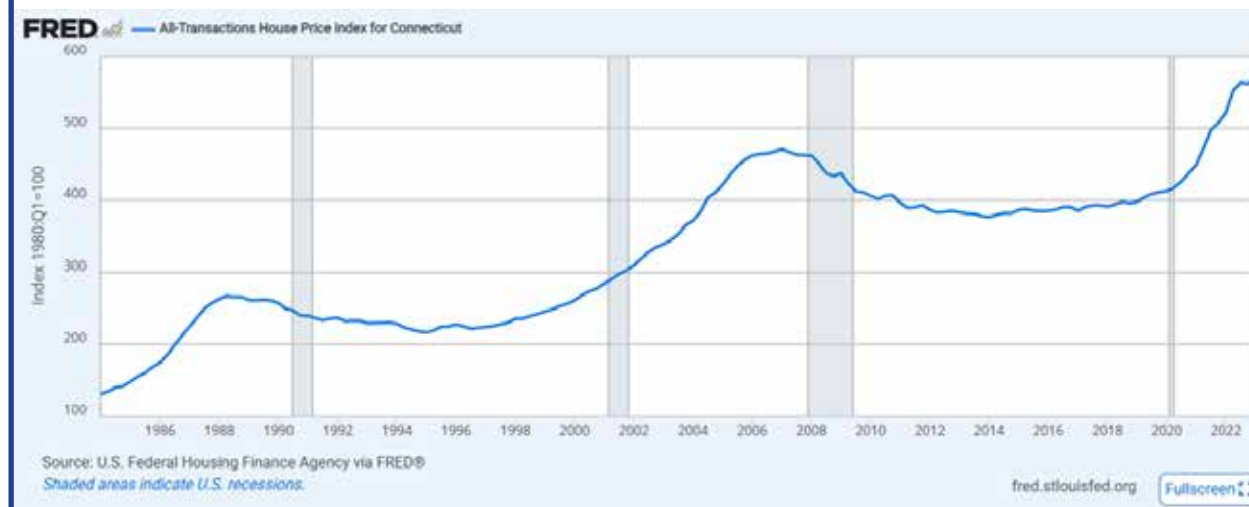


Above: Real Median Household Income in Connecticut

Source: Federal Reserve Bank of St. Louis

Below: All Transactions House Price Index for Connecticut

Source: Federal Reserve Bank of St. Louis



Demographics, U.S. Department of the Treasury). Real median household income within the state has not adequately kept pace with the increased cost of housing, especially in the era since the COVID-19 pandemic. As housing costs have risen, the median income has moved little.

The FRED graphs to the left show the Median Household Income and the average sales price of a home in Connecticut from 1986 through 2022; with the gray bars indicating periods of economic downturn. Between 1984 and 2023, the price index for all house transactions in CT rose over 330 percent, while the median household income has only increased 17 percent when adjusted for 2023 dollars.

It is generally acknowledged that increasing access to housing that is affordable will improve the local economy. With less income spent on housing, residents might allocate more funds to services and businesses in the town. In 2024, 61 units of housing stock in Durham was considered affordable; and this included 36 government-assisted units and 25 units having CHFA or USDA-backed mortgages. As defined by Connecticut Statute 8-30g, Affordable Housing is housing that costs less than 30% of the annual income of the family unit. There are several methods for creating affordable housing; including mortgage assistance programs such as those offered by the Connecticut Housing and Finance

Authority (CHFA) and the US Department of Agriculture (USDA); rental assistance programs, such as Section 8 vouchers and subsidized housing (usually maintained by a local housing authority) and deed restricted units, which limit the sale or rental price to no more than 30% of individuals who earn no more than 80% of the median income of the community. For this plan, the term “affordable housing” is used to describe the latter of these three, housing units with deed restrictions. Durham currently has no deed-restricted housing units.

As stated previously, housing is considered “affordable” if monthly housing-related expenses are equivalent to less than 30% of an area’s median household income. Using this measure, a household earning Durham’s 2026 median household income of \$129,200 per year (Source: 2026 HUD Area Median Income Data) could conceivably afford a monthly housing cost of \$3,230. Using

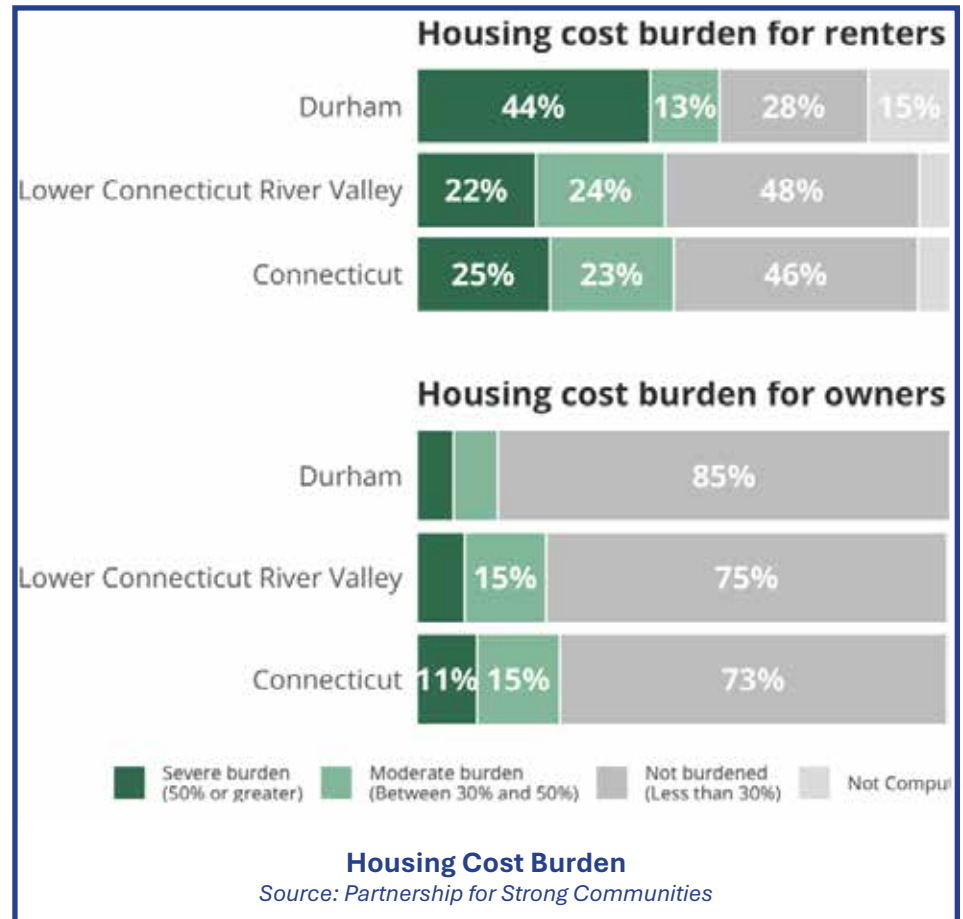
AFFORDABLE HOUSING

According to **Connecticut General Statute § 8-30g**, affordable housing is defined as housing that is:

- Either government-assisted (through programs that subsidize housing),
- Or sold or rented at prices that are affordable to low- or moderate-income households.
- More specifically, it applies to households earning no more than:
 - 80% of the area median income (AMI) for the housing region, or
 - 60% of AMI for rental housing, depending on the type of unit.

To qualify under § 8-30g, a development must have at least 30% of its units designated as affordable, meeting those income and cost guidelines, and the affordable units must deed-restricted for a minimum of 40 years.

Durham lies within the Hartford – West Hartford - East Hartford area. In 2025 80% AMI for a family of 4 is \$78,500.



an Affordability Analysis Tool developed by RiverCOG, a house costing up to \$361,320 would still be considered “affordable” under very modest assumptions (household income equal to or exceeding Durham’s 2026 median household annual income of \$129,200, a finance rate of 6.34% for 30 years, a 20% down payment, no PMI, utility costs of \$600 per month and annual property taxes of \$10,000). However, with its median home price hovering around \$464,722 (Source: Redfin Data - August 2026) and the extremely limited availability of homes selling for \$361,320 or less and acknowledging that approximately one-half of Durham’s households earn less than the median income

TABLE 4: EXAMPLE - 2-BEDROOM UNIT AND 4-PERSON HOUSEHOLD		
	Total/Year	Total/Month
Area Median Income	\$129,200	\$10,766
<i>Median income level per household in the surrounding market/area.</i>		
80% AMI	\$103,350	\$8,612
<i>80% of the Median income listed above.</i>		
30% of 80% of AIM	\$31,005	\$2,583
<i>Maximum non-burdened budget for housing.</i>		
HUD Fair Market Rate	\$28,440	\$2,370
<i>Hud 2026 Fair Market Rates, 2BR - Hartford-West Hartford (Includes Town of Durham) HMFA (Rent/Mortgage + Utilities)</i>		

of \$129,200, it is clear that the town should endeavor to develop more affordable housing.

In Connecticut, approximately thirty percent of all households are considered Asset Limited, Income Constrained and Employed (ALICE). ALICE households are those that are fully employed and able to meet all their financial responsibilities but are essentially living paycheck-to-paycheck. These are households that would not be able to sustain a financial emergency; and would have to make difficult decisions about what bills get paid. According to the United Way, these households include two householders working full-time (often in jobs where wages are not keeping up with the rising cost of living) and often include family members who need additional care or assistance. In Durham, approximately twenty percent of all households are considered ALICE, and these households would



Mauro Meadow - Age Restricted Affordable Housing

also benefit from the construction of more affordable or attainable housing options.

In 2022, Durham's Planning & Zoning Commission adopted its Affordable Housing Plan (AHP) to increase the affordability and diversity of housing offered in town. Along with strengthening the economic security of those who currently live in Durham, the Affordable Housing Plan aims to support the senior population, provide greater access to Durham's exceptional schools, assist with housing stability, and decrease the negative health effects associated with those experiencing housing insecurity. Various methods of achieving these goals are discussed in the AHP; and continued commitment to achieving them will result in the sustained efficiency of the town's housing stock.

E. GOALS AND ACTIONS

Goal 1: Preserve and expand affordable housing within the Town of Durham.

- A. Promote the use of CHFA and USDA loans as a means for purchasing housing for low-income households.
- B. Increase awareness of tenant rental assistance programs.
- C. Consider the need for the expansion of affordable housing developments. For example, developments such as Mauro Meadows.

Goal 2: Support diverse housing styles within the Town of Durham.

- A. Continue to review the zoning and subdivision regulations to ensure that a variety of housing types and appropriate densities are allowed where desired.
- B. Promote recent changes to the zoning regulations which allow for the construction of duplexes in most areas.
- C. Continue to review the zoning regulation for potential changes to encourage additional affordable housing.

Goal 3: Support reasonable and appropriate measures that

reduce the cost of constructing housing.

- A. Consider opportunities which allow for increased residential density in appropriate areas.

Goal 4: Advance affordable and attainable housing.

- A. Continue to look for ways to increase affordable housing and inform the public of affordable housing opportunities.
- B. Pursue opportunities as described in the Durham Affordable Housing Plan such as housing trust funds. Consider opportunities for collaboration with other nearby communities.
- C. Apply for Community Development Block Grants (CDBG) Small Cities funding for the affordable housing trust, for housing rehabilitation and modifications for low and moderate income owners and tenants.



A. OVERVIEW

The transportation network in any community should serve as a safe and efficient means of transporting people and goods throughout the town, and to and from neighboring municipalities and surrounding regions. The network should be sufficiently diversified, such that all persons have transportation options, regardless of their needs or abilities.

B. COMMUTING PATTERNS AND NETWORK USAGE

The transportation network in Durham is primarily used for residents' daily commutes to and from work. To a lesser extent, it is used for trips related to shopping and entertainment; and increasingly, the delivery of goods to homes as more people rely on internet-based shopping. More people leave Durham for employment, than stay or enter. According to the Inflow/Outflow Data provided by the US Census Bureau, approximately 1,767 persons enter Durham for work; 2,694 residents leave Durham for work; and only 201 residents both live and work in Durham.

Durham residents travel to a variety of locations throughout central Connecticut for employment. Approximately 31 percent travel less than 10 miles, while over 50 percent of workers travel between 10 and 24 miles. The remainder travel more than 25 miles. Middletown and New Haven attract the highest number of Durham residents for employment. Persons living outside of Durham and travelling to Durham for employment are concentrated in Meriden and Middletown, with a smaller percent coming from other areas throughout central Connecticut.

C. VEHICULAR TRANSPORTATION

As with most Connecticut communities, Durham is heavily reliant on personal automobile and motorcycle for transportation. Public

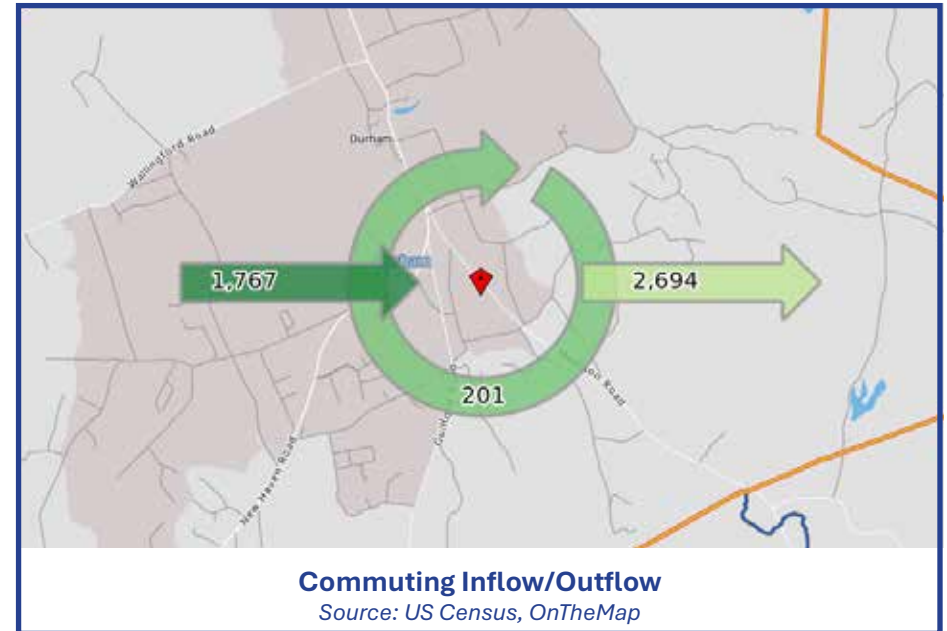


TABLE 5: INFLOW/OUTFLOW JOB COUNTS (PRIVATE PRIMARY JOBS)

Source: US Census OnTheMap

	2023	
	Count	Share
Employed in Durham	1,968	100.00%
Employed in Durham but Live Outside	1,767	0.00%
Employed and Living in Durham	201	2.90%
Living in Durham	2,895	38.02%
Living in Durham but Employed Outside	2,694	37.36%
Living and Employed in Durham	201	2.73%

TABLE 6: JOB COUNTS BY PLACES (CITIES, CDPS, ETC) WHERE WORKERS ARE EMPLOYED - PRIVATE PRIMARY JOBS

SOURCE: US CENSUS ONTHEMAP

	2023	
	Count	Share
All Places	2,895	100.0%
New Haven	284	9.8%
Middletown	190	6.6%
Hartford	187	6.5%
Meriden	120	4.1%
North Haven	108	3.7%
Durham	106	3.7%
Wallingford	102	3.5%
East Hartford	61	2.1%
New York City	44	1.5%
New Britain	36	1.2%
All Other Locations	1,657	57.2%

transportation is virtually nonexistent, and travelling on foot or by bicycle is impractical. Automotive transportation is served primarily by State-owned highways, including Routes 17, 68, 77, 79, 147, and 157. Other roads are smaller, with lower traffic volumes, and primarily serve to move traffic from residential neighborhoods to the major routes. The Town maintains approximately 60 miles of roadway, while the State maintains slightly more than 16 miles of roadway.

The Connecticut Department of Transportation assigns “functional classifications” to all roads within the State based on the road’s traffic volume, land access, and role in the overall street network. These classifications are: Principal Arterials - Major, high-capacity routes (Interstate, Freeway/Expressway) designed for high-

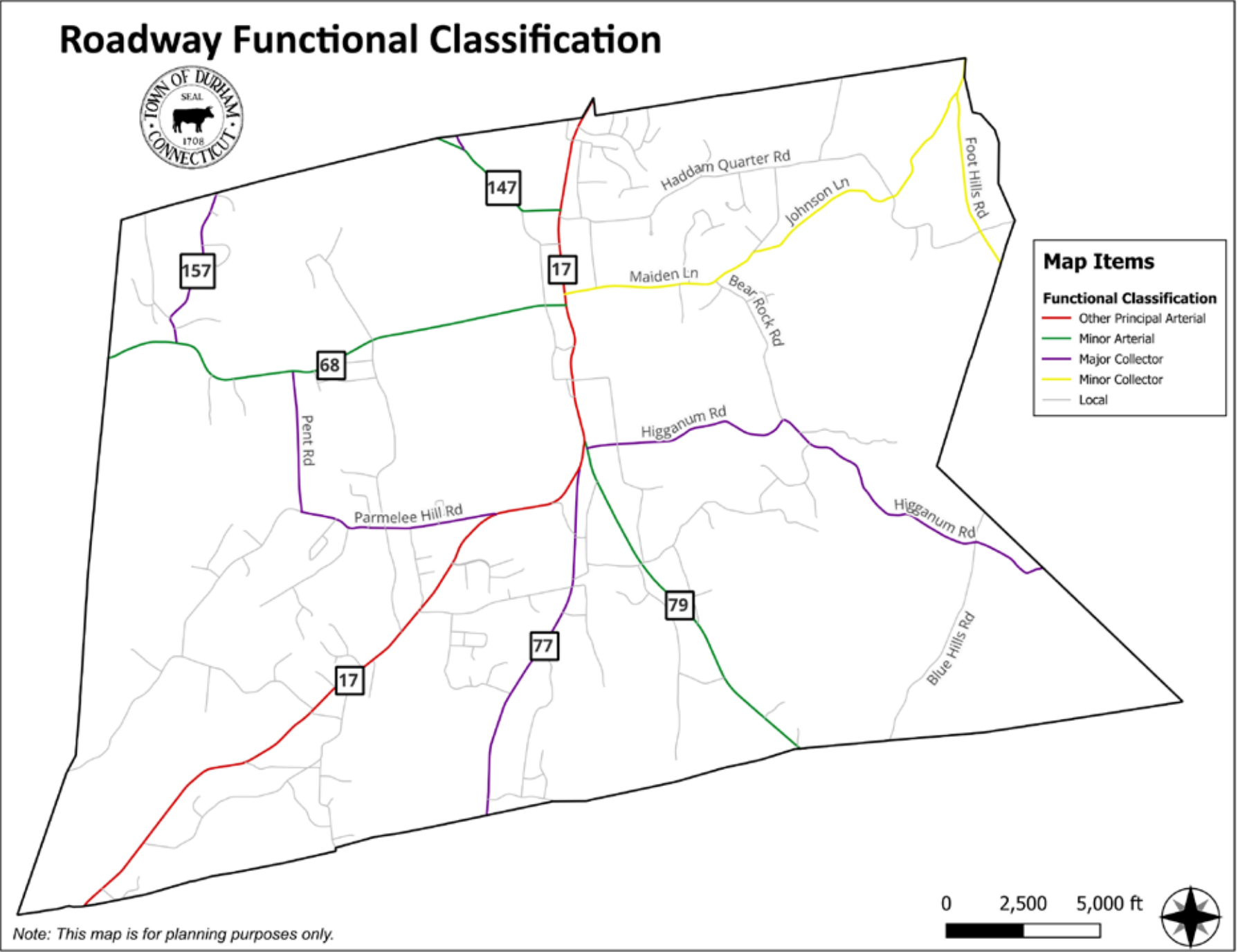
speed, long-distance travel; Minor Arterials - Interconnecting with principal arterials, providing higher speed travel between smaller geographic areas; Major/Minor Collectors - Gathering traffic from local roads and funneling it to arterial networks; and Local Roads - Providing direct access to abutting land and shorter-distance, low-speed travel. The entirety of Route 17 is considered a principal arterial highway; as it connects to Interstate 91 in New Haven and Route 9 in Middletown, providing easy access to the rest of the State. Routes 68, 79, and 147 are all considered minor arterial highways, as they funnel traffic to Route 17. Routes 77 and 157, and Town-maintained Higganum Road, Pent Road and a portion of Parmelee Hill Road are all major collectors. Foot Hills Road, Johnson Lane, and Maiden Lane are considered minor collectors. The remainder of roads in Durham are considered local roads.

Level of Service (LOS) is a qualitative measure that incorporates speed, travel time, traffic interruptions, freedom to maneuver, safety driving comfort, and convenience. The Level of Service is determined by the road’s Volume-to-Capacity Ratio (V/C). A V/C Ratio of between 0.90 and 0.99 suggests a roadway is approaching capacity, whereas ratios of 1.00 or greater are roadways that are over-capacity. Capacity analysis represents a good indication of identifying roads projected to be congested if current roadway conditions continue without the necessary improvements.

TABLE 7: CAPACITY RATIO TABLE

SOURCE: TRANSPORTATION RESEARCH BOARD, HIGHWAY CAPACITY MANUAL, SPECIAL REPORT 209, 1994

Level of Service	Volume / Capacity Ratio (V/C)
A	0.00 - 0.60
B	0.61 - 0.70
C	0.71 - 0.80
D	0.81 - 0.90
E	0.91 - 1.00
F	Greater than 1.00

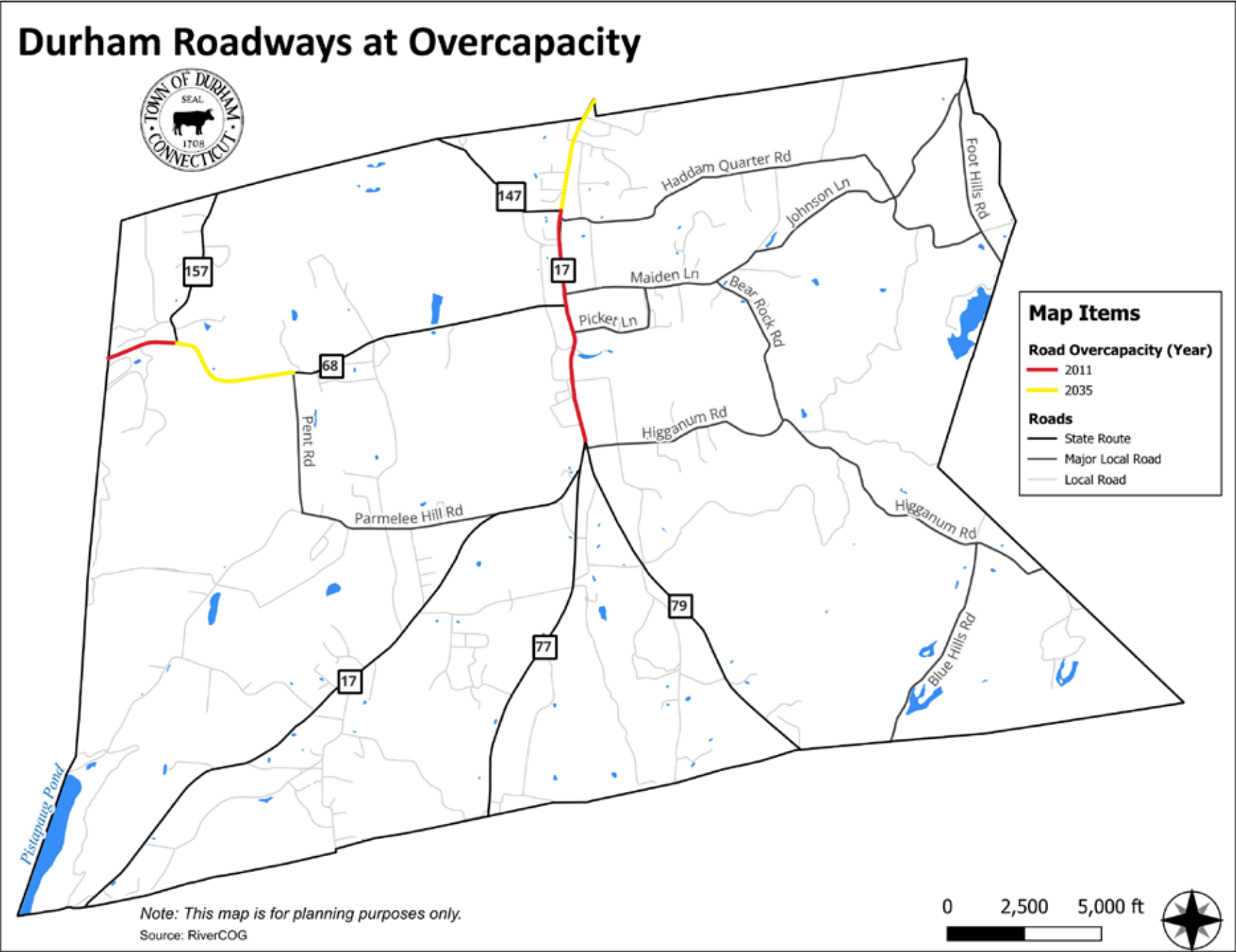


The capacity of a roadway is determined by calculating the roadway's Volume-to-Capacity Ratio (V/C). A V/C Ratio of between 0.90 and 0.99 suggests a roadway is approaching capacity; whereas a ratio of 1.00 or greater indicates that the roadway may be over-capacity. Volume-to-Capacity Ratios (V/C) have been calculated and projected for several state roadways that traverse the Town of Durham and are shown in Table 8. Roadway segments that are currently or projected to have Volume-to-Capacity Ratios equal to or greater than 1.0 are shaded.

TABLE 8: VOLUME TO CAPACITY RATIO (V/C) STATE ROADWAYS IN DURHAM

SOURCE: CTDOT 2011 CAPACITY STUDY

State Route	Segment	Mile Begin	Mile End	2011 V/C	2035 V/C (est)
17	North Branford/ Durham T/L to Howd Rd	10.78	10.93	0.23	0.29
17	Howd Road to Stagecoach Road	10.93	11.31	0.24	0.31
17	Stagecoach Road to Saw Mill Road	11.31	12.97	0.42	0.54
17	Saw Mill Road to Parmelee Hill Road	12.97	13.41	0.38	0.48
17	Parmelee Hill Road to Route 77	13.41	14.34	0.32	0.40
17	South of Route 77 to North of Route 77	14.34	14.98	0.37	0.48
17	Route 77 to Route 79	14.98	15.15	0.62	0.79
17	Route 79 to Route 68	15.15	16.00	1.03	1.32
17	South of Route 68 to North of Route 68	16.00	16.58	1.00	1.29
17	Route 68 to Route 147	16.58	17.11	0.94	1.21
17	Route 147 to Middletown T-L	17.11	17.29	0.87	1.11
68	Wallingford T-L to Route 157	19.07	19.51	1.13	1.45
68	Route 157 to Pent Road	19.51	20.34	0.78	1.00
68	Pent Road to Route 17	20.34	22.09	0.52	0.66
77	Guilford T-L to Route 17	11.56	13.85	0.34	0.43
79	Killingworth T-L to Route 17	11.98	14.34	0.62	0.80
147	Route 17 to Maple Avenue	0.00	0.23	0.49	0.63
147	Maple Avenue to Cherry Hill Road	0.23	0.29	0.60	0.77
147	Cherry Hill Rd to South of Durham/Middlefield T-L	0.29	0.75	0.72	0.92
147	Cherry Hill Road North of Route 147 Intersection	0.75	0.92	0.44	0.57
157	Route 68 to Powder Hill Road	0.00	0.15	0.29	0.37
157	Powder Hill Road to Durham/Middlefield T-L	0.15	1.02	0.17	0.22



The highest traffic volumes in Durham can be found along Route 17 in the town center, between junctions of Routes 17 / 77 / 79 and Routes 17 / 147. Approximately 15,200 vehicles per day travel Route 17 between Routes 79 and 147, and approximately 11,200 travel on Route 17 north of Route 147 heading toward Middletown. The traffic volume on other State routes is lower, though not insignificant; with Route 68 carrying a daily average of 12,400 vehicles at the Wallingford town line, and Route 79 carrying a daily average of 7,600. The shift to “work-from-home” employment since the COVID-19 Pandemic has impacted traffic, with number of vehicles per day on Route 17 in the Durham Center area dropping from 17,400 in 2019 to the current volume of 15,200.

A 5-day speed study conducted by the Town of Durham in August 2025 found that a significant number of drivers travel in excess of 10 miles per hour above the posted speed limit, particularly on local roads having lower posted speed limits. A second speed study conducted over 5 days in November 2025 found that on average, 7% of drivers on both Wallingford Road and New Haven Road drove at speeds in excess of 10 miles per hour above the posted speed limit.

Many roads in Durham date back to the colonial era and were constructed to connect major residential areas and the town’s center, to surrounding communities. This is reflected in many of the road’s names; Higganum Road to Higganum, Wallingford Road to Wallingford, Guilford Road to Guilford, New Haven Road to New Haven, and so on. While these roads are considered scenic and add to the charm and character of Durham, many present dangerous conditions because they were constructed to accommodate the natural features of the land; including wetlands, ledges, and steep slopes, resulting in skewed intersections, sharp turns, narrow widths, blind corners and dramatic changes in elevation. With increased residential development, these configurations have led to additional safety concerns.

TABLE 9: SPEED DATA

Source: Durham Speed Study, 5 Days - 8/4/25 - 8/8/25

Road	Posted Speed Limit (mph)	Violation Limit (mph)	% Drivers in Violation
Main St.	30	40	12
Maple Ave.	25	35	45
Maiden Ln.	25	35	45
Pent Rd.	30	40	47
Guilford Rd.	45	55	12
Madison Rd.	45	55	48
Wallingford Rd.	45	55	1
New Haven Rd	45	55	2



Vehicles Travelling along Main Street

Although several newer roads have been constructed for modern travel, these tend to be purpose-built for automobiles; and do not include sidewalks, crosswalks, or other safety features that encourage pedestrian and bicycle usage. Additionally, these newer roads are often wider and straighter to permit higher vehicle speeds; which increases safety concerns.

As noted previously, Route 17 carries a high volume of traffic; particularly within the core Main Street section of town between the Higganum Road/Route 79 intersection and the intersection with Route 147. This section of roadway is plagued by its narrow width, lack of dedicated turn lanes, and several off-set intersections; causing delays and queuing, especially during the morning and evening peak hours of travel. This area is also home to many of Durham's historic structures, and options for changes to roadway configuration are limited. When feasible, Durham should work with the CT DOT to make spot improvements to the corridor to reduce congestion, such as widening roadway shoulders to allow traffic to bypass left-turning vehicles, installation of roundabouts, and dedicated turn lanes as needed. In addition, Durham should work with RiverCOG and CT DOT to update the 1994 Route 17 Corridor Study, to review and assess its needs during the next ten years.

D. MASS TRANSIT

According to Advance CT, 99% of town residents report having access to a motor vehicle for transportation. For those commuting to work, 80% report that their primary mode of transport is driving, 18% report that they work from home, and 2% report taking public transit, walking, or driving. While most residents have access to a motor vehicle and are accustomed to using it on a regular basis, for those without access or those who can no longer drive, options are limited. Durham is not currently served by regularly scheduled mass transit services. Although there is a fixed bus route along Route 17 in Middletown operated by River Valley Transit (RVT), it only runs as far south as the Department of Social Services office



Typical River Valley Transit Bus Stop

in Middletown; approximately one half-mile from the Durham Town line.

Dial-a-ride services for Durham residents are provided by River Valley Transit (RVT), and include curb-to-curb public transit beyond the areas having regular bus routes. This service operates Monday through Friday between 6:30 AM and 4:30 PM, but is not available on weekends. Reservations are required to use the service, and must be made the day before the requested ride. RVT also offers ADA para-transit services for those who require it; including home pick-up for those residents unable to get to a Bus Stop.

E. RAIL

Freight travels through Durham on a rail line located in the town's northwest corner. This rail line is owned by the State of Connecticut from MP 15 (Reeds Gap) north to Middletown; and by Tilcon, Inc. south to New Haven. The Providence & Worcester Railroad (P&W) has trackage (tenant) rights and permanent easements on this line, allowing them to transport freight.

P&W has a policy of maintaining operating speeds of 40 mph; however, it has been unable to do so on the Middletown Branch because of rail deformation and joint problems caused by the weight of the gravel cars traveling on the branch. 40-mph operating speeds are required to build enough momentum to climb the grades without adding an additional engine. P&W has recently replaced 7.8 miles of the 107 lb. rail with heavier 115 lb. rail along the Middletown Branch; which is better suited for gravel car loads.

Although this line was once part of the Air Line Railroad that provided passenger service between New Haven and Boston, passenger service ended in the 1960's, and there are no plans to restart passenger service in the future.

F. PEDESTRIAN AND BICYCLE ACCOMMODATIONS

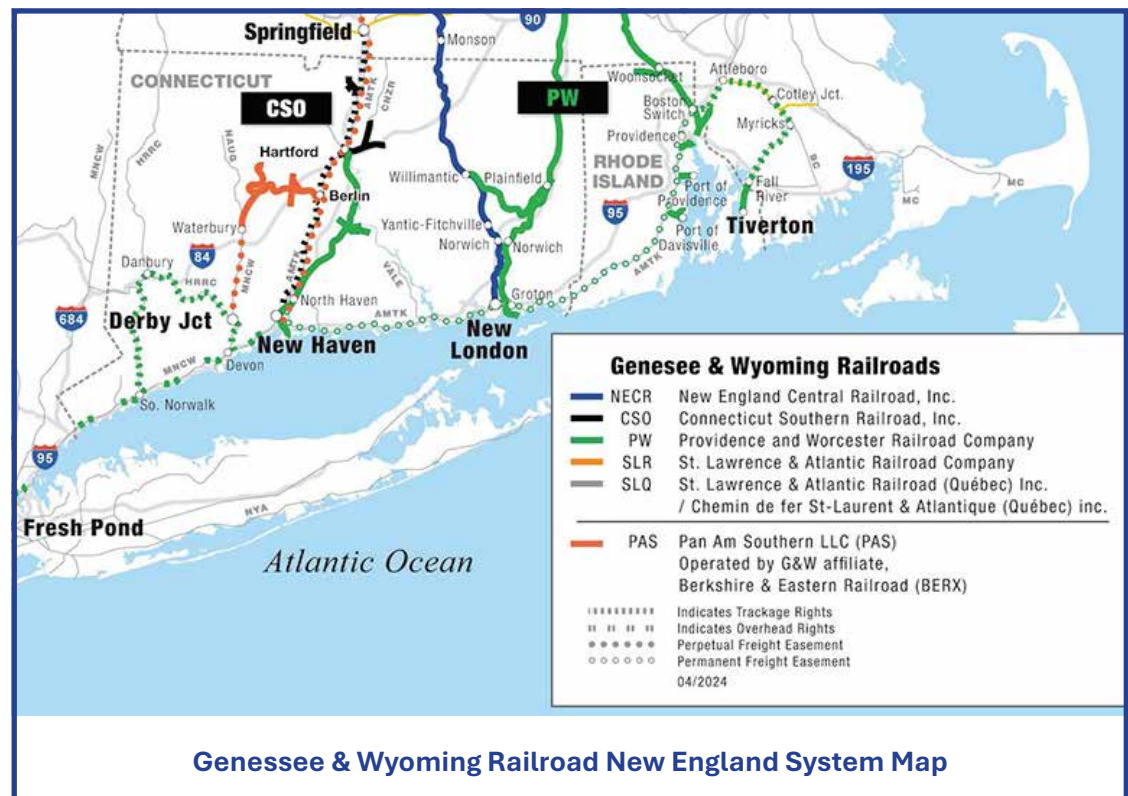
Pedestrian fatalities have been on the rise nationwide, with speed being the primary factor in these deaths. As with motor vehicle crashes, pedestrian deaths increased sharply following the pandemic, and have yet to return to pre-pandemic levels.

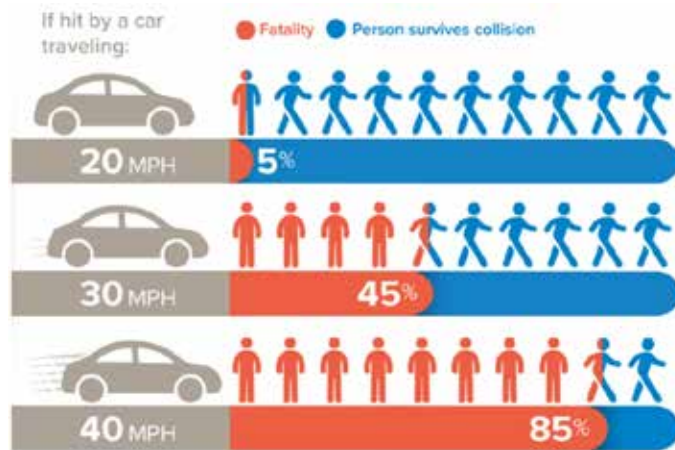
Bicycle and pedestrian infrastructure in Durham is primarily limited to the center of town; where Main Street (Route 17) contains bicycle paths and

pedestrian sidewalks. Additional crosswalks are needed along this section of roadway to improve pedestrian safety.

Route 17 has historically experienced a large number of vehicular accidents. Between January 1, 2023, and January 31, 2026, there were a total of 119 accidents along Route 17 in the town of Durham, involving 232 vehicles and 301 persons. Many of these accidents were severe: 3 resulted in 7 fatalities and 67 resulted in significant injuries. In 2025 alone, there were a total of 38 accidents along Route 17, resulting in 10 injuries. On Durham roadways, other than Route 17, 258 accidents resulted in 74 injuries and 1 fatality during this same period, (Source: CT Crash Repository, UCONN).

Although initiatives that target speed, such as police enforcement,





Above: Vehicle Speed and Pedestrian Fatality

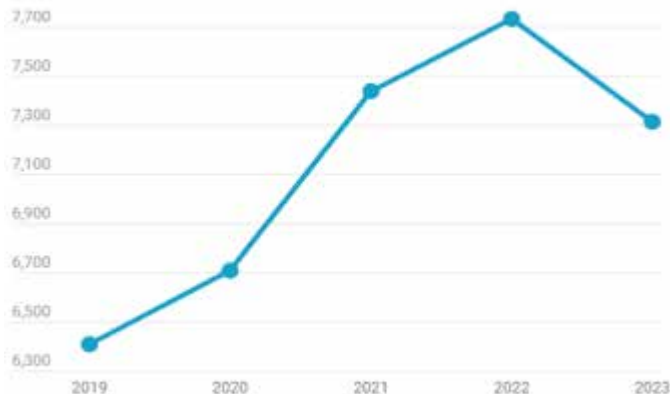
Source: Smart Growth America

Below: Pedestrian Fatalities Nationwide, 2019 - 2023

Source: Governors Highway Safety Association

U.S. Pedestrian Fatalities, 2019-2023

Deaths of people walking have risen 14% since 2019



*Oklahoma did not provide final 2021 data

Source: Governors Highway Safety Association (GHSA) • Embed • Created with Datawrapper

may be effective for short durations, they do not appear to be an effective long-term solution. Once the enforcement program ends, speeds generally return to their prior levels. Several initiatives have begun to take hold in an effort to reduce the number of crash-related fatalities; both at the local level and the federal level. These programs include the Safe System Approach and the Complete Streets Approach.

The Safe System Approach developed by the Federal Highway Administration (FHA) is a principle used by roadway designers to ensure that all users remain safe on the transportation network. It is based on the idea that people will make mistakes and the consequences of those mistakes can be mitigated through system design. The approach considers five elements of a safe transportation system – safe road users, safe vehicles, safe speeds, safe roads, and post-crash care.



The Five Safe System Elements in the Safe System Approach

Source: Federal Highway Administration

The Complete Streets Approach supports the safe use and mobility for all users; including drivers, pedestrians, bicyclists, and public transportation riders. The concept of Complete Streets includes planning and designing roadways and their features to make the transportation network safer and more efficient for all users.

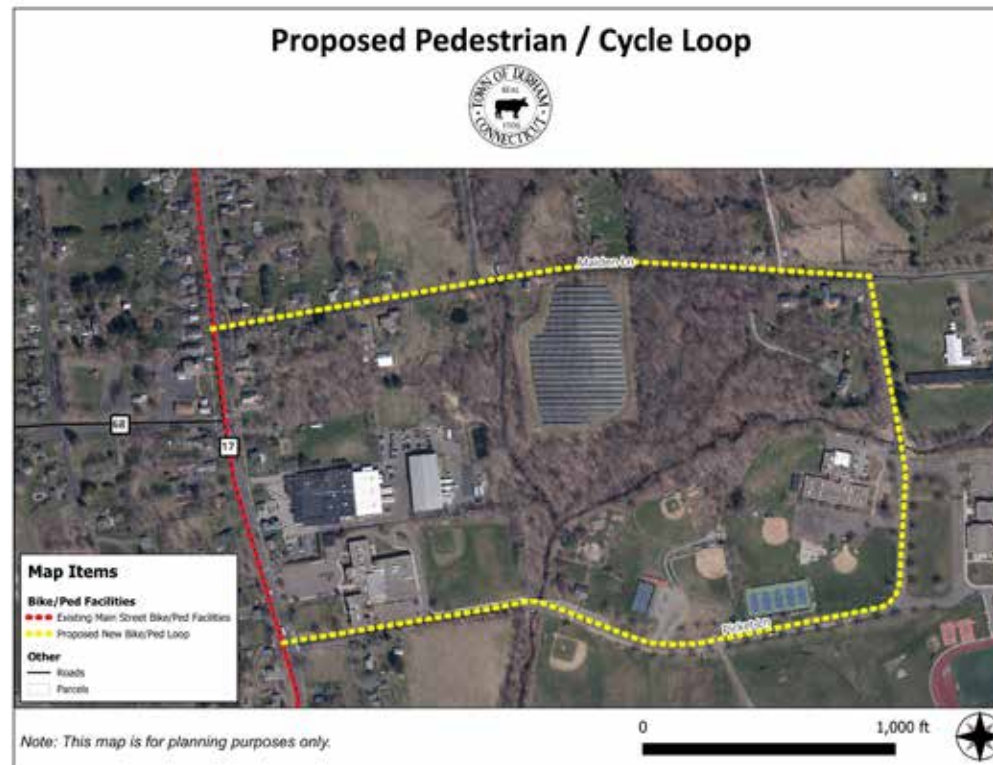
In Durham, the Complete Streets Working Group was established in 2017, and was formalized as a committee in 2023. The committee proposed revisions to regulations related to planning, open space and recreation that would incorporate Complete Streets principles into projects when practicable. The committee also prepared a conceptual plan for bike and pedestrian safety improvements along Main Street that included enhanced crosswalks, flashing school zone signs, and the creation of bike lanes from Route 79 to Route 147; and been working with

the town of Middlefield on a plan to construct a multi-use trail connecting Peckham Park in Middlefield to Main Street in Durham. The Complete Streets Committee should continue to work on projects such as this, including a multi-use loop along Pickett Lane and Maiden Lane that would promote safer pedestrian and bicycle usage between and around schools, the Community Center, and along Main Street.

G. GOALS AND ACTIONS

Goal 1: Provide for a safe and efficient roadway network.

- Work with RiverCOG and CT DOT to conduct an updated corridor study for Route 17.
- Provide turn lanes or wide shoulders to allow traffic to bypass left turning vehicles at strategic locations along Route 17.
- Consider improvements at the Route 17/Route 79/



Higganum Road intersection to increase safety.

- D. Develop plans for intersection improvements at Route 17/79, Route 17/77, Route 17/Parmelee Hill Road, and Route 17/Indian Lane, Route 17/Route 147/ Haddam Quarter Road, Route 17/Maiden Lane, Route 157/68, Route 68/ Maple Ave, and Route 68/Pent Rd, and Route 147/Maple Ave.

Goal 2: Increase transportation options for non-drivers.

- A. Work with River Valley Transit to provide dial-a-ride services on the weekend.
- B. Determine feasibility of constructing a commuter parking lot for rideshares.
- C. Consider options for extending the existing fixed route bus service into Durham.

Goal 3: Increase pedestrian safety.

- A. Consider modifying subdivision regulations to require sidewalks in new developments in areas which could provide links to other sidewalks.
- B. Provide accessible sidewalks on both sides of Main Street from Higganum Road north to Oak Terrace.
- C. Provide accessible crosswalks at all intersections along Main Street with a dedicated pedestrian sequence where traffic lights are provided.
- D. Provide rectangular flashing beacons (RFBs) at all crosswalks not located at traffic lights.
- E. Complete the pedestrian/bike route along Pickett and Maiden Lanes and install crosswalks along Maiden Lane and Pickett Lane.
- F. Review engineering standard for road construction in Durham to improve pedestrian accessibility and safety.

Goal 4: Improve cycling network throughout town.

- A. Connect Main Street bicycle lanes to Middletown.
- B. Install bike racks in strategic locations.
- C. Work with CT DOT to site a multi-use trail to connect

to Middlefield and seek funding for engineering and construction.

- D. Prioritize bicycle and pedestrian safety along Main Street.



A. OVERVIEW

The town of Durham is rich in historic and cultural assets. Durham's legacy encompasses early Native American settlements, the establishment of one of the nation's earliest libraries, a strong agricultural history, Revolutionary War contributions, and beautiful historic homes; all of which must be preserved.

The town contains many examples of prominent historic architectural styles. The earliest buildings and homes constructed during the Colonial era generally reflect the agrarian economy of the time when the town was settled, and the financial position of the people that built them. Though many of these early homes are large in size, their design is simple, and lacks some of the finer details that might be associated with greater wealth. Later buildings were constructed in the Greek Revival style; and then the Victorian style, both of which include additional detail and finer styling.

Two clusters of buildings are noteworthy for their consistent architecture and preservation: the area around the Town Green; and the area surrounding the United Churches of Durham (formerly North Congregational Church). The Town Green and the well-kept Colonial, Greek revival, and Federal buildings around it, create a picturesque composition of early Connecticut architecture; and the United Churches of Durham and the houses adjacent to it have the Town's greatest concentration of Greek Revival style buildings.

B. HISTORIC ASSETS

DURHAM'S HISTORIC DISTRICT AND HISTORIC DISTRICT COMMISSION

Homes and former church buildings located along Main Street and adjacent areas in Durham's Historic District reflect the history and culture of a unique and rural Connecticut village. The Historic



Historic Main Street Home

District typifies the development patterns of many New England towns during the 18th century; and because of its historic churches, cemeteries and Town Green; is considered by many to be the "Face of Durham"; as well as a source of community pride.

Connecticut General Statutes allow municipalities to designate historic districts, and to create historic district commission to oversee and protect the visual appearance of buildings within these districts. The town designated its Historic District, and created the Durham Historic District Commission effective July 17, 1973. The Durham Historic District was entered into the National Register of Historic Places in 1986.

The Historic District Commission has the goal of maintaining



Old Center School, Home to the Durham Historical Society



Durham Town Green Surrounded by Historic Structures

the original exterior appearance of homes and buildings in the District. Prior to performing construction activities that would alter the appearance or materials on the exterior of buildings within the Historic District, an Application for Certificate of Appropriateness (APCOA) must be approved by the Durham Historic District Commission.

C. CULTURAL ASSETS

DURHAM HISTORICAL SOCIETY

The Historical Society is tasked with the preservation of the town's history; and for providing educational programs for children and adults to increase their appreciation and recognition of the town's past. The Society has written and published several books describing the town's history; and oversees some of the historic structures located adjacent to the Town Hall. The former Center School, constructed in 1775, serves as the society's headquarters, and houses a collection of historic artifacts. The former Sabbath Day House, constructed in approximately 1780 to serve as temporary quarters for families who travelled long distances for weekly church services, was acquired by the Society in 1966 and relocated from Indian Lane to its current location in 1970. The Society is currently restoring the Sabbath Day House and has installed air conditioning in order to better preserve its collections. The Society also maintains a historic outhouse, which was originally located on Maiden Lane; and a World War II Air Spotter's Tower that had been located on the Brookfield Farm along Route 68. This Air Spotter's Tower was constructed as part of the Aircraft Warning Service, and was staffed by volunteers who searched the skies for enemy airplanes during World War II. The Spotter's Tower was relocated to its current location near the Town Hall in the 1980's, and renovated in 2023.

OTHER CULTURAL AND HISTORIC ASSETS

The town contains many other significant assets, including the Main Street home of Moses Austin (1745); who along with his son Stephen F. Austin, began the first Anglo-American settlement

Historic and Archeological Resources



Map Items

Historic Resources

Historic District

Archeological Resources

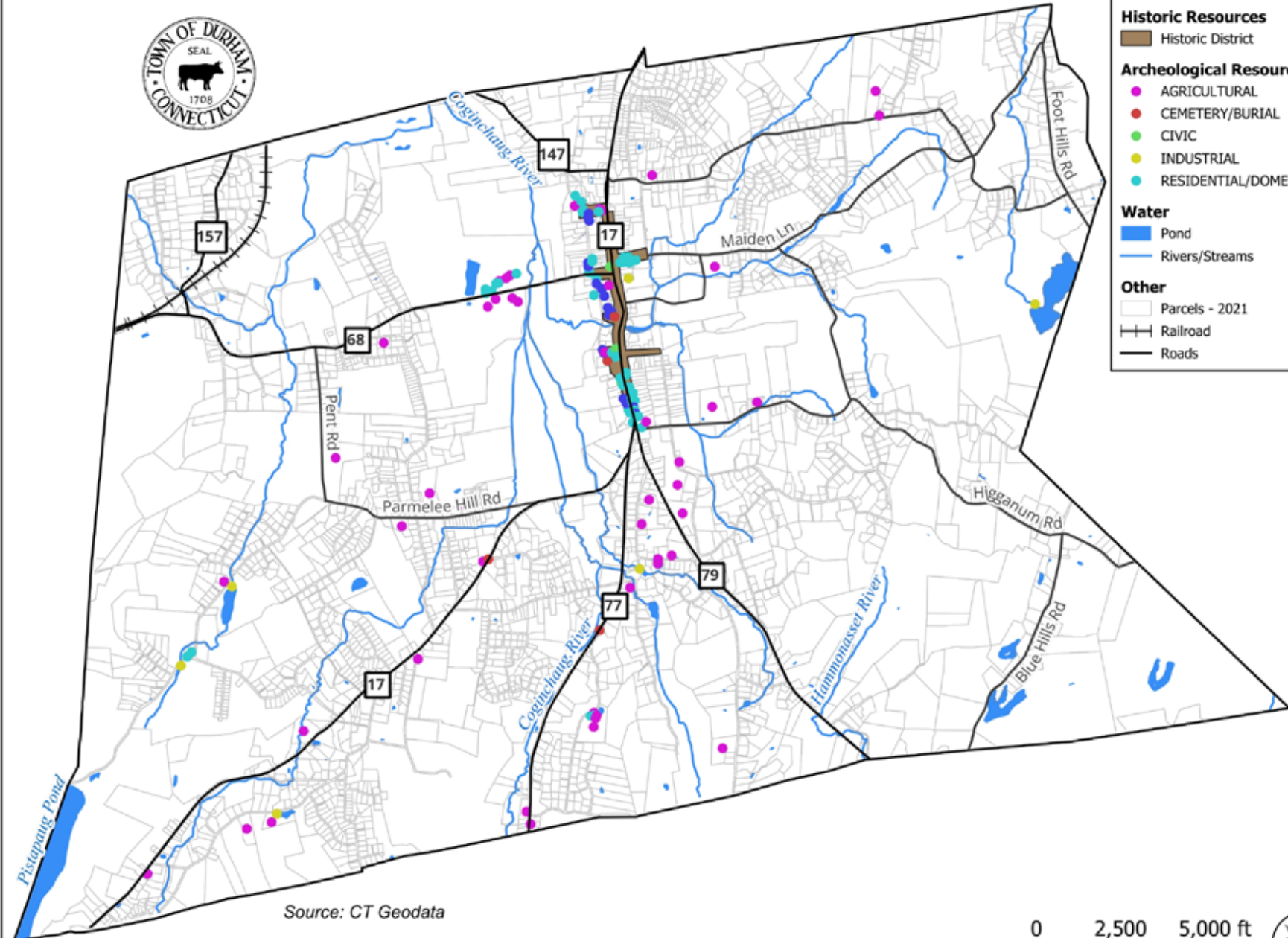
- AGRICULTURAL
- CEMETERY/BURIAL
- CIVIC
- INDUSTRIAL
- RESIDENTIAL/DOMESTIC

Water

- Pond
- Rivers/Streams

Other

- Parcels - 2021
- Railroad
- Roads



Source: CT Geodata

Note: This map is for planning purposes only.

0 2,500 5,000 ft



of what is now the State of Texas; a historic “Pest House” that is located near Cream Pot Road, and was used between 1760 and 1790 to isolate persons afflicted with communicable diseases; the remnants of the former E.E. Dickenson Birch Oil and Witch Hazel Mill (1918-1947) located on Birch Mill Road, and the home and sculptures of the noted artist William Kent (1919 – 2012) on Howd Road.

HISTORIC CEMETERIES

The Historic District also contains two cemeteries, both of which are under the care of the Durham Cemetery Company. The Old Durham Cemetery, which lies north of Allyn Brook on Old Cemetery Road, was established between 1700 and 1703, and served as the original burial ground for the town. The earliest gravestones in this cemetery do not contain artwork or imagery; possibly reflecting the stoic Protestant views of the time and the limited economic means of the people paying for the stones. This cemetery also contains many fine examples of ornamental markers and large monuments, along with the box crypt of Durham’s first minister; Reverend Nathaniel Chauncey Jr. As the majority of the gravestones in this cemetery were crafted using relatively soft Connecticut Brownstone, many are weatherworn or damaged. The Durham Center Cemetery, which lies behind the Town Hall was the primary burial spot for the Town during the 19th century. The gravestones in this cemetery typically contain more detailed ornamentation than those found in the Old Durham Cemetery; and being fabricated from marble or granite (which is less susceptible to wear and damage than those constructed of softer Connecticut Brownstone), are in better condition than those found in the Old Durham Cemetery.

TOWN GREEN AND DURHAM FAIRGROUNDS

The Town Green, which was laid out as part of the town’s original settlement, sits central to the Town Hall, Post Office, Library, and former Center School building. The Town Green was historically used for municipal ceremonies, military exercises, grazing areas



Town Green and Durham Fairgrounds



Durham Center Cemetery

for livestock, and the very first Durham Agricultural Fair held more than a century ago.

The Town Green continues to serve as a focal point of the community. It serves as an entry point for the Durham Agricultural Fair; which is now the largest agricultural fair in Connecticut and brings hundreds of thousands of visitors to the town each year. The Durham fairgrounds, which are located behind Town Hall, host a variety of events throughout the year.

ARCHEOLOGICAL RESOURCES

Durham also contains many significant archaeological resources. Originally called “Coginchaug”, the Native American word for “long swamp,” Durham was frequented by the Mattabassett (Wangunk) Indians; an Algonquin people. Research has provided evidence of Native American occupations in the Coginchaug Meadows and surrounding areas that date back between 8,000 and 10,000 years ago; and their more recent descendants occupied this area until the European settlers arrived. A total of 14 archaeological sites, including 5 located along the Coginchaug River and 6 located in Durham’s highlands, date back at least 2,000 years; including a site that contains the remnants of a cache of stone blades from over 2,000 years ago, and an Indian site that provides evidence of contact between Native Americans living along the Coginchaug River and Europeans in the 17th century.

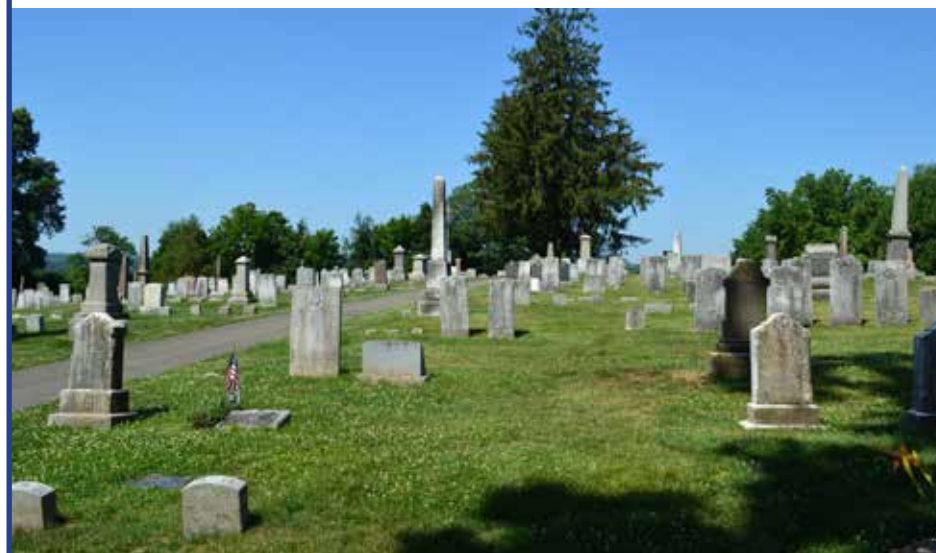
Many properties in the Historic District also preserve important remnants of rural life from the 17th through early 20th century. These properties retain visible and subterranean evidence of much earlier structures, along with extensive remains of debris middens (refuse areas), and tools from an earlier time. These debris middens reveal information related to the trade and diet of the prior residents and include Chinese export ceramics, colonial salt-glazed stoneware, mollusk shells, and bones.

Many archaeological remnants of human occupation and industrialization in Durham are still in existence; including the

ruins of stone dams and mill buildings. These important structures should be preserved for future generations.



Above Left: WWII Air Spotters Tower
Above Right: Outhouse at Old Center School



Durham Center Cemetery

TABLE 10: HISTORIC AND ARCHAEOLOGICAL RESOURCES, ABOVE GROUND*Source: Connecticut Cultural Resources Information System*

Property Name	Location	Year Constructed	Periods	Type	List
	NEW HAVEN RD.		1950-2000	ENGLISH BARN	Inventoried
SPRINGSIDE FARM	NEW HAVEN RD.		1900-1949	ENGLISH BARN	Inventoried
GULIELMETTI FARM-HOUSE	MICA HILL RD.	1860 CIRCA	1850-1899		State Register
GULIELMETTI FARM-BARN I	MICA HILL RD.	1830 CIRCA	1800-1849	BARN (MIXED-USE)	State Register
GULIELMETTI FARM-BARN II	MICA HILL RD.	2011	AFTER 2000	BARN (MIXED-USE)	State Register
GULIELMETTI FARM-BARN III	MICA HILL RD.	2010	AFTER 2000	BARN (MIXED-USE)	State Register
GULIELMETTI FARM-SHED	MICA HILL RD.	19 CENTURY	1800-1849	SHED/STORAGE	State Register
GULIELMETTI FARM-CHICKEN COOP	MICA HILL RD.	19 CENTURY	1800-1849	POULTRY HOUSE/CHICKEN COOP	State Register
GULIELMETTI FARM-MILK HOUSE	MICA HILL RD.	19 CENTURY	1800-1849	CREAMERYÂ OR MILK HOUSE	State Register
	MICA HILL RD.		1800-1849	ENGLISH BARN	Inventoried
GREYLEDGE FARM QUARTER HOUSES	DEAD HILL RD.			BARN (MIXED-USE)	Inventoried
MISTY MEADOW FARM	STAGE COACH RD.		AFTER 2000	BARN (MIXED-USE)	Inventoried
PEDERSEN FARM	STAGE COACH RD.			BARN (MIXED-USE)	Inventoried
STAGECOACH POND				WATER SYSTEM	Inventoried
	GUILFORD RD.		1900-1949	ENGLISH BARN	Inventoried
596 GUILFORD RD.-HORSE BARN 1	GUILFORD RD.		1900-1949	ENGLISH BARN	Inventoried
	NEW HAVEN RD.		1900-1949	BANK BARN	Inventoried
SMALLPOX-CEMETERY				CEMETERY/BURIAL	Inventoried
KENT, WILLIAM, HOUSE AND BARN/ STUDIO	HOWD RD.	EARLY 20 CENTURY	1900-1949	CAPE COD	State Register
THOMAS LYMAN HOUSE	MIDDLEFIELD RD.	1774 CIRCA	1750-1799		National Register
HOWDS ROAD POND DAM				WATER SYSTEM	Inventoried
	TRI MOUNTAIN RD.			ENGLISH BARN	Inventoried
	GUILFORD RD.		1900-1949	ENGLISH BARN	Inventoried
BRONSON BARN	PARMELEE HILL RD.			ENGLISH BARN	Inventoried
STANNARD BARN	SOUTH END AVE.			ENGLISH BARN	Inventoried

TABLE 10: HISTORIC AND ARCHAEOLOGICAL RESOURCES, ABOVE GROUND (CONT.)

Property Name	Location	Year Constructed	Periods	Type	List
	NEW HAVEN RD.		1950-2000	ENGLISH BARN	Inventoried
JONES PLOT-CEMETERY				CEMETERY/BURIAL	Inventoried
CAMOZZI BARN; DELVECCHIO BARN; RAMBLING BROOK FARM	SAND HILL RD.		1850-1899	BANK BARN	Inventoried
	CHERRY LN.			ENGLISH BARN	Inventoried
SEWARD-ATWELL FARMSTEAD-HOUSE	SAND HILL RD.	1750 CIRCA	1750-1799	RESIDENTIAL/DOMESTIC	State Register
SEWARD-ATWELL FARMSTEAD-BARN	SAND HILL RD.	1860 CIRCA	1850-1899	BARN (MIXED-USE)	State Register
SEWARD-ATWELL FARMSTEAD-SHED	SAND HILL RD.	19 CENTURY	1800-1849	SHED/STORAGE	State Register
SEWARD-ATWELL FARMSTEAD-CHICKEN COOP	SAND HILL RD.	19 CENTURY	1800-1849	POULTRY HOUSE/CHICKEN COOP	State Register
	SAND HILL RD.		1900-1949	ENGLISH BARN	Inventoried
	SOUTH END AVE.		1900-1949	ENGLISH BARN	Inventoried
CREAM POT POND DAM				WATER SYSTEM	Inventoried
	MAPLE AVE.	1980 CIRCA	1950-2000		National Register Non-Contributing
	OLD WALLINGFORD RD.		1900-1949	ENGLISH BARN	Inventoried
DAVID GOLDNER-ELIZUR GOODRICH HOUSE	MAIN ST.			RESIDENTIAL/DOMESTIC	Local
NEW-CEMETERY				CEMETERY/BURIAL	Inventoried
	MAPLE AVE.	1960 CIRCA	1950-2000		National Register Non-Contributing
	MAPLE AVE.	1960 CIRCA	1950-2000		National Register Non-Contributing
	MAPLE AVE.		1850-1899	ENGLISH BARN	Inventoried
DAVID ROBINSON HOUSE	MAPLE AVE.	1735 CIRCA	1700-1749	RESIDENTIAL/DOMESTIC	National Register
DURHAM PUBLIC LIBRARY	MAIN ST.	1901	1900-1949	LIBRARY	National Register
	MAPLE AVE.	1980 CIRCA	1950-2000		National Register Non-Contributing
	MAPLE AVE.	1980 CIRCA	1950-2000		National Register Non-Contributing

TABLE 10: HISTORIC AND ARCHAEOLOGICAL RESOURCES, ABOVE GROUND (CONT.)

Property Name	Location	Year Constructed	Periods	Type	List
	MAPLE AVE.	1985 CIRCA	1950-2000		National Register Non-Contributing
OLD-CEMETERY					Inventoried
HILL-SPELMAN HOUSE	MAIN ST.	1730	1700-1749	CAPE COD	National Register
HUGH COX-COLONEL SAMUEL CAMP HOUSE	TOWNHOUSE RD.			RESIDENTIAL/DOMESTIC	Local
	HIGGANUM RD.			ENGLISH BARN	Inventoried
	HIGGANUM RD.		1900-1949	ENGLISH BARN	Inventoried
FREDERICK H. PAGE HOUSE	MAIN ST.	1920	1900-1949	BUNGALOW	National Register
WILLIAM A. PARSONS HOMESTEAD	MAIN ST.	1930	1900-1949		National Register
CAMP-MEIGS HOUSE	MAIN ST.	1790	1750-1799	RESIDENTIAL/DOMESTIC	National Register
HENRY DAVID STORE	MAIN ST.	1851	1850-1899		National Register
CAMP'S TAVERN	MAIN ST.				National Register Non-Contributing
EPISCOPAL CHURCH	MAIN ST.			RELIGIOUS FACILITY	Local
COOK/FOWLER HOUSE	MAIN ST.	1775	1750-1799	RESIDENTIAL/DOMESTIC	National Register
RAYMOND GAVETTE HOUSE	MAIN ST.	1911	1900-1949	RESIDENTIAL/DOMESTIC	National Register
MARCIA GIFFORD-JAMES WADSWORTH HOUSE	MAIN ST.			RESIDENTIAL/DOMESTIC	Local
WEDWORTH WADSWORTH HOUSE	MAIN ST.	1855	1850-1899	RESIDENTIAL/DOMESTIC	National Register
ALBERT EICK HOUSE	MAIN ST.			RESIDENTIAL/DOMESTIC	Local
DAVIS-BRAINERD HOUSE	MAIN ST.	1790 CIRCA	1750-1799	RESIDENTIAL/DOMESTIC	Local
HENRY DAVID HOUSE	MAIN ST.	1878 CIRCA	1850-1899	RESIDENTIAL/DOMESTIC	National Register
GILBERT H. STONE HOUSE	MAIN ST.	1900	1900-1949	RESIDENTIAL/DOMESTIC	National Register
DAVIS-BRAINERD HOUSE	MAIN ST.	1884	1850-1899	RESIDENTIAL/DOMESTIC	National Register
MALY ASMAN HOUSE	MAIN ST.	1928	1900-1949	RESIDENTIAL/DOMESTIC	National Register
	MAIN ST.				National Register Non-Contributing
DAVID CAMP HOUSE	MAIN ST.	1865	1850-1899	RESIDENTIAL/DOMESTIC	National Register

TABLE 10: HISTORIC AND ARCHAEOLOGICAL RESOURCES, ABOVE GROUND (CONT.)

Property Name	Location	Year Constructed	Periods	Type	List
BELA DAVIS HOUSE	MAIN ST.	1865	1850-1899	RESIDENTIAL/DOMESTIC	National Register
REUBEN HUBBARD HOUSE	MAIN ST.	1903	1900-1949	RESIDENTIAL/DOMESTIC	National Register
DARI SERVICE	MAIN ST.				National Register Non-Contributing
ADOLPH A. H. ZIEROTH HOUSE	MAIN ST.	1932	1900-1949	RESIDENTIAL/DOMESTIC	National Register
COL. JAMES WADSWORTH HOUSE	MADISON RD.	1708	1700-1749	RESIDENTIAL/DOMESTIC	National Register
BLAKESLEE BARN	MADISON RD.		1850-1899	ENGLISH BARN	Inventoried
WILLIAM S. SCRANTON HOUSE	MAIN ST.	1877	1850-1899	RESIDENTIAL/DOMESTIC	National Register
	PARMELEE HILL RD.		AFTER 2000	BARN (MIXED-USE)	Inventoried
	CHERRY LN.			ENGLISH BARN	Inventoried
	CHERRY LN.		1900-1949	BARN (MIXED-USE)	Inventoried
LEONARD AND VICTOR ROSSICONE FARM	PARMELEE HILL RD.		1950-2000	POULTRY HOUSE; CHICKEN COOP	Inventoried
	PARMELEE HILL RD.		1900-1949	BARN (MIXED-USE)	Inventoried
JOHN SWATHEL HOUSE	MAPLE AVE.	1829	1800-1849		National Register
HATTIE M. NEWTON HOUSE	MAPLE AVE.	1905	1900-1949		National Register
	MAPLE AVE.		1900-1949	ENGLISH BARN	Inventoried
ABEL COE HOUSE	MAPLE AVE.	1780	1750-1799		National Register
	MAPLE AVE.	1950 CIRCA	1950-2000	CAPE COD	National Register Non-Contributing
SQUIRES-SCRANTON BARN	MAIN ST.			BARN (MIXED-USE)	Inventoried
SQUIRES-SCRANTON BARN	MAIN ST.		1900-1949	ENGLISH BARN	Inventoried
	MAPLE AVE.	1960 CIRCA	1950-2000		National Register Non-Contributing
	MAPLE AVE.	1960 CIRCA	1950-2000		National Register Non-Contributing
LELAND SEETON-ASA CHAMBERLAND HOUSE	TALCOTT LN.			RESIDENTIAL/DOMESTIC	Local
	MAPLE AVE.	1960 CIRCA	1950-2000		National Register Non-Contributing

TABLE 10: HISTORIC AND ARCHAEOLOGICAL RESOURCES, ABOVE GROUND (CONT.)

Property Name	Location	Year Constructed	Periods	Type	List
MILLER POND DAM				WATER SYSTEM	Inventoried
JOEL BLARCHLEY HOUSE	MAPLE AVE.	1835	1800-1849	RESIDENTIAL/DOMESTIC	National Register
HENRY P. RYAN HOUSE	MAPLE AVE.	1910 CIRCA	1900-1949	RESIDENTIAL/DOMESTIC	National Register
HUBBARD WORKER'S HOUSING #2	MAPLE AVE.	1895	1850-1899		National Register
HUBBARD WORKER'S HOUSING #1	MAPLE AVE.	1890	1850-1899		National Register
ANDREW JACKSON ROBINSON HOUSE	MAPLE AVE.	1836	1800-1849	RESIDENTIAL/DOMESTIC	National Register
MARY F. CRAWFORD HOUSE	MAPLE AVE.	1922	1900-1949	BUNGALOW	National Register
ELIJAH J. CRAWFORD HOUSE	MAPLE AVE.	1926	1900-1949	RESIDENTIAL/DOMESTIC	National Register
NORTH CONGREGATIONAL CHURCH	MAIN ST.	1847	1800-1849	RELIGIOUS FACILITY	National Register
T. B. STRONG HOUSE	MAIDEN LN.	1869	1850-1899	RESIDENTIAL/DOMESTIC	National Register
CURTIS-COE HOUSE	MAIDEN LN.	1745	1700-1749	RESIDENTIAL/DOMESTIC	National Register
JAMES CURTIS HOUSE	MAIDEN LN.	1740	1700-1749	RESIDENTIAL/DOMESTIC	National Register
JOHN JOHNSON HOUSE	MAIDEN LN.	1750	1750-1799	RESIDENTIAL/DOMESTIC	National Register
WILLIAM CAMP HOUSE	MAIDEN LN.	1898	1850-1899	RESIDENTIAL/DOMESTIC	National Register
JOHN B. NEWTON HOUSE	MAIDEN LN.	1861	1850-1899	RESIDENTIAL/DOMESTIC	National Register
GUIDA HOUSE	MAIDEN LN.	1800	1800-1849	RESIDENTIAL/DOMESTIC	National Register
DURHAM MANUFACTURING CO.	MAIN ST.			INDUSTRIAL	Inventoried
	MAPLE AVE.	1970 CIRCA	1950-2000		National Register Non-Contributing
	MAIN ST.		1800-1849	ENGLISH BARN	Inventoried
ELIAS CAMP HOUSE	MAPLE AVE.	1840	1800-1849	RESIDENTIAL/DOMESTIC	National Register
HUBBARD WORKS' HOUSING #3	MAPLE AVE.	1895	1850-1899		National Register
HI-LAND FARM-BARN 1	MAIDEN LN.		1900-1949	ENGLISH BARN	Inventoried
HI-LAND FARM-BARN 2	MAIDEN LN.		1900-1949	POULTRY HOUSE; CHICKEN COOP	Inventoried
GREENBACKER FARM-HOUSE I	WALLINGFORD RD.	1828 CIRCA	1800-1849	RESIDENTIAL/DOMESTIC	State Register
GREENBACKER FARM-HOUSE II-IV	WALLINGFORD RD.	1930 CIRCA	1900-1949	RESIDENTIAL/DOMESTIC	State Register
GREENBACKER FARM-BARN I	WALLINGFORD RD.	1870 CIRCA	1850-1899	ENGLISH BARN	State Register

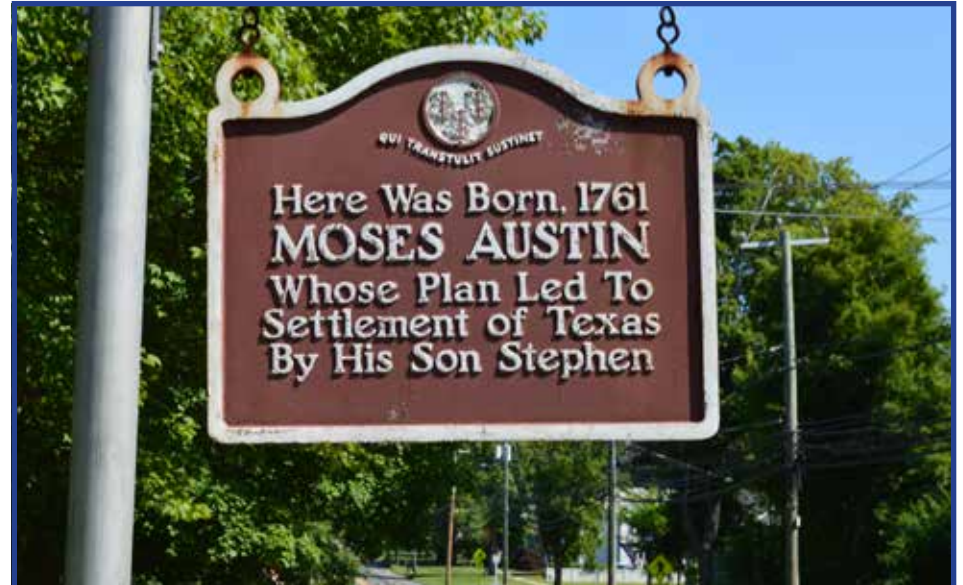
TABLE 10: HISTORIC AND ARCHAEOLOGICAL RESOURCES, ABOVE GROUND (CONT.)

Property Name	Location	Year Constructed	Periods	Type	List
GREENBACKER FARM-BARN V	WALLINGFORD RD.	1989 CIRCA	1950-2000	BARN (MIXED-USE)	State Register Non-Contributing
GREENBACKER FARM-SHED I	WALLINGFORD RD.	19 CENTURY	1800-1849	SHED/STORAGE	State Register
GREENBACKER FARM-CHICKEN COOPS	WALLINGFORD RD.	19 CENTURY	1800-1849	POULTRY HOUSE/CHICKEN COOP	State Register
GREENBACKER FARM; SADDLEBROOK FARM-BARN 1	WALLINGFORD RD.		1900-1949	ENGLISH BARN	Inventoried
GREENBACKER FARM; SADDLEBROOK FARM-BARN 2	WALLINGFORD RD.		1900-1949	ENGLISH BARN	Inventoried
	WALLINGFORD RD.	1950 CIRCA	1950-2000		National Register Non-Contributing
WILLIAMS BARN	HADDAM QUARTER RD.		1850-1899	ENGLISH BARN	Inventoried
	HADDAM QUARTER RD.		1900-1949	ENGLISH BARN	Inventoried
	HADDAM QUARTER RD.		1950-2000	ENGLISH BARN	Inventoried
GREENBACKER FARM-BARN II	WALLINGFORD RD.	1900 CIRCA	1900-1949	ENGLISH BARN	State Register
GREENBACKER FARM-BARN III	WALLINGFORD RD.	1930 CIRCA	1900-1949	ENGLISH BARN	State Register
GREENBACKER FARM-BARN IV	WALLINGFORD RD.	1987 CIRCA	1950-2000	BARN (MIXED-USE)	State Register Non-Contributing
GREENBACKER FARM-SHED II	WALLINGFORD RD.	19 CENTURY	1800-1849	SHED/STORAGE	State Register
GREENBACKER FARM-SHED III	WALLINGFORD RD.	19 CENTURY	1800-1849	SHED/STORAGE	State Register
GREENBACKER FARM-SHED II	WALLINGFORD RD.	19 CENTURY	1800-1849	SHED/STORAGE	State Register
LOWE POND DAM				WATER SYSTEM	Inventoried

D. GOALS AND ACTIONS

Goal 1: Preserve Durham's historic and cultural assets.

- A. Continue to educate the residents of Durham about the history of the Town and its cultural and archaeological resources in an effort to encourage future stewardship of historic areas.
- B. Continue to educate property owners within the Historic District of the need for a Certificate of Appropriateness for exterior work done to properties within the District.
- C. Continue to work toward architecturally appropriate improvements within the Historic District such as street lighting, sidewalks, and landscaping.
- D. Encourage community events on the Town Green and within the Historic District to build support for preservation efforts and cultivate pride in the historic assets of Durham.
- E. The PZC should work with the Historic District Commission and Historical Society to ensure that the regulations continue to meet the needs of the existing property owners and the preservation goals along Main Street and surrounding historic areas.
- F. Continue to work to preserve historic properties and prevent demolition by neglect and destruction of historic resources.



Moses Austin House

ENVIRONMENTAL PROTECTION, CONSERVATION, AND AGRICULTURE

Long before Durham became the rural-suburban municipality it is today, the town was largely an agrarian community defined by mountain ridges along its east and west sides that formed its large central valley, fertile farmland, and forested areas. This topography and rich agricultural heritage still define its character today as a community with precious natural resources, scenic vistas, plentiful open spaces, and abundant recreational opportunities.

A. ENVIRONMENTAL PROTECTION

NATURAL RESOURCES

Connecticut has an abundance of natural resources; and each municipality plays an important role in helping to achieve the state's goal of conserving these resources. Natural resources worthy of protection include forests, surface water, groundwater, inland wetlands, farmland soils, critical habitat areas, steep slopes, and ridgelines. Durham residents value these natural features, to support and enhance their quality of life. Concerted efforts to protect and increase the inventory of conservation land, open space, and undisturbed natural habitats throughout the town ensure that current and future residents can enjoy its scenic beauty and ecological diversity now and in the future.

The Town of Durham is comprised of 15,232 acres; approximately 28% of which is currently in protected status. Durham's Planning & Zoning Commission, Conservation Commission, Inland Wetlands & Watercourses Agency, and Agricultural Commission are focused on preserving Durham's conservation, open space, and expanding agricultural lands. Their efforts include regulatory requirements that protect natural spaces from development, storm water management regulations, impervious surface limitations, and oversight of regulated activities in and around wetland areas.



Greenbacker Farm

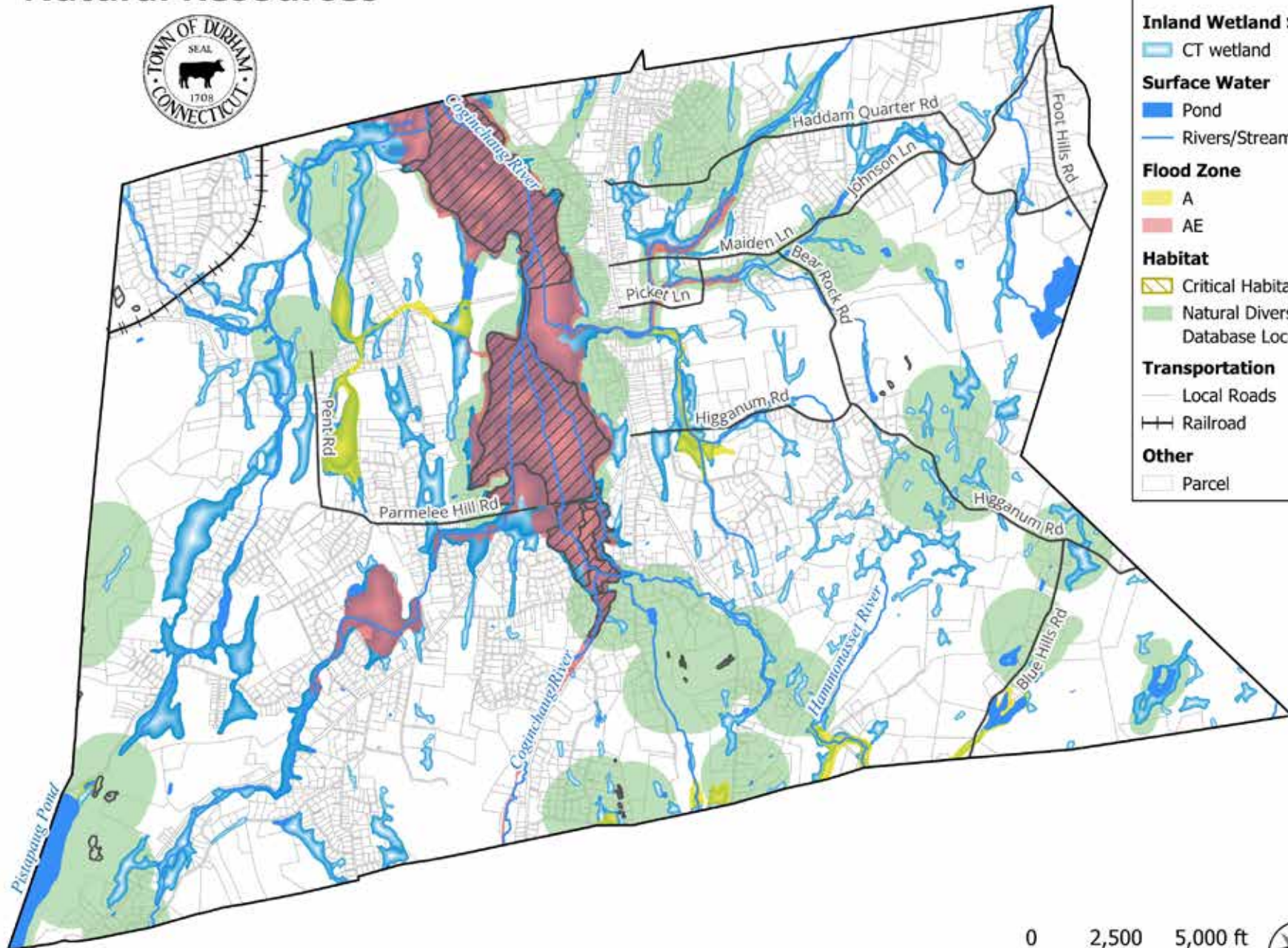
WATER RESOURCES

Surface water resources play an important role in every community. They facilitate recreation, providing places for fishing, boating, and swimming; and add to the natural scenery that contributes to the overall character of the Town. In Durham, one of the more prominent water features is the Coginchaug River that runs in a north-south orientation through the center of town. The majority (approximately 19 of Durham's 23.8 square miles) lies within the Coginchaug River watershed. Another of the town's significant water features, Miller's Pond, is a 33-acre body of water, surrounded by the 280-acre Miller's Pond State Park. This park provides recreational activities, including swimming, fishing, canoeing, hiking, and picnic facilities.

Natural Resources



- Map Items**
- Inland Wetland Soils**
 - CT wetland
 - Surface Water**
 - Pond
 - Rivers/Streams
 - Flood Zone**
 - A
 - AE
 - Habitat**
 - Critical Habitat
 - Natural Diversity Database Location
 - Transportation**
 - Local Roads
 - Railroad
 - Other**
 - Parcel



Note: This map is for planning purposes only.

0 2,500 5,000 ft





Millers Pond

Source: TripAdvisor

In Connecticut, Inland Wetlands are defined by soils that are poorly or very poorly drained, alluvial, or floodplain. Wetlands provide habitats and breeding grounds for various species; and assist with flood control by naturally storing excess surface water. Approximately 17% of the land in Durham is currently classified as an Inland Wetland or Watercourse, and should be protected. Groundwater is one of the most important resources in Durham; because most residents rely on private wells for potable water. These wells are supplied by the area's underground aquifers; however, they can easily become polluted. For example, the Durham Meadows Superfund Site, which encompasses the center of town and areas along Route 17, was impacted by trichloroethylene (TCE) from a former manufacturing facility. A new potable water line from the city of Middletown to the town of Durham was completed in 2022; and in 2023, the soil and

groundwater in some of the affected areas was remediated. The affected areas are now provided with pure drinking water; eliminating a decades-long need for expensive filtration and bottled water.

In 2018, the Connecticut Department of Energy and Environmental Protection (CT DEEP) established classifications for the town's water bodies and ground water resources. With the exception of a section of the Coginchaug River north of Wallingford Road (Route 68) which is Class B, all other surface waters in the town of Durham are classified as either Class A or Class AA.

RESILIENCY AND CHANGING CLIMATE

The Oxford dictionary defines resilience as "the capacity to withstand or recover quickly from difficulties; toughness." As our world's climate evolves, the protection of our natural environment, and hardening of our built environment, provides the best defense against increasingly unusual weather conditions. Resiliency requires that storm waters are able to flow through the town's culverts and bridges, and through its watercourses. Resiliency requires that our core forests remain intact and development-free; to protect against drought and fires. Resiliency requires that tree cover be maintained; to manage heat, improve air quality, and allow fish and wildlife to flourish. In Durham, the protection of the natural environment was ranked as a high priority; second only the preservation of existing open space.

Perhaps the most critical resiliency issue facing the town of Durham (and the neighboring town of Middlefield) is the flooding that has resulted from impeded flows of the Coginchaug River. The river flows in a northerly direction through Durham, Middlefield, and Middletown; where it discharges into the Connecticut River. Historically, the silt and wooden debris that had accumulated in its channel and culverts was removed periodically, to ensure that flows were sustained; however, this work has not been performed in many years.

The result is that the land adjacent to the river that had not flooded previously, now experiences significant flooding. A major resiliency goal of the towns of Durham and Middlefield is to have these accumulations of silt and wooded debris removed from the river's channel, to alleviate flooding.

Another resiliency concern is related to the town's built environment. As storms have increased in intensity and frequency, established engineering practices such as the Connecticut Stormwater Quality Manual now suggest (or even require) that the first 1.3 inches of rainfall must be treated. Historically, only the first 1.0 inches of rainfall was required to be treated. This means that many of the town's storm water culverts, pipes, and basins may be undersized to handle future storm events. Upgrading the town's storm water infrastructure will require investment to strengthen the town's ability to manage flood waters in the future.

Acquiring and protecting conservation and open space lands along watercourses and wetlands is an important goal, as these properties serve as a natural buffer between the town's higher-intensity land uses and the watercourses that support fish and wildlife; as well as providing resiliency against extreme weather events. Approximately 19 square miles (80%) of the town is located within the Coginchaug River watershed; which is protected partially by the 475-acre Durham Meadows, and partially by the nearly 600 acres owned by the Town of Durham.

Additionally, the Town must continue to pursue the hazard mitigation goals set forth with the 2026 Natural Hazards Mitigation Plan developed by the Lower CT River Valley Council of Governments (RiverCOG) and adopted on **DATE**. That plan can be accessed here: **INSERT LINK TO NEW PLAN**.

B.CONSERVATION

Durham offers an abundance of conservation and open space resources, including hiking trails, passive recreation fields, farms, forests, meadows, wetlands, and streams. It is the responsibility of the town's Conservation Commission, Planning & Zoning Commission, and Inland Wetlands & Watercourses Agency to protect the quality of these resources; and collaboration between these groups is critical to maintaining and protecting the town's natural environment for current and future generations.

Durham contains approximately 4,500 acres that are designated as Conservation or Open Space. This represents almost 28% of the town's total land (Source: Town of Durham). Approximately 1,200 acres are municipally owned, 2,129 acres are owned by the State of Connecticut, 372 acres are owned by the South Central Regional Water Authority, 250 acres are owned by private individuals or organizations, and nearly 200 acres are owned by local land trusts. (Source: Town of Durham). These conservation and open space parcels include passive recreational areas, such as Durham Meadows, Cockaponset State Forest, Millers Pond State Park, Pisgah Valley, and Pisgah Mountain; all of which have hiking trails for residents to enjoy. Other significant preservation areas include the Greenbacker-Reskin Farm and the Rowe Farm; both of which have been preserved through the State Farmland Preservation Program that purchases development rights to preserve working farms.

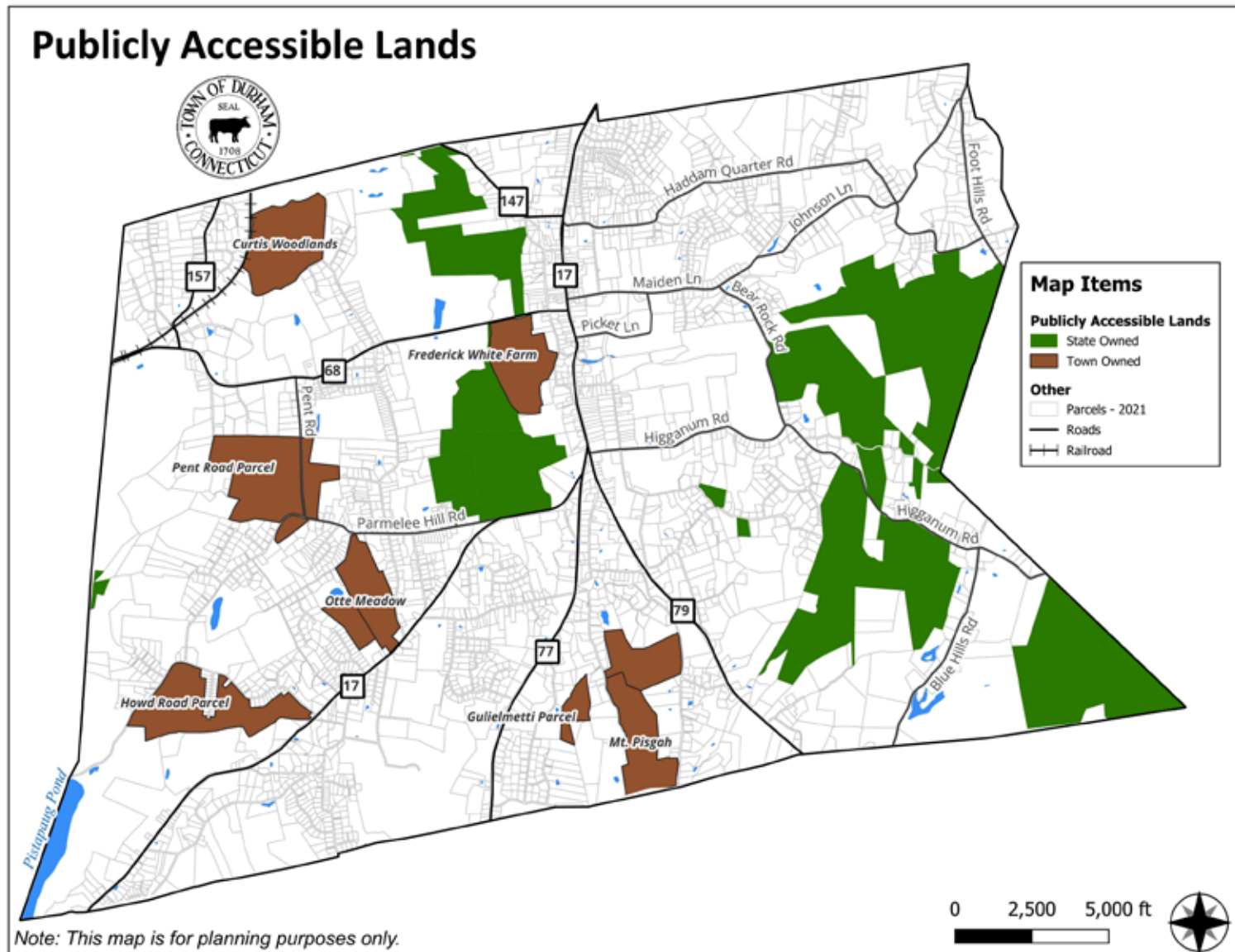
There have been many positive developments with regards to conservation and open space lands. The 110-acre White Farm, which has been preserved by the Town of Durham since 1965; is now used for passive recreation. Hiking trails have been re-established at the Otte Meadows property; and the parking lot at the Cream Pot Road Recreational property has been expanded. Still, the Conservation Commission has identified several issues requiring attention during the next decade. One relates to the trespass and vandalism that has occurred on some of

TABLE 11: OPEN SPACE AND RECREATIONAL LAND (IN ACRES)

Property	Acreage	Property	Acreage
Municipal – Town of Durham			
White Farm	110.7	Chalker Brook Property	1.13
Coginchaug Campus	11.7	Wagon Wheel Recreation Area	4.1
Town Green	1.0	Various Conservation Easements	400+
Brewster School Site	5.77	Howd Road Property	158
Dunn Hill Road Property	138	Pisgah Mountain and Pest House	75.9
Pent Road Property	214	Pisgah Valley	103
Parmelee Brook Property	80	Wimler Farm (development rights)	281.73
Gulielmetti Property	29	Park Place Open Space	8.82
(4) Parcels adjacent to Durham Meadows	30	Haddam Quarter Rd/ Brick Ln	7.73
Community Center/Allyn Brook Park	18.9	Maiden Lane Farm (Development rights)	10.6
Subtotal	1690.17		
Regional School District #13			
Strong School/Coginchaug High School Campus	49	Frederick Brewster School	14.53
Standard Property	9		
Subtotal	73.53		
Water Company			
Pistapaug Pond and Howd Road	283.15	(South Central Reg Water) Route 79	89.7
Subtotal	372.85		
State of Connecticut			
Durham Meadows	475	Tri Mountain State Park	14
Cockaponset State Forest and Miller's Pond	1161	Greenbacker-Reskin Farm (development rights)	405
Rowe Farm (Development rights)	74.02		
Subtotal	2129.02		
Land Trust			
Cream Pot Road Property	73.87	Indian Lane Property	7.61
Guilford Road Property	108.91	Field Properties	108.91
Subtotal	299.3		
Private Recreation Land			
Camp Farnum	73.97	Durham Fairgrounds	45
Lyman Golf Course	119.4	Wheeler Hill Recreation Area	4.9
Subtotal	243.27		
Total	4508.84		

the larger town-owned parcels; where damage to the grounds from prohibited vehicles (such as ATV's) creates or exacerbates erosion; damaging sensitive plant species. Trespass and vandalism can also be an impediment to attracting and retaining lessees who would be interested in haying these properties.

The town has been successful in preserving many parcels; however, opportunities exist to acquire additional properties for preservation. Although the town has established a dedicated fund for the acquisition of Open Space, the current balance in this fund is too low to acquire any significantly sized parcels. Consideration



should be given to a Fee-in-Lieu of program, which would supplement this Open Space Acquisition Fund. Often, land that is set aside as Open Space during the development of subdivisions is inaccessible or fragmented; and does not contribute to the assembly of larger, more contiguous areas known as Greenways. From a preservation standpoint, these fragmented parcels are of low value; however, implementing a fee-in-lieu of program would allow developers to maximize the use of their property, while increasing the open space fund; and these funds could be utilized for the acquisition of more contiguous parcels, or maintenance of the town's existing properties.

The town of Durham owns and maintains several large and important parcels, which contribute to both the rural nature of the community and provide valuable public recreation opportunities.

Frederick White Farm - The town owns almost 110 acres near the geographic center of the town, south of Wallingford Road, west of Maple Ave, north of the fairgrounds and east of state-owned Durham Meadows. Allyn Brook meanders through the parcel. Open fields bounded by tree lines dominate the site, and were historically used for various agricultural crops. The Town has a long-term lease with the Durham Fair Association whereby the Fair can use the parcel for parking, if conditions allow. Durham additionally leases the land to farmers for hay harvesting on the site, operating within the additional interests of the Fair, and the parcel is used extensively for a wide variety of recreational activities including dog walking, sledding, cross-country skiing, flying model planes and rockets, flying kites, picnicking, and fishing. The site and adjacent Durham Meadows have kestrel boxes and are known to attract a wide variety of birds, butterflies, damsel flies and dragon flies. Of note are ground-nesting birds that favor grasslands, as they have suffered widespread habitat loss in Connecticut due to farm abandonment and the subsequent succession of grassland to forest.



Frederick White Farm and Durham's Northern End

Curtis Woodlands Parcel (aka M2) - Durham owns nearly 140 acres in the northwest corner of town, with access from Salted Lane/Dunn Hill Road. It abuts the Lyman Golf Course in Middlefield to the north. The property includes a field in its southeast corner, managed in conjunction with the Howd Road hay land, and the remainder of the property is wooded. There is a marked trail from the Salted Lane parking area that abuts and crosses Sawmill Brook. This parcel is included in the hunting lottery. Diverse fauna has been observed here in recent years beyond white tailed deer and wild turkey, including coyote, fox, rabbit, raccoon, owl, red-bellied woodpecker, pileated woodpecker, and many more.

Pent Road Parcel (aka M3) - The town owns nearly 200 acres along both sides of Pent Road, both sides of Seward Road, and

south of the Pent / Tri-Mountain / Parmelee Hill intersection. The majority of the land is forested, though a substantial portion, including the barn at the corner of Pent and Parmelee, is leased to a farmer. Saw Mill Brook's eastern and western branches join up within this parcel and then continue on to cross Wallingford Road (Route 68) before accepting the waters of Asmun Brook and entering the Curtis Woodlands parcel. Unfarmed portions of the Pent Road parcel are included in the hunting lottery, with parking off Seward Road. Diverse fauna has been observed here in recent years, beyond white tailed deer and wild turkey, including bobcat, coyote, rabbit, raccoon, barn owl, red tailed hawk, indigo bunting, scarlet tanager, pileated woodpecker, blue heron, bald eagle, small mouthed bass, rainbow trout, and many more.

Otte Meadow Parcel (aka M4) - The town owns approximately 133 acres off Parmelee Hill, David and Saw Mill roads, and a section bordering Route 17 just south of Saw Mill Road in Durham. This parcel includes open fields, wetlands and woodlands. Its uses include hiking, snow shoeing and cross-country skiing. There is a wetland loop trail that is optimal for birding. They hayfield along David Road is included in the lease of parts of the Pent Road parcel. The field along Rt. 17 is maintained in conjunction with the Howd Road hay land. Parking is available on the corner of Parmelee Hill and David Roads. There is also a small parking area abutting the bridge over Parmelee Brook on Saw Mill Road. This parcel is included in the hunting lottery. Diverse fauna has been observed here in recent years beyond white tailed deer and wild turkey, including duck, goose, hawk, pileated woodpecker, and many more, including beaver activity from time to time.

Howd Road Parcel (aka M5) - The town owns approximately 155 acres lying south of Howd Road. The land is predominately on the northern slope of the end of a long ridge line. It is roughly two-thirds forested, with one-third a long established set of hayfields that start at street level and climb nearly 150 feet to the south, affording visitors beautiful vistas to the north and northeast. There

is a small parking lot on the south side of Howd Road, between the intersections with Tri-Mountain Road and Side Hill Drive. Walk uphill roughly due south from there and enjoy the view. This parcel is included in the hunting lottery, with only archery allowed at this site. Diverse fauna has been observed here in recent years, beyond white tailed deer and wild turkey, bobcat, coyote, rabbit, pileated woodpecker and many more.

Mount Pisgah Parcel - The town owns approximately 180 acres located east of Cream Pot Road and west of Pisgah and Dead Hill roads. The high point of the land is Mount Pisgah which peaks around 644 feet above sea level, and offers a good view to the west and some to the north. The property had been cut over for charcoal in the late nineteenth century and also used for pasture. The site is presently forested, has many rock outcrops and contains a 2.6-mile section of the blue-blazed Mattabassett Trail. Chalker Brook flows through the property. The property abuts a significant amount of other conservation land including the Mica Ledges Preserve (Middlesex Land Trust) and Madison's Rockland Preserve. There are remnants of the charcoal production industry (charcoal mounds, collier fireplaces, etc.) to be found on this piece and the neighboring Rockland parcel. There is a parking lot at the south end of Cream Pot Road and the south end of Dead Hill Road. Beavers are known to favor the wet areas of this parcel.

Gulielmetti Parcel - The town owns approximately 30 acres between Mica Hill Rd and Cream Pot Road. The site is presently forested, has many rock outcrops and contains a 0.3-mile section of the blue-blazed Mattabassett Trail. It is part of a large area of preserved land including the Mica Ledges Preserve (Middlesex Land Trust) and the Durham's Mount Pisgah Parcel. There is no direct access from roads, but it can be accessed from the Mattabassett trail through Mica Ledges.

Protected Lands



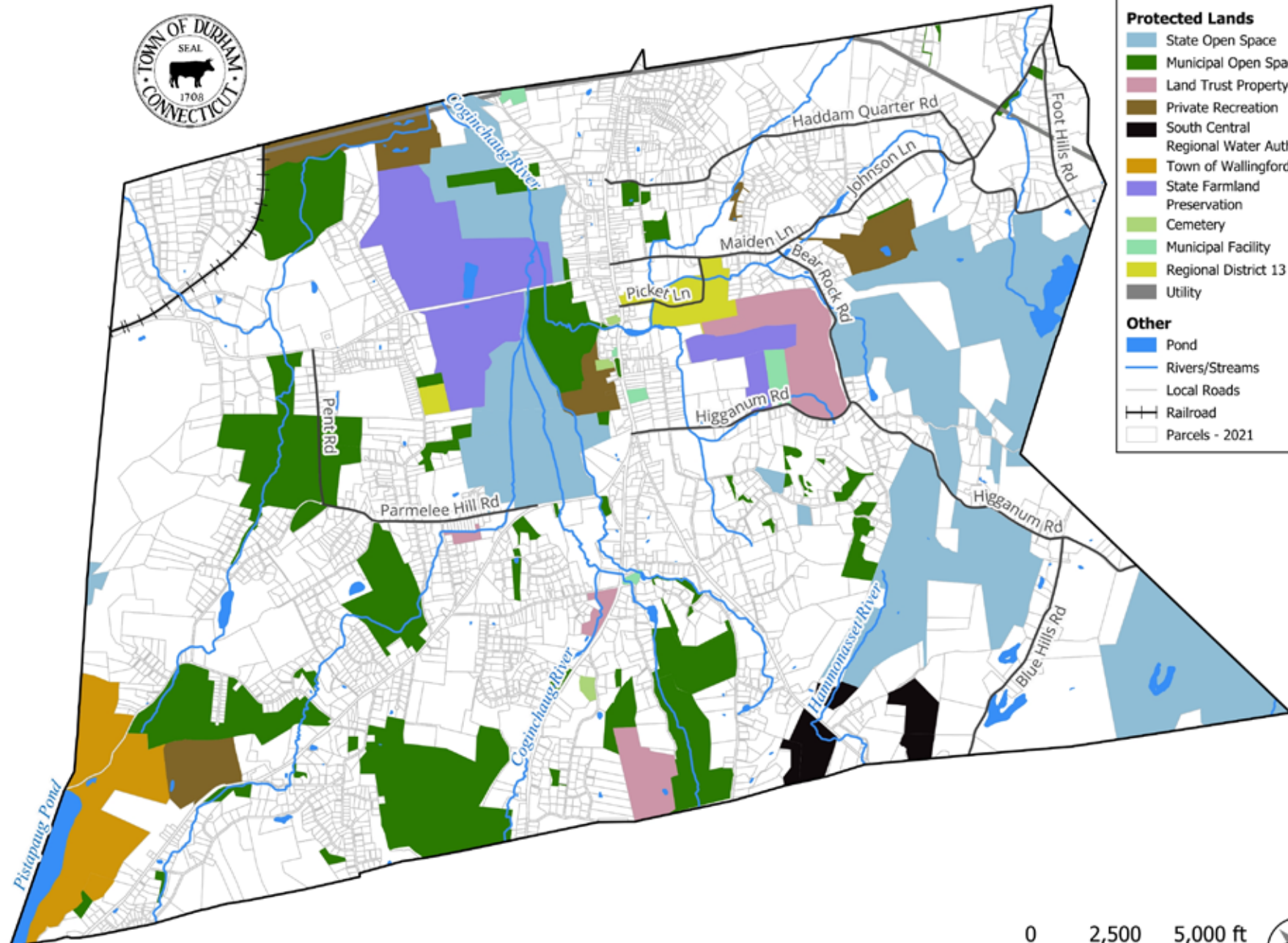
Map Items

Protected Lands

- State Open Space
- Municipal Open Space
- Land Trust Property
- Private Recreation
- South Central
- Regional Water Authority
- Town of Wallingford
- State Farmland Preservation
- Cemetery
- Municipal Facility
- Regional District 13
- Utility

Other

- Pond
- Rivers/Streams
- Local Roads
- Railroad
- Parcels - 2021



Note: This map is for planning purposes only.

0 2,500 5,000 ft



C. AGRICULTURE

BACKGROUND

A primary source of Durham's community pride is the town's agricultural heritage. From the initial settlement of the town, when agriculture was the main economic generator; to the present day, with the cultivation of Christmas trees, plentiful hay fields, and growing of vegetables; to its significant number of equestrian centers, and home to the state's largest agricultural fair, Durham continues to strengthen its identity as an agricultural community. As the Farmland Soils Map reveals, Durham contains a significant amount of valuable farmland soils; especially along the Coginchaug River and its tributaries. These soils are the reason for the town's historic agricultural significance; and its future agricultural opportunities.

The Durham Agricultural Commission serves as an advocate for farming and agricultural issues. The commission raises the profile of agriculture in town, helps other town boards and commissions understand the economic and land-use issues that farmers face, and works to preserve farmland. Large farms, such as the historic Greenbacker Farm, have been preserved under the state's Farmland Preservation Program; that funds the purchase of development rights and places permanent easements on agricultural properties to preserve them in perpetuity. Approximately 440 acres throughout Durham have been preserved through this program.

In 2023, with the help of the Agricultural Commission, the town passed its "Right to Farm" ordinance, that officially recognized the importance of agriculture to the town; and protected farmland and similar agricultural uses so that they may continue to function with minimal conflict from neighbors. The average farm size in Durham is less than 40 acres; so, the Right-to-Farm ordinance is an important piece of protection for these farms from the pressures of surrounding development and nuisance complaints.

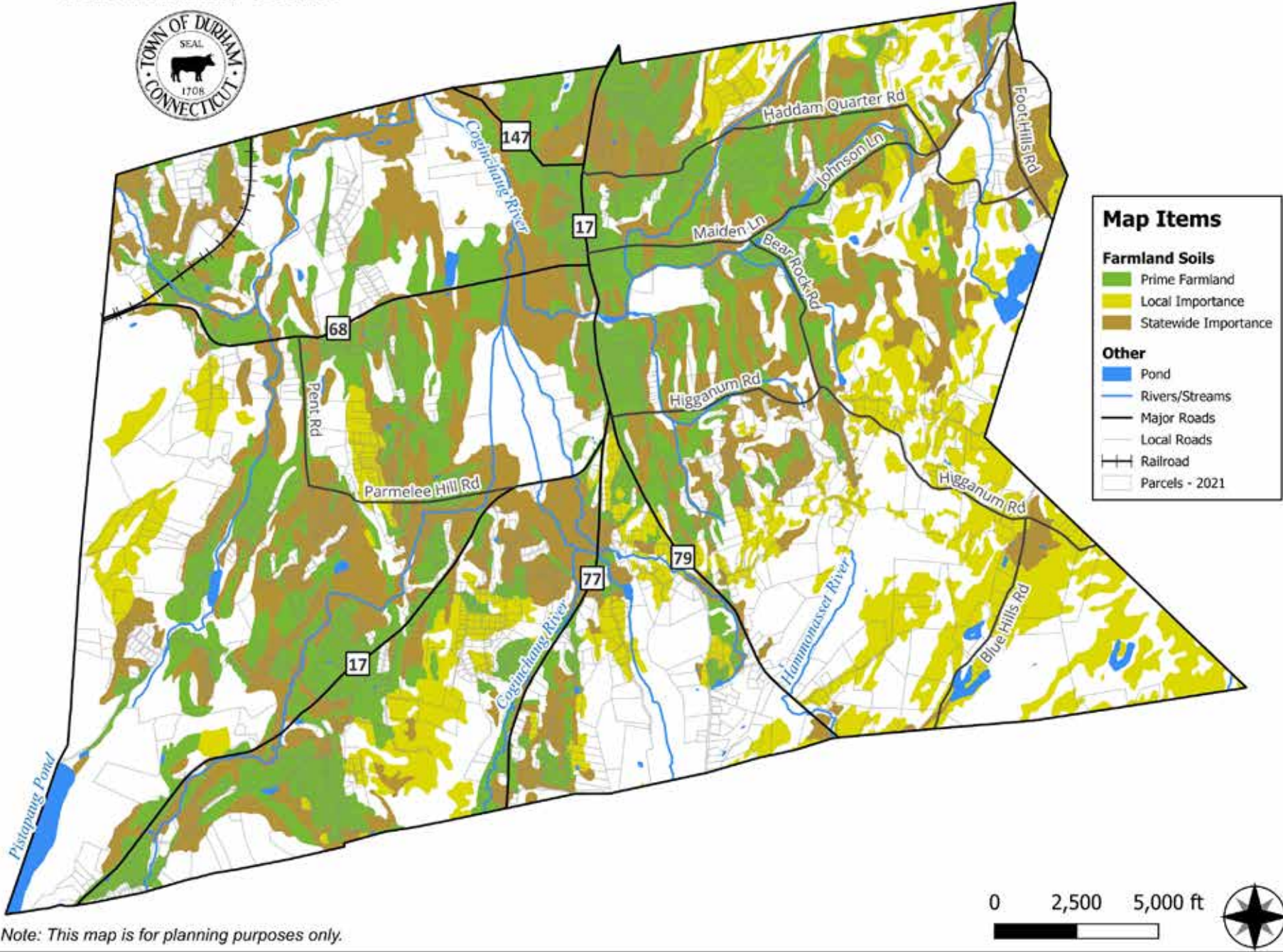


Haying in Durham

DURHAM'S RIGHT TO FARM ORDINANCE

Durham's Right to Farm Ordinance allows agricultural operations to occur without the threat of nuisance complaints; so long as all other health, safety, and environmental laws are followed. Farmers in Durham cannot be cited for odor or noise complaints emanating from livestock, farm equipment, feed and fertilizers, or generally accepted farming procedures including dusts created during plowing or cultivation or the use of chemicals related to the farming operation; or water pollution from livestock or crop production activities.

Farmland Soils



Durham continues to preserve its agricultural heritage through the implementation of programs such as the Farm Building Tax Exemption that reduces the financial burden on farmers, and the recently-revised zoning regulations that allow farms and tack stores to offer retail sales and permit farm-based beverage businesses, such as breweries, cideries, wineries, and distilleries to operate.

The town has also taken steps to develop a Business Tax Incentive Program for agribusiness start-ups. While this program has not been fully implemented, it would encourage small agricultural start-ups that could blossom into large-scale agricultural operations.

Many parcels in Durham are protected under Public Act 490, that allows farms, forests, and open space land to be assessed at its agricultural value rather than its fair market value for the purpose of taxation, thereby limiting the tax burden for landowners who agree to protect their land from development. Durham currently has 7,657 acres classified under P.A. 490.

CT FARMLINK

CT Farmlink is a program hosted by the Connecticut Department of Agriculture which acts as a clearinghouse for the transition between generations of landowners. The goal of the program is to connect younger generations of farmers with those that are nearing retirement to keep farmland productive.

This online resource allows those that are looking to get out of farming and those farmers looking for land to develop an online profile and post farming properties for sale or lease.

No size farm is too small or large, with listings ranging from 1 acre to over 100 acres.

This can be a great tool for the next generation to begin their farming career, or for existing farmers to expand their operations. The website can be found at www.ct.farmlink.org.



Greenbacker Farm

Still, the Agricultural Commission has identified several issues requiring attention during the next decade. There has been a reduction in farming activity on existing agricultural land due partly to the aging of the current farmers, and challenges with succession. Many of the town's farmers are at or near retirement age, and the number of young people interested in farming has decreased. Approaches should be developed to engage younger generations in farming and other agricultural businesses. A secondary concern involves the use of agricultural lands for solar farms and other non-farming practices as these can impact the suitability of the soils, rendering it incapable of supporting agricultural uses.

Agricultural properties as of 2025 are shown in the Agricultural Properties Map on Page 53, which corresponds with Table 12 on pages 54-59.

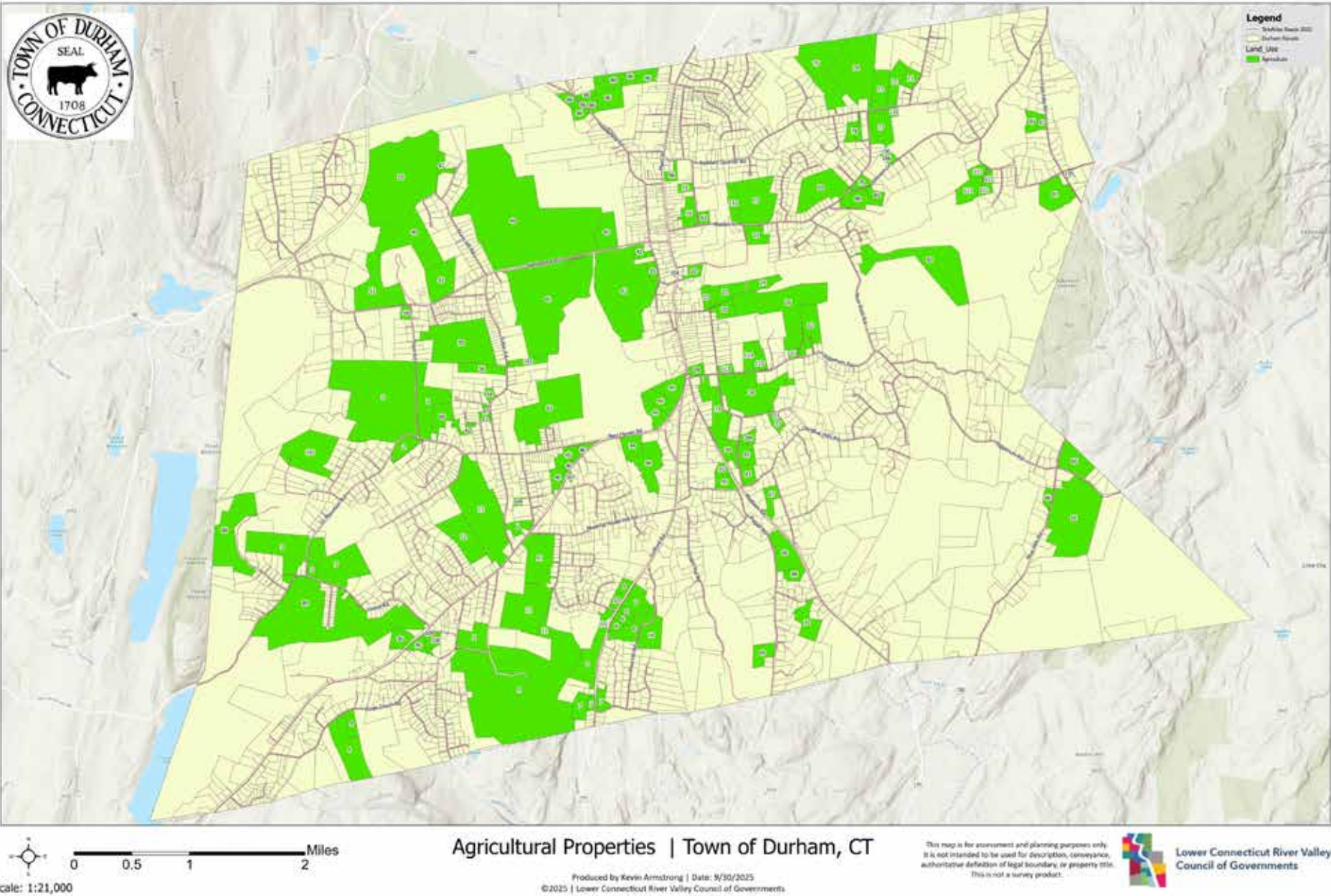


TABLE 12: AGRICULTURAL PROPERTIES AS OF 2025

Farm ID	Address	Farm Name	Use	Acres
1	119 Indian Lane	Whispering Willow Equestrian Center	Horse, Hay	7.24
2	Pent Road	Deerfield Farm	Dairy, Hay, Etc	155.18
2	337 Parmelee Hill Road	Deerfield Farm	Dairy, Hay, Etc	34.83
2	Tri-Mountain Road	Deerfield Farm	Dairy, Hay, Etc	10.46
3	301 Tri-Mountain Road	Miller Tree Farm	Tree Farm, Syrup	45.40
3	Tri-Mountain Road	Miller Tree Farm	Tree Farm, Syrup	47.72
3	Tri-Mountain Road	Miller Tree Farm	Tree Farm, Syrup	4.13
4	328 Stagecoach Road		Horse Farm	36.70
4	314 Stagecoach Road		Horse Farm	6.88
5	84 Stagecoach Road		Hay, Woodland	17.86
5	Stagecoach Road		Hay, Woodland	280.10
6	398 Guilford Road		Hay	4.34
6	384 Guilford Road		Hay	2.81
6	424 Guilford Road		Hay	3.30
7	573 Guilford Road	Wimlers Farm	Hay	2.33
7	Guilford Road	Wimlers Farm	Hay	22.18
7	Guilford Road	Wimlers Farm	Hay	6.20
7	573 Guilford Road	Wimlers Farm	Hay	10.84
7	350 Guilford Road	Wimlers Farm	Hay	15.30
8	Guilford Road		Hay	16.16
9	Guilford Road		Hay	4.62
10	Guilford Road		Hay	4.20
11	128 Creamery Road	Horseshoe Hill Equestrian Center	Hay	6.43
11	134 Creamery Road	Horseshoe Hill Equestrian Center	Hay	50.37
12	New Haven Road		Hay	29.30
13	New Haven Road		Hay	85.66
14	108 Mica Hill Road		Hay	17.23
15	67 Brick Lane		Llamas	3.40
16	36 Maiden Lane		Hay	10.10
17	142 Maiden Lane		Hay, Pasture	43.23
18	312 Maiden Lane	Herzig Tree Farm	Hay, Trees	35.83
20	Main Street		Class 130R	5.39

TABLE 12: AGRICULTURAL PROPERTIES AS OF 2025 (CONT.)

Farm ID	Address	Farm Name	Use	Acres
21	151 Maiden Lane		Eggs, Hay	10.61
22	56 Fowler Avenue		Hay	15.00
23	54 Fowler Avenue		Farm Stand	5.05
23	54 Fowler Avenue		Farm Stand	5.05
24	Cherry Lane		Hay	9.00
25	58 Fowler Avenue	Rivendell Horse Farm	Stable, Hay	9.15
26	Cherry Lane		Agriculture	53.70
28	12 Madison Road		Hay	4.45
31	Higganum Road		Agriculture	2.10
32	Trinity Hill Drive		Hay	20.50
33	179 Cherry Lane		Stable, Hay	25.60
34	271 Cherry Lane		Hay	10.67
35	181 Madison Road		Hay	3.20
37	33 Hellgate Road		Hay	4.42
37	39 Hellgate Road		Hay	1.22
38	192 Cherry Lane		Hay	55.21
40	Wallingford Road	Greenbackers Farm	Dairy, Hay, Etc	17.80
40	153 Wallingford Road	Greenbackers Farm	Dairy, Hay, Etc	278.55
41	148 Wallingford Road	Saddle Brook Horse Farm	Dairy, Hay, Etc	137.63
42	134 Maple Avenue		Hay	5.01
42	Maple Avenue		Hay	109.35
44	New Haven Road		Hay	12.90
44	65 New Haven Road		Hay, Woodland	11.14
44	67 New Haven Road		Hay, Woodland	8.60
45	94 Parmelee Hill Road		Hay	8.53
46	New Haven Road		Hay	7.80
46	New Haven Road		Hay	1.28
46	New Haven Road		Hay	3.79
47	56 Brittany Drive		Stables	5.39
49	389 Wallingford Road		Class 130R	50.29
50	Brittany Drive		Curtis Woodland	138.5
51	477 Wallingford Road		Agriculture	40.10

TABLE 12: AGRICULTURAL PROPERTIES AS OF 2025 (CONT.)

Farm ID	Address	Farm Name	Use	Acres
21	151 Maiden Lane		Eggs, Hay	10.61
22	56 Fowler Avenue		Hay	15.00
23	54 Fowler Avenue		Farm Stand	5.05
23	54 Fowler Avenue		Farm Stand	5.05
24	Cherry Lane		Hay	9.00
25	58 Fowler Avenue	Rivendell Horse Farm	Stable, Hay	9.15
26	Cherry Lane		Agriculture	53.70
28	12 Madison Road		Hay	4.45
31	Higganum Road		Agriculture	2.10
32	Trinity Hill Drive		Hay	20.50
33	179 Cherry Lane		Stable, Hay	25.60
34	271 Cherry Lane		Hay	10.67
35	181 Madison Road		Hay	3.20
37	33 Hellgate Road		Hay	4.42
37	39 Hellgate Road		Hay	1.22
38	192 Cherry Lane		Hay	55.21
40	Wallingford Road	Greenbackers Farm	Dairy, Hay, Etc	17.80
40	153 Wallingford Road	Greenbackers Farm	Dairy, Hay, Etc	278.55
41	148 Wallingford Road	Saddle Brook Horse Farm	Dairy, Hay, Etc	137.63
42	134 Maple Avenue		Hay	5.01
42	Maple Avenue		Hay	109.35
44	New Haven Road		Hay	12.90
44	65 New Haven Road		Hay, Woodland	11.14
44	67 New Haven Road		Hay, Woodland	8.60
45	94 Parmelee Hill Road		Hay	8.53
46	New Haven Road		Hay	7.80
46	New Haven Road		Hay	1.28
46	New Haven Road		Hay	3.79
47	56 Brittany Drive		Stables	5.39
49	389 Wallingford Road		Class 130R	50.29
50	Brittany Drive		Curtis Woodland	138.5
51	477 Wallingford Road		Agriculture	40.10

TABLE 12: AGRICULTURAL PROPERTIES AS OF 2025 (CONT.)

Farm ID	Address	Farm Name	Use	Acres
53	385 Wallingford Road	JC Farm	Green Houses	25.44
54	Wallingford Road		Agriculture	3.45
55	175 Tuttle Road		Hay	70.98
56	Tuttle Road		Hay	11.81
58	229 Tuttle Road		Livestock	2.94
60	323 Parmelee Hill Road		Hay	13.13
61	263 Tittle Road		Agriculture	1.76
62	74 Earnest Drive		Horses	4.85
63	139 Parmelee Hill Road		Agriculture	76.63
64	New Haven Road		Livestock	87.80
65	Higganum Road		Livestock, Hay	19.20
66	Blue Hills Road		Hay	4.34
67	268 Madison Road		Horses	10.66
68	146 Pisgah Road		Horses	21.00
69	111 Dead Hill Road	Greylodge Farm Quarter Horses	Horses	10.84
70	257 Pisgah Road		Livestock	17.24
71	Arbutus Street		Agriculture	7.00
72	422 Haddam Quarter Rd		Horses, Hay	14.15
73	398 Haddam Quarter Rd		Livestock	16.50
74	Haddam Quarter Road		Hay, Pasture	65.00
75	Haddam Quarter Road		Hay	49.69
77	Maiden Lane		Hay	20.71
78	33 Weathervane Hill		Horses	8.84
79	Maiden Lane		Hay	4.64
80	Maiden Lane	Herzig Tree Farm	Hay, Grapes	14.73
80	45 Johnson Lane		Hay	4.22
81	327 Foot Hills Road		Hay	23.81
82	Maiden Lane		Hay	3.96
83	Bear Road		Hay, Woodland	142.43
85	110 Maple Avenue		Hay, Corn, Livestock	5.00
86	Middlefield Road	Gastler Farm / Orlando Tree Farm	Agriculture	7.22
86	Middlefield Road	Gastler Farm / Orlando Tree Farm	Agriculture	5.08

TABLE 12: AGRICULTURAL PROPERTIES AS OF 2025 (CONT.)

Farm ID	Address	Farm Name	Use	Acres
86	Middlefield Road	Gastler Farm / Orlando Tree Farm	Agriculture	5.30
86	163 Middlefield Road	Gastler Farm / Orlando Tree Farm	Agriculture	2.05
86	159 Middlefield Road	Gastler Farm / Orlando Tree Farm	Agriculture	19.66
86	Middlefield Road	Gastler Farm / Orlando Tree Farm	Agriculture	2.37
86	Middlefield Road	Gastler Farm / Orlando Tree Farm	Agriculture	2.99
86	Middlefield Road	Gastler Farm / Orlando Tree Farm	Agriculture	7.26
86	Middlefield Road	Gastler Farm / Orlando Tree Farm	Agriculture	5.45
87	Foot Hills Road		Agriculture	7.36
87	199 Foot Hills Road		Horses	3.01
88	Mauro Drive		Hay	52.76
89	Howd Road		Hay	158.00
90	700 New Haven Road		Horses	5.40
90	699 New Haven Road		Hay	9.97
91	152R Creamery Rd		Horses	36.02
93	Cherry Lane		Hay	8.89
93	Cherry Lane		Hay	7.12
94	New Haven Road	Durham Farms	Trees	11.00
94	Guilford Road	Durham Farms	Hay	25.80
95	50 Sand Hill		Pasture	7.59
96	339 Main Street		Agriculture	4.14
97	Tuttle Road		Agriculture	2.73
98	407R Madison Road		Agriculture	6.42
100	23 School House		Agriculture	3.605
100	23 School House		Agriculture	4.01
101	445 Guilford Road		Agriculture	7.67
102	94 Bailey Road		Agriculture	54.81
103	164 Tuttle		Agriculture	7.76
104	240 Cherry Lane		Agriculture	5.25
105	843 Haddam Qtr.		Agriculture	1.89
106	102 Johnson lane		Agriculture	2.15
106	102 Johnson Lane		Agriculture	2.40
107	300R New Haven Road		Agriculture	1.36

TABLE 12: AGRICULTURAL PROPERTIES AS OF 2025 (CONT.)

Farm ID	Address	Farm Name	Use	Acres
108	168 Main Street		Agriculture	0.46
109	77 Indian Lane		Agriculture	2.17
110	423 Haddam Quarter Road		Agriculture	2.05
111	28 Burwell Newton Drive		Agriculture	3.53
111	28 Burwell Newton Drive		Agriculture	12.87
111	28 Burwell Newton Drive		Agriculture	4.91
111	28 Burwell Newton Drive		Agriculture	4.12
112	114 Maiden Lane		Agriculture	9.86
113	Cherry Lane		Agriculture	3.38
114	Higganum Road		Agriculture	16.50
115	118 Higganum Road		Agriculture	16.50



D. GOALS AND ACTIONS

Goal 1: Continue to protect sensitive environmental resources, such as wetlands, watercourses, and habitats.

- A. Continue to review zoning regulations to ensure that best management practices for watersheds are followed.
- B. Continue to ensure that inland wetland and watercourses regulations are followed; and appropriate enforcement actions are taken when needed.

Goal 2: Reinforce and maintain the natural and built systems that protect the town against flooding.

- A. Prepare for required investments in infrastructure to mitigate the impact of stronger storms and heavier rain.
- B. Petition CTDEEP to remove excessive accumulations of silt and wooded debris from the channel of the Coginchaug River.

Goal 3: Continue to promote the protection of conservation and open space.

- A. Continue to maintain existing open space parcels, for example, upgrade and maintain the trails at the Curtis Woodlands open space property.
- B. Protect the hayfield from vehicular damage at Frederick White Farm in support of long-term hay leases and wildlife habitat.
- C. Monitor trespass and vandalism at open space parcels and evaluate options for keeping ATVs and other destructive trespassers off the properties.
- D. Create a fee-in-lieu of open space regulations to fund the acquisition of desirable open space parcels and maintenance of existing open space parcels.
- E. Target specific priority parcels for open space acquisition, specifically those that abut existing open space areas and those that are sizable private recreation facilities.

Goal 4: Continue to foster Durham's farming community to retain and enhance the agricultural heritage of the town.

- A. Explore ways to protect existing farms including purchase of development rights or fee simple purchases with lease-back options.
- B. Continue to encourage and promote the PA-490 program as a way for farmers and foresters to decrease their tax burden.
- C. Find ways to encourage new generations of farmers by working with Regional School District 13 to expose students to farm related careers.
- D. Increase awareness of local farming activities by communicating opportunities to the community and working across town commissions to promote and protect farming activities.
- E. Continue to review the zoning regulations for opportunities to further support agricultural activities.
- F. Implement the Business Tax Incentive Program for agribusinesses.
- G. Promote and grow the local farmers market.



Coordinated and thoughtful economic development is the cornerstone of any modern community. The local availability of jobs, products, services, and activities enables residents to acquire what they need without the necessity of commuting to nearby communities. Economic development that is appropriate in scale can enhance the vitality of the community without negatively impacting its rural character; and may offset a portion of its residential tax burden.

A. BACKGROUND

COMMERCIALLY-ZONED AREAS

The town has two major commercial areas along the Route 17 corridor; one at the north end of the center of town in the vicinity of the intersection of Route 17, Route 147 and Haddam Quarter Road; the other at the south end of the center of town in the vicinity of the intersection of Route 17, Route 77, and Route 79. The town also has a few non-conforming, commercially zoned parcels interspersed in its Main Street Historic District; and a small commercial area along Route 17 in the town's southwestern corner.

INDUSTRIALLY-ZONED AREAS

The town has three major industrial areas located along Route 68. The Design-Development Zone, Commerce Circle Industrial Park, and Ozick Drive are occupied by a variety of low-intensity industrial businesses engaged in light manufacturing, printing, automotive repair, warehousing, and office space. The remaining industrially zoned land along Route 68 in Durham is occupied by higher-intensity industrial businesses, such as pre-cast concrete manufacturing. These areas have direct access to nearby Interstate 91, providing a gateway to the larger economic markets of Wallingford, New Haven, and Hartford. The town also has a small industrial park located off Route 17 at its north end, and one non-conforming industrially zoned parcel within the Main Street Historic

TABLE 13: TOP INDUSTRIES

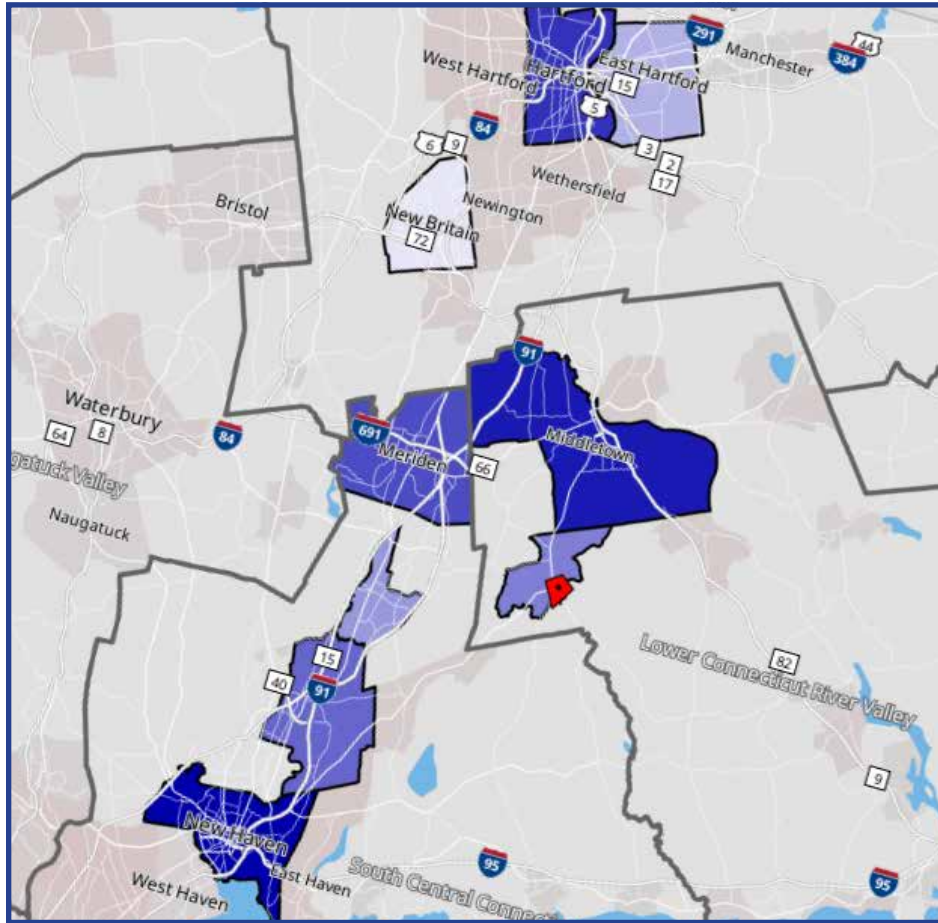
Source: Lightcast, 2024

Rank	Industry Sub-Category	Jobs	Share of Industry
1	Admin Support and Waste Mgt	882	
	<i>Admin Support</i>		96%
2	Manufacturing	761	
	<i>Machinery Mfg</i>		41%
3	Health Care and Social Assistance	192	
	<i>Ambulatory Health Care Services</i>		51%
4	Wholesale Trade	186	
	<i>Merchant Wholesalers, Durable Goods</i>		74%
5	Construction	167	
	<i>Specialty Trade Contractors</i>		86%
Total Jobs, All Industries		2,696	

District. This parcel is fully occupied by a large manufacturer of metal boxes. Although natural gas is available in some of these areas, all parcels are dependent upon septic systems and private wells, which may limit economic development.

CURRENT ECONOMIC ACTIVITY

In 2025, a total of 649 businesses were registered in the Town of Durham. This number has grown rapidly, with 67 of these businesses registered in 2024 alone. The majority of businesses in Durham are small one-person LLCs, or home-based businesses employing no more than a handful of employees. A review of the current economic activity and employers within the town provides a glimpse into the market demands of the area. The sectors providing the largest numbers of jobs in Durham



include administration, support, and waste management; with other significant sectors including manufacturing, wholesale trade, health care, social assistance, and construction.

DURHAM'S LABOR FORCE

The Town of Durham has a labor force of 4,461 persons, of which just 2% were unemployed as of 2023 (Source: CT Dept. of Labor, 2024). Although the number of available jobs in Durham could theoretically support approximately 63% of the town's labor force, approximately 61% of the labor force travels outside of the town's boundaries for employment (Source: 2025 Advance CT/Census). The most frequented location for those who commute to and from work is the city of New Haven; which attracts approximately 10% of Durham's labor force. Of the labor force that travels out of town for employment, approximately 32% travel less than 10 miles; approximately 50% travel between 10 and 24 miles; and the remainder travel in excess of 25 miles.

The portion of the town's Grand List that is currently taxed as commercial or industrial property amounts to just 5%. The remaining revenue is primarily derived from residential and agricultural real estate taxes, intra-governmental income, and a handful of other sources. Future economic development initiatives should focus on the diversification of the town's tax base by attracting more businesses and facilitating the expansion of the town's existing businesses. Although the addition of new commercial and industrial developments may not have an immediate impact, it could positively impact the tax base for the town's residents.

ZONING AND EXISTING CONDITIONS

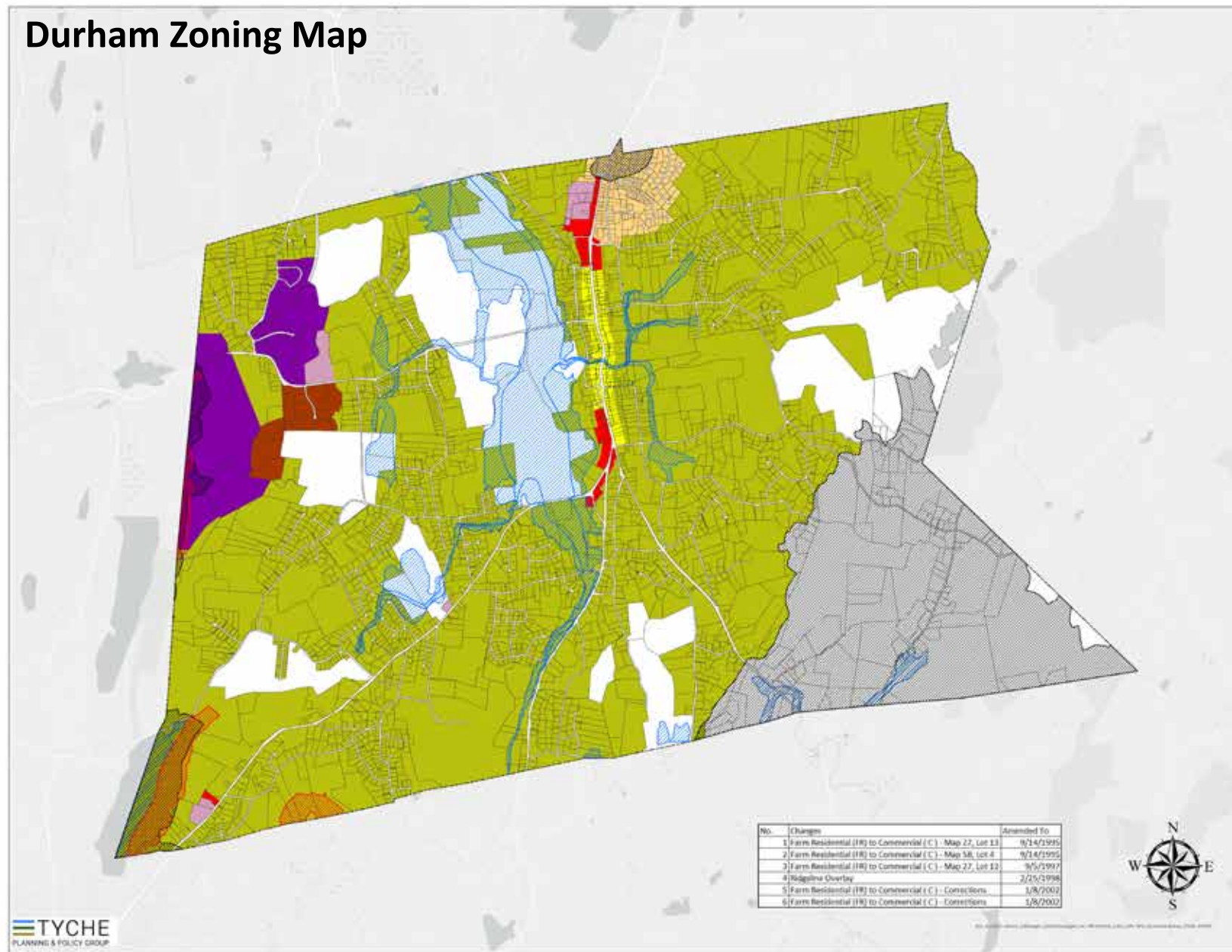
The main transportation arteries to and within the town of Durham are State highways Route 17 and Route 68. Route 17 provides connectivity with both Hartford and New Haven; and Route 68 provides connectivity with Interstate 91. Route 17 carries the highest volume of traffic with more than 15,200 vehicles per day

TABLE 15: DISTANCE TRAVELLED FOR WORK BY DURHAM RESIDENTS (ONE-WAY)

Source: US Census, OnTheMap, 2023

Distance	Count	% of Workers
Total Private Primary Jobs	2,895	100.0%
Less than 10 Miles	918	31.7%
10 - 24 Miles	1,454	50.2%
25 - 50 Miles	352	12.2%
Greater than 50 Miles	171	5.9%

Durham Zoning Map



measured at the intersection of Route 17 and Route 147; while Route 68 carries approximately 12,400 vehicles per day measured at the Durham-Wallingford town line. These large traffic volumes may provide Durham with its best opportunity for economic growth.

The town's current zoning restricts retail and service uses to the Commercial zone (Zone "C"). More intense uses are permitted in the town's three Industrial zones; which include its Heavy Industrial zone (Zone "HI"), Light Industrial zone (Zone "LI"), and Design Development zone (Zone "DD"). The remainder of the town is generally zoned for residential and agricultural uses (Zones "R10, R20, R40, R80").

In an attempt to make its zoning regulations business-friendly, the Durham Planning & Zoning Commission recently reclassified many of the uses that previously required a more extensive review process known as "Special Exception" to a simpler "Site Plan" review process. Under the Site Plan review process, if an applicant's proposal complies with the town's zoning regulations, the project can generally be reviewed and approved at a single meeting of the commission, without the need for a Public Hearing. Uses that could negatively impact neighboring properties, such as those that generate significant traffic or include an outdoor component (including municipal uses) continue to follow the more rigorous Special Exception process. The commission also has made the agricultural sector more economically productive by enacting regulations that permit various agritourism uses; including farm wineries, breweries and cideries; farm stores, agricultural events, and equestrian tack stores.

ECONOMIC DEVELOPMENT COMMISSION

The Town of Durham has an active Economic Development Commission (EDC). Although the commission has worked diligently to gather information to help promote the town as a great place for new businesses to locate, the commission relies solely on volunteers. The commission's goals could be better achieved

ECONOMIC DEVELOPMENT SURVEY

In 2022, the Durham Economic Development Commission launched a survey asking residents their opinions about Durham's Economic weaknesses. The respondents replied that the town has a:

- General lack of commercial development;
- Lack of critical mass of businesses 'downtown';
- High Taxes;
- Struggle with balance of Open Space and development;
- Lack of a sizeable grocery store;
- Perception that residents do not want commercial development;
- Lack of utility infrastructure in Commercial and Industrial zones.

if the town provided staff personnel to assist with economic development marketing, the tracking of available properties, and meeting with prospective developers and clients to advance the commission's goals.

The EDC utilizes the town's municipal website to attract prospective businesses to Durham; providing them with information on the town, and benefits of locating their business here. The EDC also utilizes this website as a tool for potential customers of Durham's current businesses; allowing these customers to easily obtain information on business types and locations; and link directly to each business's website. The Commission regularly updates this information on the site so that it remains current.

The Economic Development Commission should continue to work

with the Planning & Zoning Commission to review the business types permitted within each zone. In addition, the commissions should jointly assess the level of review required for each use within the town's Commercial and Industrial zones; as some uses may be better suited for approval through the Administrative Zoning Permit process or the Site Plan Review process, if they meet the pre-defined requirements. These changes could streamline the approval process for potential new businesses.

CHALLENGES AND OPPORTUNITIES

While Route 17 may be viewed as the natural location to spur and encourage economic development, the existence of the town's Historic District along a section of this road (Main Street) presents both challenges and opportunities. The historic structures and rigorous standards that have been put into place to preserve the character of the Historic District can impede economic development within the district; however, the inclusion of low-impact businesses, such as restaurants, coffee shops and bakeries, would improve the district's vitality, and that of the entire town. Vacant buildings that are located within the Historic District are perfectly suited for the accommodation of these low-impact businesses; however, they must be approved with respect for the surrounding Historic District.

The lack of infrastructure throughout Durham presents a real challenge to economic development. While municipal water has been extended along Main Street from Middletown to its southern end, the lack of sewer infrastructure continues to be a challenge for expansion. While sewer avoidance has played a key role in keeping the small historic scale of Main Street intact, there should be some consideration for added sewer capacity in commercial and industrial areas away from Main Street.

Modest intensification should be sought within the existing Commercial zones at the north and south ends of Main Street. The town should also evaluate expansion of the existing Commercial



Durham Village

Source: Durham Village



Durham Dairy Serve

Source: CTMQ

ECONOMIC DEVELOPMENT



In a wide-ranging survey from 2020, over 500 Durham residents provided feedback to the EDC regarding economic development in Durham. The responses included the following major themes:

Strengths: Central location, Durham Fair is a major attraction, Historic town center

Weaknesses: Perception of resistance to development, lack of utility infrastructure, and negative views of the regulatory processes.

Attitudes Toward Development: 58% of respondents supported new commercial development with lesser percentages supporting the growth of existing commercial and industrial businesses only. A majority of residents want economic development managed carefully.

Locations: Focus on Route 68 (71%); Existing industrial parks (72%); North and South end of Main Street (67%)

Key Takeaways: Residents want convenient shopping and dining and local economic sustainability. There is a preference for small-scale development that matches the existing characteristics of the Town and there is a recognition that not developing is not sustainable.

zone at the south end of Route 17 (New Haven Road). This area is adjacent to the existing municipal sewer area in North Branford. Durham could consider coordinating with North Branford for a limited sewer expansion into a new commercial area which could allow for some modest economic growth.

Route 68 near the Wallingford town line presents an additional opportunity for economic development. While this area lacks public sewer and water, the availability of natural gas, and its proximity to Interstate I-91 make it ideal for warehousing and transportation services that benefit from rapid access to and from a major highway. A portion of this area is also served by the Wallingford Electric Division, which has historically provided lower-cost electric rates than other Connecticut utilities. Limitations related to building size within the Commercial zones should also be reviewed; as these limitations could be a hindrance to attracting retail and service merchants.

Here again, the lack of infrastructure has a negative impact on future expansion. The lack of both water and sewer require increased lot sizes, and limit potential growth based on the soil's ability to handle septic flows. The use of small package wastewater treatment systems, shared septic systems, and shared water systems should be explored, as these could minimize the lot sizes for commercial and industrial users; further reducing barriers to expansion in the Route 68 industrial zones.

Finally, Madison Road (Route 79) contains several legal non-conforming commercial uses along the southern end of the corridor as the road nears the Madison border. A new limited Commercial zone, focused on neighborhood needs, could be beneficial in this area.

B. GOALS AND ACTIONS

Goal 1: Increase job opportunities and diversify the grand list through increased economic development.

- A. Work with the Connecticut Economic Development Association (CEDAS) to perform an assessment of Durham's economic conditions.
- B. Pursue the addition of a staff member to work with the Economic Development Commission, to help market Durham.
- C. Review the maximum permitted building sizes for commercial areas; and revise if appropriate.
- D. Promote tourism by making Durham a destination.
- E. Promote agritourism in Durham, including agricultural history, farm markets, vendor fairs, and agricultural events.
- F. Pursue the expansion and promotion of Durham's equestrian businesses.
- G. Explore the expansion of Commercial and Industrial zones in appropriate locations.
- H. Explore the addition of Commercial uses in other zones.
- I. Develop a marketing campaign that promotes the town to restaurateurs and hospitality businesses.
- J. Explore the creation of incubator spaces and multi-tenant commercial buildings.
- K. Promote the development of commercial businesses, such as restaurants, bakeries, coffee shops, and yoga studios in appropriate areas of town.
- L. Review the town's zoning regulations at regular intervals to ensure that they are business-friendly and promote economic development opportunities in the desired locations.
- M. Encourage the use and pursue grants for small package wastewater treatment systems and shared septic and water systems to allow denser development in key locations.
- N. Consider the creation of regulations for a special commercial zone.



A. COMMUNITY FACILITIES AND SERVICES*TOWN HALL*

The town's governmental functions are administered at its Town Hall, which is centrally-located at 30 Town House Road, alongside the Town Green. This 8,000 square foot building was originally constructed in 1849 as a church, and during the 1880's transitioned to its current use. Between 2004 and 2006 the building was renovated and made handicapped accessible with the addition of access ramps and an elevator. During this renovation, the third floor of the building was converted into a 2,000 square foot meeting space used for Durham's boards, commissions, and other civic organizations. The Town Hall is equipped with an emergency generator capable of providing electric power when utility electric power is unavailable, allowing the building to be used as a secondary Emergency Operations Center (EOC). The building is anticipated to serve the needs of the town in the foreseeable future; and the town should continue to update this building's technology systems.

LIBRARY

The Durham Public Library is centrally-located at 7 Maple Avenue, alongside the Durham Green. Originally built in 1902 as an 1,800 square-foot facility, the library was expanded in 1985, and again in 1997 to approximately 14,000 square feet. The building has several large meeting rooms and adequate parking, and is often used as a meeting location for Durham's boards, commissions, and civic organizations. The Library provides modern services and programs for its users, and is anticipated to serve the needs of the town in the foreseeable future. The town should continue updating this building's technology systems and the library's offerings.

**Durham Town Hall****Durham Public Library**

COMMUNITY CENTER

After its closure in 2016, the Town acquired the former Francis E. Korn Elementary School from Regional School District 13 in 2022 and converted it to a Community Center. Located at 144 Pickett Lane, this multi-use facility provides space for town meetings, senior center activities, youth activities, and indoor recreation. The building also contains dedicated areas for the Town's resident state trooper, emergency management department, ambulance, and social services coordinator. The Durham Community Center serves as the town's primary Emergency Operations Center (EOC); and as an Emergency Shelter for low-level incidents (Coginchaug High School is used for higher-level incidents). The building is equipped with an emergency generator capable of providing electric power when utility power becomes unavailable. Although extensive renovations were completed during the building's conversion, the Town should continue updating the building's structural, mechanical, and technological systems.

POLICE SERVICES

The Town of Durham utilizes the Connecticut State Police (Troop F) in Westbrook, Connecticut as its primary source of police protection; and augments this protection using the state's Resident State Trooper Program. The Durham Resident State Trooper handles a broad range of policing functions, including continuity of criminal investigations, motor vehicle enforcement, accident response, community policing, grant applications, public safety presentations, and youth educational programs such as D.A.R.E. The Durham Resident State Trooper maintains a secure office at the Community Center.

AMBULANCE SERVICES

Durham utilizes Middlesex Health to provide ambulance services for the town. Middlesex Health has two ambulances stationed at the Community Center; and is equipped to provide 24-hour EMS and Paramedic coverage to the town.



Durham Community Center



Durham Volunteer Fire Department

Source: Zack Bowden, FireNews.org

Community Facilities



Map Items

Community Facilities

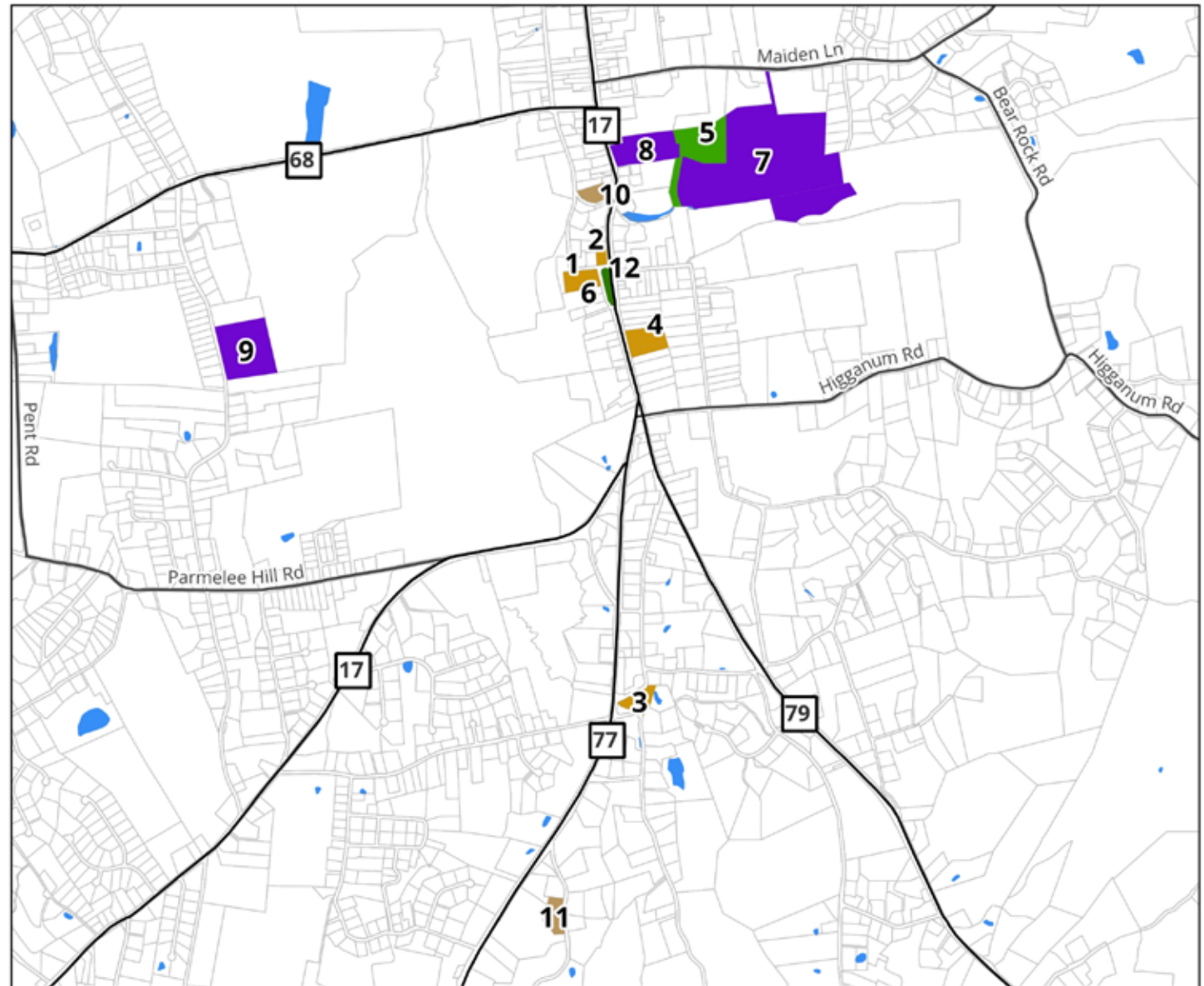
- Municipal Facility
- Community Facility
- Cemetery
- Town Owned Open Space

Other

- Pond
- Rivers/Streams
- Local Roads
- Railroad
- Parcels - 2021

Community Facilities

1. Town Hall/Durham Center Cemetery
2. Library
3. Highway Department Maintenance Center
4. Allyn Brook Park/Community Center
5. Fire Department
6. Durham Historical Society
7. Coginchaug Regional High School
8. Frank W. Strong School
9. Frederick F. Brewster School
10. Old Durham Cemetery
11. Mica Hill Cemetery
12. Town Green



Note: This map is for planning purposes only.

FIRE SERVICES

The Durham Volunteer Fire Department is located at 41 Main Street. Constructed in 1978, the centrally-located facility contains three bays, a large meeting room with kitchen facilities, and a recreational area. Dispatch services for the Fire Department are provided by Valley Shore Inc. on a 24-hour basis. The current Firehouse is anticipated to serve the needs of the town in the foreseeable future; however, the town should continue to update the department's fire-fighting apparatus. Although the water system extension from Middletown enabled the installation of approximately 50 additional fire hydrants throughout the central area of town, the lack of a town-wide water distribution system means that the department must rely on natural water sources, such as ponds and streams, for fire suppression water. The Town should continue to seek grant funding and other financial opportunities to fund the expansion of its hydrant system for the protection of additional homes and businesses.

EMERGENCY MANAGEMENT SERVICES

Durham has developed an Emergency Response Plan that operates in accordance with federal and state Homeland Security Guidelines. This plan is updated annually by Durham's Emergency Management Department and filed with the State of Connecticut. The Department of Emergency Management is responsible for emergency preparedness and recovery services for the town's residents and businesses; and is equipped to respond to natural events, terrorism, and technological incidents. When an incident occurs, the Department activates its Unified Command Structure, enabling emergency service providers to respond in a coordinated and efficient manner. The department maintains an office at the Community Center, which is equipped with an emergency generator and redundant communications to permit continued operations when utility electric power or communications becomes unavailable.

The Durham Animal Response Team (DART) consists of certified veterinarians, veterinarian technicians, and volunteers who are dedicated to large and small animal emergencies; within and outside the town's boundaries. The DART Team is also responsible for managing the Emergency Pet Shelter located at the Durham Community Center.

HIGHWAY DEPARTMENT MAINTENANCE CENTER

The town's Highway Department Maintenance Center is located between South End Avenue and Cream Pot Road. This 3.48-acre site includes a 4,000-square-foot brick garage for storing and maintaining town vehicles and highway equipment, a 5,200-square-foot wooden building for storage of smaller equipment, a 3,200-square-foot building equipped with four (4) 20-by-40-foot bays for vehicle maintenance, washing and storage, and an 6,400-square-foot salt shed. The facility is equipped with a 4,000-gallon double-walled diesel fuel tank to facilitate on-site



Durham Highway Maintenance Center



Durham Highway Maintenance Center Yard

vehicle refueling, a 2,000-gallon holding tank for runoff from the site's drains, and a storm water management basin, that complies with DEEP requirements. The facility does not currently have an emergency generator; however plans are in place to relocate a generator to this facility, allowing it to operate during periods when utility electric power becomes unavailable.

Because the Highway Department Maintenance Center lacks sleeping quarters, bathrooms and kitchen facilities, it is unable to permit continuous occupancy during snowstorms or other severe weather events. In 2012, a study was performed to evaluate the site's ability to meet the town's future needs. This study concluded that the site could accommodate an additional 80-by-136-foot (10,800-square-foot) garage equipped with vehicle bays, bathrooms, sleeping quarters, and a kitchen; and the septic system design for this proposed building has been completed. The site could also accommodate an additional 2,400-square-

foot building if needed. Should these improvements be made, the facility will be better equipped to serve the needs of the town in the future.

REFUSE DISPOSAL AND RECYCLING

The towns of Durham and Middlefield jointly own and operate a 22-acre site on the east side of Cherry Hill Road, north of Route 147 (Middlefield Road). This property was used as a landfill for solid and bulky waste until 1989, and in 1990 a transfer station was constructed for solid waste compaction. In 2012, a 50-foot weigh scale was installed to accurately measure bulk materials entering and leaving the facility. The facility is managed by the Durham-Middlefield Interlocal Agreement Advisory Board (DMIAAB) and accepts waste from residents, commercial refuse haulers, and landscaping companies. Users must provide proof of residency and purchase a sticker to display on their vehicle windshield. All materials brought to the site are ultimately removed for recycling or disposal. The facility currently recycles plastics, motor oil, electronics, and cardboard; and it grinds brush on-site converting it to mulch. Through site improvements, public education, and expanded hours, the two towns have achieved a high level of participation in recycling programs. Paint and other hazardous wastes are able to be disposed of safely through the town's participation in the Regional Council of Governments (RiverCOG) Hazardous Waste Collection Program. In September 1999, the towns jointly purchased an adjacent 2.75-acre parcel with frontage on Old Indian Trail in Middlefield. The current facility is expected to meet the needs of both towns in the foreseeable future.

RECREATIONAL FACILITIES AND SERVICES

The Town owns and operates several recreational facilities, including the Open Space and Conservation Areas described in Chapter 6. In addition, its Recreation Committee provides many programs designed to improve the quality of life for Durham residents.

The Town Green serves as the historic center of the town. Recreational and public gatherings are held on this 1.0 acre site throughout the year. Allyn Brook Park serves as the town's primary active recreational facility. This 11.7-acre park includes multiple playing fields, tennis courts, pickleball courts, a playground, pavilion, and a concessions/restroom building; and a number of potential improvements for this park have been identified. The park is located adjacent to Durham's Community Center, which offers indoor recreational spaces. Athletic fields and facilities owned by Regional School District 13 are also available at the nearby Strong Middle School and Coginchaug Regional High School.

In the past, the town had maintained a skating pond on the White Farm Open Space parcel located along the south side of Wallingford Road (Route 68). This facility, when operable, includes lighting for evening use; and greets visitors and residents alike with an idyllic winter skating scene as they approach the town's Historic District from Route 68. In recent years with warmer winters, the pond has been difficult to maintain. The town should invest in improvements to this facility, so that it can be used more frequently.



Allyn Brook Park

Left: Skating Pond at White Farm



Coginchaug Regional High School



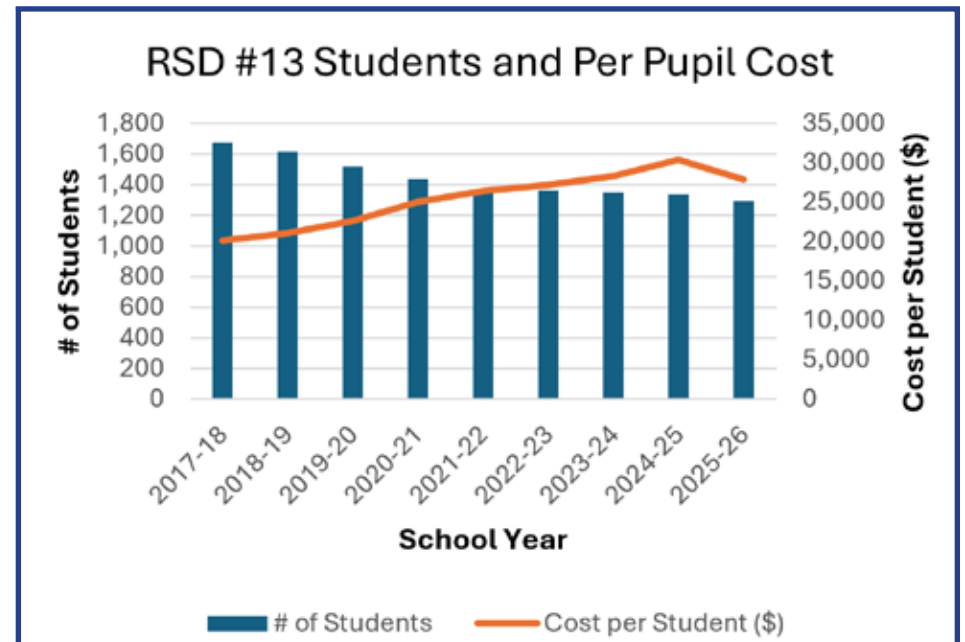
Frederick F. Brewster School

Source: Homes.com

SCHOOL FACILITIES

Public education in Durham is provided by Regional School District 13, which is comprised of the towns of Durham and Middlefield. Within Durham, Regional District 13 owns and maintains the grounds and buildings for the Coginchaug Regional High School, Frank Ward Strong Middle School, and Frederick F. Brewster Elementary School.

School enrollment has declined over the past decade, leading to consolidation of the facilities and planned closures of the John Lyman School Elementary School in Middlefield and Frederick F. Brewster Elementary School in Durham. Following these school closures, a single elementary school (Three Oaks Memorial School) will serve both towns. Upon closure of the Frederick F. Brewster School in Durham, the town will have the Right of First Refusal to purchase this property, as they did with the 2022 purchase of the former Francis E. Korn School.



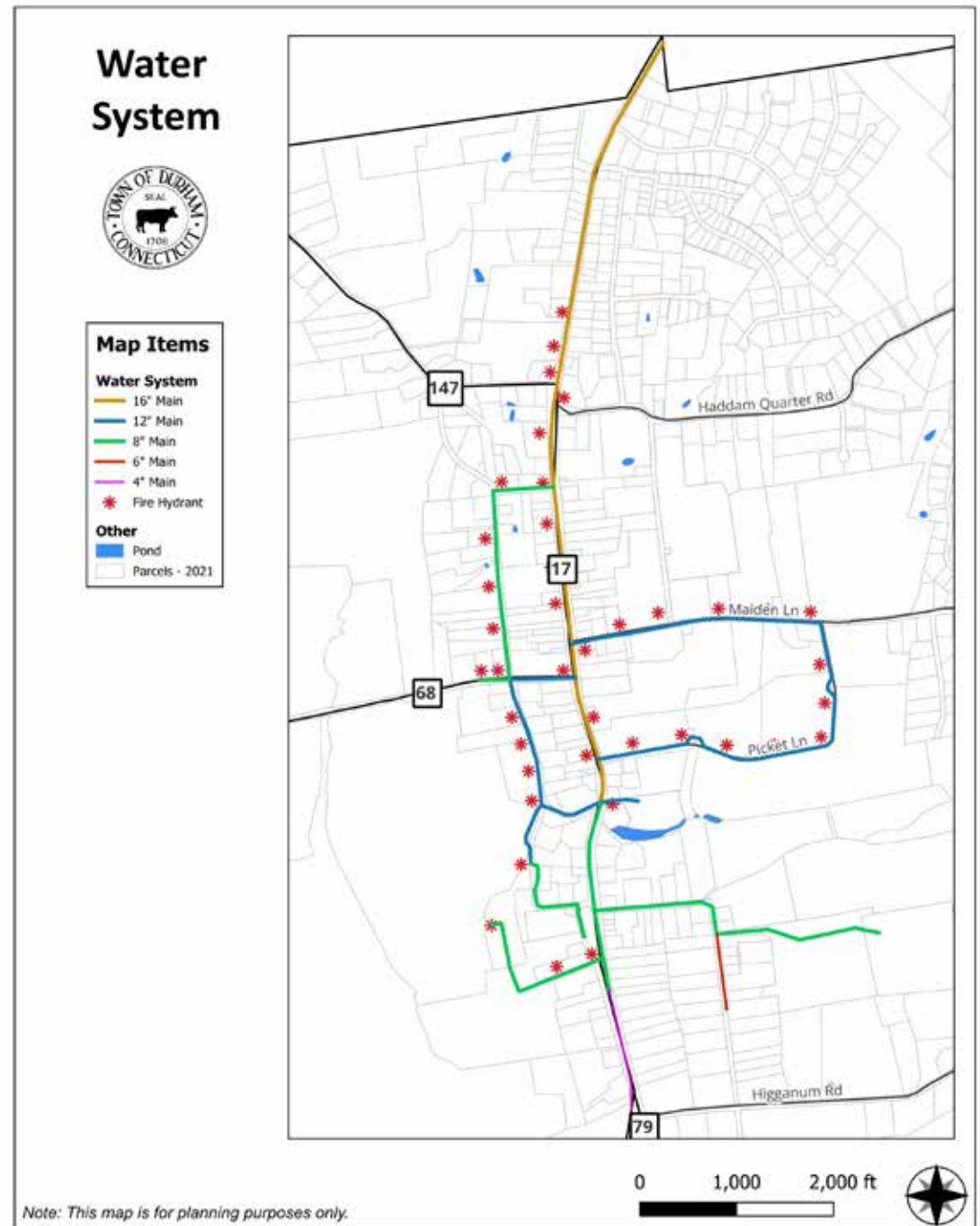
B. INFRASTRUCTURE

WATER

Most residents and businesses in Durham obtain potable water from private wells. In 2022, a new water supply main was constructed from Middletown to Durham to supply potable drinking water to Durham's Main Street area, resolving the long-standing contamination issues associated with the Durham Meadows Superfund site. This new water supply line runs beneath Main Street (RT-17) through the town's northern and center areas; and contains spurs that service portions of Pickett Lane, Maiden Lane, and Maple Avenue. This water supply main connects Middletown's municipal water system to the legacy Durham Center Water Company's distribution network, and supplies potable water to approximately 200 homes and businesses, and nearly 50 fire hydrants.

Durham contains two smaller water systems that are associated with its housing developments. Two small systems exist to serve senior residential communities, and four other privately-owned water systems exist to serve specific developments located within the town.

The Town has acquired a grant in the amount of \$3,000,000 for the extension of the water mains but has not been able to solicit additional funding to fulfill the 20% required match. The Town should investigate neighborhoods which could benefit from an extension of the water main such as the Royal Oak Park, Woodland Drive, and the Durham Heights areas suffer from water quality issues (excess iron and manganese); and the Parsons area north of Middlefield Road, Maple Avenue area north of Talcott Lane, and properties that surround the former Durham and



Middlefield landfill also have varying degrees of contamination. The expansion of Durham's municipal water system to these areas might mitigate many of these concerns. The Town should continue to seek additional grants and other types of funding opportunities in order to extend its municipal water system.

SEWAGE DISPOSAL

All residents and businesses in Durham rely exclusively on private septic systems for sewage disposal. While there are no plans for a municipal sewer plant, there could be possibilities to connect to adjacent towns sewer systems for the purpose of economic development. As discussed in Chapter 7, connecting a small area along New Haven Road (Route 17) to the North Branford Sewer System that lies to the south of Durham may be advantageous for economic development. Connections such as this could permit economic growth in areas that might not otherwise support development due to the presence of wetland soils or limited soil septic capacity. The Septic Suitability Map below displays the suitability of soils in Durham to handle wastewater (Source: CT DEEP).

ROADS, BRIDGES AND CULVERTS

Roads and bridges make up the most substantial portion of the town's infrastructure. Durham contains a total of 77.0 miles of roadway; of which the town owns and maintains 60.8 miles (79%) and the state owns and maintains the remaining 16.2 miles (21%). The town has a maintenance program in place to ensure that town-owned roadways are paved and preserved, by chip sealing them on a regular basis.

Durham contains numerous bridges, fifteen (15) of which are listed in the National Bridge Inventory (NBI). Bridges listed in this inventory are maintained by either the Town or the State, and their characteristics and conditions are regularly monitored. Town-owned bridges that exceed six (6) feet in length are maintained under the Local Bridge Program. These bridges are

SEPTIC SUITABILITY RATING

High Potential - These soils have the best combination of characteristics or have limitations that can be easily overcome using standard installation practices.

Medium Potential - These soils have significant limitations, such as low percolation rate, that generally can be overcome using commonly applied designs.

Low Potential - These soils have one or more limitations, such as low percolation rate and depth to seasonal high-water table, that require extensive design and site preparation to overcome.

Very Low Potential - These soils have major soil limitations, such as depth to bedrock, that require extensive design and site preparation to overcome. A permit for an SSDS may not be issued unless the naturally occurring soils meet the minimal requirements outlined in the State health code. It is unlikely that these soils can be improved sufficiently to meet State health code regulations.

Extremely Low Potential - These soils have multiple major limitations, such as flooding and depth to seasonal high-water table, which are extremely difficult to overcome. A permit for an SSDS may not be issued unless the naturally occurring soils meet the minimal requirements outlined in the State health code. It is unlikely that these soils can be improved sufficiently to meet State health code regulations.

Not Rated - Areas labeled Not Rated have soil characteristics that show extreme variability from one location to another. The work needed to overcome adverse soil properties cannot be estimated. These areas commonly are urban land complexes or miscellaneous areas. An on-site investigation is required to determine soil conditions at the site.

Soil Septic Suitability



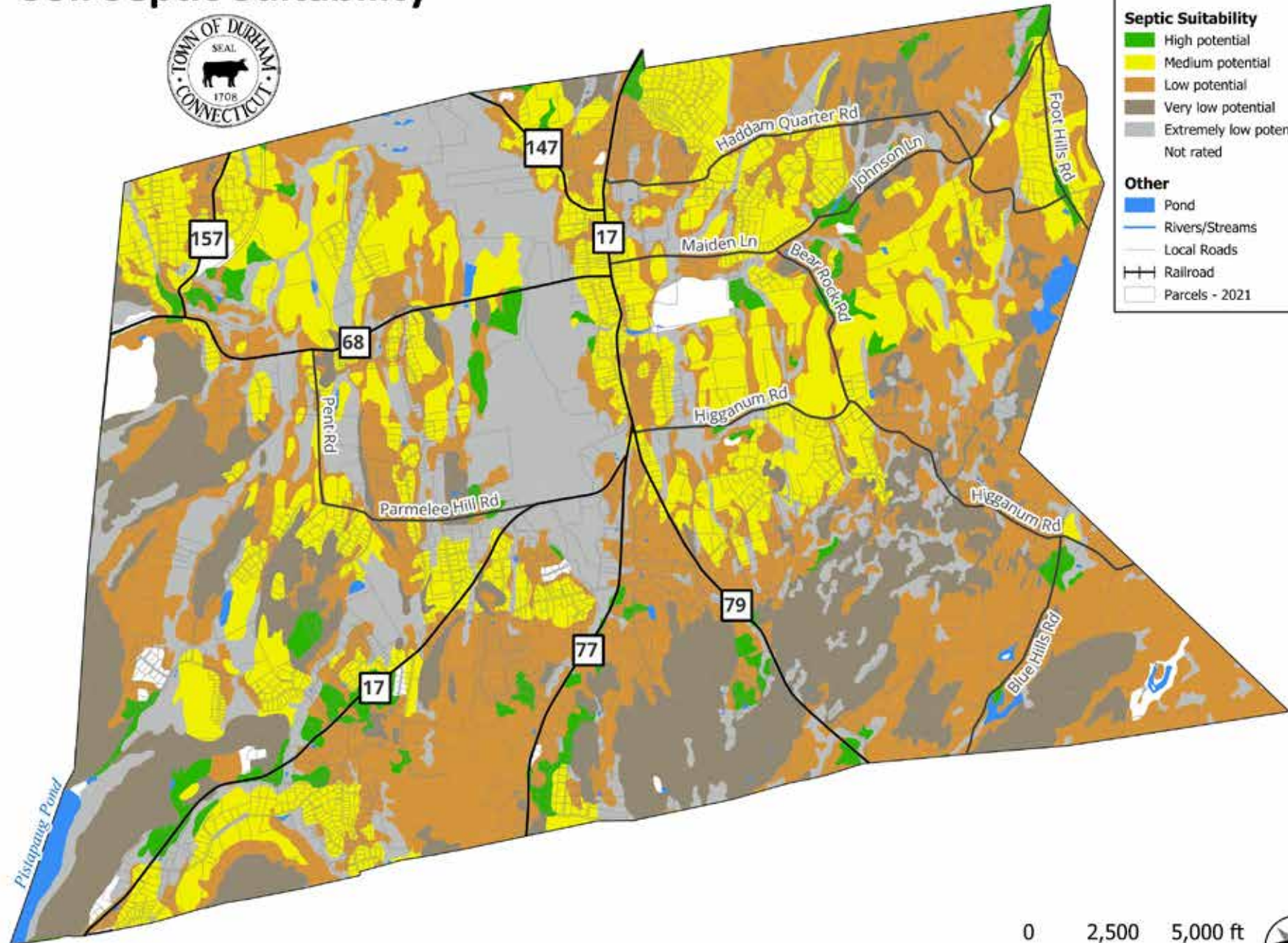
Map Items

Septic Suitability

- High potential
- Medium potential
- Low potential
- Very low potential
- Extremely low potential
- Not rated

Other

- Pond
- Rivers/Streams
- Local Roads
- Railroad
- Parcels - 2021



Note: This map is for planning purposes only.

eligible for State-wide grant funding when significant repairs or replacement is required. The Connecticut Department of Transportation (CTDOT) maintains a list of eligible bridges, based on their structural condition.

It is anticipated that in the spring of 2028, the State of Connecticut will require the mapping of all bridges and culverts throughout the town, as part of its Municipal Separate Storm Sewer System (MS4) permitting process. MS4 is a federally-mandated EPA NPDES requirement that regulates how municipalities manage their storm water runoff.

Durham contains several culverts, and many of these are maintained by the Town. It is critical that these culverts remain clear of debris and replaced or upgraded as needed. Several municipalities across the state, including Durham, have experienced washed-out or damaged culverts due to increases in storm intensity, and the limited ability of some older culverts to accommodate the resulting increased flows. In 2024, the State of Connecticut updated its Stormwater Management Guidelines to account for increases in rainfall over the past decade. These updated guidelines fortified the design criteria for culverts; requiring municipalities to increase culvert sizes and capacities. As Durham's culverts are replaced, the town will need to comply with these updated guidelines; resulting in increased costs. Still, the benefits clearly outweigh these additional costs. Additionally, actions identified in the 2026 RiverCOG Natural Hazard Mitigation Plan prepared by the Regional Planning Agency, that focus on inland stream and riverine flooding, should be implemented as funds become available.

Many of the town's culverts flow directly or indirectly into the Coginchaug River, however, both Durham and the neighboring town of Middlefield have experienced flooding resulting from impeded flows within the river channel, caused by accumulations of silt and wooden debris. On several occasions, this flooding

has impeded EMS access to resident's homes. Historically, these accumulations were removed periodically to ensure that flows were sustained; however, this work has not been performed in many years. A major goal of the towns of Durham and Middlefield is to have DEEP remove these accumulations of silt and debris from the river channel and culverts adjacent to the river channel, to alleviate this flooding.



TABLE 14: DURHAM BRIDGE INVENTORY

Bridge #	Roadway Carried	Feature Crossed	Bridge #	Roadway Carried	Feature Crossed
037001	Airline Road	Asmun Brook	037004	Howd Road	Parmalee Brook
	Airline Road	Unnamed Brook	037002	Howd Road	Sawmill Brook
037016	Bear Rock Road	Hersig Brook	037005	Indian Lane	Parmalee Brook
037017	Bear Rock Road	Unnamed Brook	037014	Johnson Lane	Sumner Brook
	Blue Hills Road	Unnamed Brook		Johnson Lane	Herzig Brook (west)
037013	Blue Hills Road	Hammonasset River		Johnson Lane	Herzig Brook (east)
	Brick Lane	Unnamed Brook	037008	Maiden Lane	Ball Brook
06981	Cesca Lane	Ball Brook	04850	Maple Avenue	Allyn Brook
	Chalker Road (ext)	Unnamed Brook	037007	Meetinghouse Hill Road	Coginchaug River
037003	Coe Road	Parmalee Brook		Mica Hill Road	Unnamed Brook
	Cream Pot Road	Chalker Brook (north)		Millbrook Road	Unnamed Brook
	Cream Pot Road	Chalker Brook (south)		Old Blue Hills Road	Unnamed Brook
037015	Creamery Road	Coginchaug River	037006	Parmalee Hill Road	Parmalee Brook
	Crooked Hill Road	Unnamed Brook	037009	Pisgah Road	Cream Pot Brook
037019	Etzel Drive	Sawmill Brook	04849	Sawmill Road	Parmalee Brook
	Foothills Road	Unnamed Brook		Seward Road	
	Foothills Road	Unnamed Brook		Shunpike Road	Unnamed Brook
037011	Guire Road	Hersig Brook		South End Avenue	Cream Pot Brook
	Haddam Quarter Road	Sumner Brook		South End Avenue	Chalker Brook
	Haddam Quarter Road	Unnamed Brook		Stage Coach Road	Parmalee Brook
	Haddam Quarter Road	Unnamed Brook		Sycamore Drive	Unnamed Brook
	Haddam Quarter Road	Ball Brook	037022	Tri-Mountain Road	Sawmill Brook
	Harvey Road	Unnamed Brook	037023	Turkey Hill Road	Asmun Brook
	Higganum Road	Fowley Brook		Unnamed Road off Maiden Lane	Ball Brook
	Higganum Road	Unnamed Brook (west)		Unnamed Road off Haddam Quarter Rd	Ball Brook
	Higganum Road	Unnamed Brook (east)			

C. GOALS AND ACTIONS

Goal 1: Maintain and enhance the Town's facilities and infrastructure.

- A. Petition CTDEEP to remove excessive accumulations of silt and wooded debris from the channel of the Coginchaug River.
- B. Update structural, mechanical, and technological systems at municipal buildings, to improve energy-efficiency and reliability.
- C. Continue to maintain and upgrade Durham's roadways, bridges and culverts; and pursue grant funding when available.
- D. Update fire-fighting apparatus and expand the presence of fire hydrants including those fed by fire ponds throughout the town.
- E. Pursue the dry hydrant installation at Portley Pond on Airline Drive, underground cistern in the area of Hill Top Drive, and access to the pond at Stone Bridge Crossing.
- F. Complete the emergency generator installation at the Highway Department Maintenance Center, and pursue the identified upgrades and improvements to the site.
- G. Consider the acquisition and adaptive re-use of the Frederick F. Brewster School property following its closure.
- H. Encourage RSD #13 to monitor the declining enrollment and explore options to increase the non-resident high school student population and utilization of the educational facilities.
- I. Consider improvements to the pavilion, restroom facilities, and playground area lighting at Allyn Brook Park.
- J. Consider improvements to the current Skating Pond facility.
- K. Consider the creation of additional recreational facilities.
- L. Investigate the expansion of the municipal water system to areas affected by poor water quality and/or pollutants including Royal Oak Park, Woodland Drive, Durham Heights, the Parsons Area, and Maple Avenue north of Talcott Lane.
- M. Consider connecting a portion of the southwestern section of town along Route 17 to the North Branford sewer system to increase the area's economic development potential.



A. ENERGY

Energy powers our way of life. It heats our homes, cooks our food, allows us to travel, and drives our economy. Where available in sufficient amounts, it allows industry and commerce to flourish. Its role and impact on our community should be considered when making land-use, development, transportation, or conservation decisions. Because energy is an expensive and critical commodity, the town's focus should be directed towards energy conservation, and the maintenance and hardening of its energy infrastructure.

ELECTRIC UTILITIES

The Connecticut Light and Power Company (CL&P), doing business as Eversource Energy, is the primary provider and distributor of electric power throughout the town. The Wallingford Electric Division also provides power and distribution service to a small portion of the town, along its western border with Wallingford. The town's electrical infrastructure is reasonably well-maintained, and both utility companies have made significant investments in tree-trimming and transmission pole upgrades. Both of these utility companies require that electrical service in new developments be placed underground where feasible, to reduce the potential for power outages during storms.

HIGH-VOLTAGE TRANSMISSION LINES

One 345-kV and two 115-kV overhead transmission lines are located in the northern section of Durham. These transmission lines traverse Route 17 in an east-west orientation; and areas adjacent to these lines could potentially accommodate generation facilities.

CONSERVATION OF ELECTRICAL ENERGY

Durham's Firehouse is equipped with rooftop solar panels; however, none of the town's other municipal facilities are similarly equipped.

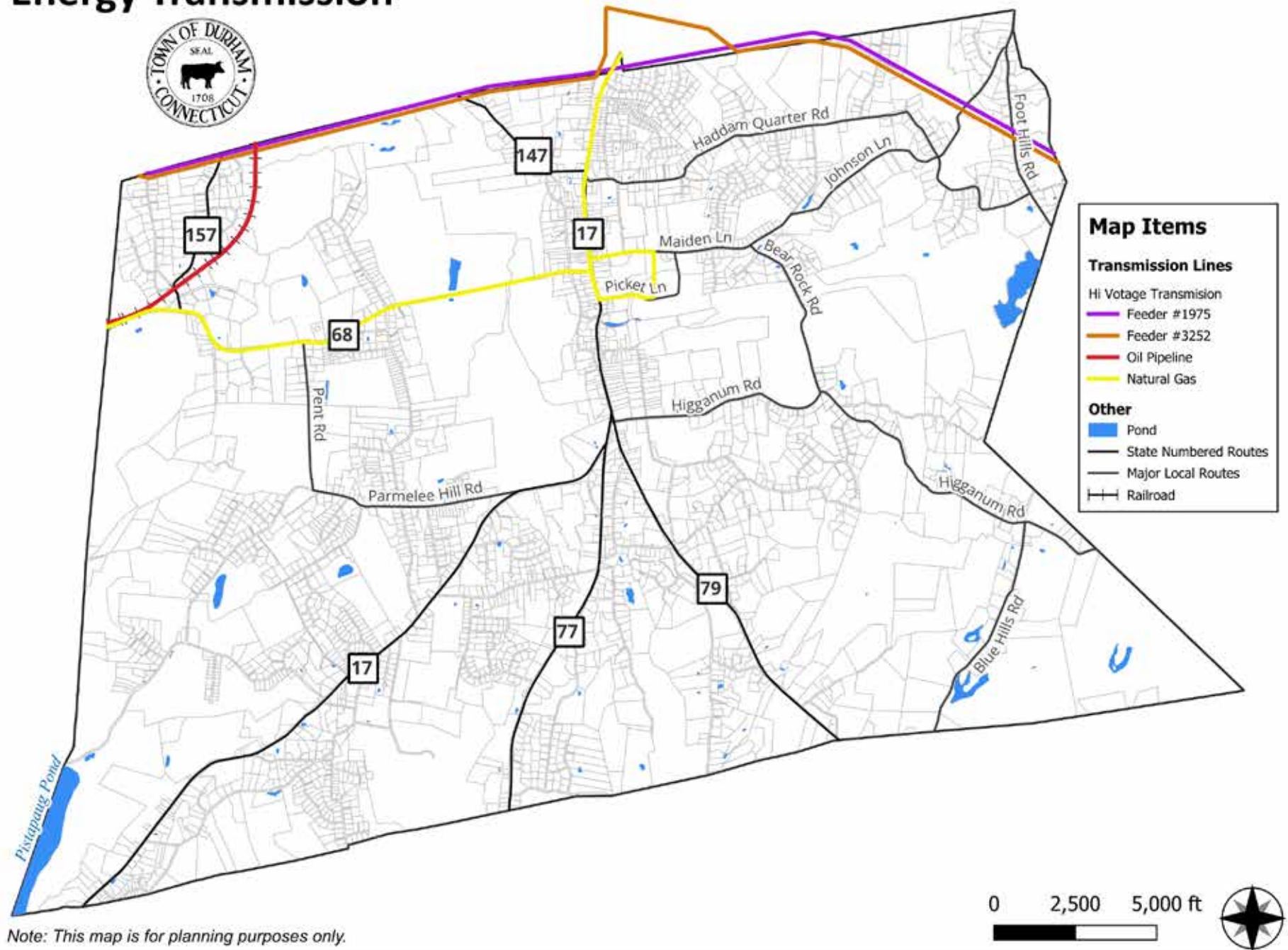


Eversource Transmission Lines

Source: Chris Dehnel, Patch

The town should consider the installation of solar panels where appropriate; particularly where municipal land in the vicinity of 3-phase power conductors is available; and consider rooftop solar systems when roof replacements are being performed on municipal buildings. The Durham Community Center and Public Library both have large flat roofs that are not obscured by tree cover; and may be appropriate for the installation of solar panels. The Town should also consider the installation of elevated solar parking canopies at the Community Center and Town Garage, as these can produce lower-cost electricity while protecting vehicles from snow and rain.

Energy Transmission



The Town and Regional School District should prioritize the replacement of older lighting systems in municipal buildings. New energy-efficient lighting systems and controls typically offer excellent ROI's and significantly reduce operating costs. A Qualified Energy Assessor (QEA) should be consulted to perform an in-depth audit of all municipal buildings, to identify further opportunities for energy savings.

EMERGENCY GENERATION

The town's Firehouse, Town Hall, and Community Center are presently equipped with emergency generators. Presently, no commercial vehicle refueling stations within the town are equipped with emergency generators that could enable motor fuels to be dispensed when normal utility power becomes unavailable. The town should continue to encourage owners of vehicle refueling stations to install emergency generation when making upgrades to their facilities.

NATURAL GAS

A natural gas interconnection pipeline was installed along some of Durham's roadways in 2020. This pipeline runs along Route 68 from the Wallingford Town Line to the intersection of Route 68 and Route 17; then travels in a northerly direction along Route 17 to the Middletown town line. A spur from this line is routed along a section of Maiden Lane and Pickett Lane; allowing Durham's Community Center and Coginchaug Regional High School to obtain natural gas service. Homeowners and businesses along these routes are now able to utilize natural gas; and this pipeline provides an additional source of power for industrial and commercial activities. In the future, the town should advocate for the continued expansion of this pipeline south; from its current termination point at Strong School.

FUEL OIL

A fuel oil pipeline runs from the town of Portland through the northwest corner of Durham; along the western edge of the Curtis Woodlands, and along a section of Route 68.



Johnson Lane Solar Farm

Source: Kearsarge Energy

ALTERNATIVE ENERGY SOURCES

The Town currently has no significant alternative energy sources, such as wind, hydro-electric, or geo-thermal systems; however, there are a number of privately owned solar farms within Durham that benefit those land owners.

B. COMMUNICATIONS

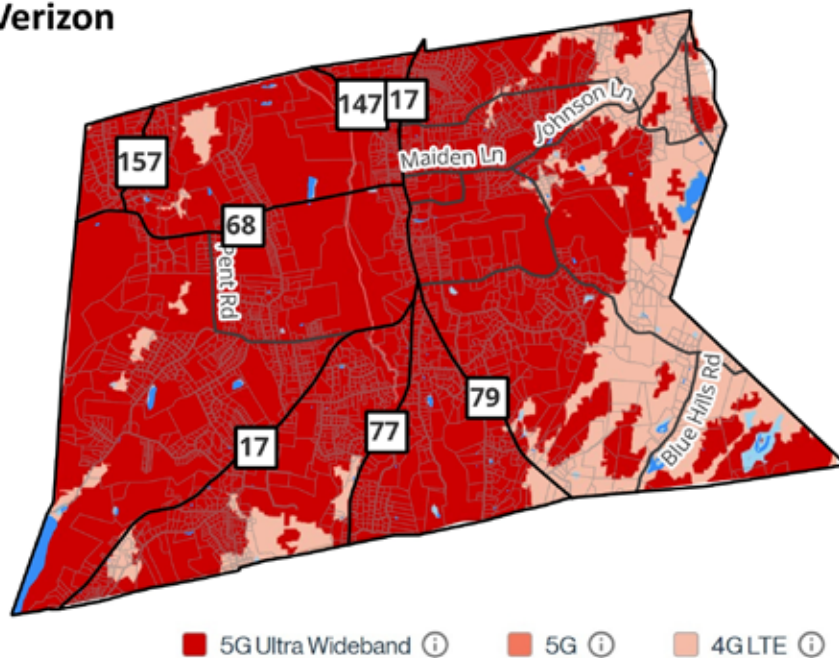
COMMUNICATION SERVICES

High speed internet service is widely accessible throughout Durham; with only 11 out of 151 census tracts showing some percentage of users who lack access to high-speed internet. Cellular telephone and data services are also widely accessible throughout the town. According to FCC data (June 2025) LTE voice service is available from all three major carriers (AT&T,

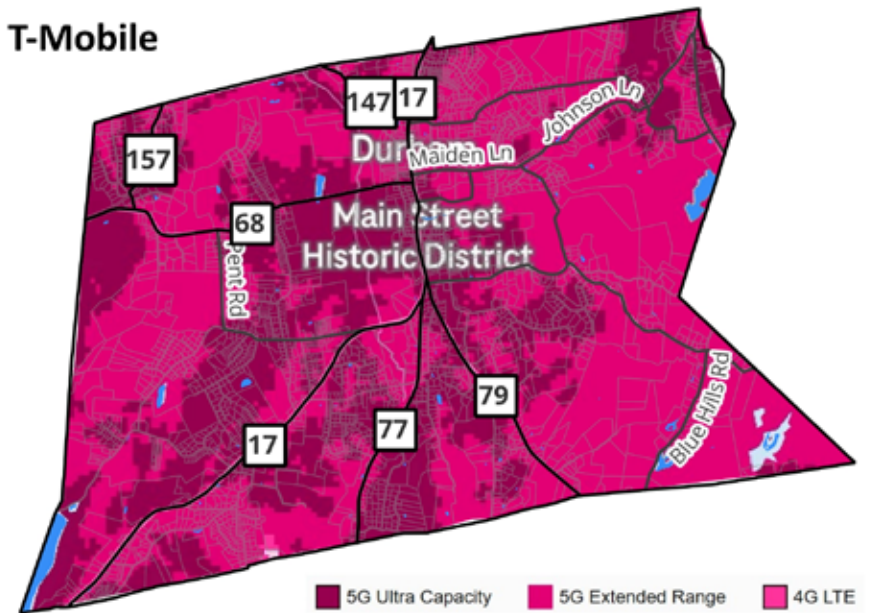
Cellular Coverage 4G and 5G



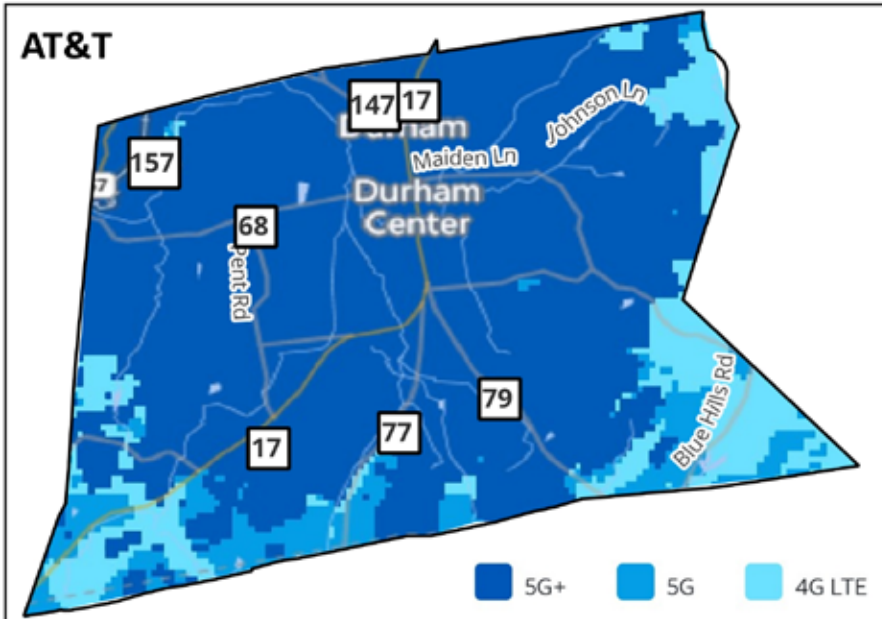
Verizon



T-Mobile



AT&T



Source: Coverage data from Carriers as of June 2026

Note: This map is for planning purposes only.



Verizon, and T-Mobile) in nearly 100% of the town, although small pockets with poor reception (“dead-zones”) exist for each of these carriers. No single carrier has 100% coverage throughout Durham.

EMERGENCY ALERT SYSTEM

The Town of Durham utilizes an Emergency Alert System provided through Everbridge, Inc. to notify residents and businesses of critical public safety and weather-related events. Users can easily sign up through the town’s website, and register their phone number or email address to receive emergency information via telephone, text, or email. This system has proven to be valuable in keeping residents and businesses informed during critical events, and its use should be continued.

C. GOALS AND ACTIONS

Goal 1: Upgrade the Town’s energy and communications infrastructure.

- A. Work with utility providers to maintain and harden utility distribution equipment and transmission systems.
- B. Promote access to natural gas and fuel oil pipelines along Route 68 to advance the town’s economic development goals.
- C. Consult a Qualified Energy Assessor (QEA) to perform an in-depth audit of all municipal buildings.
- D. Reduce the Town’s and Regional School District’s energy costs by investing in energy-efficient heating, cooling, and lighting equipment.
- E. Investigate the potential for solar on the roof of the Durham Community Center, Durham Public Library, and Regional School District buildings.
- F. Consider and explore grant opportunities for solar canopies at the Durham Community Center and Town Garage.
- G. Consider targeted expansion of the natural gas pipeline throughout the town.
- H. Pursue grants and other opportunities so that residents and businesses have access to fiber-optic and/or next generation

internet service.

- I. Continue utilizing and upgrading the town’s Emergency Alert System and communications systems.
- J. Revise regulations to require owners of vehicle refueling stations to install emergency generation when making significant building upgrades.
- K. The Town should work with PURA to have abandoned and unused utility lines, conductors, and poles removed.



Gas Main Extension in Connecticut

Source: New Haven Register

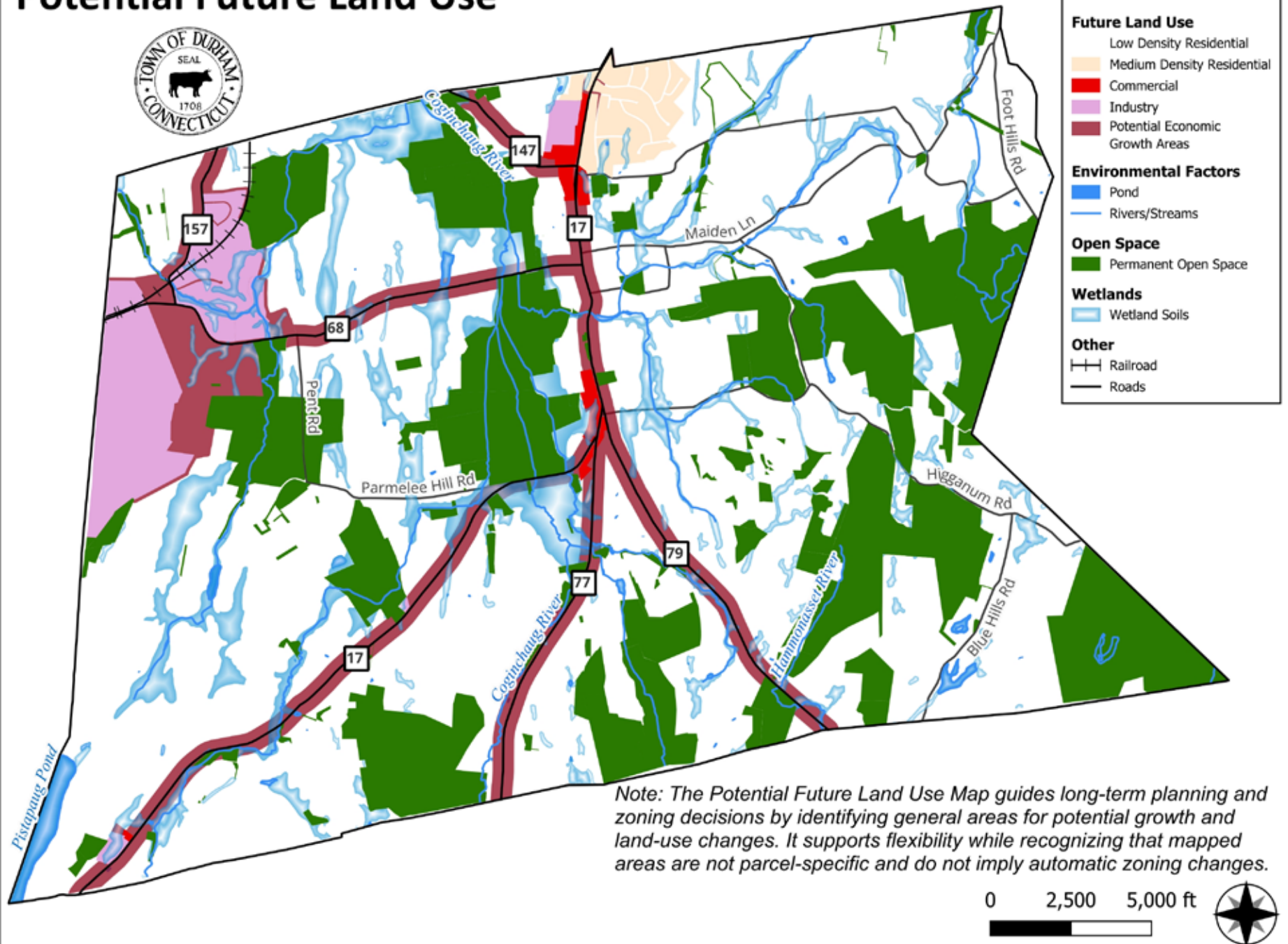
A. POTENTIAL FUTURE LAND USE MAP

The Potential Future Land Use Map shows future areas which may assist in reaching some of the goals and policies set forth in this plan, and acts as a guide to assist the Planning and Zoning Commission as it makes decisions on applications, zone changes, and other planning exercises over the course of the next ten years. It should be recognized that the area shown as “Potential Economic Growth Areas” should not be assumed to mean commercial or

industrial zone changes would be appropriate in these areas. This map takes into consideration all types of economic growth including expansion of home-based businesses in residential zoning districts and possible zone changes for commercial zones subject to the zone change process and statutory considerations. Zoning should remain flexible to an extent to accommodate the growth of various sectors in the future. The map notes general areas but should not be relied upon for parcel specific information. This information is provided for planning use only.



Potential Future Land Use



B. CONSISTENCY WITH STATE AND REGIONAL PLANS

Lower Connecticut River Valley Plan of Conservation and Development 2021-2031



CONSISTENCY WITH THE LOWER CONNECTICUT RIVER VALLEY COUNCIL OF GOVERNMENTS PLAN

Durham is one of seventeen towns within the Lower Connecticut River Valley Council of Governments (RiverCOG) planning region, and as such, this Plan was developed to be consistent with the RiverCOG Plan. The most recent RiverCOG Plan of Conservation and Development 2021-2031 (“RiverCOG Plan”), was adopted on September 22, 2021, was analyzed as part of the creation of this Plan.

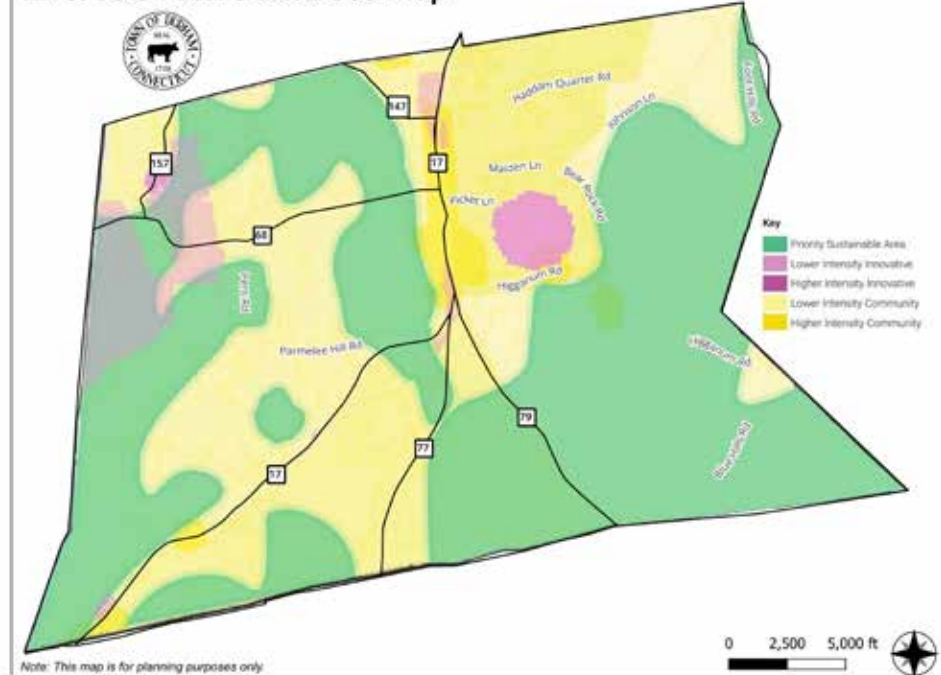
The RiverCOG Plan incorporates four major themes:

1. **Sustainable** – protecting air, water, and land; improving water quality; prepare for impacts of climate change; preserve farmland.
2. **Connected** – expand pedestrian and bicycle transportation options; expand transit options; expand high-speed internet access; maintain transportation facilities; improve connections to open space.
3. **Innovative** – support innovation; create innovation districts; support businesses and start-ups with good access to capital; promote state/federal funding to support innovation.
4. **Community** – foster an environment of cultural exchange; create vibrant and equitable communities in proximity to Shore Line East stations; diversify housing stock to attract younger generations and provide housing for seniors and people at all incomes levels; improve access to housing; improve connectivity between all areas; support the region’s farms, protect historic assets.

Overall, this Plan is consistent with the RiverCOG Plan. Areas of focus for development with this plan are consistent with those shown in the RiverCOG Future Land Use Map with a focus on the Main Street business areas and other already developed areas such as the west end of Wallingford Road (Route 68) and the southern end of North Branford Road (Route 17) both of which are areas for focusing future economic growth. In general, areas shown as “Priority Sustainable Areas” in the RiverCOG plan are also areas of focus for preservation of the natural environment in this Plan.

One difference between this Plan and the RiverCOG Plan is the area along Madison Road (Route 79). This Plan recognizes that with several existing non-conforming businesses, the corridor may be appropriate for limited economic growth.

RiverCOG Future Land Use Map



The 2025-2030 State Conservation and Development Policies Plan (“State Plan”) was adopted on March 5, 2025 and includes two main components, the Policy Plan, and the Locational Guide Map (“LGM”). The Policy Plan sets forth the goals and priorities for the State during the five-year planning horizon. The Locational Guide

In comparison to prior State Plans, the 2025 State Plan takes a different approach from prior years. The 2025 State Plan places more emphasis on the policies found within the written document rather than on the LGM. Historically, state agencies were required to confirm consistency between the local PoCD's and the LGM when considering state funding for local projects. Prior LGMs identified specific regions as "Priority Funding Areas" that were created around existing infrastructure availability and census blocks. Since census blocks are formed around population density rather than land area, they vary greatly in size. As a result of these size variances, the former LGMs often included whole census blocks in priority funding areas that may have only partly included sufficient infrastructure. This caused certain ineligible regions to be eligible for state funding when ground conditions may not align with the policies within the State Plan.

as a priority funding area for development.

In reviewing the 2025 LGM, the Route 17 corridor encompassing the current commercial areas, along with the water service area, is shown as a “Suburban Activity Zone” which is consistent with the goals of this Plan. Areas outside Main Street are not noted as activity zones even though there is existing commercial activity. Of particular note is that the existing industrial area on the western side of Durham near the Wallingford border is not noted as an activity zone. While the focus on the western side of town could be considered an inconsistency with the State Plan, it is worth noting that the area is not a focus of conservation efforts. Due to the presence of the gas line, traffic patterns, and existing land uses, the area is ideal for future economic growth.

C. CONCLUSION

The 2026–2036 Plan of Conservation and Development (PoCD) for the Town of Durham serves as a framework to guide growth, preservation, and investment over the next decade. This document reflects a collective vision shaped by the community’s values: protecting Durham’s small-town charm, fostering responsible economic development, enhancing mobility, and preserving its rich natural and cultural resources.

Durham continues to stand out as a desirable place to live. The Plan’s themes: ensuring an excellent quality of life and strong sense of place; maintaining a diverse and resilient development pattern, protecting environmental resources; and improving connectivity and accessibility - are interconnected, and mutually reinforcing. Together, they establish a holistic approach to planning that balances the needs of current residents with the opportunities of future generations.

Central to this Plan is the principle of sustainability, both environmental and fiscal. Durham’s future depends on thoughtful stewardship of its open spaces, natural resources, and

infrastructure systems, while encouraging innovative housing and economic development that aligns with community goals. Investment in modern infrastructure, multimodal transportation, and resilient land use policies will ensure that Durham remains sustainable in the face of changing demographic, economic, and climate trends.

Implementation of this Plan will require collaboration among the many municipal departments, boards and commissions, along with regional and state partners, and of course, Durham residents. The Implementation Matrix found in the next chapter outlines specific actions and entities responsible for achieving the goals set forth herein. Regular review and progress tracking will be essential to ensuring that the goals of this plan are carried out. As Durham evolves, this Plan should continue to inform decision-making while remaining flexible enough to respond to new challenges and innovations. Through its proactive planning and community engagement, Durham reaffirms its commitment to maintaining the qualities that define it: a vibrant community, strong local identity, environmental stewardship, and a forward-thinking approach to growth.



IMPLEMENTATION MATRIX

The following tables include the implementation matrix to be used when carrying out the visions and goals set forth in this plan. Each table includes the specific vision followed by the specific action items related to that vision listed out within each chapter of this plan. The table also includes the entity responsible for carrying out the action along with a timeframe and estimate cost. In reading the “Responsible Party” column of the table, the following abbreviations are used:

AC: Agricultural Commission	FC: Facilities Management
BO: Building Official	FD: Fire Department
BOE: Board of Education (RSD 13)	FM: Fire Marshal
BOS: Board of Selectmen	HDC: Historic District Commission
CC: Conservation Commission	IWWA: Inland Wetlands and Watercourses Agency
CRAD: CT River Area Health District	OSC: Open Space Committee
CSC: Complete Street Committee	PZC: Planning and Zoning Commission
DHS: Durham Historical Society	RD: Recreation Department
DPW: Department of Public Works	WC: Water Commission
EDC: Economic Development Commission	ZBA: Zoning Board of Appeals

In reading the “Cost Estimate” column, the approximate order of magnitude for cost of implementation of each action is estimated as follows:

- \$ = Less than \$10,000.
- \$\$ = Greater than \$10,000 but less than \$100,000.
- \$\$\$ = Greater than \$100,000 but less than \$1,000,000.
- \$\$\$\$ = Greater than \$1 million

In reading the Priority Column, the timeline for implementation should be as follows:

- | | |
|---|---------------------------------------|
| Ongoing = Requires continuous attention | Medium = 3 - >6 years after adoption. |
| High = 1- >3 years after adoption | Low = 7-10 years after adoption |

Goal: Preserve and expand affordable housing within the Town of Durham		Lead Entity	Priority Level	Cost Est.
1	Promote the use of CHFA and USDA loans as a means for purchasing housing for low-income households.	BOS	High	\$
2	Increase awareness of tenant rental assistance programs.	BOS	High	\$
3	Consider the need for the expansion of affordable housing developments. For example, developments such as Mauro Meadows.	BOS	Medium	\$\$\$\$

Goal: Support diverse housing styles within the Town of Durham.		Lead Entity	Priority Level	Cost Est.
1	Continue to review the zoning and subdivision regulations to ensure that a variety of housing types and appropriate densities are allowed where desired.	PZC	High	\$
2	Promote recent changes to the zoning regulations which allow for the construction of duplexes in most areas.	BOS, PZC	High	\$
3	Continue to review the zoning regulation for potential changes to encourage additional affordable housing.	PZC	Medium	\$

Goal: Support reasonable and appropriate measures that reduce the cost of constructing housing.		Lead Entity	Priority Level	Cost Est.
1	Consider opportunities which allow for increased residential density in appropriate areas.	PZC	High	\$

Goal: Advance affordable and attainable housing.		Lead Entity	Priority Level	Cost Est.
1	Continue to look for ways to increase affordable housing and inform the public of affordable housing opportunities.	PZC	Medium	\$
2	Pursue opportunities as described in the Durham Affordable Housing Plan such as housing trust funds. Consider opportunities for collaboration with other nearby communities.	BOS	Medium	\$\$\$
3	Apply for Community Development Block Grants (CDBG) Small Cities funding for the affordable housing trust, for housing rehabilitation and modifications for low and moderate income owners and tenants.	BOS	Medium	\$

Goal: Provide for a safe and efficient roadway network.		Lead Entity	Priority Level	Cost Est.
1	Work with RiverCOG and CT DOT to conduct an updated corridor study for Route 17.	BOS, PZC	High	\$\$
2	Provide turn lanes or wide shoulders to allow traffic to bypass left turning vehicles at strategic locations along Route 17.	BOS	Medium	\$\$\$
3	Consider improvements at the Route 17/Route 79/Higganum Road intersection to increase safety.	BOS, DPW	Medium	\$\$\$
4	Develop plans for intersection improvements at Route 17/79, Route 17/77, Route 17/ Parmelee Hill Road, and Route 17/Indian Lane, Route 17/Route 147/ Haddam Quarter Road, Route 17/Maiden Lane, Route 157/68, Route 68/ Maple Ave, and Route 68/Pent Rd, and Route 147/Maple Ave.	BOS, DPW	High	\$\$\$

Goal: Increase transportation options for non-drivers.		Lead Entity	Priority Level	Cost Est.
1	Work with River Valley Transit to provide dial-a-ride services on the weekend.	BOS	Low	\$
2	Determine feasibility of constructing a commuter parking lot for rideshares.	BOS, DPW	Low	\$\$
3	Consider options for extending the existing fixed route bus service into Durham.	BOS	Low	\$

Goal: Increase pedestrian safety.		Lead Entity	Priority Level	Cost Est.
1	Consider modifying subdivision regulations to require sidewalks in new developments in areas which could provide links to other sidewalks.	PZC	High	\$
2	Provide accessible sidewalks on both sides of Main Street from Higganum Road north to Oak Terrace.	BOS, DPW, CSC	Medium	\$\$\$
3	Provide accessible crosswalks at all intersections along Main Street with a dedicated pedestrian sequence where traffic lights are provided.	BOS, DPW, CSC	Medium	\$\$\$\$
4	Provide rectangular flashing beacons (RFBs) at all crosswalks not located at traffic lights.	BOS, DPW, CSC	Low	\$\$\$
5	Complete the pedestrian/bike route along Pickett and Maiden Lanes and install crosswalks along Maiden Lane and Pickett Lane.	BOS, DPW, CSC	Medium	\$\$
6	Review engineering standard for road construction in Durham to improve pedestrian accessibility and safety.	BOS, DPW	Medium	\$

Goal: Improve cycling networks throughout town.		Lead Entity	Priority Level	Cost Est.
1	Connect Main Street bicycle lanes to Middletown.	BOS, DPW, CSC	High	\$\$
2	Install bike racks in strategic locations.	BOS, DPW, CSC	Medium	\$
3	Work with CT DOT to site a multi-use trail to connect to Middlefield and seek funding for engineering and construction.	BOS, DPW, CSC	Low	\$\$\$\$
4	Prioritize bicycle and pedestrian safety along Main Street.	BOS, DPW, CSC	Ongoing	\$

Goal: Preserve Durham's Historic and cultural assets.		Lead Entity	Priority Level	Cost Est.
1	Continue to educate the residents of Durham about the history of the Town and its cultural and archaeological resources in an effort to encourage future stewardship of historic areas.	HDC, DHS	Ongoing	\$
2	Continue to educate property owners within the Historic District of the need for a Certificate of Appropriateness for exterior work done to properties within the District.	HDC	Ongoing	\$
3	Continue to work toward architecturally appropriate improvements within the Historic District such as street lighting, sidewalks, and landscaping.	HDC, DHS, DPW	Medium	\$\$
4	Encourage community events on the Town Green and within the Historic District to build support for preservation efforts and cultivate pride in the historic assets of Durham.	HDC, DHS, BOS	Ongoing	\$
5	The PZC should work with the Historic District Commission and Historical Society to ensure that the regulations continue to meet the needs of the existing property owners and the preservation goals along Main Street and surrounding historic areas.	HDC, DHS, PZC	Medium	\$
6	Continue to work to preserve historic properties and prevent demolition by neglect and destruction of historic resources.	HDC, BOS	High	\$

Goal: Continue to protect sensitive environmental resources, such as wetlands, watercourses, and habitats.		Lead Entity	Priority Level	Cost Est.
1	Continue to review zoning regulations to ensure that best management practices for watersheds are followed.	PZC	Ongoing	\$
2	Continue to ensure that inland wetland and watercourses regulations are followed; and appropriate enforcement actions are taken when needed.	IWWA	Ongoing	\$

Goal: Reinforce and maintain the natural and built systems that protect the town against flooding.		Lead Entity	Priority Level	Cost Est.
1	Prepare for required investments in infrastructure to mitigate the impact of stronger storms and heavier rains.	BOS	Ongoing	\$\$\$
2	Petition CTDEEP to remove excessive accumulations of silt and wooded debris from the channel of the Coginchaug River.	BOS, IWWA	High	\$\$\$\$

Goal: Continue to promote the protection of conservation and open space.		Lead Entity	Priority Level	Cost Est.
1	Continue to maintain existing open space parcels, for example upgrade and maintain the trails at the Curtis Woodlands open space property.	CC	Ongoing	\$
2	Protect the hayfield from vehicular damage at Frederick White Farm in support of long-term hay leases in support of wildlife habitat.	CC, DPW	High	\$\$
3	Monitor trespass and vandalism at open space parcels and evaluate options for keeping ATVs and other destructive trespassers off the properties.	CC, BOS, DPW	Ongoing	\$
4	Create a fee-in-lieu of open space regulations to fund the acquisition of desirable open space parcels and maintenance of existing open space parcels.	PZC	Medium	\$
5	Target specific priority parcels for open space acquisition, specifically those that abut existing open space areas and those that are sizable private recreation facilities.	CC, BOS	High	\$\$

Goal: Continue to foster Durham's farming community in order to retain and enhance the agricultural heritage of the town.		Lead Entity	Priority Level	Cost Est.
1	Explore ways to protect existing farms including purchase of development rights or fee simple purchases with lease-back options.	AC, CC	Medium	\$
2	Continue to encourage and promote the PA-490 program as a way for farmers and foresters to decrease their tax burden.	AC	Ongoing	\$
3	Find ways to encourage new generations of farmers by working with Regional School District 13 to expose students to farm related careers.	AC, BOE	Ongoing	\$
4	Increase awareness of local farming activities by communicating opportunities to the community and working across town commissions to promote and protect farming activities.	AC	Ongoing	\$
5	Continue to review the zoning regulations for opportunities to further support agricultural activities.	PZC, AC	Ongoing	\$
6	Implement the Business Tax Incentive Program for agribusinesses.	AC, BOS	High	\$
7	Promote and grow a local farmers market.	AC,EDC	Ongoing	\$

Goal: Increase job opportunities and diversify the grand list through increased economic development.		Lead Entity	Priority Level	Cost Est.
1	Work with the Connecticut Economic Development Association (CEDAS) to perform an assessment of Durham's economic conditions.	EDC, BOS	High	\$
2	Pursue the addition of a staff member to work with the Economic Development Commission, to help market Durham.	BOS, EDC	Medium	\$\$
3	Review the maximum permitted building sizes for commercial areas; and revise if appropriate.	PZC, EDC	Ongoing	\$
4	Promote tourism by making Durham a destination.	EDC	High	\$
5	Promote agritourism in Durham, including agricultural history, farm markets, vendor fairs, and agricultural events.	AC, EDC	Medium	\$
6	Pursue the expansion and promotion of Durham's equestrian businesses.	PZC, EDC	Medium	\$
7	Explore the expansion of Commercial and Industrial zones in appropriate locations.	PZC	Medium	\$
8	Explore the addition of Commercial uses in other zones.	PZC	High	\$
9	Develop a marketing campaign that promotes the town to restauranteurs and hospitality businesses.	EDC	Medium	\$
10	Explore the creation of incubator spaces and multi-tenant commercial buildings.	EDC, BOS	Low	\$\$\$
11	Promote the development of commercial businesses, such as restaurants, bakeries, coffee shops, and yoga studios in appropriate areas of town.	EDC	Ongoing	\$
12	Review the town's zoning regulations at regular intervals to ensure that they are business-friendly and promote economic development opportunities in the desired locations.	PZC	Ongoing	\$
13	Encourage the use and pursue grants for small package wastewater treatment systems and shared septic and water systems to allow denser development in key locations.	BOS, CRAHD	Medium	\$
14	Consider the creation of regulations for a special commercial zone.	PZC, EDC	High	\$

Goal: Maintain and enhance the Town's facilities and infrastructure.		Lead Entity	Priority Level	Cost Est.
1	Petition CTDEEP to remove excessive accumulations of silt and wooded debris from the channel of the Coginchaug River.	BOS, IWWA	High	\$\$\$\$
2	Update structural, mechanical, and technological systems at municipal buildings, to improve energy-efficiency and reliability.	BOS, DPW	High	\$\$
3	Continue to maintain and upgrade Durham's roadways, bridges and culverts; and pursue grant funding when available.	BOS, DPW	Ongoing	\$\$\$
4	Update fire-fighting apparatus and expand the presence of fire hydrants including those fed by fire ponds throughout the town.	BOS, FD, CC	Medium	\$\$\$
5	Pursue the dry hydrant installation at Portley Pond on Airline Drive, underground cistern in the area of Hill Top Drive, and access to the pond at Stone Bridge Crossing.	BOS, FD	High	\$\$
6	Complete the emergency generator installation at the Highway Department Maintenance Center, and pursue the identified upgrades and improvements to the site.	BOS, DPW	High	\$\$
7	Consider the acquisition and adaptive re-use of the Frederick F. Brewster School property following its closure.	BOS	Medium	\$\$\$\$
8	Encourage RSD #13 to monitor the declining enrollment and explore options to increase the non-resident high school student population and utilization of the educational facilities.	BOS, BOE	High	\$
9	Consider improvements to the pavilion, restroom facilities, and playground area lighting at Allyn Brook Park.	BOS, RD	Medium	\$\$
10	Consider improvements to the current Skating Pond facility.	RD, CC	Low	\$\$
11	Consider the creation of additional recreational facilities.	RD	Medium	\$\$\$
12	Investigate the expansion of the municipal water system to areas affected by poor water quality and/or pollutants including Royal Oak Park, Woodland Drive, Durham Heights, the Parsons Area, and Maple Avenue north of Talcott Lane.	BOS, WC	Low	\$\$\$
13	Consider connecting a portion of the southwestern section of town along Route 17 to the North Branford sewer system to increase the area's economic development potential.	BOS	Low	\$\$\$

Goal: Upgrade the Town's energy and communications infrastructure.		Lead Entity	Priority Level	Cost Est.
1	Work with utility providers to maintain and harden utility distribution equipment and transmission systems.	BOS	Ongoing	\$
2	Promote access to natural gas and fuel oil pipelines along Route 68 to advance the town's economic development goals.	BOS, EDC, PZC	Medium	\$
3	Consult a Qualified Energy Assessor (QEA) to perform an in-depth audit of all municipal buildings.	BOS	Medium	\$\$
4	Reduce the Town's and Regional School District's energy costs by investing in energy-efficient heating, cooling, and lighting equipment.	BOS, BOE, DPW	Ongoing	\$\$\$
5	Investigate the potential for solar on the roof of the Durham Community Center, Durham Public Library, and Regional School District buildings.	BOS, BOE, DPW, FC	Medium	\$\$\$
6	Consider and explore grant opportunities for solar canopies at the Durham Community Center and Town Garage.	BOS, DPW, FC	Medium	\$
7	Consider targeted expansion of the natural gas pipeline.	BOS	Low	\$
8	Pursue grants and other opportunities so that residents and businesses have access to fiber-optic and/or next generation internet service.	BOS	Ongoing	\$
9	Continue utilizing and upgrading the town's Emergency Alert System and communications systems.	BOS, FD, EMD	Ongoing	\$
10	Revise regulations to require owners of vehicle refueling stations to install emergency generation when making significant building upgrades.	PZC	High	\$
11	The Town should work with PURA to have abandoned and unused utility lines, conductors, and poles removed.	BOS	High	\$

