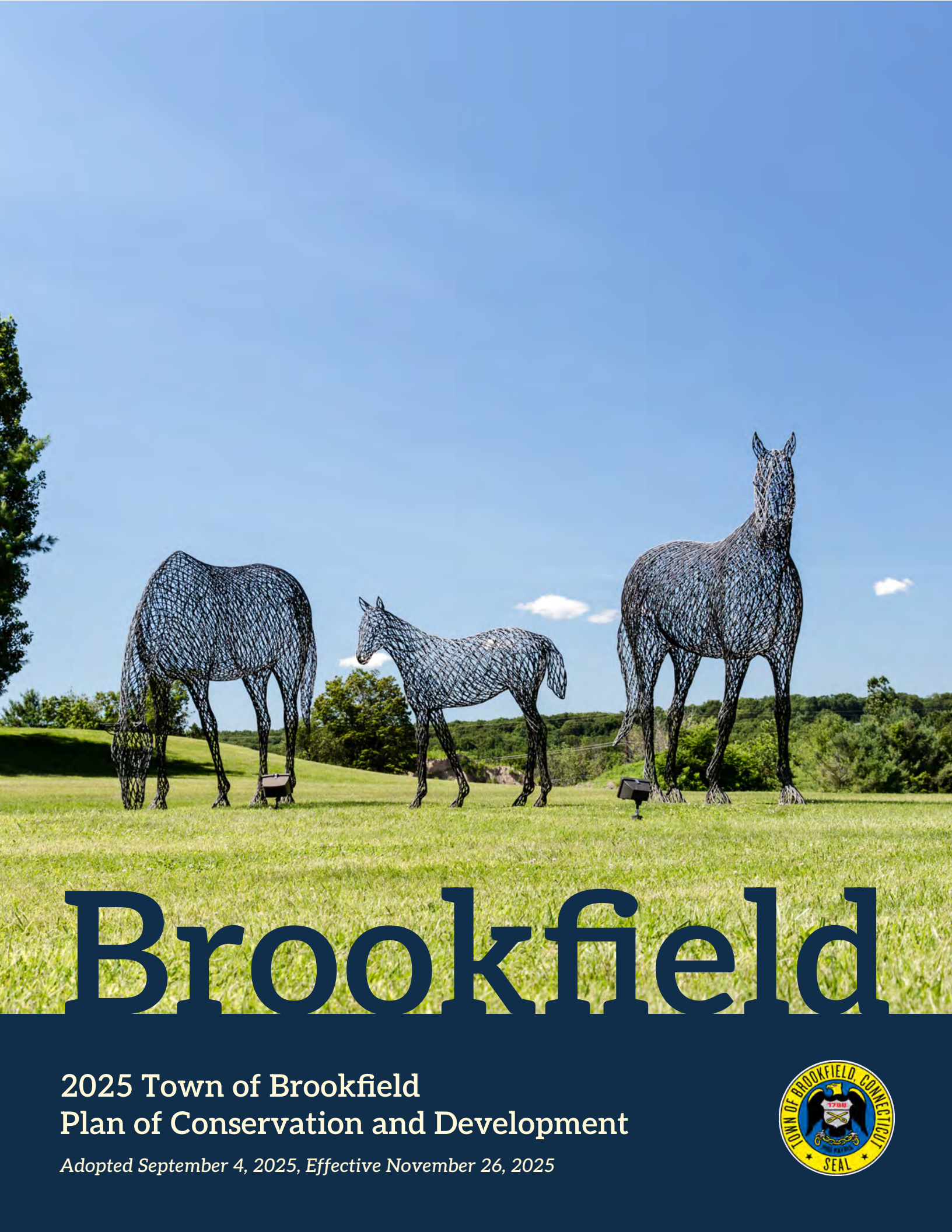




Brookfield

2025 Town of Brookfield Plan of Conservation and Development

Adopted September 4, 2025, Effective November 26, 2025



Cover Image: Eva Deitch

Town of Brookfield

Plan of Conservation and Development

Adopted September 4, 2025, Effective November 26, 2025

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Contents

Chapter 1.	Introduction.....	1
Chapter 2.	Demographic Trends.....	19
Chapter 3.	Land Use and Zoning	31
Chapter 4.	Housing	43
Chapter 5.	Economic Development	67
Chapter 6.	Transportation and Mobility.....	89
Chapter 7.	Community and Cultural Facilities	119
Chapter 8.	Natural Resources and Open Space	149
Chapter 9.	Infrastructure and Utilities	173
Chapter 10.	Sustainability and Resilience	185
Chapter 11.	Future Land Use Plan and Implementation.....	199

Chapter 1. Introduction

Planning Process

Plan of Conservation and Development (POCD)

A POCD is an official, long-range planning document that provides policy guidance for future growth, development, zoning, land use, infrastructure, and services. Connecticut General Statutes (CGS) require municipalities to update their POCD every ten years to ensure that it reflects current demographics, planning efforts, and development context. Brookfield's last POCD was adopted July 2, 2015, and amended effective March 17, 2016.

This updated POCD will guide the Town's land use, policy, and budgetary decisions for the next decade (2025-2035). Through the planning process, Brookfield developed a strategic vision, goals, and an actionable agenda to guide land use review boards, elected officials, and the Town. The POCD provides a snapshot of existing conditions and trends, identifies community resources and needs, and covers various topics, including zoning and land use, transportation, economic development, housing, infrastructure, and natural resources.

Plan Organization

Chapters 1-3 provide an overview of existing conditions in Brookfield, including history and planning context, demographic and socioeconomic trends, and land use and zoning patterns and regulations. The following chapters 4-10 are organized around planning categories, and include a summary of existing conditions, issues and opportunities, and goals and recommendations. The final chapter, "Chapter 11. Future Land Use Plan and Implementation," provides a future land use map, visualizing recommendations from throughout the plan, and an implementation matrix, providing a roadmap to meet the Town's goals over the next ten years.

Public and Stakeholder Involvement

There were several opportunities for the public to get involved and provide their input on the POCD, including two public workshops, a survey, and a public hearing. In addition, outreach to about 30 different entities, including Town Departments, Commissions, Committees, and other groups, informed the development of the plan and its goals and recommendations. Draft documents, upcoming events, an online survey, and other information were added to the project website (BrookfieldPOCD.com) and publicized through Town media. Chapter draft documents were published weekly on BrookfieldPOCD.com for public view and comment as soon as they were developed and reviewed by the Core Committee.

Chapter 1. Introduction

The first public workshop was held at Brookfield High School on November 21, 2024. Approximately 25 people were in attendance. At the first public workshop, existing conditions were presented, and the public joined in an interactive activity where they commented on the goals from the prior POCD, noting those that are still relevant, those that are no longer relevant, and what should be added in the new POCD. They were also given the opportunity to comment on the vision and to ask questions.



The second public workshop was held on April 22, 2025, at Brookfield High School and about 50 people participated. The second public workshop presented the public with draft goals and recommendations and a draft vision for the POCD update. In addition, all draft topical chapters were posted on the website prior to the workshop and the public were encouraged to review them in advance. At the workshop, results of the public survey were also presented. Participants had the opportunity to break into smaller groups at tables to discuss the plan with one another, followed by a report back to the full audience. Summaries of both public workshops can be found in the appendix.



A public survey, online and print copies available, was live between January 17, 2025, and February 17, 2025. There were 674 responses representing approximately 4% of the Town's population. This is considered to be a good response rate based on similar planning initiatives in towns of a similar size to Brookfield. 96% of respondents live in Brookfield and 48 percent of them have lived in Brookfield for over 20 years. 31% of respondents work in Brookfield. A summary of the survey results can be found in the appendix.

Roles and Responsibilities

The Planning Commission is responsible for adopting the POCD. Many others were involved in its development, including Town Staff, Board and Commission Chairs, and a consultant team.

The POCD Core Committee directed the POCD update process by providing guidance on draft chapters, discussing input received from the public, assessing issues and opportunities, and suggesting recommendations for inclusion in the POCD. This Committee comprised of the Planning Commission Chair and members, the Zoning Chair, the Economic Development Chair, and the Conservation Commission Chair. POCD Committee members and Town Staff who contributed to this plan are recognized on the acknowledgement page.

The Vision for Brookfield 2035:

Define the **balance** between conservation and development for Brookfield.

Modernize while maintaining our **New England town appeal**.

Enhance **parks and open spaces** through recreational opportunities, maintenance, and open space planning, and preserve access to, enjoyment of, and water quality of Candlewood Lake, Lake Lillinonah and the Still River.

Increase the tax base through **economic growth** in existing mixed-use, commercially, and industrially zoned areas. Entice Brookfield's highly educated workforce to promote new economy and industry.

Provide a **diversity of housing** attractive to those at the beginning and near the end of their working life—young families and professionals and aging residents who would like to stay in town.

Focus development in areas with **public infrastructure** including sewer, water, and transportation access. Encourage a multi-modal transportation system through improvements to roads, sidewalks, bicycle routes, and public transit.

Create a pedestrian friendly village at **Four Corners** (Whisconier Road and Federal Road.)

Make Brookfield a more **sustainable and resilient** community by adapting to climate change, diversifying the economy, and providing a high quality of services (e.g., K-12 schools, emergency services, facilities) to all its people.

Brookfield, Connecticut

History

Prior to European settlement, the area of modern Brookfield was home to indigenous members of the Wappinger, Paugussett, and Schaghticoke nations. Europeans first arrived in the region in the 1680s. In 1732, they settled the area around the Still River, establishing the Ironworks District in the present day Four Corners neighborhood. Settlers established Newbury Parish in 1755, leading to the construction of the community's first churches, schools and municipal buildings in present-day Brookfield Center. In 1788, when the Town was incorporated, its name was changed from Newbury Parish to Brookfield in honor of Reverend Thomas Brooks, the first minister of the parish. By 1800, Brookfield was a small farming and industrial community, home to about 1,000 people, with an iron furnace, grist mill (today the Brookfield Craft Center), paper mill, cotton mill, knife factory, and hat factory.

The first half of the 19th century saw the expansion of the local school district, the establishment of a post office and temperance society, and the chartering of the Housatonic Railroad Company, which still provides rail freight service to Brookfield. Passenger rail service, provided by the New York, New Haven and Hartford Railroad and Penn Central, operated until 1971.

The creation of Candlewood Lake in 1928 and Lake Lillinonah in 1955 to produce hydroelectric power significantly changed Brookfield's physical context. These lakes brought new opportunities for real estate and tourism to the town. Brookfield saw unprecedented population growth through the middle of the 20th century, growing from 926 residents in 1930 to 12,872 in 1980. Today, Brookfield is home to about 17,500 residents and almost 2,000 businesses.

A significant event in Brookfield's recent history was the macroburst that struck on May 15, 2018, bringing winds over 110 mph and causing widespread damage to homes, roads and businesses.



Former Brookfield Town Hall and the Congregational Church of Brookfield, Brookfield Center – image source: Eva Deitch



Brookfield Craft Center - image source: Eva Deitch

Chapter 1. Introduction

Regional Context

The Town of Brookfield is in the northern portion of Fairfield County, the westernmost and most populous county in Connecticut (see Figure 1-1). In Fairfield County, Brookfield borders the Towns of Newtown and Bethel as well as the City of Danbury to the south, and the Town of New Fairfield to the west. Brookfield also borders two towns in Litchfield County: New Milford to the north and Bridgewater to the east. Brookfield is one of 18 municipalities in the Western Connecticut Council of Governments (WestCOG) planning region.

Candlewood Lake, Connecticut's largest manmade lake, lies on Brookfield's western border with New Fairfield (see Figure 1-2). The Housatonic River and Lake Lillinonah, another manmade lake, form Brookfield's eastern border. The Still River is another important waterway in Brookfield, running from Danbury north through the center of Brookfield, before joining the Housatonic River in New Milford.

US Routes 7 and 202 run parallel north-south through Brookfield from New Milford to Danbury. US Route 7 is an important connection to Western Massachusetts and Vermont, while US Route 202 (also known as Federal Road in Brookfield) begins south of Wilmington, Delaware and runs northeast to Bangor, Maine. Other regional connections include Connecticut Route 25, extending from US-202 in the Four Corners neighborhood of Brookfield to I-95 in Bridgeport, and Connecticut Route 133, connecting Brookfield to Bridgewater via the Southville Bridge.

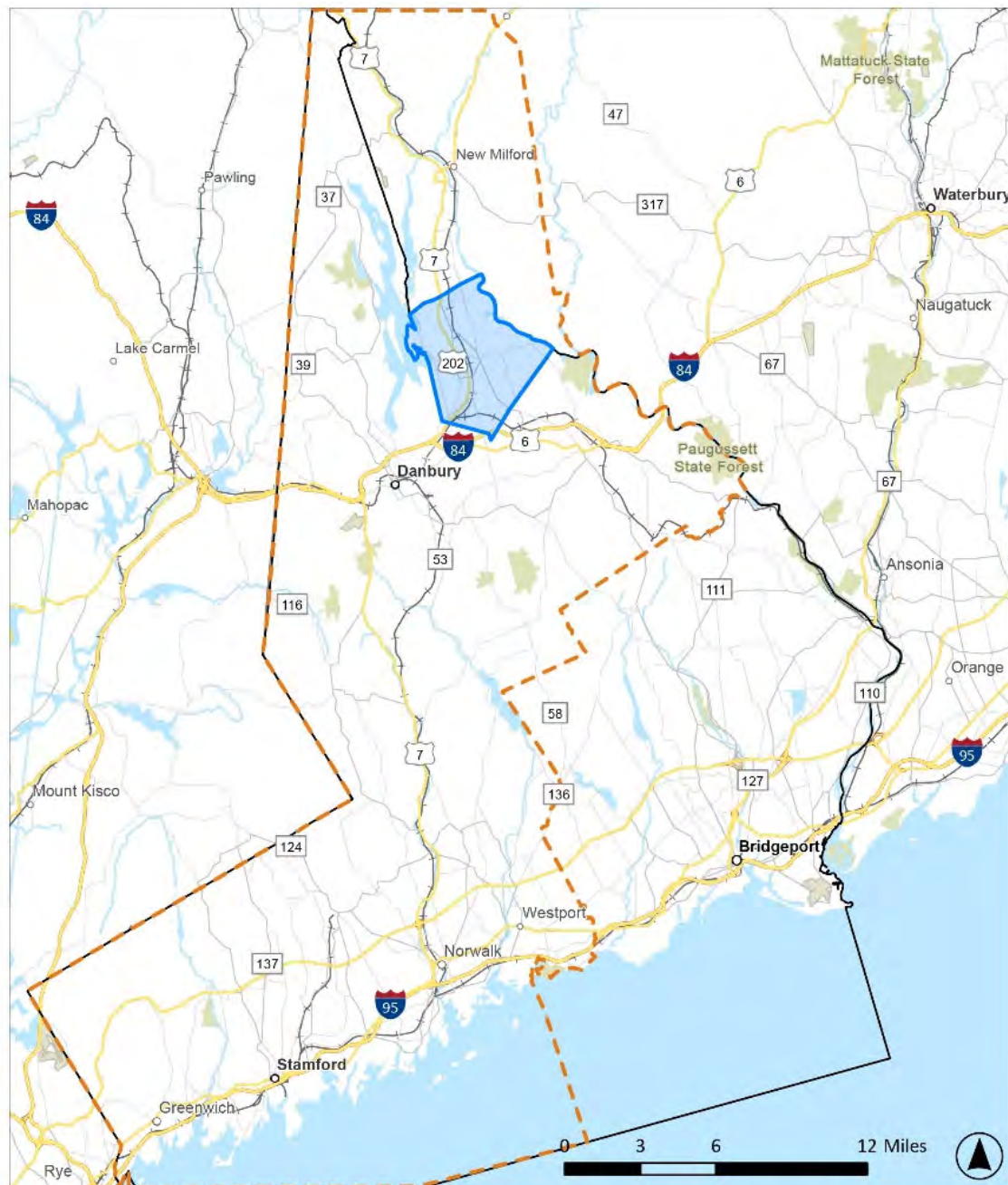


Southville Bridge over Lake Lillinonah – image source: The News-Times

Brookfield also hosts two branches of the Housatonic Railroad, providing freight service north via the Berkshire line, terminating in Pittsfield, MA and east-west via the Maybrook line, terminating in Derby, CT, and Beacon, NY. The Berkshire line splits off from the Maybrook line in the southern portion of the town near US-7 exit 11, before running parallel to the highway throughout the rest of the Town. The Maybrook line runs east-west from this spur before continuing into neighboring Danbury to the west and Newtown to the east.

Chapter 1. Introduction

Figure 1-1. Regional Context

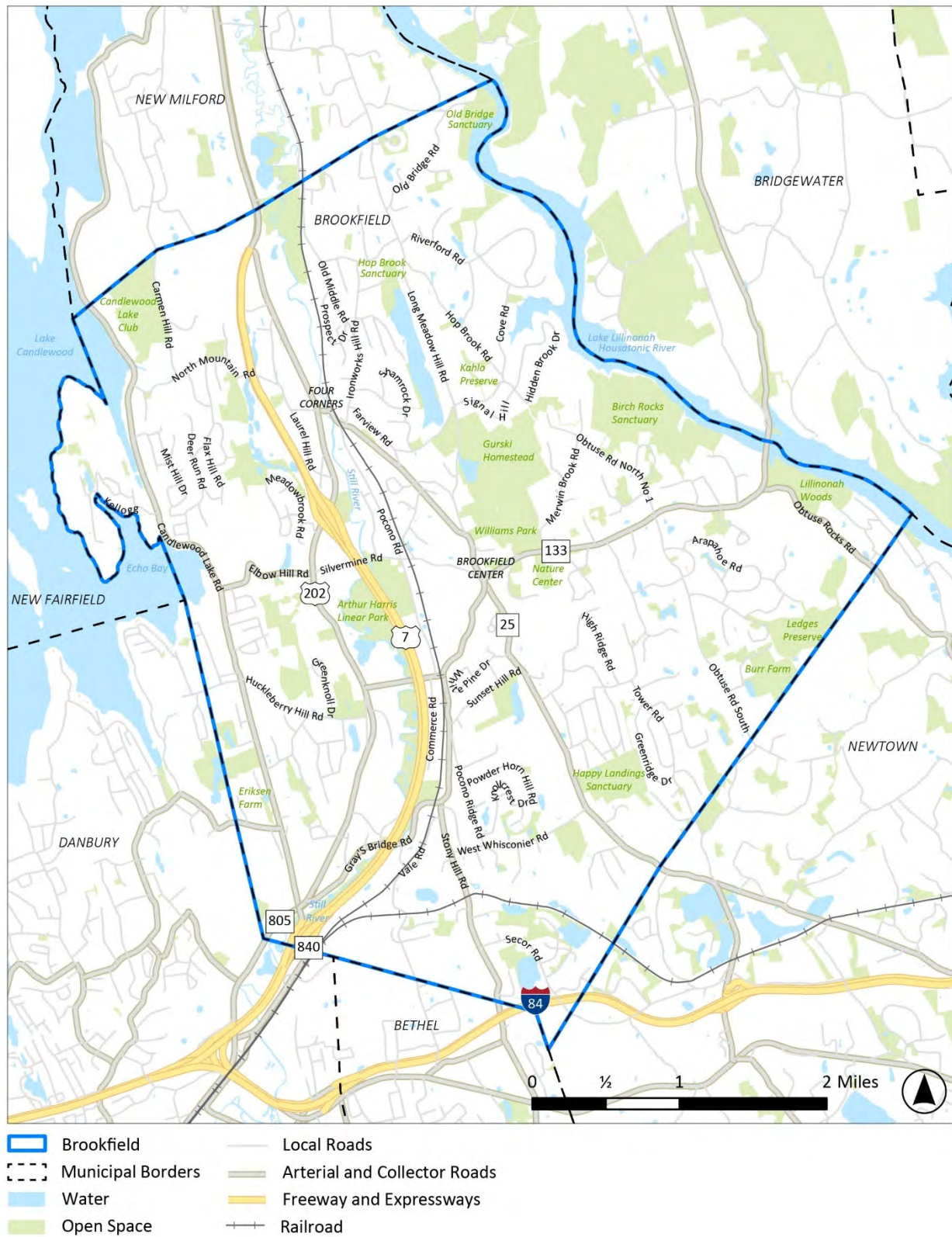


- | | | | |
|--|-------------------|--|-------------|
| | Brookfield | | Local Roads |
| | Municipal Borders | | Major Roads |
| | WestCOG | | Railroad |
| | Fairfield County | | |

Sources: CT DEEP, CT DOT, BFJ Planning, GBRC, Esri, TomTom, Garmin, SafeGraph, FAO, Meti/NASA, USGS, EPA, NPS, USFWS

Chapter 1. Introduction

Figure 1-2. Brookfield, Connecticut



Sources: CT DEEP, CT DOT, BFJ Planning

Planning Context

State Plan of Conservation and Development

The Office of Policy and Management (OPM) is responsible for updating the State Plan of Conservation and Development (State C&D Plan) every five years and provides annual reports on the conformity of state-sponsored actions with the plan. The plan provides direct guidance to state agencies and indirect guidance to regions and municipalities on high-priority issues for the state; uses existing data and highlights needs for additional data to help identify cross-sector and interagency priorities; identifies how all agencies can contribute to better outcomes on priority issues and foster improved coordination; and develops a straightforward implementation process that will influence agency plans, policies, and programming.

The current State C&D Plan was adopted by the Connecticut General Assembly in the 2025 legislative session (2025 - 2030 State C&D Plan).

The State C&D Plan is advisory to municipalities, and there is no statutory requirement for Brookfield's POCD to be consistent with the WestCOG POCD or the State C&D Plan. However, municipal and COG plans are required by law to "note any inconsistencies" with the six growth management principles that are the foundation of the State C&D Plan¹:

1. Redevelopment and revitalization of regional centers and areas of mixed land uses with existing or planned physical infrastructure.
2. Expansion of housing opportunities and design choices to accommodate a variety of household types and needs.
3. Concentration of development around transportation nodes and along major transportation corridors to support the viability of transportation options and land reuse.
4. Conservation and restoration of the natural environment, cultural and historical resources and traditional rural lands.
5. Protection of environmental assets critical to public health and safety.
6. Integration of planning across all levels of government to address issues on a local, regional and state-wide basis.

While it is not required that Brookfield follow or incorporate the guiding principles, vision, or policies of the State C&D Plan, the Town may find them useful while developing their vision and considering how state agencies will be implementing programs, investing resources, and identifying projects to fund.

¹ Connecticut General Statutes §8-23 (e)

Guiding Principles of the State C&D Plan:

- **SUSTAINABLE** Balance the ecological, social, and economic dimensions of conservation and development to meet current needs without compromising the future. This entails protecting, preserving, and conserving our natural resources, efficiently and responsibly using our economic and human resources, and achieving and maintaining social wellbeing.
- **EQUITABLE and JUST** Ensure a high quality of life and opportunity for people of any income, race, ethnicity, religion, gender, ability, or age. This requires recognizing the ongoing impacts of past state, local, and private actions and addressing resulting disparities in outcomes, access, and opportunities; minimizing environmental, public health, and other burdens; and ensuring historically excluded populations benefit from state actions.
- **VIBRANT** Create and maintain culturally, economically, and physically diverse communities and an innovative, thriving statewide economy. This involves cultivating diverse businesses in type, size, and ownership, and creating, preserving, and promoting distinct communities and regions and their unique mixes of historic, natural, cultural, and social features.
- **RESILIENT** Develop and maintain the capacity to prepare for, recover from, adapt to, and thrive in changing and disruptive conditions. This demands that Connecticut understand, avoid, and/or reduce a variety of environmental, economic, public health, and social wellbeing risks; build technical, staffing, fiscal, and other capacity to implement resilience measures; and capitalize on opportunities to provide multiple resilience benefits.

The Vision for Connecticut's Future:

- **A Thriving Economy:** Connecticut will have a flourishing and diverse economy that leverages our strategic location, existing infrastructure, and natural and cultural assets.
 - **Housing for Current and Future Residents:** Connecticut will have a variety of housing types in vibrant, diverse communities across the state that are able to meet residents' needs and are affordable at all income levels and all stages of life.
 - **Stewardship of Resources:** Connecticut's natural, cultural, and historic resources will be carefully and responsibly used and managed to bolster their ability to withstand disruptions and ensure their long-term quality and viability.
 - **Healthy People and Places:** Connecticut will offer communities that enable the health and physical, social, and mental wellbeing of residents of all incomes, races, genders, ethnicities, abilities, and ages.
- Connected and Inclusive Communities:** Connecticut will foster and support unique, diverse, and inclusive communities that are well-connected with each other and greater Northeast megaregion.

Chapter 1. Introduction

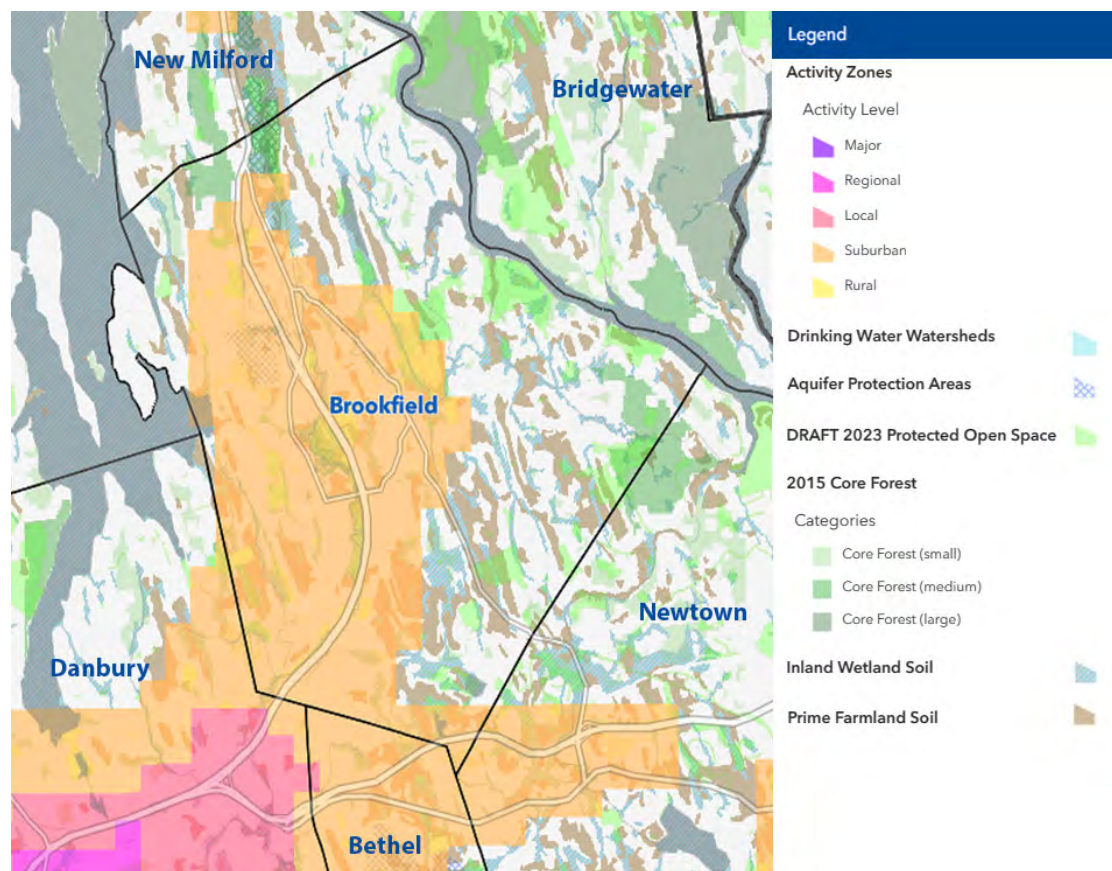
Locational Guide Map/Priority Funding Areas

The State C&D Plan establishes a Locational Guide Map to designate priority funding areas to direct state agencies' investments in growth-related projects.

The 2025-2030 Locational Guide Map² identifies “activity zones,” such as employment hubs, institutional uses, transportation assets, and cultural attractions, and conservation factors, such as preserved open space, flood-prone areas, water supply watersheds, and habitat areas. This map is intended to enable agencies to target programs, plans, and funds appropriately. For example, in activity centers placemaking investments might be directed towards densification, connectivity, vibrancy, and inclusivity. Areas with multiple conservation factors may be priorities for conservation, resource protection, and connectivity enhancement investments.

In Brookfield, the draft 2025-2030 Locational Guide Map identifies a suburban activity zone along Federal Road, which becomes a local and regional activity zone as it enters Danbury. The map also identifies several conservation factors in Brookfield, including inland wetland soils, prime farmland soils, an aquifer protection zone, core forests, and protected open space.

Figure 1-3. Adopted 2025-2030 Locational Guide Map



² <https://storymaps.arcgis.com/collections/7ce949e7bdd341c689f2cee82d34f3f8?item=4>

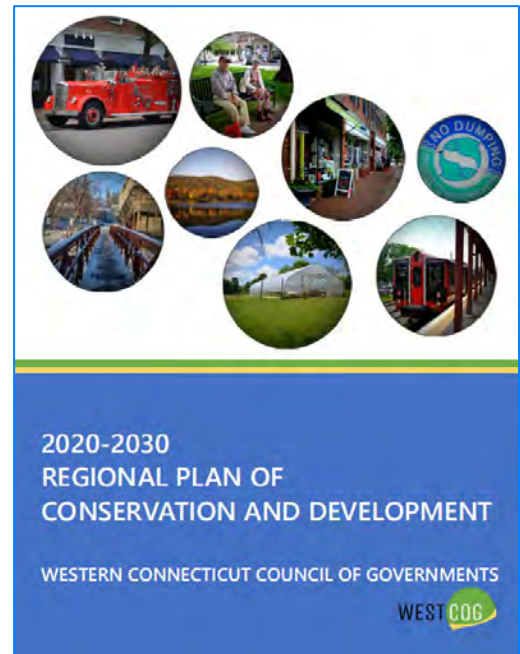
2020-2030 Regional Plan of Conservation and Development

Western Connecticut Council of Governments

The Western Connecticut Council of Governments (WestCOG) contains eighteen municipalities, including Brookfield, in the southwest corner of Connecticut (See Figure 1-1). The Western Connecticut Council of Governments was established in 2015 from the merger of the former Housatonic Valley Council of Chief Elected Officials (HVCEO) and the South Western Regional Planning Agency (SWRPA).

Connecticut General Statutes Section 8-35a mandates each Council of Governments (COG) to prepare a POCD every 10 years. The Regional POCD provides guidance on responsible growth strategies, establishes development priorities, coordinating water and sewer utilities between towns, supporting inter-town water supply preservation, marketing the region as a unified jurisdiction, aiding private investment studies and municipal bond sales, fulfilling the land use/transportation coordination mandate, integrating regional policies into state and local plans, incorporating regional input into municipal plans and the state plan, addressing coordination across boundaries, managing aspects of municipal land use regulation, and establishing a financial foundation for collectively shared infrastructure management. The Regional POCD is intended to provide advisory guidance for regional-level decision-making and could be integrated into both state and local planning processes.

Key findings and recommendations of the regional 2020-2030 POCD are paraphrased below.



2020-2030 Regional Plan of Conservation and Development Key Findings and Recommendations

Trends: Since 1970, the regional population grew by 30%, and growth is projected to continue. Some WestCOG municipalities, including Brookfield experienced declines in average household size reflecting the trend of declining public-school enrollment paired with an increasing share of seniors. These shifts have implications for long-term capital spending and housing demand.

Stormwater Management: Climate change will cause all municipalities to experience increased rainfall and intensity resulting in flooding and stormwater impacts. Zoning commissions should minimize impervious surfaces in new developments and near watercourses, revise zoning regulation coverage standards, and develop long-term strategies to reduce stormwater infiltration into sewage treatment systems. WestCOG, municipalities, and FEMA should work together to update floodplain boundaries and revise zoning regulations accordingly.

Telecommunications: The potential for adverse visual impacts of telecommunication towers remains an important issue for municipalities. Expanding broadband communications is a critical component in attracting new high-tech industries to the region.

Transportation: Maintaining public investments in local roads is an important long-term responsibility of local governments. Roads require routine maintenance and need to be evaluated periodically to develop capital investment strategies to ensure they remain intact. There is also a need for investments in alternative modes of travel and communication and the adoption of transportation demand management strategies.

Sewer avoidance: Sewers should not be extended into rural areas designated for agricultural, open space, or residential lots of one acre or greater. There are financially more cost-effective ways to correct wastewater violations caused by failing septic systems. In Western Connecticut, several municipalities, including Brookfield, have established inspection requirements for septic systems to ensure regular cleaning and maintenance and to avoid the eutrophication of the region's water bodies.

Renewable Energy: The transition to renewable energy for electricity and other power needs, energy conservation, and energy efficiency requires investment and urgent measures to reduce the impacts of carbon dioxide emissions and global warming. Municipalities should encourage the installation of solar energy systems and passive solar design principles through zoning regulations. Municipalities should participate in the Clean Energy Communities Program.

Infrastructure Resilience: Dependence on centralized systems of energy production and distribution, communication, and water and sewer service, presents the risk of system failures and significant consequences. Resilience entails a commitment to 1) adapting communities to be less vulnerable to flooding, severe storms and rising sea levels, 2) increasing the redundancy of critical infrastructure systems and 3) mitigating the weaknesses of existing building systems to weather changing climate impacts.

Housing: The lack of affordable housing has become a limiting factor for the region's growth. Access to affordable housing is influenced by the lack of multi-family housing, limited availability of two-family housing, excessive restrictions on accessory apartments in single-family dwellings, and definitions of family within zoning regulations that often prohibit non-traditional families from living together. As of 2018, most municipalities in the region fell short of the ten percent affordable housing goal established by the state's Public Act 88- 230.

Economy: The region has lost its manufacturing base and seen significant growth in the service sector including employment in the health care services, educational, financial, professional, and scientific fields. Major employers remain concentrated in urban centers, although some professions allow flexible schedules and remote work. Low skilled work opportunities will be impacted by automation and artificial intelligence, underscoring the importance of offering relevant training and education. The region's economic future will depend upon diversifying its economic base by maintaining a favorable business climate. A high cost of doing business, limited availability of workers, traffic congestion, and water supply constraints are obstacles to be overcome to stimulate continued growth.

Community Character: Municipalities in Western Connecticut are leaders in maintaining their character and sense of place. Municipalities can promote the tourism value of the region's unique history, arts and culture, identify additional scenic corridors, and continue adopting special zoning for Village Districts. The region's next challenge will be the creation of mixed-use centers, requiring a revision of traditional zoning that segregates – rather than integrating – land uses.

Water Supply: An important challenge facing the region is the development of new water supplies to supplement existing sources. The region's growth will inevitably be constrained by access to water, even with efforts to establish interconnections. The region needs to protect aquifers, identify safe yields, reduce long-term demand through conservation measures, and reduce high levels of nitrogen discharge into regional water resources.

Protected Open Space and Riparian Corridors: The region should continue to protect and identify priority open space and forests for conservation consistent with the State's Green Plan. Municipal Planning and Zoning Commissions should adopt WestCOG's model code for streambelt zoning and increase the protection of tree canopies and core forests to protect the ecology of major watercourses.

Note: This is a paraphrased summary of key findings and recommendations from WestCOG's 2020-2030 POCD and does not necessarily reflect the views of Brookfield or its POCD Update.

Brookfield Plan of Conservation and Development, 2015

Connecticut General Statutes require municipalities to prepare and update their plans of conservation and development (POCD) at least once every ten years (section 8-23). A municipality is ineligible for discretionary state funding if it has not adopted a plan within the required ten-year period. Brookfield's current POCD is effective for the period between 2015-2025. The POCD is an advisory document intended to guide Town officials, land use boards, agencies, and others on policy, zoning, and decision making. The POCD outlines goals and objectives, specific actions, and responsible parties for implementation.

The 2015 POCD emphasized the balance of maintaining the residential character and "country charm" while acknowledging the need to support the tax base to fund essential community services and to meet state mandated affordability goals. The plan projected a need for an additional 1,200 housing units through 2030, noting a demand for rental units for seniors wanting to downsize and young professionals who are priced out of the mostly single-family housing market. Acknowledging limitations to growth, including a small supply of vacant or undeveloped land and constraints to infrastructure capacity, the plan encouraged mixed-use and residential development along the Federal Road corridor and in the Four Corners Town Center District, where public water and sewer can facilitate commercial and mixed-use development. The POCD expanded on the vision for a pedestrian-friendly central business district at Four Corners that respects historic and architectural integrity and provides greenway and metro-north connections.

The following goals are extracted from Brookfield's' 2015 POCD and may or may not reflect current conditions or priorities.

2015 Brookfield Plan of Conservation and Development: Goals

Community Character

- Channel the many talents of Brookfield's residents into endeavors to improve our community through volunteer efforts.
- Make Brookfield's commercial corridor an architecturally appealing destination through continued attention to architectural character. Encourage consistent application of architectural standards for commercial projects that results in enhancement of Brookfield's architectural character.

Natural Resources

- Improve surface water quality in Brookfield's lakes and streams so that toxic algal blooms or excessive growth of invasive aquatic plants does not inhibit recreational use.
- Build awareness of the environment both through educational programs for students as well as educational programs for volunteer commission members.
- Develop feasible set of trails some of which connect places people want to go and others that serve more recreational purposes.

Open Space Conservation and Preservation

- Determine whether a dog park or a dog play space is needed in Brookfield and select an appropriate location for it.
- Promote coordinated management of open space land through the Conservation Commission and private land trusts, Brookfield Open Space Legacy and Weantinoge Land Trust.
- Develop an administrative structure, capital investment plan and funding sources to permit the improvement and maintenance of trails and town-owned lands.

Protecting Historic Resources

- Develop a town-wide Historic Preservation Plan.
- Retain the charm of Brookfield's mill buildings and historic commercial hub as well as specimen properties, those properties representative of a particular architectural style, in residential districts.
- Make the Gurski Homestead a welcoming, safe community space.

Revitalizing the Four Corners: Creating a New Downtown

- Assess implementation plan for the Four Corners Town Center Revitalization Plan and complete remaining strategies to support developments both public and private to create a new downtown from an historic commercial hub.

Promoting Economic Development

- Coordinate the efforts of groups focused on promoting Brookfield business and promote our town through coordinated efforts to bring in new businesses and employers as well as helping existing businesses to grow.

Note: These goals are extracted from Brookfield's' 2015 POCD and may or may not reflect current conditions or priorities.

- Fully develop Brookfield's commercial corridor in a balanced manner that both broadens the tax base and protects the quiet residential districts that Brookfield is known for.

Housing

- Encourage developers to build housing that is affordable to young families and young professionals just beginning their careers.
- Encourage developers to build a wide array of housing, in particular housing designed for older, less mobile residents with associated amenities favored by seniors.
- Residents of all income levels will be able to find suitable housing in Brookfield whether they are a young family, a newly divorced or widowed individual, a young professional or a couple downsizing while remaining in their home community.

Community Facilities

- Develop a plan for serving the library's current patrons with the current slate of activities as well as expansions to meet growing patron needs and 21st century library functions. Construct a new library that the community will consider as a cultural center of Brookfield, the community's living room, and a destination for cultural, educational and recreational programs.
- Meet the needs of community groups for free public space to use.
- Upgrade our educational facilities, in particular Huckleberry Hill School and Whisconier Middle School, which have been utilizing portable classrooms, in order to provide high quality education facilities.

Transportation

- To improve the visibility of the Four Corners to travelers on Route 7 from both directions to promote businesses in the Four Corners.
- Complete the improvements necessary to make the Four Corners area a pedestrian and bike friendly district.
- To develop a master plan and strategies for addressing the needs of this section of Federal Road rather than allowing uncoordinated growth.
- Alleviate areas of vehicular congestion and address safety issues for pedestrians and cyclists on southern Federal Road.
- Improve safety and accessibility for bikers in Brookfield, both recreational users and bike commuters.
- Provide support and community feedback to state level decision makers to support extension of commuter rail service to Brookfield and New Milford as priority projects and promote the allocation of state funds for this purpose.

Utilities

- Plan mixed-use village style development and older residential neighborhood upgrades to sanitary systems in a manner that allows future planning for sewage plant capacity.

Note: These goals are extracted from Brookfield's' 2015 POCD and may or may not reflect current conditions or priorities.

Brookfield Four Corners Revitalization Plan

The Four Corners Town Center Revitalization Plan evolved out of a goal of the 2002 POCD to establish a village center. A standalone Revitalization Plan developed in 2012 was adopted as an addendum to the POCD. It became a central element in the 2015 Brookfield POCD and many components have been implemented, including the four phases of the mixed-use Brookfield Village apartments, addition of sidewalks and streetscape improvements along Federal Road, and completion of the Still River Greenway connection between Four Corners and the Municipal Center.

Four Corners is centered around the intersection of Whisconier and Federal Roads, the historic junction of State Routes 7 and 25. The intersection was previously subject to heavy traffic but when Route 7 was extended in 2010, redirecting traffic to bypass the area, the Town seized the opportunity to establish a village center. Because it served Route 7 traffic for many years, four gas stations still occupy the four corners of this intersection today. In the 19th and early 20th centuries, this location was a hub of community life in Brookfield known as the Ironworks District.

The Four Corners is envisioned as a pedestrian-friendly mixed-use village center, with places to live, work, shop, eat, find entertainment and cultural enrichment, and access the Still River, outdoor parks and plazas, and community facilities. It is intended to be a destination for the region with a distinct identity defined by its visual and historic character with the density to support vitality.

The overarching concept plan for the Four Corners area places denser development around the core intersection and less dense development moving outward. Concept plans for the core intersection and each quadrant blend existing viable businesses and residences with redevelopment and infill. They show potential building locations, parking, walking routes, vehicle circulation, and public spaces. The concepts incorporate design principles to create a sense of place, orienting buildings towards the street and locating parking in the rear, enhancing pedestrian spaces and landscaping, and minimizing curb cuts.

An Implementation Plan outlines four initiatives to bring the Four Corners vision to fruition: a Community Form Initiative, a Marketing Initiative, a Complete Streets Initiative, and a Cultural/Civic Enhancement Initiative.



The Four Corners Revitalization Plan



Northwest Quadrant Concept Plan

Chapter 2. Demographic Trends

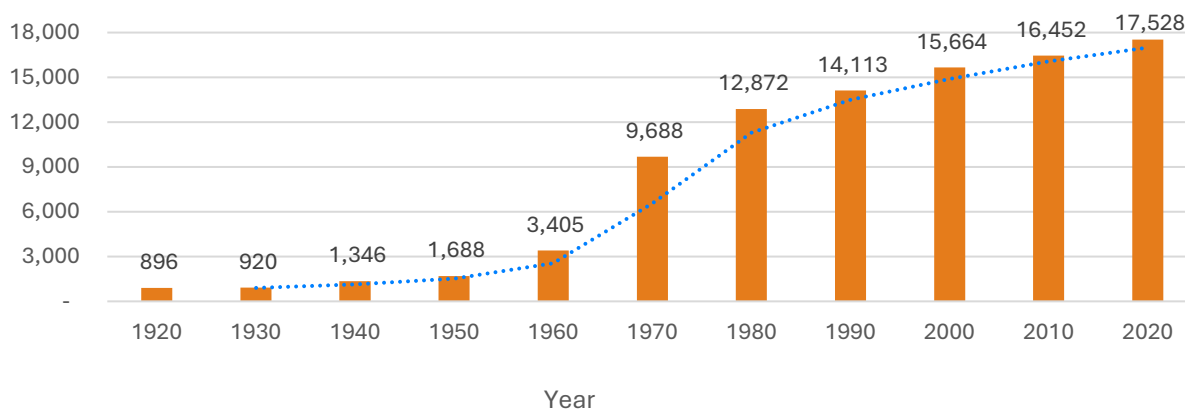
This section is developed primarily with data from the U.S. Census Bureau decennial census counts from 2000 to 2020. Additional decennial census years are included as appropriate. The decennial census provides counts of key demographic information every ten years.

To supplement the decennial census data, this report provides figures from the most recent available American Community Survey (ACS) 5-year estimates (2018-2022) as compared to 2008-2012 estimates.³ The ACS is an official survey by the U.S. Census Bureau for the compilation of socio-demographic data and provides additional information that is not captured in the decennial census. The ACS is conducted on an annual basis and the U.S. Census Bureau provides 5-year estimates, which are more reliable. ACS estimates are based on a sample of the population to estimate a value for the larger population. As with all sample surveys, ACS values are subject to error. Additional data sources supplement U.S. Census Bureau data and are cited throughout this section.

Population

In 2020, the population of Brookfield was about 17,500 people (see Figure 2-1). Brookfield began as a small agricultural town with a population of fewer than 1,000 residents prior to 1940. Between 1930 to 1940, the town experienced a 46% growth rate as the town transitioned to an industrial economy. The greatest increases in population occurred from 1950 to 1960 and from 1960 to 1970, 102% and 185%, respectively. This growth was due to the post World War II Baby Boom (1945-64) and post-war suburban development. Although the population grew by 32.9% between 1970 and 1980, the growth each decade between 1980 and 2020 was moderate.

Figure 2-1. Population of Brookfield (1920-2020)



Source: U.S. Census Bureau, Decennial Census (1920-2020)

³ American Community Survey data was retrieved from Social Explorer and the U.S. Census Bureau

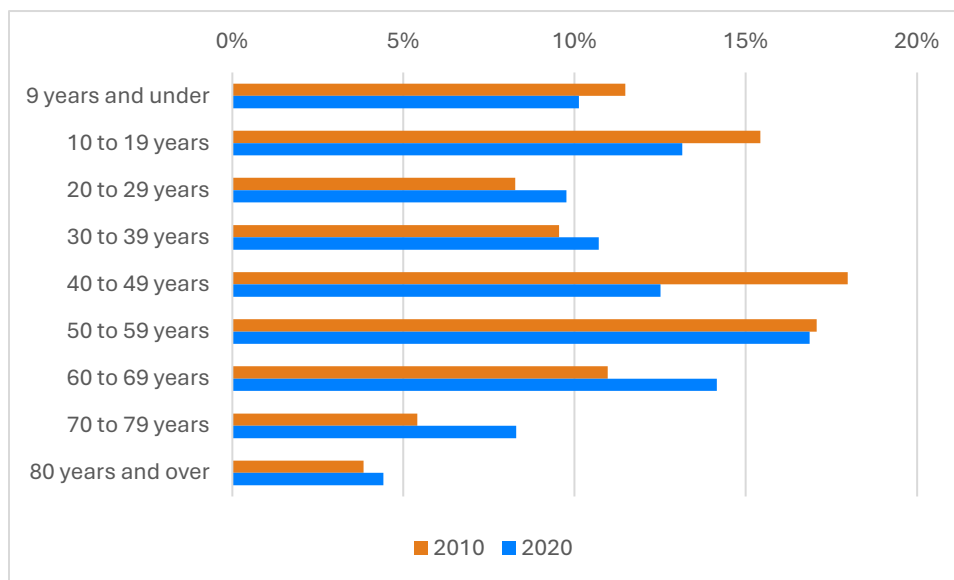
Age Distribution

Brookfield has an aging population, a trend which has continued since the prior POCD was adopted in 2015. Between 2010 and 2020, the median age increased from 43.5 years to 45.3 years.⁴ Brookfield's population is older when compared to Fairfield County, where the median age increased from 39.5 years in 2010 to 40.3 years in 2020. The population aged 60 and over increased from 20% of the 2010 population to 27% of the 2020 population. Figure 2-2 shows that the largest population group has changed from those aged 40-49 years to those aged 50-59 years. The town saw the greatest increases in the share of population in their 60s and 70s.

Looking at the number of people in different age groups provides another angle to evaluate the changes in the age of town residents. Figure 2-3 shows the nominal increase or decrease of age cohorts. The greatest increase is the number of people in their 60s and 70s. Increases were also seen in those in their 20s and 30s. Some of this trend may be explained by the large size of the 2010 10-19-year-old cohort aging and still living with their parents due to the Covid-19 pandemic and other factors. The greatest decreases are the number of people in their 40s. Smaller decreases were observed for people 19 years and younger.

The notable decline in the share of the population and number of people under 19 years old reflects the trend of declining school enrollment in the town and declining fertility rates nationwide. The decline in the 40 to 49 age range could be explained by this generation's aging and the smaller 2010 30-39-year-old cohort.

Figure 2-2. Percent of Population by Age Group (2010, 2020)

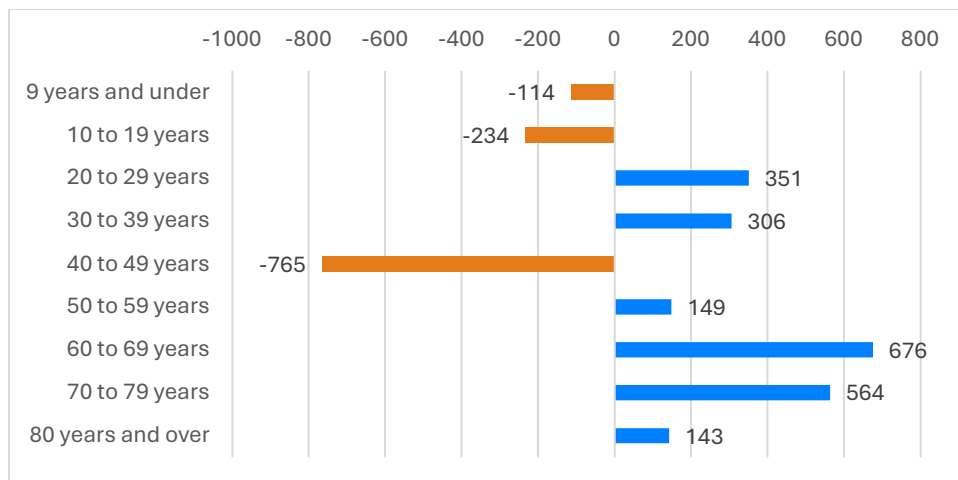


Source: U.S. Decennial Census, 2010 and 2020

Figure 2-3. Change in Population by Age Group (2010-2020)

⁴ U.S. Census Bureau, Decennial Census (2010 – 2020)

Chapter 2. Demographic Trends



Source: U.S. Decennial Census, 2010 and 2020

Household Composition

Following the age distribution trends discussed above, it is no surprise that household characteristics are also changing. Households with children make up 31.6% of households in Brookfield, which is slightly less than the County as a whole (33.4%).⁵ The share of households with children in Brookfield has continued to decline from 41% in 2000 to about 36% in 2010 (see Figure 2-4).

Brookfield also observed an increase in the share of households with individuals 65 years and older: from 21% in 2000, to 28% in 2010, and 35.5% in 2020 (see Figure 2-5).⁶ This share is larger than the County as a whole, which observed 31.2% of households with individuals over 65 years of age in 2020. These trends may indicate that people are choosing to age in place in Brookfield.

The average household size in Brookfield has declined from 2.8 in 2012 to 2.6 in 2022.⁷ This is slightly smaller than the region at 2.7 and slightly larger than the state at 2.5. The average household size for renters is lower at 2.14 in Brookfield, than the region (2.41), and the state (2.21).

Figure 2-4. Households with Children

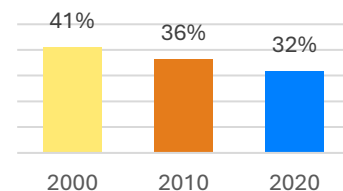
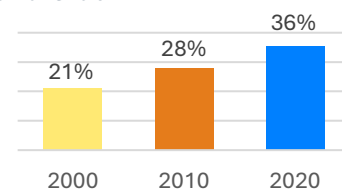


Figure 2-5. Households with Individuals 65 Years of Age and Older



Source: U.S. Decennial Census, 2000-2020

⁵ U.S. Census Bureau, Decennial Census (2010-2020)

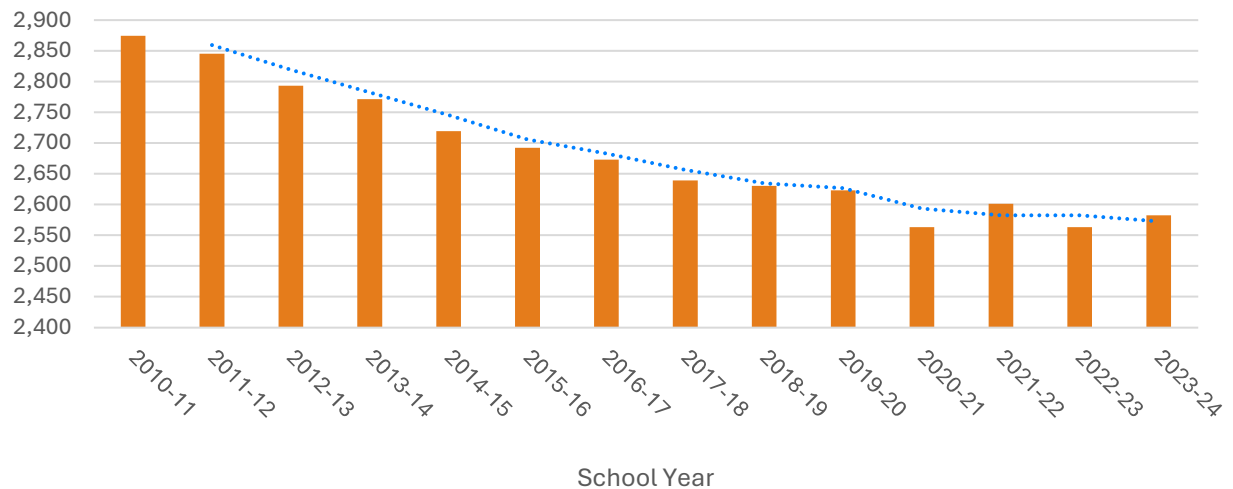
⁶ U.S. Census Bureau, Decennial Census (2000-2020)

⁷ U.S. Census Bureau, ACS 5-Year Estimates, (2008-2012; 2018-2022)

School District Enrollment

The trend of declining school enrollment observed in the 2015 POCD has continued. The lowest enrollments were observed in the 2020-21 and 2022-23 school years in which 2,563 students were enrolled (see **Figure 2-6**).

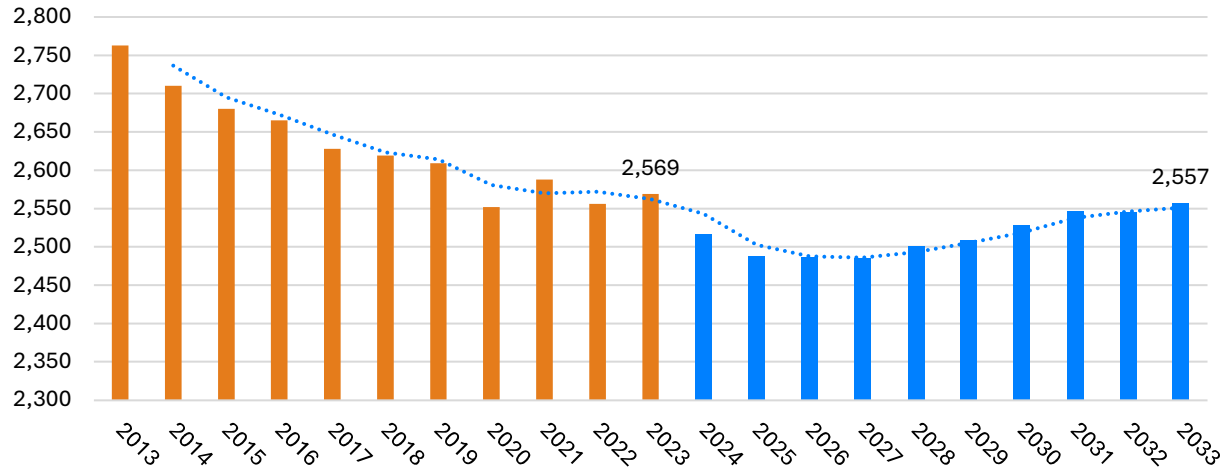
Figure 2-6. Brookfield School District Enrollment (2010 - 2023)



Source: CT.gov EdSite, 2024

The Brookfield Public Schools Enrollment Study was completed in July 2024 by Peter M. Prowda, PhD. The study aims to present a 10-year school enrollment projection to help the school district and Town plan for facility and programmatic needs and to qualify for state funding. The study examines over 50 years of Brookfield's public school enrollment data and considers relevant factors that influence enrollment including town population, women of child-bearing age, housing, retention in grade 9, dropouts, non-public enrollment, non-resident enrollment in Brookfield schools, resident enrollment in other public schools, and migration. The projection shows that school enrollment will essentially remain the same: In 2023 Brookfield Public Schools had 2,569 students and in 2033, enrollment is projected to be 12 students less (see Figure 2-7). Within these numbers, the study projects that Pre-K enrollment could increase by about 5% (~55 students), while middle school enrollment would remain stable, and high school enrollment would decline by about 7% (~60 students).

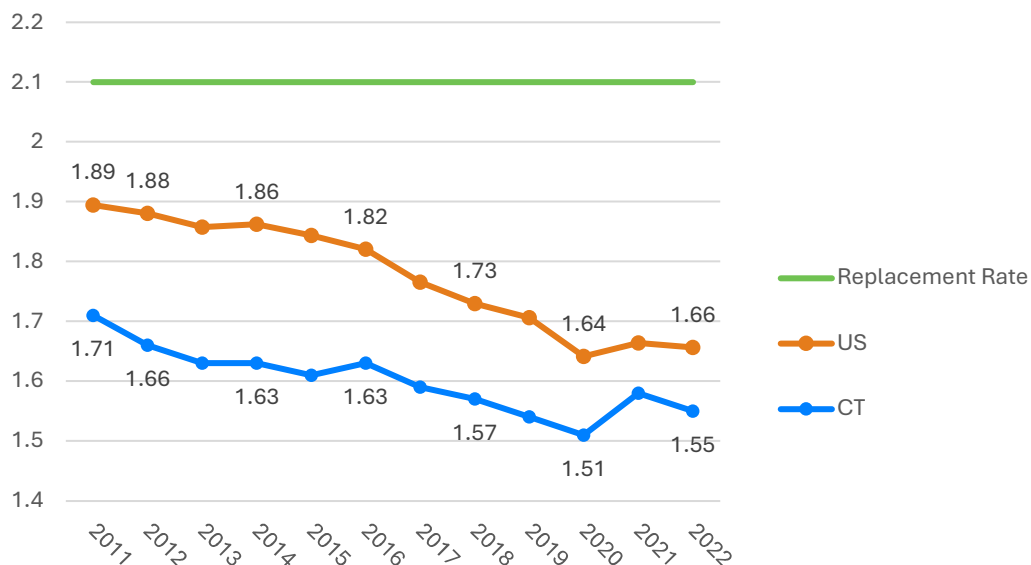
Figure 2-7. Projected School Enrollment



Source: Prowda, Peter M. Brookfield Public Schools Enrollment Study, July 2024. Brookfield Public Schools.

It is important to note that the decline in school enrollment is reflective of declining fertility rates in the nation and state. The Center for Disease Control (CDC) defines the total fertility rate as the expected number of lifetime births per 1,000 women according to current age-specific birth rates. A total fertility rate of 2.1 would be needed to replace the population over time. In Connecticut, for the period between 2011-2022, the total fertility rate declined from 1.7 in 2011 to 1.55 in 2022 (see Figure 2-8). The all-time low total fertility rate of 1.51 observed in 2020 and the spike in 2021 may reflect the Covid-19 pandemic. These are national trends, although Connecticut's rates have been lower than the nation throughout the timeframe observed.

Figure 2-8. Total Fertility Rate Connecticut and the United States (2011-2022)



Source: Center for Disease Control (CDC), Fertility Rates by State, 2014-2022

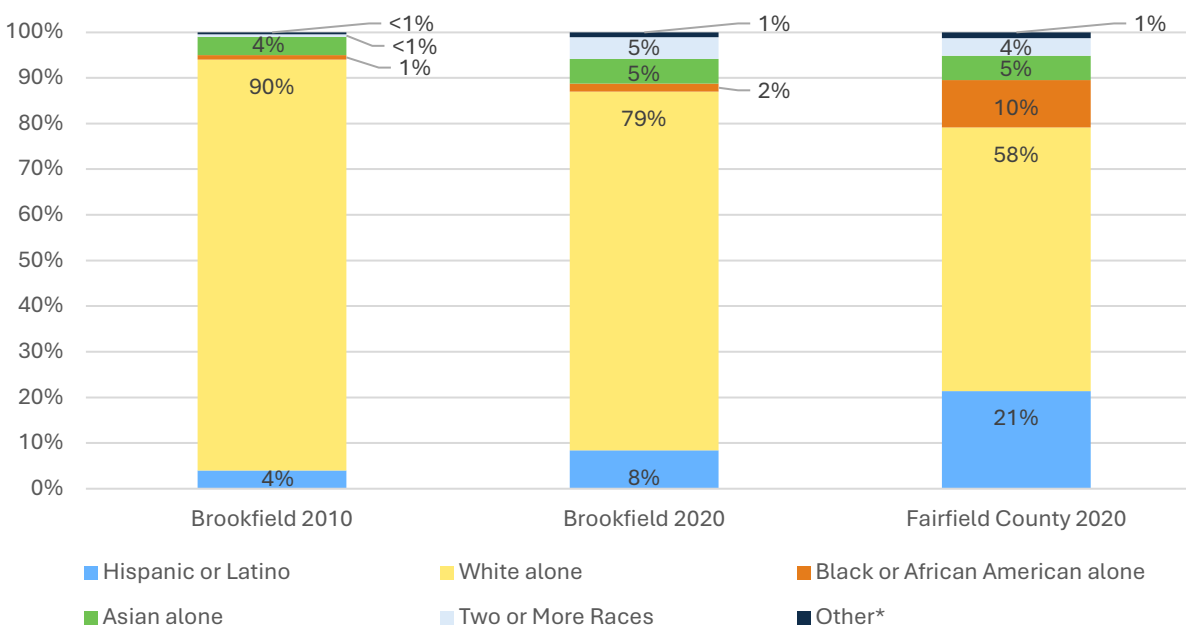
Race and Ethnicity

Brookfield is a majority white community, although the proportion of the white⁸ population has decreased from 90% in the 2010 to 79% in 2020 (see Figure 2-9). Compared to the County, Brookfield is whiter and less diverse. The County's share of the white population was 57% in 2020, as compared to Brookfield's 79%. The Hispanic or Latino population represents 21% of the County's population, and only 8% of Brookfield's. The Black and African American Population represents 10% of the county population and only 2% of Brookfield's.

Over the past decade, Brookfield's population has become more diverse. The Town observed the largest growth in the Hispanic and Latino population which increased from about 4% in 2010 to 8% in 2020, an increase of approximately 800 people. Smaller increases were seen across racial groups, including Black or African American, Asian, two or more races, and "other"⁹ categories.

With the growth in the Hispanic and Latino population in Brookfield, it is important to note that an estimated 4% of people speak Spanish at home.¹⁰ Another 12% of residents speak other languages besides English at home.

Figure 2-9. Race and Ethnicity (2010-2020)



Source: U.S. Census Bureau, Decennial Census (2010-2020)

⁸ In this report, race is reported by ethnicity. In the census, ethnicity distinguishes between Hispanic or Latino and Not Hispanic or Latino. Hispanic and Latino people of all races are grouped together. References to the white, black or African American, Asian, two or more races, and other categories refer to the Not Hispanic or Latino sector of the population. All racial groups listed above refer to people reporting a single race except for the category identifying as two or more races.

⁹ In this report, the "other" category combines the American Indian and Alaska Native, Hawaiian and other Pacific Islander, and some other race categories reported in the census.

¹⁰ ACS 5-Year Estimates (2018-2022)

Foreign Born Population

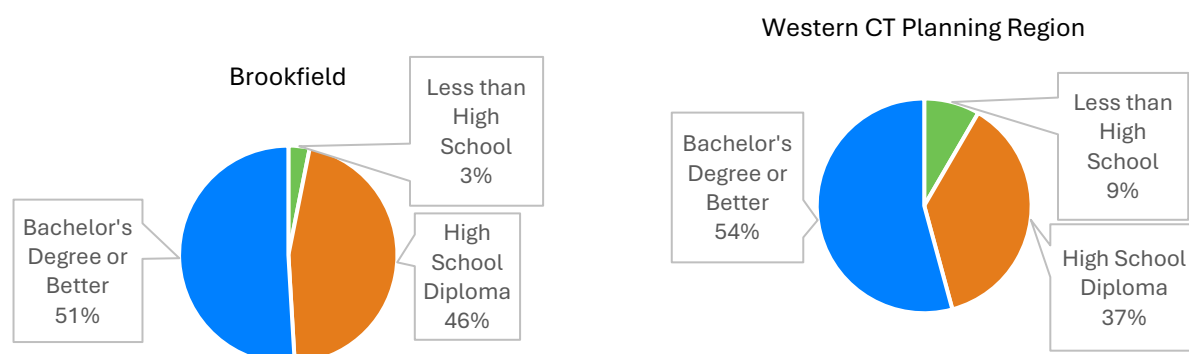
The foreign-born population in Brookfield has grown from an estimated 1,400 in 2012 to 2,300 in 2022 (a 900 person increase).¹¹ Most of the foreign-born population comes from Europe (42%), Latin America (30%), and Asia (21%). About half of the European-born population are from various Eastern European countries (530 people).¹² The leading country of birth for the foreign-born population is Brazil (370 people), making up 16% of the total and over half of those from Latin America. From Asia, the predominant groups are from China (110 people) and India (120 people).

Between 2012 and 2022, immigration patterns in Brookfield appear to have shifted. The largest increase was seen in the European-born population (a 560-person gain) with the majority (470) from Eastern Europe, followed by the Latin American-born population (a 370-person gain) with the majority (310 people) from Brazil. In 2012, the China and India-born populations were Brookfield's largest overall foreign-born population groups, each comprising of about 220 people and 16% of the foreign-born population. However, by 2022, both groups have declined in number (by 100 people per group) and share: each make up about 5% of the foreign-born population in 2022.

Educational Attainment

Brookfield's adult population is well-educated, with 51% of the population over 25-years of age holding a bachelor's degree or better (i.e. master's, professional, doctorate), and 97% of the population holding at least a high school diploma (see Figure 2-10). The Western Connecticut Planning Region has a slightly higher share of adults that hold a bachelor's degree or better (54%). However, the Region also has a higher share of adults with less than a High School

Figure 2-10. Highest Educational Attainment of the Population 25 Years and Older (2022)



Source: U.S. Census Bureau, ACS 5-Year Estimates (2018-2022)

¹¹ ACS 5-Year Estimates (2018-2022); estimated population counts have been rounded to the nearest 10th.

¹² The American Community Survey makes estimates of the foreign-born population from Eastern Europe by country for Croatia, Czechoslovakia (includes Czech Republic and Slovakia), Hungary, Poland, Romania, Russia, Ukraine, Bosnia and Herzegovina, Serbia, and Other Eastern Europe. In Brookfield, most Eastern European-born people are from Bosnia and Herzegovina (~118) and Other Eastern Europe (~346).

Chapter 2. Demographic Trends

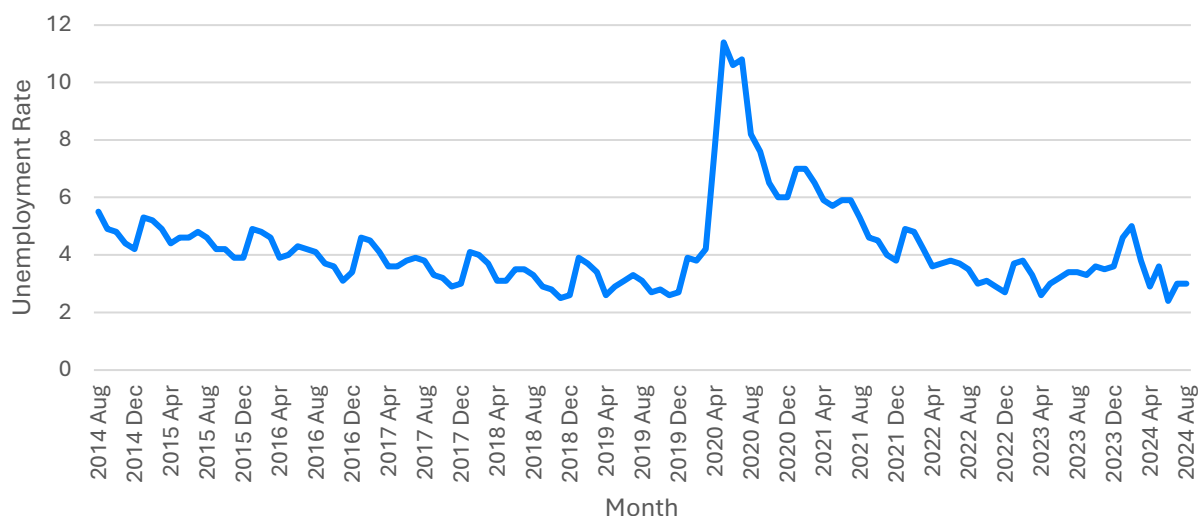
education (9%) than Brookfield (3%). At the town level, there was no significant change in the distribution of the adult population by highest educational attainment.

Employment Conditions and Trends

65% of Brookfield's population 16 years and over are in the labor force.¹³ Brookfield has a low unemployment rate, estimated at 2.4% in 2022, which is lower than regional estimates of 5.6%.¹⁴

The U.S. Bureau of Labor Statistics provides the official estimates of the unemployment rate for certain geographies but not at the town level. Figure 2-11 shows that Danbury Metropolitan Statistical Area, which includes Brookfield Town, experienced an overall decline in the percentage of unemployed persons in the labor force, from about 6% in 2014 to 3% in 2024. There was a significant bump in the unemployment rate in 2020 that corresponded to the COVID-19 pandemic.

Figure 2-11. Danbury Metropolitan Statistical Area Unemployment Rate (August 2014 – 2024)



Source: U.S. Bureau of Labor Statistics, Local Area Unemployment Statistics (LAUS), (2014-2024)

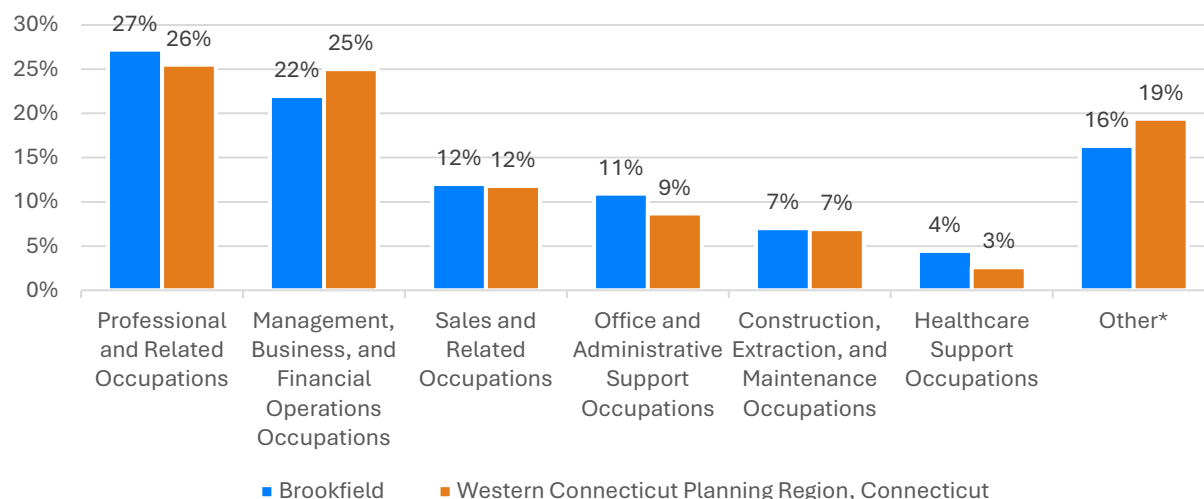
Of Brookfield's residents, most work in professional and related occupations (27%) and management, business, and financial operations occupations (22%). The distribution of occupations in Brookfield is comparable to the region with slightly higher shares of Brookfield residents working in professional, office and administrative support, and healthcare support occupations. In the region, a higher share of the population work in management, business, and financial occupations and other occupations.

¹³ U.S. Census Bureau, ACS 5-Year Estimates (2018-2022)

¹⁴ U.S. Census Bureau, ACS 5-Year Estimates (2018-2022)

Chapter 2. Demographic Trends

Figure 2-12. Occupation for Employed Civilian Population 16 Years and Over (2022)



Source: U.S. Census Bureau, ACS 5-Year Estimates (2018-2022)

*Other includes protective service, food preparation and serving related, production, transportation and material moving, building and grounds cleaning and maintenance, personal care and service, farming, fishing, and forestry occupations.

AdvanceCT, in cooperation with CT Data Collaborative and the State, compile various data sources to produce annual profiles of each municipality in Connecticut. The following are findings from Brookfield's 2024 Town Profile about the economy within Brookfield Town.¹⁵ In 2022, there were 7,896 jobs in Brookfield.¹⁶ The top industries in Brookfield in 2022 were Retail Trade, Health Care and Social Assistance, Manufacturing, Accommodation and Food Services, and Construction. In 2024, there were approximately 1,994 active businesses in the Town.¹⁷ According to Brookfield, the key employers within the town are Branson World Headquarters, Greenfield Global, Photronics, RomTech, and Eastern Account Systems.

Household Income

In 2022, Brookfield's median household income was estimated at \$133,000, which is higher than both Western Connecticut Planning Region's and the State's estimates at \$119,000 and \$90,000, respectively.¹⁸

An estimated 6% of Brookfield residents are living in poverty, including an estimated 300 children under the age of 18, 560 adults aged 18 to 64 years, and 150 seniors over 65.¹⁹

¹⁵ <https://s3-us-west-2.amazonaws.com/cerc-pdfs/2024/Brookfield.pdf>

¹⁶ Lightcast, 2022 (2- and 3-digit NAICS).

¹⁷ Secretary of State, March 2024

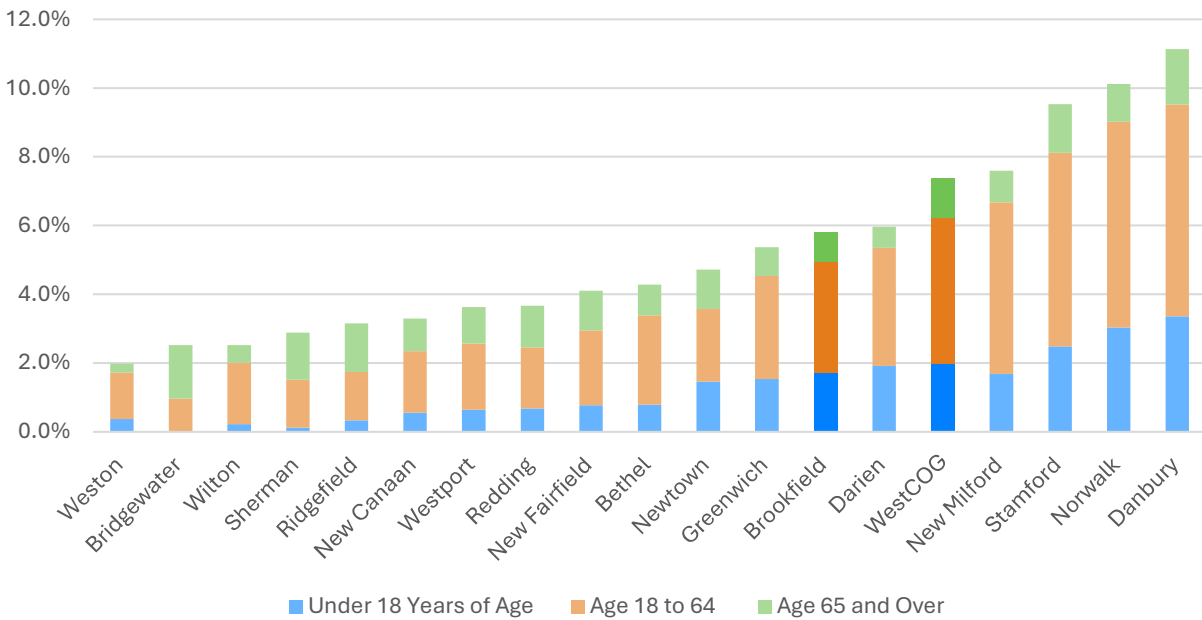
¹⁸ Numbers are rounded to the nearest hundredth. Actual numbers from the U.S. Census Bureau ACS 5-Year Estimate (2018-2022) are \$133,095 for Brookfield, \$118,930 for Western Connecticut Planning Region, and \$90,213 for Connecticut.

¹⁹ U.S. Census Bureau, ACS 5-Year Estimates (2023)

Chapter 2. Demographic Trends

Compared to the region, this is a smaller percentage of the population than WestCOG as a whole (7.4%), but a higher percentage than all neighboring towns, except for Danbury (11.1%) and New Milford (7.6%) (see Figure 2-13).

Figure 2-13. Poverty Status in 2020



Source: U.S. Census Bureau, ACS 5-Year Estimates (2023)

Chapter 3. Land Use and Zoning

Land Use

Brookfield Town covers approximately 13,000 acres (20 square miles). Of this area, approximately 500 acres are large water bodies, including Lake Lillinonah, Candlewood Lake, and the Housatonic River. Approximately 1,100 acres of the land area are dedicated to roads. The remaining approximately 11,400 acres of Brookfield's area is parceled land. Table 3-1 provides a tabulation of different land uses in Brookfield, and Figure 3-1 illustrates the location of each land use. Single-family housing is the most common land use in Brookfield, accounting for approximately 58% of parceled land in the town. The second most common land use is open space, accounting for 14% percent of parceled land, followed by vacant land accounting for 8% of land in Brookfield.

Table 3-1. Land Use Categories and Size

Land Use Category	Area (acres)	Area (percent of total land)
Single-Family Residential	6,578	57.7%
Two- or Three-family Residential	31	0.3%
Multi-Family Residential	593	5.2%
Mixed-Use	41	0.4%
Commercial	375	3.3%
Industrial	291	2.6%
Institutional	353	3.1%
Transportation and Utilities	487	4.3%
Recreational	93	0.8%
Open Space	1,572	13.8%
Agriculture	5	0.0%
Parking	11	0.1%
Vacant	912	8.0%
Unclassified	57	0.5%
Total Parceled Land	11,398	100.0%

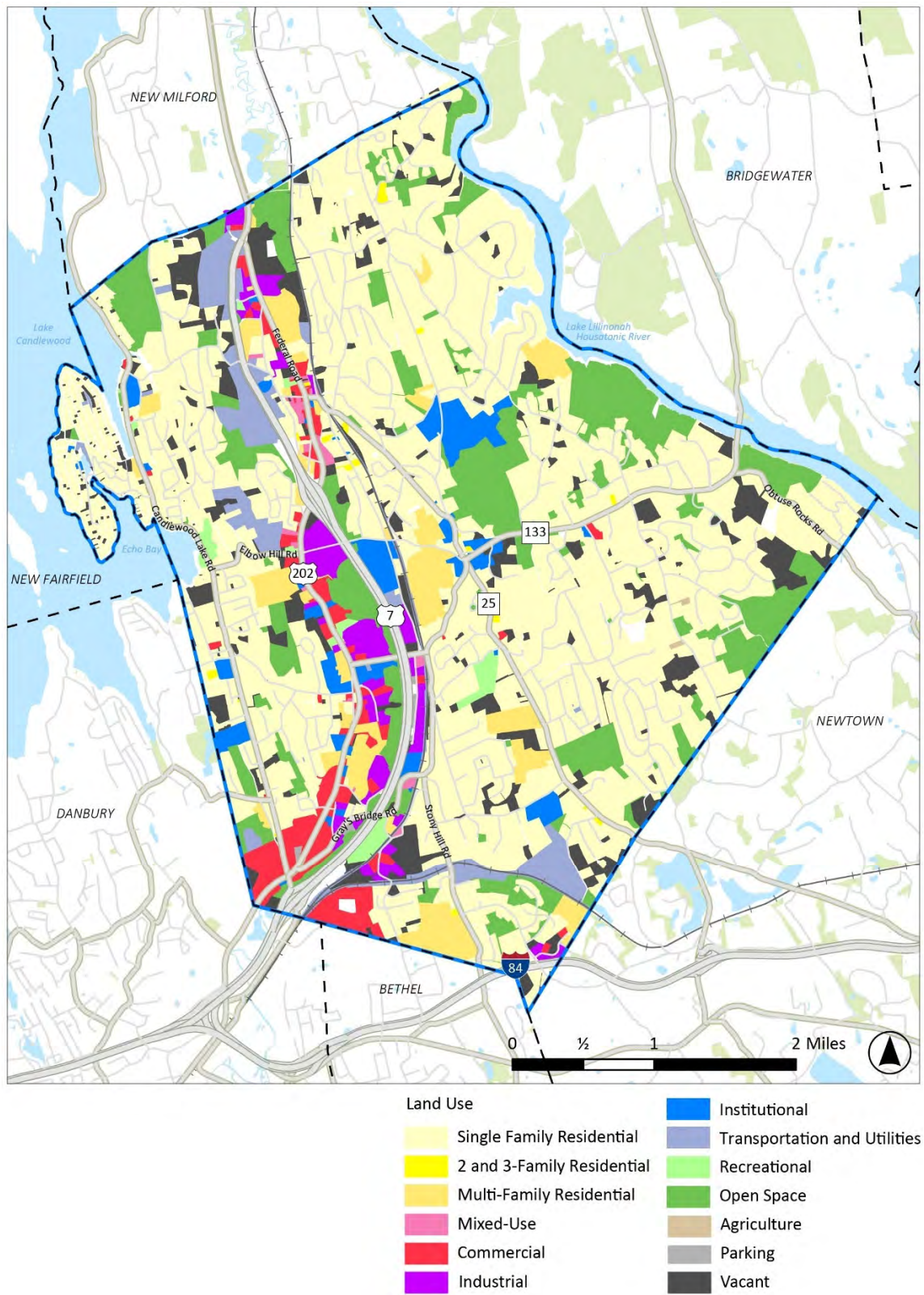
Source: Town of Brookfield, BFJ Planning

Residential Land Use

As described above, residential is the most prevalent land use type in Brookfield, with over 7,000 acres dedicated to this use (64% of parceled land). Density varies from neighborhood to neighborhood, with single-family housing being the most common use throughout the town. As shown in the land use map (Figure 3-1), concentrations of multifamily housing can be found throughout the town in low-density condominium developments, as well as in the Town Center District along Federal Road where higher density mixed-use multi-family housing is more prevalent. Two-and-three family housing is uncommon in Brookfield, accounting for just 31 acres. (0.27 percent of the total area).

Chapter 3. Land Use and Zoning

Figure 3-1. Existing Land Use



Sources: Brookfield Town, CT DEEP, CT DOT, BFJ Planning

Chapter 3. Land Use and Zoning

Commercial Use

Commercial uses cover approximately 375 acres (3% of parceled land) in Brookfield, and are primarily located along the Federal Road corridor, illustrated in red in Figure 3-1. In the Four Corners area near the intersection of Federal Road and Station Road, commercial uses include neighborhood-scale businesses such as restaurants, gas stations, and ground-floor retail in mixed-use buildings. Along the southern portion of Federal Road near Exit 11 on Route 7, commercial uses are characterized by regional scale businesses such as warehouses, big box stores, and national-chain retailers. Office park uses are primarily located along Park Ridge Road near the boundary of Bethel and Danbury.

Mixed-Use

Mixed-Use development, including either a mix of residential and commercial or industrial uses, covers approximately 41 acres in Brookfield (less than 1% of parceled land). As commercial areas including the Federal Road corridor and Four Corners promote mixed-use development as a smart growth strategy, this land use category has grown.

Industrial Use

Industrial uses, which make up about 3% of Brookfield's parceled land (291 acres), are primarily found along the US-7 corridor, with concentrations along Commerce Road, Federal Road, and Vail Road. Industrial uses in Brookfield include manufacturing, industrial warehousing, truck and auto servicing, and industrial supply. The industrial area along Vail Road coincides with the Brookfield Junction of the Housatonic Railroad, while the Commerce Road industrial area aligns with the Berkshire Line of the same service.

Institutional Uses

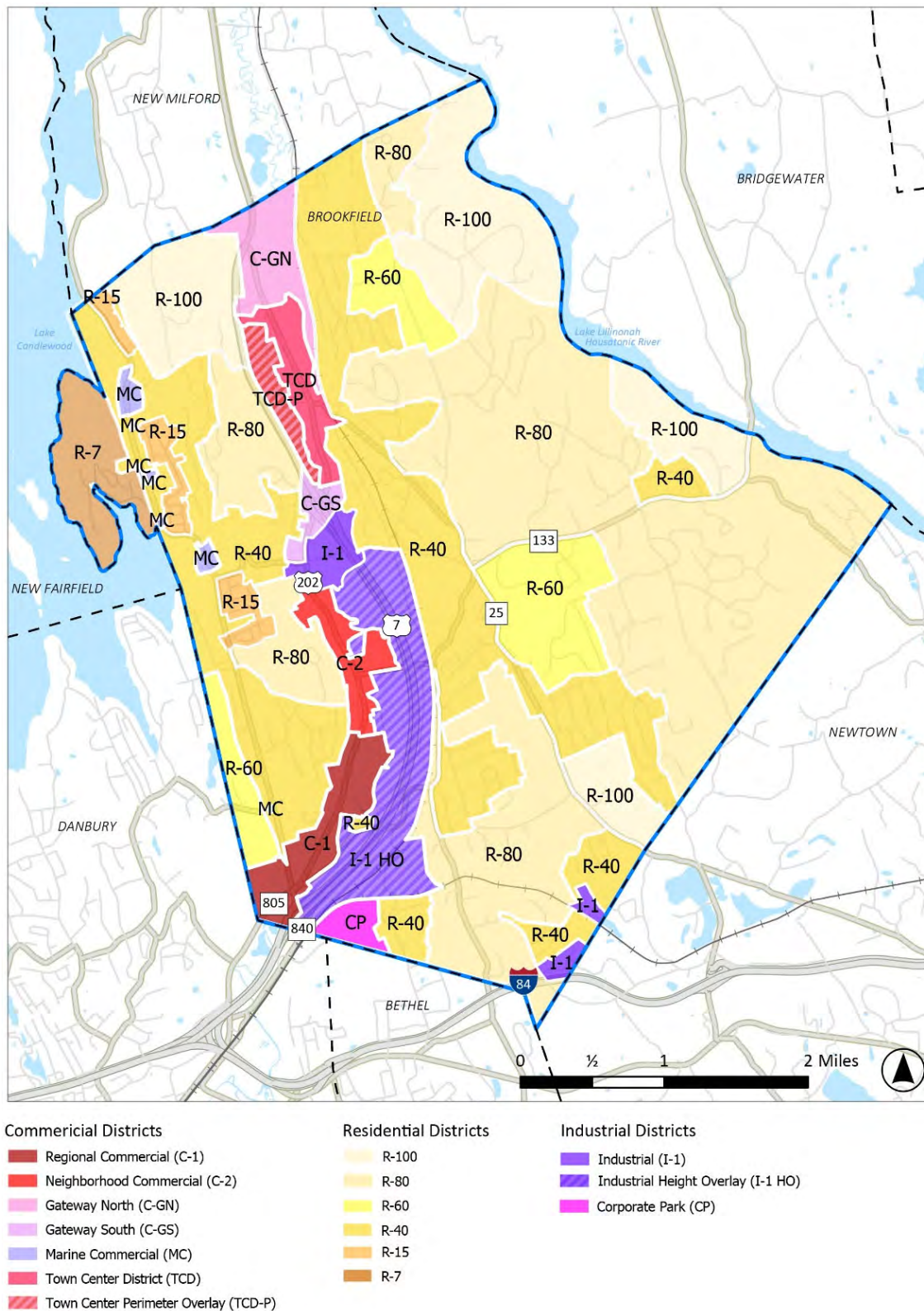
Institutional uses, which cover another 3% of parceled land (353 acres) can be found throughout Brookfield, particularly in the Brookfield Center area at the intersection of Whisconier and Obtuse Hill Roads, and at the intersection of Federal Road and Junction Road. Institutional uses in Brookfield Center include Center Elementary school, the Brookfield Library, the Brookfield Department of Parks and Recreation, the Brookfield Historical Society, Brookfield Vounteer Fire Station 2, Saint Joseph Church, the Congregational Church of Brookfield, and Saint Paul's Episcopal Church. Institutional uses at Junction Road and Federal Road include the Greenknoll Branch of the Western Connecticut YMCA, Prince of Peace Lutheran Church, and Christian Life Academy.

Zoning

Figure 3-2 illustrates the distribution of the Town's residential, commercial, and industrial zones as well as special districts. This section summarizes each district in Brookfield. For full details about each zoning district, refer to the most recent version of the Zoning Regulations of the Town of Brookfield.

Chapter 3. Land Use and Zoning

Figure 3-2. Zoning Districts



Sources: Brookfield Town, CT DEEP, CT DOT, BfJ Planning

Residential

Brookfield has six residential zoning districts (R-7, R-15, R-40, R-60, R-80, and R-100), all of which allow for conservation and agricultural uses as-of-right, single-family homes and short-term rentals by zoning permit, and a broader range of residential, community, and institutional uses allowed by special permit (see Table 3-2). Residential districts in Brookfield are differentiated by the minimum lot dimensions, maximum building coverage, and maximum impervious coverage on each property (see Table 3-3). R-7 represents the highest density zone in Brookfield, with a minimum lot area of 7,000 square feet and the highest maximum lot coverage, while R-100 is the lowest density zone with a minimum lot area of 100,000 square feet (about 2.5 acres) and the lowest maximum lot coverage. Generally, less dense residential zones are found in the eastern portion of the town, particularly along the Housatonic River, while the denser residential zones are found in the west side of town.

Table 3-2. Schedule of Uses – Residential Districts

Zone	As-of-Right	Permitted by Zoning Permit ²⁰	Permitted by Special Permit ²¹
Uses applicable to all residential zones: (R-7, R-15, R-40, R-60, R-80, R-100)	· Conservation · Agriculture	· Single-family dwellings · Rooms for board to not more than two people · Short-term rentals	· Conservation subdivisions · Multi-family dwellings · Planned Age Restricted Community · Licensed group day care home · Schools and colleges · Child care · Religious uses · Social clubs · Libraries, museums and auditoriums · Hospitals, sanatoriums or other philanthropic institutions · Fire, police, municipal buildings · Water, sewer, electrical facilities · Parks and recreational facilities · Cemeteries · Antennas

²⁰ Zoning Permits are issued by the Zoning Enforcement Officer (ZEO) following the procedures described in section 8.2 of the Brookfield Zoning Regulations. Generally, a change of use, construction, or reconstruction require a Zoning Permit. If the ZEO determines that the application complies with the regulations, it will make its best effort to issue a permit within 30 days.

²¹ Special Permits are issued by the Commission in accordance with the procedures listed in section 8.5 of the Brookfield Zoning Regulations. Generally, special permits require a public hearing and have several more approval criteria, including but not limited to consideration of the POCD, environmental protection and conservation, neighborhood compatibility, and adequate public utilities and services.

Chapter 3. Land Use and Zoning

Table 3-3. Area, Dimensional, and Building Height Requirements (2024)

	R-100	R-80	R-60	R-40	R-15	R-7
Minimum Lot Area	100,000 sf	80,000 sf	60,000 sf	40,000 sf	15,000 sf	7,000 sf
Minimum Lot Width	200 ft		150 ft		100 ft	50 ft
Minimum Side Yard	50 ft		30 ft		15 ft	10 ft
Minimum Rear Yard	50 ft		30 ft		15 ft	10 ft
Minimum Front Yard	50 ft		40 ft		30 ft	20 ft
Minimum Building Separation (1-2 floors)	20 ft					
Minimum Building Separation (> 2 floors)	50 ft					
Maximum Building Coverage	10%				20%	25%
Maximum Impervious Coverage	30%		40%		50%	65%

Commercial and Industrial Districts

There are eight different commercial or industrial districts in Brookfield, separated into five categories: Commercial Gateway districts (CG-N and CG-S), Regional and Neighborhood Commercial districts (C-1 and C-2), Industrial district (I-1), Corporate Park district (CP), Town Center District (TCD), and Marine Commercial district (MC). While the MC district is focused on the shores of Candlewood Lake, the rest of the commercial and industrial districts in Brookfield run north and south through the center of the town along Route 7 and Federal Road. Dimensional requirements for these districts are listed in Table 3-4.

Table 3-4. Dimensional Requirements (Commercial, Industrial and Special Districts)

	CG-N	CG-S	C-1	C-2	MC	I-1	CP	TCD
Minimum Lot Area (sf)	40,000	20,000	80,000	40,000	10,000	40,000	40,000	10,000
Minimum Lot Width	150 ft	75 ft	200 ft	150 ft	50 ft	150 ft	150 ft	50 ft*
Minimum Front Yard Setback	25 ft		50 ft		20 ft	50 ft*	50 ft	6 ft*
Minimum Rear Yard Setback	30 ft	20 ft	50 ft	30 ft	10 ft	30 ft*	30 ft	10 ft*
Minimum Side Yard Setback	30 ft	20 ft	50 ft	30 ft	10 ft	30 ft*	30 ft	0
Maximum Impervious Coverage	75%							80%
Maximum Building Height	30 ft*						45 ft	42 ft
Setback from Residential District Line*	100 ft		100 ft*	100 ft	0 ft	100 ft		0 ft

*Additional conditions are outlined in section 4.3 of the Brookfield Zoning Code.

Commercial District (C-1 and C2)

The C-1 and C-2 Commercial districts are located along Federal Road in the southern portion of Brookfield. The C-2 district is intended to allow for neighborhood-scale commercial uses, while the C-1 zone is intended for regional-scale, primarily retail-oriented commercial uses. Reflecting this differentiation, single-family homes are allowed in the C-2 district with a site plan, while they are not an allowable use in the C-1 district. General retail uses larger than 7,500 square feet are permitted in the C-1 district with a site plan, while this use requires a special permit in the C-2 zone.

Commercial Gateway District (CG-N and CG-S)

The Commercial Gateway districts are located to the north (CG-N) and south (CG-S) of the Town Center District (see below) and create a commercial transition to the Four Corners neighborhood along Federal Road. The Commercial Gateway districts were established as a part of the new zoning regulations adopted in 2018. While these two districts permit the same uses, they differ in dimensional requirements, with the CG-N district requiring larger lot sizes.

Marine Commercial (MC)

The MC district is a specialized zone found along the coast of Candlewood Lake which allows for water-based recreational and commercial uses in primarily residential zones. For example, this is the only commercial district which allows for the construction of marinas, docks and slips with a special permit. In keeping with the residential nature of the MC district, many of the uses allowed under other commercial districts are not permitted in the MC district, such as retail, office, industrial, indoor recreation, and mixed uses.

Chapter 3. Land Use and Zoning

Town Center District (TCD)

The Town Center District (TCD) encompasses the Four Corners neighborhood between Route 7 and the Still River. This district is intended to facilitate the creation of a residential and commercial “downtown” destination in Brookfield, allowing for a wide range of uses including mixed-use and multi-family development up to three stories. In addition to the land use standards outlined in the zoning code, development within the TCD must abide by architectural design standards outlined in the TCD Design Guidelines, adopted in July of 2019.

TCD Perimeter Overlay Zone (TCD-P)

The TCD-P zone covers much of the western portion of the Town Center District surrounding Laurel Hill Road. This district is intended to increase local residential density in support of commercial uses in the TCD zone, allowing multifamily and planned age restricted community (PARC) developments not permitted within the underlying TCD zone.

Industrial District (I-1)

The Industrial district (I-1) is located along Route 7, extending from the southern Town boundary north to the Federal Road interchange. This district permits many of the same uses as other commercial districts in Brookfield, with a focus on industrial use. For example, manufacturing, publishing and printing, research laboratories, warehouses and wholesale are all permitted with a site plan while these uses all require a special permit in other commercial zones. Similarly, this is the only zone in Brookfield where truck and bus terminals are permitted. Several uses permitted in other commercial zones are not permitted in the I-1 zone including alcohol sales, garden and nursery centers, gasoline sales, personal services, drive-thru facilities, several types of restaurants, and mixed-use development.

Industrial Height Overlay (I-1 HO)

Most of the I-1 zone is included under the Industrial Height Overlay District (I-1 HO) except for the area between the Still River and the US-7/Federal Rd. interchange. Within the I-1 HO overlay, the maximum permitted building height is increased to 45 feet.

Corporate Park District (CP)

The CP district can be found at the southern boundary of Brookfield, applying to the properties surrounding Park Ridge Rd. As described by its name, this district is intended to encourage the development of corporate park style industrial and commercial uses such as professional offices and manufacturing as opposed to retail or services which are restricted in this district.

Special Districts

Brookfield has four special districts in addition to the residential, commercial, and industrial districts described above. These include the Residential-Rental Housing Opportunity/Workforce Zone (R-RHOW), the Brookfield Aquifer Protection District (APD), Floodplain Districts (FP), and the Watershed Protection District (WPD). Each of these zones is outlined below, and specific details of each special district can be found in Article 5 of the Town of Brookfield Zoning Regulations.

Chapter 3. Land Use and Zoning

Residential-Rental Housing Opportunity/Workforce Zone (R-RHOW)

The R-RHOW district is a specialized, time-limited zone covering the area within 1,600 feet of the intersection of Federal Road and Station Road with the purpose of encouraging mixed-use commercial and residential rental housing in proximity to existing infrastructure and services. Applications for developments which qualified under the R-RHOW zone were only accepted between July 2016 and July 2021.

Aquifer Protection District (APD)

There are two distinct and overlapping APDs in Brookfield: the Meadowbrook Aquifer Protection Area, located to the south of Limekiln Brook, and the much larger Brookfield Aquifer Protection Area which extends from the northern boundary to the southern boundary of the town within the Still River Drainage Basin. With the intent of protecting Brookfield's groundwater resources, several uses are prohibited within this zone such as road salt storage, manufacturing, storage, or disposal of hazardous materials, truck or bus servicing facilities, waste disposal facilities, contractor's yards, motor vehicle service stations, and automotive and boat sales. Properties within an APD are also subject to additional regulations related to stormwater management, wastewater discharge, drainage, hazardous materials, and storage of waste.

Floodplain Districts (FP)

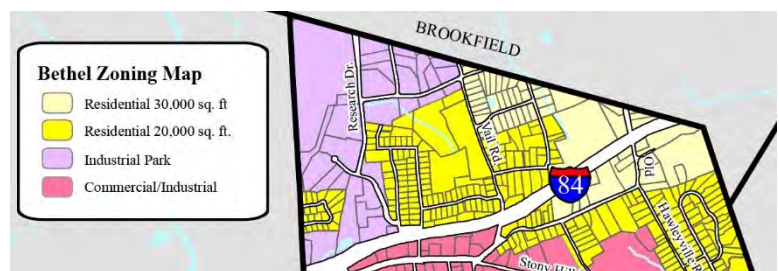
Floodways and areas of Brookfield falling within Zones A and AE according to the most recent Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) maps are within the Floodplain District. Properties within the FP zone are subject to additional review by the Inland Wetlands Commission, use regulations, and building code.

Watershed Protection District (WPD)

Brookfield's WPD zone is overlaid on all properties within the Candlewood Lake Watershed in the western portion of the Town. The purpose of this district is to protect the water quality of Candlewood Lake, an important local and regional natural resource. This district is similar to the APD and shares the same use restrictions. New construction within the WPD must complete a stormwater management plan and share related data for review by the Town. The Brookfield Zoning Code also provides a menu of best management practices to be included in stormwater management plans.

Surrounding Municipalities Zoning

Brookfield shares land boundaries with New Milford to the north and Danbury, Bethel, and Newtown to the south. Bridgewater is across the Housatonic River to the east of Brookfield and New Fairfield is across Candlewood Lake to the west of Brookfield.



Bethel Zoning Map. Image adapted from Bethel's official zoning map

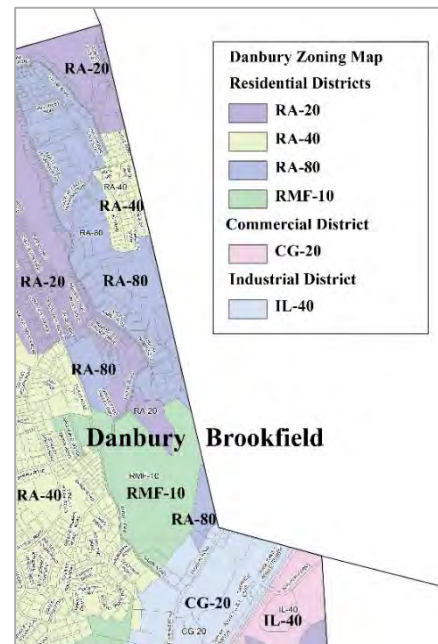
Chapter 3. Land Use and Zoning

Bethel

Bethel maintains an Industrial Park (IP) zone contiguous with Brookfield's CP zone, with the similar purpose of encouraging larger scale park-style corporate facilities near Park Ridge Road and Research Drive. To the east of the industrial zone, is an R-30 (30,000 sq ft residential) zone bordering R-40 and R-80 zones in Brookfield.

Danbury

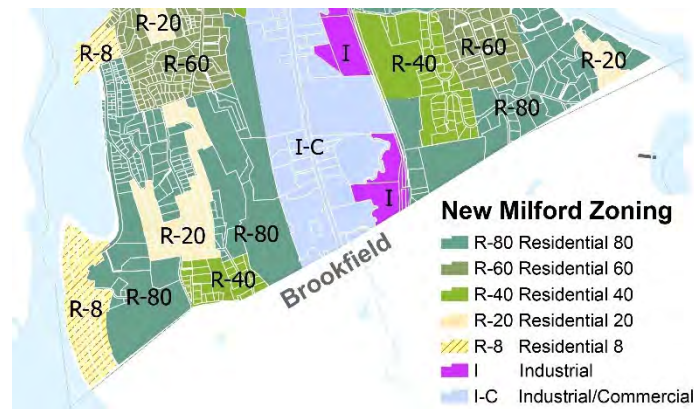
Danbury borders Brookfield to the southwest from Candlewood Lake to the boundary of Bethel. Like Brookfield, Route 7 in Danbury is surrounded by commercial (CG-20) and industrial zoning (IL-40) with residential districts to the east and west along the border with Brookfield (RA-20, RA-40, RA-80, RMF-10). Along Candlewood Lake, Danbury is zoned residential with minimum lots sizes of one-half acre or 2 acres (RA-20 and RA-80).



Danbury Zoning Map. Image adapted from Danbury's official zoning map.

New Milford

Brookfield's northern border is the boundary with New Milford, stretching from Candlewood Lake to the Housatonic River. The commercial/industrial core along Route 7 and Federal Road in Brookfield continues north into New Milford with Industrial (I) and Industrial/Commercial (I-C) districts. The remaining border areas in New Milford are zoned with various single-family residential districts with comparable requirements to Brookfield's Corresponding zones.



New Milford Zoning Map. Image adapted from New Milford's official zoning map.

Newtown

Newtown borders Brookfield to the southeast, with the boundary between the towns extending from the Housatonic River to the boundary with the Town of Bethel. On the Newtown side are single-family residential districts with one- to three-acre minimum lot sizes, which is comparable to Brookfield's neighboring one- to two-acre single-family zoning districts.

Chapter 4. Housing

Existing Conditions

Housing Units

In 2020, there were 7,116 housing units in Brookfield.²² The 2015 POCD projected a demand for 1,200 additional housing units over the next 15 years, with a notable demand for rental units (60%). The demand for rentals is driven by seniors wanting to downsize in the community and young professionals who are priced out of the single-family housing market. Starting in 2014, water mains were added along the entire length of Federal Road from the northern border down to Danbury. This, along with natural gas and sewer, completed the necessary utilities that allowed for high-density development.



image source: Eva Deitch

Between 2016 and 2024, Brookfield added 698 housing units, including 625 new multifamily units, 8 duplex units, and 63 single-family homes (see Table 4-1).²³ There are 358 additional multifamily units under construction that will open in 2025 and 2026 (see Table 4-2), and about 344 multifamily units in the planning stages through 2028 (Table 4-3).

Of multifamily housing built between 2016 and 2024, 65% were studio and one-bedroom units, 31% were two-bedroom units, and 4% were three or more-bedroom units. All developments have 100% occupancy rates, except for some assisted living units that are restricted for memory-care patients and some buildings that have just opened. There is a growing demand for larger apartments, and multifamily housing under construction will provide a greater share of two-bedroom units (35%) and three or more-bedroom units (22%). Of multifamily units in the planning stages, 31% will contain two-bedrooms and 9% will be three or more bedrooms. New duplex and single-family homes typically provide three or more bedrooms.

Between 2016 and 2024, Brookfield added 60 incentive housing units and 45 affordable housing units. “Affordable housing” refers to housing certified to meet the guidelines of Connecticut General Statutes (CGS) Section 8-30g. “Incentive housing” refers to housing produced through Brookfield’s incentive housing legislation and former incentive housing zones. Incentive housing does not meet the affordability thresholds to count towards the Town’s certified affordable housing stock. For more information on incentive housing and affordable housing, please see the corresponding sections later in this chapter.

²² U.S. Census Bureau, Decennial Census (2020)

²³ Town of Brookfield, Economic Development Report (February 2025)

Chapter 4. Housing

Table 4-1. Housing Built 2016-2024

Development Name and Address	Zone	Total Units	Studio	1 bed	2 beds	3 beds +	Market Rate Units	Incentive Units	Affordable Units	Year CO Issued
Barnbeck Building B, 398 Federal Rd.	C-2	63	12	33	18		51	12		2016
Oak Meadow Condos, Old Oak, Oak Branch, Short Oak, and Oak Meadows Dr.**	R-80*	19			10	9	10	9		2016
Laurel Hill Ct, 50 Laurel Hill Road	TCD-P	13			13		13			2016
Oak Meadow Condos, Old Oak, Oak Branch, Short Oak, and Oak Meadows Dr.**	R-80*	15			10	5	10	5		2017
Brookfield Village, B-4, Phase 1, 800 Federal & 7, 15, 19, and 23 Station Rd.	TCD	30		19	11				30	2017
Barnbeck Building A, 398 Federal Rd.	C-2	102	24	48	30		81	21		2018
Oak Meadow Condos, Old Oak, Oak Branch, Short Oak, and Oak Meadows Dr.**	R-80*	25			12	13	20	5		2018
Brookfield Village, B-1, Phase 1, 800 Federal & 7, 15, 19, and 23 Station Rd.	TCD	18		12	6		5		13	2018
The Linden, 291 Federal Rd. (55+ age-restricted)	C-2	125	63	50	12		125			2021
Brookfield Village, B-2 & B-3, Phase 2, 800 Federal & 7, 15, 19, and 23 Station Rd.	TCD	40	3	29	8		40			2022
Brookfield Village, Phase 3, 800 Federal & 7, 15, 19, and 23 Station Rd.	TCD	53		20	33		53			2024
TCHE Properties, 887 Federal Rd.	TCD	8			8		8			2024
1030 Federal Rd.	CG-N	34		32	2		34			2024
Emporium Plaza, 731 Federal Rd.	TCD	40		40			40			2024
857/857A Federal Rd. (Building 1)	TCD	40		22	18		32	8		2024
Multi Family		625	102	305	191	27	522	60	43	
Greenway Crossing (duplexes), Old Rte. 7	TCD	8				8	8			2022
Single-Family Homes	R	61				61	59		2	
Total		694	102	305	191	96	589	60	45	

Chapter 4. Housing

Notes: *A small portion of Oak Meadow Condos falls in the C-2 zone.

**Oak Meadow Condos were completed in three phases. Each phase is listed separately by the date the Certificate of Occupancy (CO) was issued.

Table 4-2. Multifamily Housing Under Construction 2025-2026

Development	Zone	Total	Studio & 1 bed	2 beds	3 beds +	Type	Estimated Opening
857/857A Federal Rd.(Building 2)	TCD	60	31	29		20% Incentive, Rent Occupied Apartments	2025
Brookfield Mews	C-2	112	38	74		30% Affordable, Rent Occupied Apartments	2026
Willows at Brookfield	C-2	78			78	Market Rate Owner Occupied Townhomes	2026
Hebert/Kinder	TCD-P	108	84	24		20% Incentive, Rent Occupied Apartments	2026
Total		358	153	127	78		

Table 4-3. Multifamily Housing in Planning Phases

Development	Zone	Total	Studio & 1 bed	2 beds	3 beds +	Type	Estimated Opening
874 Federal Rd.	TCD	106	62	33	11	20% Incentive, Rent Occupied Apartments	2027
195 Federal Rd.	C-1	20			20	Market Rate, Rent Occupied Apartments	2027
Brookfield Village, Phase 4, 20 Station Road	TCD	60	26	34		20% Affordable, Rent Occupied Apartments	2027
701 Federal Rd.	TCD	28	28			Market Rate, Rent Occupied Apartments	2028
The Renaissance, 777 Federal Rd.	TCD, R-RHOW	120	91	29		Incentive, Rent Occupied Apartments	TBD
636 Federal Rd.	CG-S	10		10		20% Incentive, Rent Occupied Apartments	TBD
854 Federal Rd.	TCD	TBD	TBD	TBD	TBD	TBD	TBD
Total		344	207	106	31		

Notes: 1. Assumes no sewer moratorium; 2. Assumes permit extensions granted upon request

Source: Town of Brookfield, Economic Development Report (2024)

Chapter 4. Housing

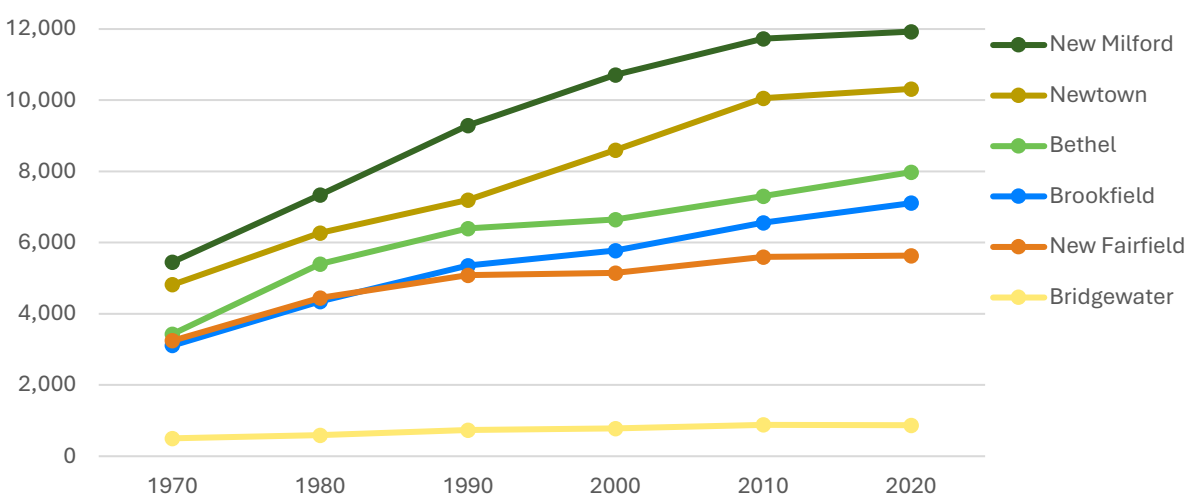
There are many benefits to the increase and diversification of the housing stock in Brookfield. In addition to meeting regional housing demand and providing options for a variety of household types and price points, new development provides an increase to the taxable real estate and personal property Grand List, which helps keep property taxes down for residents. The Grand List has increased in Brookfield, as discussed further in “Chapter 5. Economic Development.” Population increase provides a basis for retail, shopping and professional office space development. Mixed-use developments provide a built-in customer base for retail, restaurants, and services below that serve the entire community.

Change in Housing Units over Time

Most housing in Brookfield (54%), as with Fairfield County in General, was built between 1960 through 1989 (approximately 1,200 units were built per decade).²⁴ Most of the housing built during the 20th century were single-family homes. Since 2005, Brookfield has been adding more units in new multifamily developments.

Between 1970 and 2020, Brookfield increased its number of housing units by 129% (4,005 units), which was a greater overall increase compared to WestCOG’s 64% increase (see Figure 4-1). WestCOG’s more moderate percentage increase is due to the presence of larger cities such as Danbury and Stamford that already had a substantial number of multifamily housing units. As a more rural/suburban community, Brookfield’s increase of housing units included single-family homes and increasingly, multifamily units in the 2000s. Brookfield’s percent increase is the third highest in WestCOG (Sherman 156% and Bethel 132%). Compared to neighboring Towns, Brookfield, Bethel, and New Fairfield started with around the same number of units in 1970, Brookfield and Bethel increased their number of units at a similar rate (4,005 and 4,547 units added, respectively), while New Fairfield did not keep up (2,388 units added).

Figure 4-1. Change in Housing Units in Brookfield and neighboring Towns (1970-2020)



Source: U.S. Decennial Census (1970-2020)

²⁴ U.S. Census Bureau, ACS 5-Year Estimates (2023)

Chapter 4. Housing

Type of Housing Units

Most housing units in Brookfield are single-family detached homes (74%) (see Figure 4-2). There are a mix of other unit types, including townhomes, condos, and apartments, providing some options for different needs and price points. The U.S. Census Bureau estimated in 2023 that 7% of housing units in Brookfield are attached single-family homes (i.e. townhomes), 2% are in two-family homes, and the remaining 17% of units are in multifamily buildings (more than three units). Brookfield's estimated 17% share of multifamily housing is comparable to New Milford's (17%) and Bethel's (15%) shares (see Figure 4-3). The share of multifamily housing in Brookfield will increase as recently completed, under construction, and planned multifamily units are factored into the estimate.

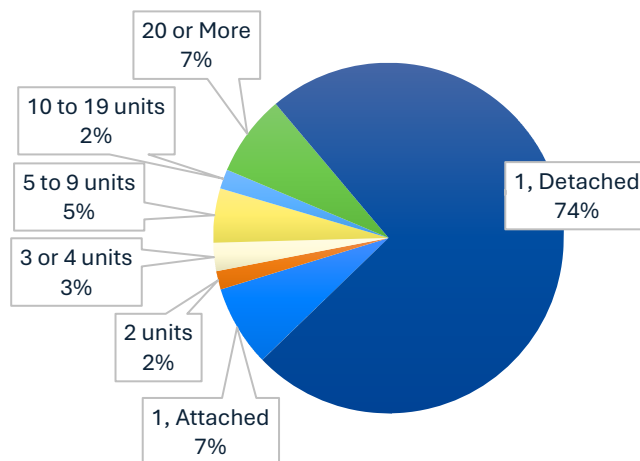
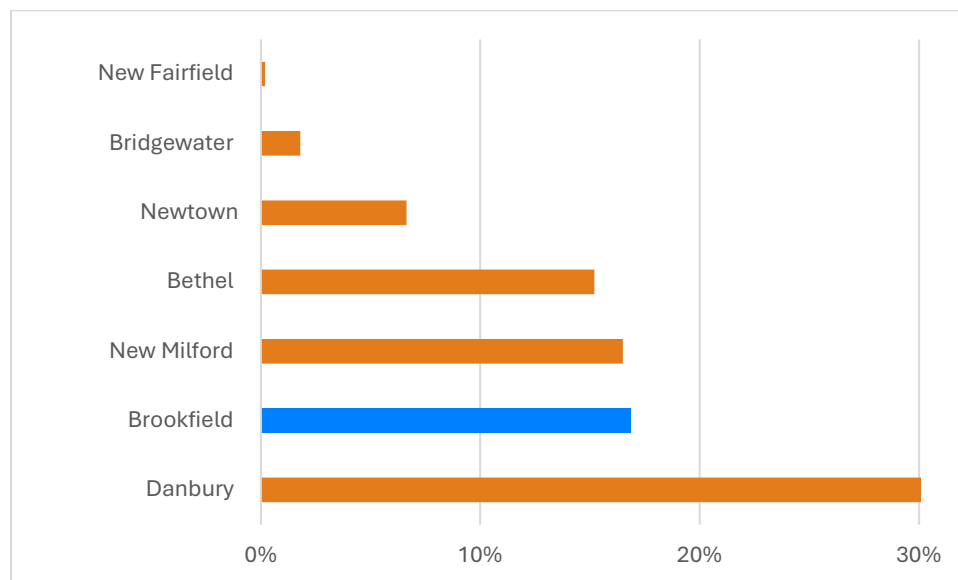


Figure 4-2. Type of Housing by Number of Units in Brookfield (2023)

Source: U.S. Census Bureau, ACS 5-year Estimates, 2023.

Figure 4-3. Multifamily Housing As A Share of Total Housing Units (2023)



Source: U.S. Census Bureau, ACS 5-Year Estimates (2023)

Single-family Neighborhoods

As shown in Figure 5-2, 81% of the housing stock in Brookfield is single-family, including 7% attached single-family (townhomes) and 74% detached single-family homes. As discussed in *Chapter 3. Land Use and Zoning*, the residential zoning of single-family neighborhoods provides for lots varying in size from 7,000 to 100,000 square foot lots.²⁵ Zones with lot sizes between 40,000 square feet and 100,000 square feet allow septic fields to work well and are large enough to handle storm water on-site, prevent excessive run-off, and preserve natural vegetation. These housing lot sizes are also generally large enough to enable consideration of various environmental sustainability issues, such as orientation to the sun, in potential future subdivisions.

Conservation or “cluster” development

Such subdivisions do not increase the over-all density of a subdivision but reduce the lot size of each home. Figure 4-4 below gives an example of a conservation subdivision. Brookfield allows conservation subdivisions in 3.13 of its Zoning Code.

The current provisions reduce the minimum lot size in the subdivision by half of what is allowed in the residential district (only R-40, R-60, R-80, and R-100 districts) with a minimum lot size of 20,000 square feet. Development of single-family homes are concentrated on a portion of the subdivided area while the remaining land is preserved for conservation. For example, in the R-40 district, a conservation subdivision would build the same number of units that could have been built on 40,000 square foot lots on 20,000 square foot lots thus preserving half of the land for conservation.

Figure 4-4. Conventional Subdivision Compared to Conservation Subdivision

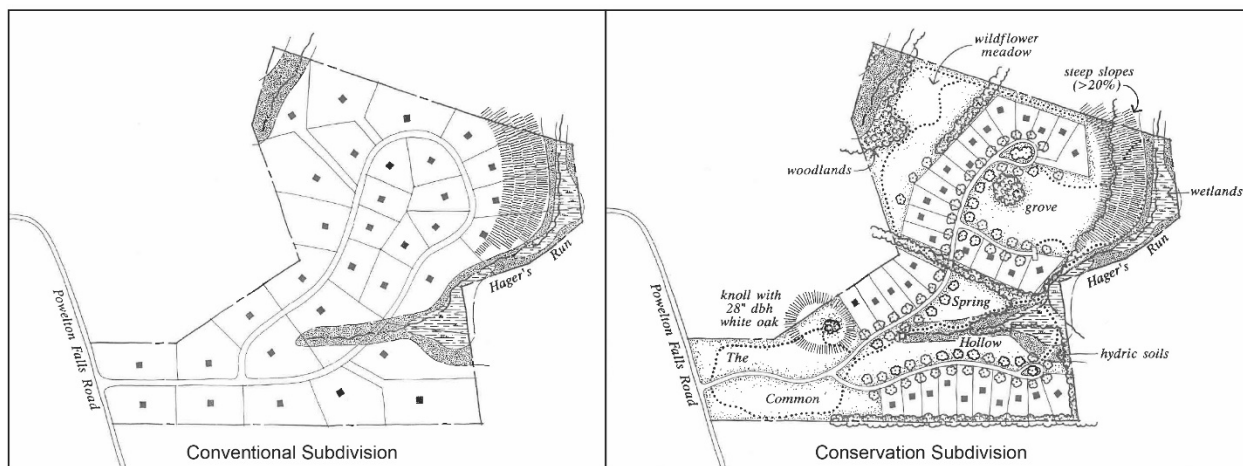


Image by Randall Arendt, permission granted to BFJ Planning for use.

²⁵ The 7,000 square foot zone near Candlewood Lake was developed as a seasonal summer cottage community.

Multifamily Development Moratorium

Brookfield adopted a multifamily development moratorium on October 12, 2024. It will expire on December 1, 2026. Under the moratorium, the Zoning Commission cannot accept or consider any new applications for multifamily developments in the Town Center District (TCD), Gateway North (C-GN), and Gateway South (C-GS) districts (see Figure 4-5). New applications for multifamily development in other zoning districts will continue to be reviewed. Projects already in the pipeline are not affected by the moratorium.

The moratorium will provide the time to allow the Zoning Commission to assess the current regulations and their impact on town infrastructure, including sewer, water, and emergency services, to allow the Planning Commission to update the POCD, and to accommodate the upcoming merger of the Planning and Zoning Commissions.

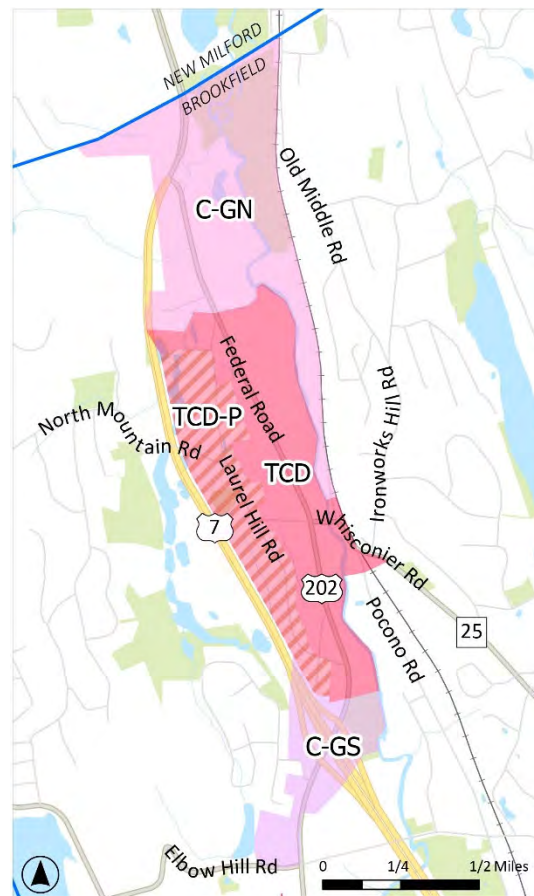
Vacancy

Six percent of all housing units were vacant in Brookfield in 2020, which is comparable to the vacancy rate observed across Fairfield County.²⁶ However, the vacancy rate includes units that are held vacant for seasonal and occasional use, properties that have been sold or rented but remain unoccupied, and other types of vacancy that keep housing out of the active market. Only 1% of housing units were available for rent and under 1% were available for sale. This indicates a tight market for those seeking both homeownership and rental housing opportunities. The county also observed a tight housing market with only 2% of housing units available for rent and less than 1% available for sale. These numbers indicate a high demand for both rental and homeownership opportunities in Fairfield County.

Tenure

In the 2020 census, there were 6,695 occupied housing units in Brookfield, 81% were owner-occupied and 19% were renter occupied. The County provides a larger share of rental units at 36% of the occupied housing stock.²⁷

Figure 4-5. Multifamily Development Moratorium Applicable Zones



Multifamily Development Moratorium applies to the TCD, TCD-P, C-GS, and C-GN zoning districts highlighted in pink.

²⁶ ACS 5-year estimates (2023) suggests that Brookfield's vacancy rates may be even lower while estimates for WestCOG are consistent with the decennial census for Fairfield County.

²⁷ ACS 5-year estimates for WestCOG place homeownership at about 33%-34% of occupied housing units.

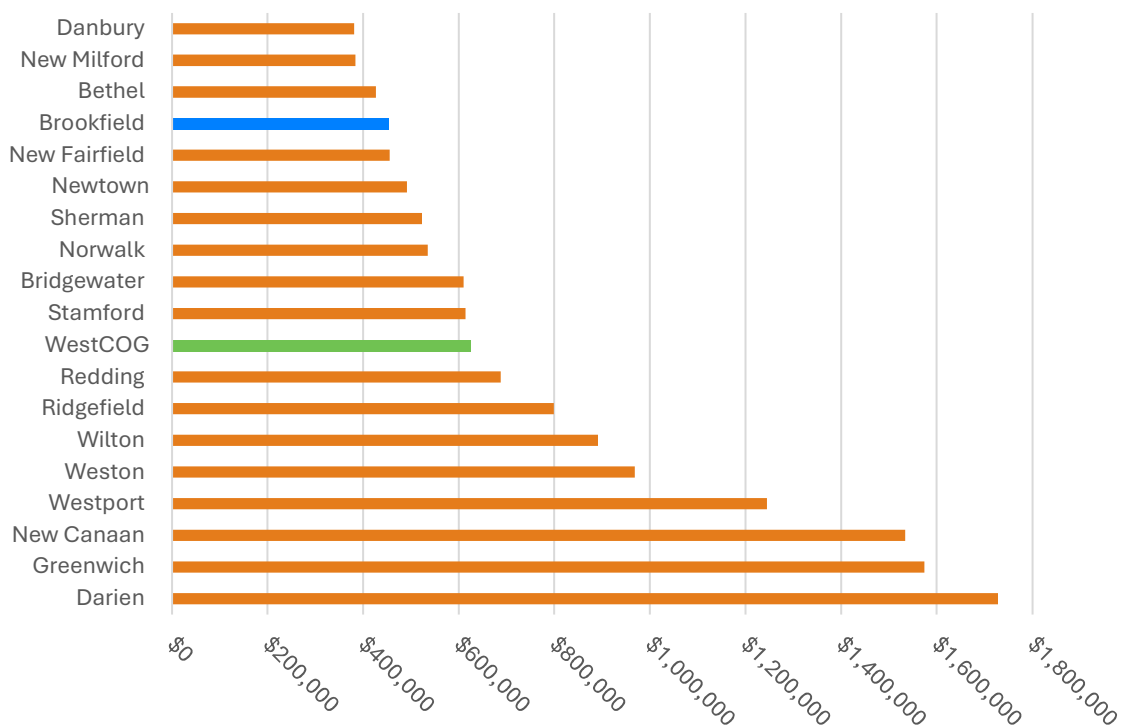
Chapter 4. Housing

Cost of Housing

Owner-Occupied Housing

Houses in the WestCOG region are expensive, with the median house value for owner-occupied residences estimated at \$625,400, according to the U.S. Census Bureau (2023). However, Brookfield's estimated median home value of \$452,500 is more affordable than most other towns in the region (see Figure 4-6). Brookfield's median house value falls in the middle compared to Brookfield's neighbors Danbury, New Milford, Bethel, New Fairfield, Newtown, and Bridgewater.

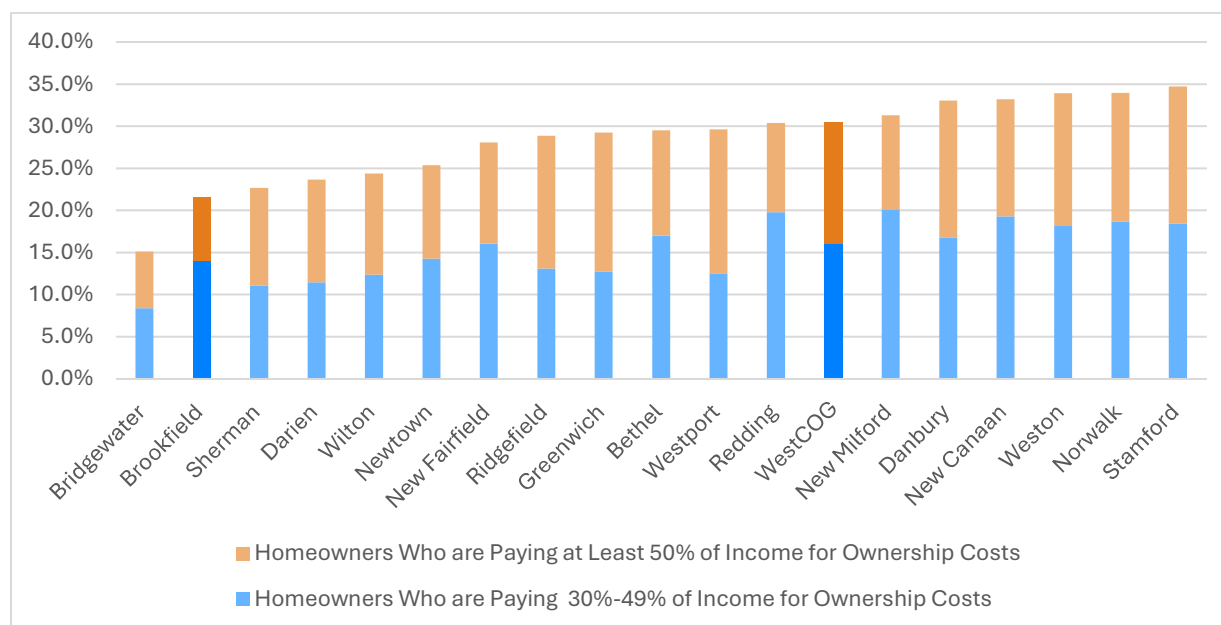
Figure 4-6. Median House Value for All Owner-Occupied Housing Units (2023)



Source: U.S. Census Bureau, ACS 5-Year Estimates (2023)

A household is considered cost-burdened if they spend 30% or more of their income on housing-related costs. In WestCOG, about one-third of homeowners spend more than 30% of their income on housing costs. In Brookfield about one-fifth of homeowners are cost burdened (about 1,210 owner-occupied units). Brookfield has a smaller share of homeowners who are cost-burdened when compared to most municipalities in the region (see Figure 4-7).

Figure 4-7. Homeowners Paying More Than 30% or at least 50% of Income on Housing Costs



Source: U.S. Census Bureau, ACS 5-Year Estimates (2023)

Census data provides estimates of housing value but does not provide insights into the current real estate market for households wanting to move to or within Brookfield. Real estate listings are analyzed to provide insights on the current cost of housing.

On Redfin.com, there were 26 residential for sale listings, including 18 single-family homes, five condos, and three lots of vacant land, as of December 30, 2024 (see Table 4-4). The median time spent on the market for homes (excluding vacant land) was 39 days. The median home cost was \$729,900 and the median cost per square foot was \$321.

For single-family homes, the median listing price was \$799,450, and the range was \$350,000 - \$3,990,000. Single-family homes averaged approximately 2,600 square feet and ranged from 960 to 6,354 square feet. For condos, the median price was \$335,000, and the range was \$295,000 to \$530,000. The average condo size was 1,554 square feet and the range was 900 to 3,080 square feet.

Using the rule of thumb of affordability,²⁸ a household would need to have an annual income of about \$200,000 to afford the median single-family home in Brookfield and about \$84,000 to purchase the median condo. The median household income in Brookfield is \$133,095; thus, purchasing a new single-family home is out of reach for more than half the population, although a condo may be an affordable option, fewer are listed for sale.

²⁸ Dependent on credit ratings, a home is considered affordable if the sales price is between three and five times the purchaser's income.

Chapter 4. Housing

The three properties with vacant land for sale were 3.2 acres for \$240,000, 11.08 acres for \$299,000, and 9.45 acres for \$1,250,000.

Table 4-4. Available Residential Properties in Brookfield, December 30, 2024

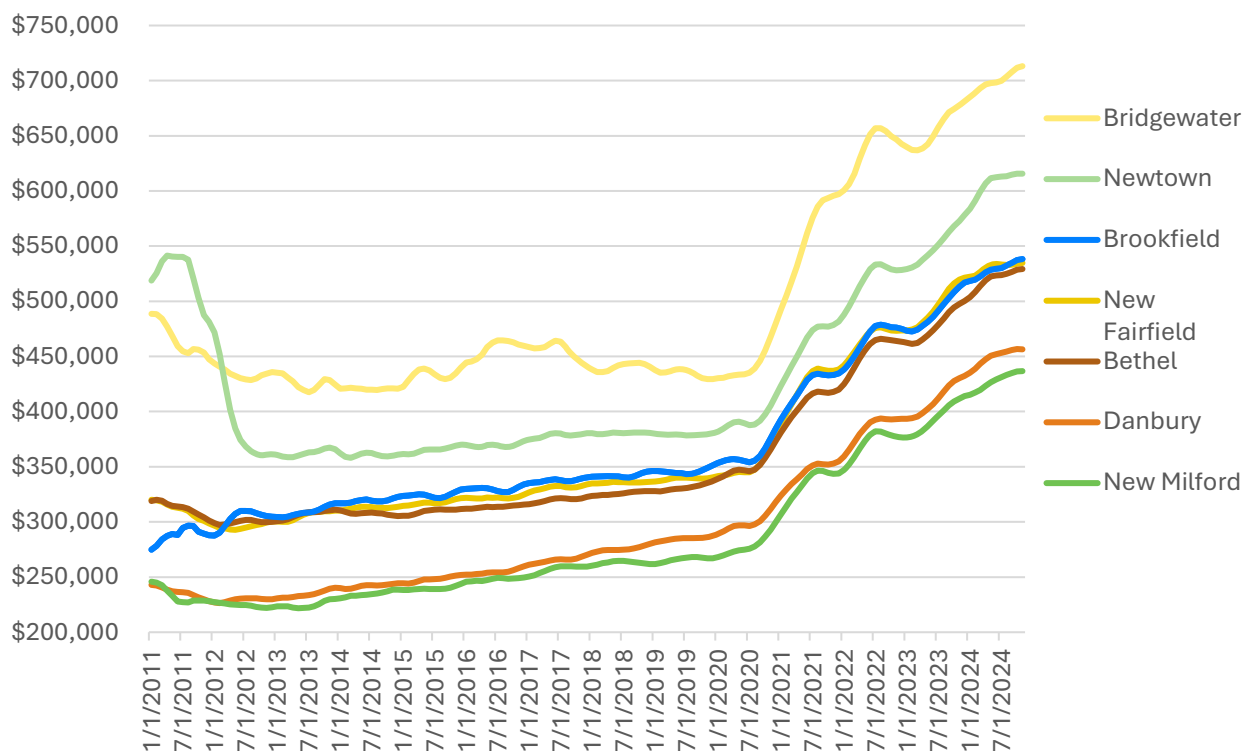
	Single-family Home	Condo	Home (includes Single-family homes and condos)	Vacant Land
Number of properties	18	5	23	3
Average Price	\$1,294,178	\$377,580	\$1,094,917	\$596,333
Median Price	\$799,450	\$335,000	\$729,900	\$299,000
Price Range	\$350,000 - \$3,990,000	\$295,000 - \$530,000	\$295,000 - \$3,990,000	\$240,000 - \$1,250,000
Average Size	2,614 sq ft	1,554 sq ft	2,437 sq ft	7.91 acres
Median Size	2,592 sq ft	1,554 sq ft	2,434 sq ft	9.45 acres
Size Range	960 - 6,354 sq ft	900 - 3,080 sq ft	900 - 6,354 sq ft	3.2 - 11.08 acres
Average cost per size	\$386 per sq ft	\$280 per sq ft	\$363 per sq ft	\$75,000 per acre
Median time on the market	59 days	27 days	39 days	247 days

Source: Redfin.com; BFJ Planning, December 30, 2024

The Zillow Home Value Index (ZHVI) measures typical home values for homes in the 35th to 65th percentile, seasonally adjusted by month. This measure allows for comparison over time and between towns. Figure 4-8 shows the ZHVI for Brookfield and the six neighboring towns from January 2011 through November 2024. The chart shows that housing costs in the region have been rising rapidly since 2020, with Brookfield's ZHVI rising from \$353,000 in January 2020 to \$538,392 in November 2024, a 52% increase. Brookfield has the third highest ZHVI amongst its neighbors with only Newtown and Bridgewater having higher values.

Chapter 4. Housing

Figure 4-8. Zillow Home Value Index (January 2011 -November 2024)

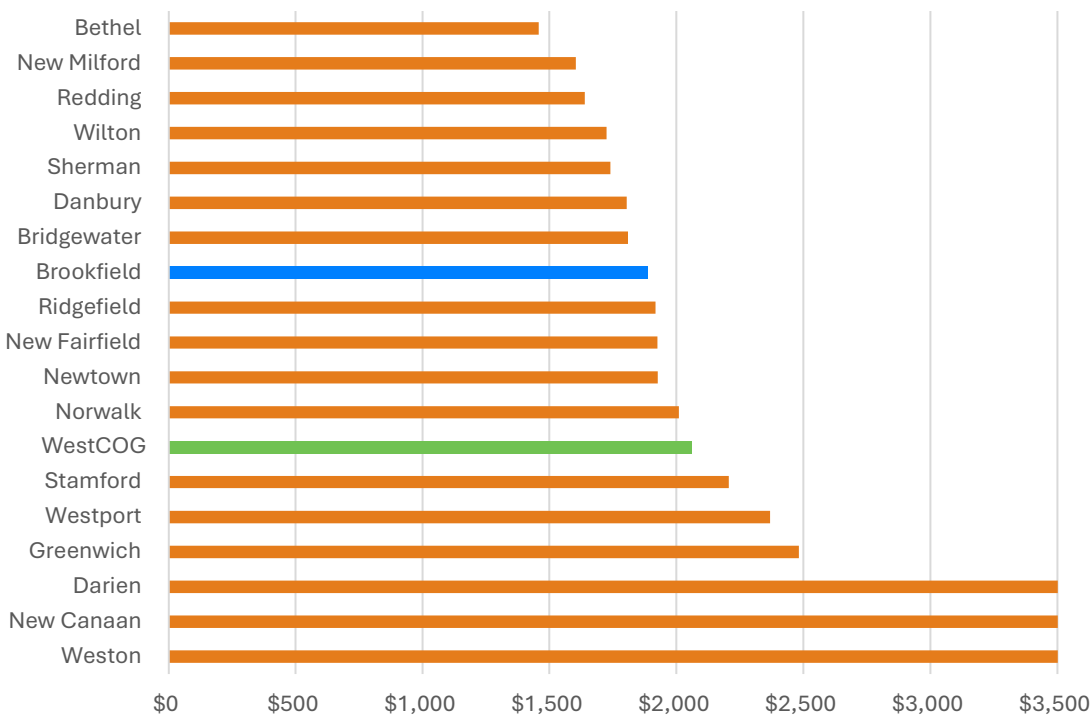


Source: Zillow.com

Renter Occupied Housing

The median gross rent in Brookfield was estimated at \$1,885 per month in 2023. Brookfield's rent cost is more affordable when compared to WestCOG's median gross rent of \$2,060 per month (see Figure 4-9)

Figure 4-9. Median Gross Rent (2023)

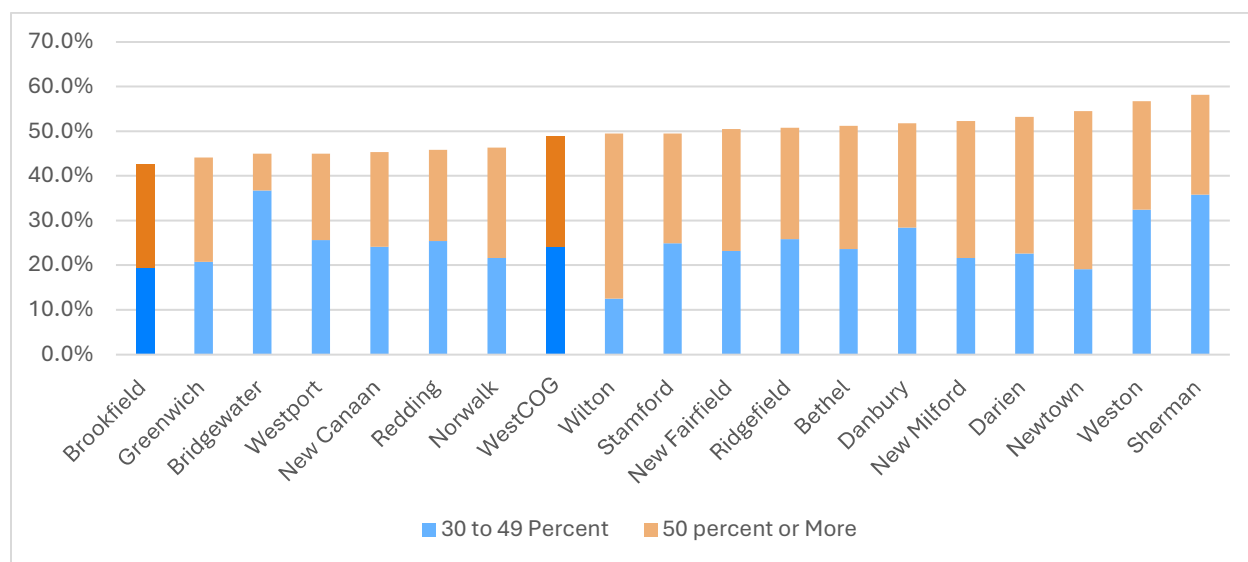


Source: U.S. Census Bureau, ACS 5-Year Estimates (2023)

Active real estate listings can provide a sense of the current market for those who want to rent in Brookfield. As of December 30, 2024, on Redfin.com there were 18 units listed for rent. The median rent was \$2,460. There are four studios available for rent with a median rent of \$1,850, five one-bedrooms with a median rent of \$2,140, and nine two-bedrooms with a median rent of \$2,760. These asking rents are much higher than the Census Bureau's estimates of current rents, indicating that those who are currently renting do not have mobility if they want to rent a different unit in Brookfield at a similar price.

The standard figure for understanding when a household is rent-burdened is when they are paying more than 30% of their income towards rent. Approximately 43% of residents (about 400 people) who rent in Brookfield pay more than 30% of their income for rent. More than half of them pay more than 50% of their income for rent. While these estimates indicate the high cost of living in the town, Brookfield has a lower share (43%) of renters who are cost burdened than WestCOG as a whole (49%) and other towns in the region (see Figure 4-10).

Figure 4-10. Residents Paying More Than 30% or at least 50% of Income on Rent



Source: U.S. Census Bureau, ACS 5-Year Estimates (2023)

Affordable Housing

Connecticut General State Statutes (CGS) section 8-30g considers an “affordable housing development” as either assisted housing or a set-aside development. “Assisted housing” is defined as housing which receives financial assistance under any governmental program for the construction or substantial rehabilitation of low- and moderate-income housing and any housing occupied by persons receiving government rental assistance. A “set-aside development” means a development in which not less than 30% of units are deed-restricted for at least 40-years to provide housing at or below prices affordable to those making 80% of the median income and less than 60% of the median income. “Affordable” means a household is paying no more than 30% of annual income towards housing costs or rent.

“Median income” means, after adjustments for family size, the lesser of the state median income or the Area Median Income (AMI) for the area in which the municipality containing the affordable housing development is located, as determined by the United States Department of Housing and Urban Development (HUD). In 2024, the AMI for the Danbury Metro Fair Market Rent (FMR) Area, which includes Brookfield, was \$147,700 and the state median family income was \$122,300.²⁹ This means that for housing to be certified to count as affordable housing under 8-30g, it must follow the state’s income and rental maximums. For example, the 80% median income threshold refers to a four-person family making \$97,840 or less and the 60% median income threshold refers to a four-person family making \$73,380 or less. Correspondingly, rent maximums for a two-bedroom apartment at 80% of median income would be \$1,903 per month, and at 60% of median income would be \$1,353 per month.

²⁹ CT Department of Housing, Rent and Income Guidelines (2024)

Chapter 4. Housing

Affordable Housing in Brookfield

As of 2023, Brookfield had 371 affordable housing units comprising approximately 5.2% of the town's housing stock.³⁰ This included 155 government assisted units, 26 tenant rental assistance units, 78 single-family CHFA/USDA Mortgages, and 112 deed restricted units. Brookfield has made substantial progress towards the state's target of 10% affordable housing, increasing the percentage from only 0.83% in 2005 to 5.6% in 2022, affording it an affordable housing moratorium from the state.

In order to increase the availability of affordable housing in Brookfield, the Town has been adding affordable housing stock through the Affordable Housing statute and Incentive Housing provisions of the state's statutes. The code also enables the establishment of multifamily residential units, including apartments, garden apartments, and townhomes, in appropriate locations (i.e., near public transit, on public sewer and water), particularly in the Town Center District and along Federal Road. Brookfield's zoning also allows for accessory apartments with a deed restriction that keeps them affordable for ten or more years.

Other means of making housing more accessible to people at a variety of income levels include public housing and federal Housing Choice Vouchers. The Brookfield Housing Authority operates Brooks Quarry, an affordable independent living housing complex for low-income seniors and/or handicapped individuals. Danbury Housing Authority distributes Housing Choice Vouchers to current and future Brookfield Residents. However, the waitlist for vouchers is currently closed.

Brookfield Housing Authority

The Brookfield Housing Authority (BHA) provides low-income housing at Brooks Quarry, an independent living housing complex for low-income seniors and/or handicapped individuals. The facility has 35 units, comprised of 27 efficiency apartments, four one-bedroom apartments, and four one-bedroom handicapped accessible apartments, in nine buildings on 16 acres of land. The Connecticut Housing Finance Authority (CHFA) provided funds to build the complex in 1983 and awarded an additional \$450,000 in 2015 for sanitary sewer upgrades. Brooks Quarry is funded by rental income and does not receive any on-going/regular funding from the town, state, or federal government. The Friends of Brooks Quarry, a non-profit formed in 2018, provides some support. Due to lack of funds, it's a challenge to maintain and modernize the facility.

Brookfield Affordable Housing Plan, 2022

CGS Section 8-30j requires every municipality to prepare an affordable housing plan every five years. The purpose of this statute is to enable low- and moderate-income individuals and families to access high-opportunity communities where residents have access to high quality education, public services, recreational assets, and housing. These assets can lead to better health, social, and economic outcomes for children and families. The goal of the statute is for affordable housing make up at least 10% of each municipality's housing stock.

³⁰ Connecticut Department of Housing, Affordable Housing Appeals List (2023)

Chapter 4. Housing

To make further progress towards the State's goal of 10% affordable housing, Brookfield's Affordable Housing Plan points to strategies and goals of the 2015 POCD. The Affordable housing plan will be updated within the next year to be consistent with this updated POCD and to address emerging issues and opportunities.

In 2022 the Western Connecticut Regional Toolbox was published. It offers a regional summary of past efforts to address affordable housing, analyzes regional market influences and housing needs, and details mechanisms utilized for producing and supporting affordable housing across the state, such as zoning strategies and financing options.

Brookfield Affordable Housing Moratorium

In 2022, Brookfield was granted an affordable housing moratorium (aka State Certificate of Affordable Housing Completion) under CGS § 8-30g. The moratorium acknowledges the significant number of affordable units Brookfield has added in proportion to its total housing stock and prevents affordable housing appeals under CGS § 8-30g.

Brookfield's affordable housing moratorium will expire on June 6, 2026. During this period, Brookfield is not subject to appeals taken under CGS § 8-30g, with some exceptions related to low-income government-assisted housing developments. The moratorium was granted because Brookfield demonstrated that it has added affordable housing units greater than 2% of the housing stock. Brookfield had a prior affordable housing moratorium from 2017-2021.

Other types of housing

Incentive Housing

Brookfield's zoning code provides for incentive zoning for a density bonus, when 20% of units are deed-restricted affordable to people at or below 80% of AMI, as determined by HUD. In 2024, the AMI for the Danbury Metro FMR Area, which includes Brookfield, was \$147,700.³¹ This means that 80% of AMI refers to a two-person household making \$94,560 or a four-person household making \$118,160. The number of additional units cannot exceed ten units per gross acre (for a total of 18), or four units in the TCD-Overlay zone (for a total of 12). The number of additional dwelling units per structure cannot exceed six units in Residential (R) zones; and ten units for one- or two-story structures, or 12 units for a three-story structure in all other permitted zones.

In addition, the Town used the Incentive Housing Zone (IHZ) and Residential-Rental Housing Opportunity/Workforce Zone (R-RHOW) overlay zones to encourage affordable housing in certain locations in the town. The IHZ was sunset in 2021. The R-RHOW zone received one application between 2016 and 2021 and will not receive future applications.

Brookfield created 60 incentive housing units between 2016 and 2024 and can expect the completion of approximately 66 more to be built through 2028. Incentive units typically do not meet the criteria to be counted as certified affordable housing as defined by CGS Section 8-30g.

³¹ CT Department of Housing, Rent and Income Guidelines (2024)

Chapter 4. Housing

Age-Restricted Housing Units

There are currently only two assisted living facilities in Brookfield: The Village at Brookfield Commons and The Linden (The Charter). Brookfield's zoning code allows for Planned Age-Restricted Communities (PARCs) by special permit in the TCD-P, CG-N, CG-S, and industrial zones.

Accessory Apartments

Accessory apartments are units that are commonly considered to be subordinate or incidental to a single-family home. In Brookfield, they are allowed by special permit in single-family residential districts. Accessory apartments are a separate dwelling unit located on the same lot as a principal single-family home that contains its own cooking facilities. Accessory apartments offer naturally affordable housing option for seniors wanting to age in place, young people wanting to live in the community where they grew up, and those with other needs such as accessibility or proximity to work. Accessory apartments also provide a source of income to homeowners who must live in one of the units and can rent out the other. These housing units integrate seamlessly with single-family neighborhoods.

Brookfield's current regulations on accessory apartments include the following provisions:³²

- Minimum 40,000 square foot lot
- Must comply to bulk requirements of the zone
- Conversion of an existing outbuilding may qualify where it is not feasible to connect the building to the main house and the outbuilding has been assessed for at least seven years prior to application
- Only one accessory apartment per residential lot
- Occupancy limited to no more than two unrelated people and no more than four total people
- Must be between 480 and 800 square feet
- Two parking spaces must be provided for the accessory unit on the premises
- Must have a separate exit from the main dwelling, and one operable door on a common wall connecting the apartment and the main dwelling
- Requires a site plan on exterior and interior modifications of the main dwelling to accommodate the accessory apartment
- The owner must reside in either the apartment or the main dwelling
- The other occupant must be a direct family member, elderly or disabled person or a caregiver for an elderly or disabled person who lives on the premises
- In lieu of the above requirement, the owner of the property must file an affordable housing deed restriction restricting the accessory apartment be rented at or below a price affordable to a household at 80% of the median income, for at least ten years
- The Zoning Compliance Certificate is granted for one year, and the property owner must renew it annually

³² Please refer to section 3.16 Accessory Apartments in the Town Zoning Regulations for full details.

Chapter 4. Housing

- The owner may not rent out additional rooms in the main dwelling if they have an accessory apartment on their property

Issues and Opportunities

Sewer Capacity

While the WPCA has done a good job of making improvements to the sewer system, including more accurate flow measurements and reduction of stormwater infiltration. However, the Town will need to increase sewer capacity to continue development. The Town's ability to expand housing and economic opportunities will depend on its ability to add sewer capacity in the future. When sewer capacity reaches 90%, a moratorium on all development requiring a sewer connection, including residential and commercial, is put in place. The current Multifamily Moratorium that restricts new applications in the TCD, TCD-P, CG-N, and CG-S zoning districts is intended to allow for some commercial development within the existing capacity to support balanced economic growth. However, after the Multifamily Moratorium and the Affordable Housing Moratorium are lifted in 2026, the Town should anticipate new applications for multifamily housing that will seek sewer permits.

Candlewood Lake Peninsula (R-7 Zone)

Built as a summer community on small lots, the Candlewood Shores and other peninsula neighborhoods were not originally planned for the year-round residency of today. Likewise, the original homes in the community were small, the community limited them to 1.5 stories with substantial rear yard setbacks to preserve views of the lake. In the past few decades, the empty lots in the neighborhood have been built up, older houses are being extended or replaced with larger structures, and variances have been granted for the enlargement of homes.

Without public sewer, the community relies on aging septic systems that have been found to be contributing to water contamination³³ and are costly to individual property owners to replace. On the other hand, the Town and WPCA have been studying the potential to sewer this area, among others. A survey of property owners in June 2024 showed opposition to the project based on costs, construction disruptions, and from those with functioning septic systems.

Housing Demand

For both for-sale and for-rent units, low availability rates of 1% indicates a need for greater housing supply to meet demand. While housing is more affordable in Brookfield than many other parts of WestCOG, and fewer residents are cost-burdened, there is still a high need for more naturally and designated affordable housing in the town.

While the town has added hundreds of units, and more are in the pipeline, new developments fill quickly reaching 100% occupancy. There is an increasing demand for two or more-bedroom

³³ WPCA, Candlewood Sewering Impact on Water Supplies; Brookfield Health Department

Chapter 4. Housing

units. Extra bedrooms do not necessarily indicate households with children, and may be desirable for a multitude of reasons, including providing a guest room, an at home office, and additional storage space.

At the first public workshop, comments indicated that there is an interest in “cottage-style” development and townhomes, which provide a single-family living experience that is generally more affordable and requires less upkeep.

Keeping Empty Nesters and Attracting Young Professionals

Residents have continued to express a need for options and affordability for seniors, young professionals, and others who want to move to or stay in Brookfield. Seniors who may wish to downsize in the community may be remaining in their single-family homes due to limited other options, reducing the housing turnover that could create opportunities for new buyers, including young families. Young people starting their careers may not be able to find their own place to live and stay in Brookfield or return after college due to prohibitive costs and limited variety.

“Overdevelopment”

On the other hand, some Brookfield residents have found the recent development of multifamily housing in the town to be changing the built characteristics of the town. Some perceive the new developments to be out of scale and architectural context with the surrounding more suburban and rural landscape.

Others believe new developments have outpaced the Towns’ ability to provide key services, such as fire and police protection. However, the Emergency Services Study conducted by Manitou Incorporated, and more recent calculations by Brookfield’s Economic Development Manager have not found a direct correlation between the increase in emergency services calls and multifamily housing development. This does not disregard challenges faced by the fire department and EMS to address calls in multifamily housing, including additional training required for firefighters to enter large stick-built buildings and EMS responders to fit stretchers into elevators. These issues will be discussed in “Chapter 7. Community and Cultural Facilities.”

Recent Connecticut State Legislation

On June 10, 2021, Governor Lamont signed Public Act 21-29 that clarifies and amends the state’s Zoning Enabling Act and makes several changes to support housing, including uniform standards for accessory apartments, prohibits limitations on the size of multi-family units and minimums on dwelling unit size, limits parking minimums for multi-family housing, restricts development and consultation fees, provides new calculation methods for 8-30g, requires minimum training requirements for certain Land Use Officials, and enables the integration of a municipality’s affordable housing plan with their POCD. It also requires Zoning Commissions to address housing disparities by designing regulations that address a spectrum of needs, promote the efficient review of proposals and applications, and further the federal Fair Housing Act.

Goals and Recommendations

4.1. *Preserve the single-family neighborhoods of Brookfield, especially where there is a lack of sewer service.*

In the suburban and rural areas of the town, development should continue to be guided by the existing zoning to respect sensitivity to soil limitations for septic fields and limitations of the water, sewer and stormwater infrastructure. This is consistent with the WestCOG POCD and the State Plan of Conservation and Development which suggests that areas without water and sewer infrastructure be limited to densities that can be supported by septic fields. Most single-family residential zones in Brookfield are compatible with that goal. The exception is the R-7 zone at Candlewood Lake. The R-7 zone is an example of how allowing too much density in an area not served by public sewer can have negative impacts.

4.1.1. *Address the challenges presented by small lot sizes and lack of public sewer in the Candlewood Lake neighborhoods (R-7 zone).*

Consider changes to the bulk requirements in the R-7 zone including setbacks and maximum height to preserve views and minimize development impacts.

Consider sewerage the Candlewood Peninsula and other areas studied by the WPCA for sewer extension. Sewer infrastructure will be discussed further in “Chapter 9. Infrastructure and Utilities.”

4.1.2. *Communicate the benefits of the Connecticut Housing Finance Authority (CHFA) mortgage and loan programs and the United States Department of Agriculture (USDA) single-family housing programs.*

CFHA provides below market interest rates and downpayment cost assistance to first-time homebuyers with additional reductions for veterans, military, police, teachers and people with disabilities or disabled household members. CFHA also provides loans and financing for other needs. While there are income limits and sales price limits, they target households at or slightly above the Danbury Metro FMR Area AMI in Brookfield.

Brookfield is an eligible area for housing programs under the USDA. The Single-Family Housing Programs provide no-money-down loans to give families and individuals the opportunity to buy, build, or repair affordable homes. Low and very-low-income limits apply.

4.1.3. *Encourage homeowners with failing septic systems to replace them with Innovative and Alternative (I/A) nitrogen reducing systems.*

Grants and low interest loans may be available to assist homeowners with the cost of replacing their septic system. These include the USDA which provides single-family housing repair loans and grants to qualifying property owners to remove health and safety hazards, including household water well and septic systems. The program provides

Chapter 4. Housing

loans to very low-income homeowners determined by county income thresholds and provides loans to people 62 and older.

4.2. Concentrate high density development in areas where infrastructure such as water, sewer, and roads, are in place. This includes multi-family housing, large scale commercial development, and mixed-use development.

4.2.1. Follow “Smart Growth”³⁴ principals in the development of commercial districts and sewer area along the Federal Road corridor, particularly the Town Center District.

“Smart Growth” is the concept of concentrating development in appropriate areas while conserving more rural areas. It includes principles of redeveloping previously developed areas, infill development, mixed-use (residential and commercial) development, and providing safe infrastructure for all types of mobility, including walking and biking. Smart growth is a way to create more sustainable development by discouraging sprawl, shortening trips between destinations, reducing car-dependence, and creating economic and social vitality.

4.2.2. Work with the WPCA and regional municipal leaders to increase sewer capacity to accommodate future residential, commercial, and industrial development.

The Town’s greatest barrier to future development, including commercial, industrial, and residential development, is sewer capacity. Brookfield has already triggered the sewer moratorium in recent years when its 90% capacity limit is reached. The WPCA has made improvements to the system and continues to monitor it. However, limitations to the system will require regional cooperation in the near term to address failing septic systems on residential properties and to accommodate a balance of future multifamily and commercial development. More strategies for addressing sewer capacity will be discussed in “Chapter 9. Infrastructure and Utilities.”

4.3. Provide affordable housing options for a variety of income levels, including middle, moderate, and low-income households in Brookfield.

4.3.1. Update the affordable housing plan every five years, as required by CGS 8-30j, to meet emerging challenges and opportunities.

Brookfield is required to update its affordable housing plan every five years. Its plan was last updated in 2022, and an affordable housing moratorium was granted through 2026. However, Brookfield should create an updated plan before the moratorium expires to ensure that it has identified a set of strategies for increasing the Town’s share of affordable housing, which will continue to decline through 2026 as few affordable units are planned. Once the affordable housing moratorium expires, the town will no longer be

³⁴ Smart Growth refers to sustainable development principles that including, mixed land uses, compact building design, a range of housing opportunities, walkability, sense of place, preserve natural resources, redevelopment and infill development in already developed areas, predictable fair and cost effective decision-making, and encouraging stakeholder and community collaboration.

Chapter 4. Housing

exempted from 8-30g appeals, which give developers the upper hand in building affordable housing on their property in the town. A plan is necessary for the Town to guide the appropriate location of development, consider future infrastructure investments, and prioritize the municipal budget to meet the needs of a growing population.

4.3.2. Clarify section “3.14 Multifamily Dwellings G. Affordable Housing Density Bonus” in the Town Code to be consistent with the requirements of CGS Section 8-30g.

While the code currently refers to section 8-30g, the text is inconsistent. It should be revised to reflect 8-30g’s requirement that 30% of housing set-aside is affordable to those at or below 80% of the median income, including 15% affordable to those at or below 60% of the median income. Or the text could be revised to remove these specifics and reference the definition of an affordable housing set-aside in CGS Section 8-30g to stay in compliance with any changes to the state statute in the future.

4.3.3. Consider an incentive for workforce housing.

The Town should consider a density bonus for housing projects that provide units affordable to working people and households that cannot afford a single-family home, yet do not qualify for the income limitations required by 8-30g developments. Workforce housing could provide units affordable to households making between 80% and 100% AMI. These units could include a preference for people who work in Brookfield.

4.3.4. Reduce fees for affordable housing production in compliance with Connecticut Public Act P.A. 21-29.

4.3.5. Provide information to the Brookfield community regarding the Housing Choice Voucher Program administered by Danbury Housing Authority.

The Housing Choice Voucher (HCV) Program, also known as section 8 vouchers, is the federal government’s main program for providing very low-income families, the elderly, and the disabled with rental assistance. Voucher recipients can choose to live anywhere in the Greater Danbury Area as long as the unit meets the inspection requirements and is provided with a rent subsidy. Households can contact the Danbury Housing Authority to inquire about the waiting list for HCVs.

The State also funds the Rental Assistance Program (RAP), which is administered by the State Department of Housing and their contractor. The State has not opened the waitlist for either the HCV or RAP program since 2007, however, households can register on the Housing Choice Voucher Program website to be notified.

Brookfield’s Housing Authority, working with the Danbury Housing Authority, should help publicize this information by providing information on Brookfield’s website and social media outlets on where to apply for vouchers.

4.4. Encourage a wide array of housing types, to provide options for older residents to age-in-place and to attract young professionals and families to reside in Brookfield.

Chapter 4. Housing

4.4.1. *Revise the Town Code to comply with Connecticut Public Act P.A. 21-29, which are intended to reduce barriers to the production of a range of housing options. Revisions should include but are not limited to the following:*

- 4.4.1.1. Consider revisions to the Town's accessory apartment code to remove unnecessary barriers to the establishment of additional housing opportunities.

While the Town opted out of the changes suggested by P.A. 21-29, there may be barriers in the existing accessory apartment code. The Town should review the P.A. 21-29 and its experience with accessory apartment applications in the last several years to identify appropriate changes. This would allow for more options that appeal especially to seniors and young professionals and provide a source of naturally affordable housing that fits in seamlessly within single-family residential neighborhoods.

- 4.4.1.2. Revise the Town's Multifamily Dwelling Code to re-evaluate caps on the number of units.

P.A. 21-29 prohibits placing caps on the number of multi-family dwelling units in buildings with more than four units. Section 3.14 Multifamily Dwellings F. Density and Number of Units should be reevaluated.

- 4.4.1.3. Reevaluate minimum floor area requirements for residential units.

P.A. 21-29 stipulates that municipalities may not establish minimum floor areas for dwelling units that is greater than the minimum floor area set forth in the applicable building, housing or other code

4.4.2. *Consider revising the code to allow townhomes in subdivisions and to enable the Planning and Zoning Commission to mandate conservation subdivisions.*

- 4.4.2.1. The Town should consider revising the Zoning Code to allow and encourage attached single-family dwelling units (townhomes) in subdivisions and consider smaller minimum lot sizes for townhomes, provided that septic systems work or where package treatment plants or sewer connections are provided. Townhomes could also be built as two attached single-family homes sharing only one wall with zero lot lines on one side to accomplish this.
- 4.4.2.2. The code should be revised to allow the Planning and Zoning Commission to mandate conservation subdivisions. This would maintain the potential density in residential zones while conserving a substantial amount of open space and natural resources.
- 4.4.2.3. During subdivision review, sustainability strategies should be encouraged, such as orientation of houses to maximize sun exposure for solar panels.

Chapter 5. Economic Development

This chapter discusses economic development and commercial areas in Brookfield, including the labor force, current economic conditions, key industry trends, market dynamics, and commercial development. It provides recommendations to support a thriving local economy, sustainable growth, local businesses, business expansion, job creation, and investment. This chapter also acknowledges challenges, including infrastructure constraints, zoning regulations, and evolving workforce needs.

Brookfield's economy is characterized by a diverse mix of retail, office, industrial, and mixed-use developments. The town has experienced steady growth in sectors such as medical services, small businesses, and advanced manufacturing. Notably, the Town Center District at the Four Corners aims to create a walkable downtown with mixed-use residential and commercial development, sidewalks, landscaping, and streetlamps. This development has attracted new restaurants, stores, and boutiques. However, challenges persist, including commercial vacancy rates, shifting retail trends, and the evolving needs of remote workers. The economic development strategies outlined in this chapter support the broader POCD objectives of fostering a well-balanced community, preserving Brookfield's suburban charm, and leveraging infrastructure improvements to encourage responsible development.

Previous Planning Efforts

WestCOG Strategic Vision and Plan (2022-2027)

The WestCOG Strategic Vision and Plan (2022-2027) emphasizes economic vitality through job creation, business retention, and investment in sustainable growth projects. The plan seeks to strengthen collaboration among municipalities and economic organizations while improving infrastructure, including transportation networks and broadband expansion. WestCOG aims to create a thriving and resilient economy in Western Connecticut through the integration of these key strategies:

- Strategic land use planning to attract businesses and support long-term economic stability.
- Advancement of transformative regional projects to drive economic benefits, such as enhancing commercial and industrial zones to accommodate future growth.
- Data-driven decision-making, utilizing analytics and economic indicators to inform planning efforts and adapt to evolving market conditions.
- Securing state and federal resources to support local economic initiatives and ensuring that policies promote a business-friendly environment.
- Workforce development, with a focus on aligning training programs with industry needs and providing support for entrepreneurship.

2015 Brookfield POCD

The 2015 Brookfield POCD outlined strategies to support economic development through zoning simplifications, mixed-use development, and business-friendly policies. Following the 2015 POCD, Brookfield has focused on expanding commercial opportunities along Federal Road while maintaining the town's suburban character. The Economic Development Commission (EDC) and Brookfield Chamber of Commerce, which recently merged with the Greater Danbury Chamber of Commerce, have worked together to enhance business retention and attraction efforts. The 2015 POCD recommended continued infrastructure investments, including transportation and sewer improvements, to support sustainable economic growth. The 2015 POCD is discussed in more detail in "Chapter 1. Introduction" of this Plan.

The 2015 POCD adopted the Brookfield Four Corners Revitalization Plan, initially developed in 2012, which aims to transform the Four Corners area, a historically economic and transportation hub at the intersection of State Routes 202 and 25, into a vibrant town center. With the decline in traffic due to the Route 7 bypass, Brookfield saw an opportunity to reimagine the district as a walkable, mixed-use downtown featuring retail, office, residential, and public spaces. The Four Corners Revitalization Plan is discussed in more detail in "Chapter 1. Introduction" of this Plan.

Brookfield Economic Development Commission and Strategic Plan (2018)

The Brookfield EDC Strategic Plan outlines a vision for fostering sustainable economic growth while maintaining the town's character. The plan focuses on five key goals: business growth, community engagement, support for key development areas, infrastructure improvements, and EDC member recruitment. The EDC engages with local businesses, targets new commercial opportunities, and monitors demographic trends. The commission actively collaborates with town boards, participating in planning, zoning, and conservation efforts to align economic development with community priorities. Support for the Town Center District (TCD) and the Lower Federal Road Improvement Project is a core objective, ensuring that these areas remain focal points for commercial growth. Additionally, the EDC emphasizes recruiting skilled members with expertise in business, real estate, and municipal planning to maintain an effective commission. Through proactive business engagement, infrastructure investment, and strategic partnerships, the EDC seeks to strengthen Brookfield's economic landscape while ensuring responsible and balanced development.

Zoning Reforms and Commercial Development

As an extension of the plans discussed above, Brookfield has taken an approach to zoning and development regulations to balance economic growth with preserving its small-town character and environmental integrity. Over the past decade, the Town has revised its zoning policies, implemented architectural guidelines, promoted mixed-use development, and introduced tax incentives to encourage sustainable growth and business expansion. These zoning revisions and design guidelines are discussed in further detail in "Chapter 3. Land Use and Zoning."

Brookfield's zoning policies have been strategically updated to align with economic goals, particularly in key commercial corridors. The 2018 zoning revisions introduced Gateway North

Chapter 5. Economic Development

(CG-N) and Gateway South (CG-S) Commercial zones, designed to transition between the highway and the Town Center District (TCD). Additionally, the Regional Commercial (C-1) and Neighborhood Commercial (C-2) districts were established along Federal Road, balancing large-scale retail with smaller, neighborhood-friendly businesses. These zoning changes, coupled with infrastructure investments such as sewer expansion, have strengthened Federal Road as a commercial and industrial hub.

To maintain Brookfield's historic New England charm, the Zoning Commission has enacted policies to harmonize design across commercial districts. Architectural guidelines were implemented in 2019 for the Town Center District (TCD), along with additional design policies for Federal Road.

Four Corners Revitalization and Mixed-Use Development

Brookfield has proactively encouraged mixed-use development, particularly in the Four Corners area, which has become a focal point for revitalization efforts. Historically, Four Corners was a commercial hub, but after the completion of the Route 7 Bypass in 2010, traffic and economic activity declined significantly. Recognizing this challenge, the Town revised its zoning policies to support walkable, mixed-use development, allowing for residential, retail, and office spaces within the same district.

The Four Corners Revitalization Plan has successfully transformed the area into a vibrant downtown hub with new apartments, storefronts, and public amenities. The completion of the Still River Greenway connection to Town Hall has further enhanced pedestrian accessibility, making Four Corners a destination rather than a pass-through area. To continue this momentum, Brookfield should review the Four Corners Revitalization Plan and TCD zoning regulations to ensure that they continue to align with the community vision.

Business Incentive Programs and Economic Growth Strategies

To attract new businesses and retain existing ones, Brookfield has introduced tax incentive programs to encourage economic investment. Under Section 12-65b of the Connecticut General Statutes, Brookfield's Business Incentive Tax Program allows for deferral of assessment increases on properties that undergo new construction or significant improvements. Eligible projects include office, retail, manufacturing, warehousing, IT facilities, and mixed-use developments with a minimum investment of \$3 million. This program provides tax relief for businesses making long-term investments in the town.

In January 2024, the Brookfield Board of Selectmen approved a tax abatement for Emporium Plaza, a mixed-use development at 731 Federal Road. This development includes a Food Emporium grocery store and 40 apartment units. In exchange for the tax abatement, the developer agreed to provide 36 parking spaces for users of the Still River Greenway trail, demonstrating the town's strategic use of tax incentives to promote developments that offer community benefits.

Chapter 5. Economic Development

Tax Credit Programs for Residents:

Brookfield also provides tax relief programs for specific resident groups:

- Seniors and Disabled Homeowners: State and town real estate tax credits are available for senior citizens and disabled homeowners. Applications are accepted annually between February 1 and May 15 at the Tax Assessor's office.
- Veterans: Property tax exemptions are offered to veterans, with additional benefits for those meeting specific criteria. Recent state legislation has expanded these exemptions, and veterans are encouraged to apply before the designated deadlines.

Economic Conditions and Trends

Brookfield's economy is supported by a diverse mix of retail, office, industrial, and mixed-use developments driven by a skilled workforce and evolving market trends. While the town remains regionally competitive it faces challenges such as infrastructure constraints and shifting employment demands. Brookfield's AAA credit rating further reinforces its reputation for strong fiscal management and financial stability.

A key measure of Brookfield's economic strength is its Grand List, which reflects the total assessed value of all taxable property in the municipality and serves as a primary indicator of economic health. Brookfield's Grand List has experienced steady growth over recent years, reflecting ongoing development and strong fiscal management. Between 2011 and 2019, the Grand List increased by approximately 5.7%, signaling a period of economic expansion. This upward trajectory continued in 2022, with the Grand List growing by an additional \$50 million, generating approximately \$1.29 million in new tax revenue. This increase was fueled by new construction projects and economic activity, contributing both one-time permit fees and ongoing tax revenue. Notably, developments listed in the town's economic development report are expected to add \$140 million in construction value to future Grand List assessments.

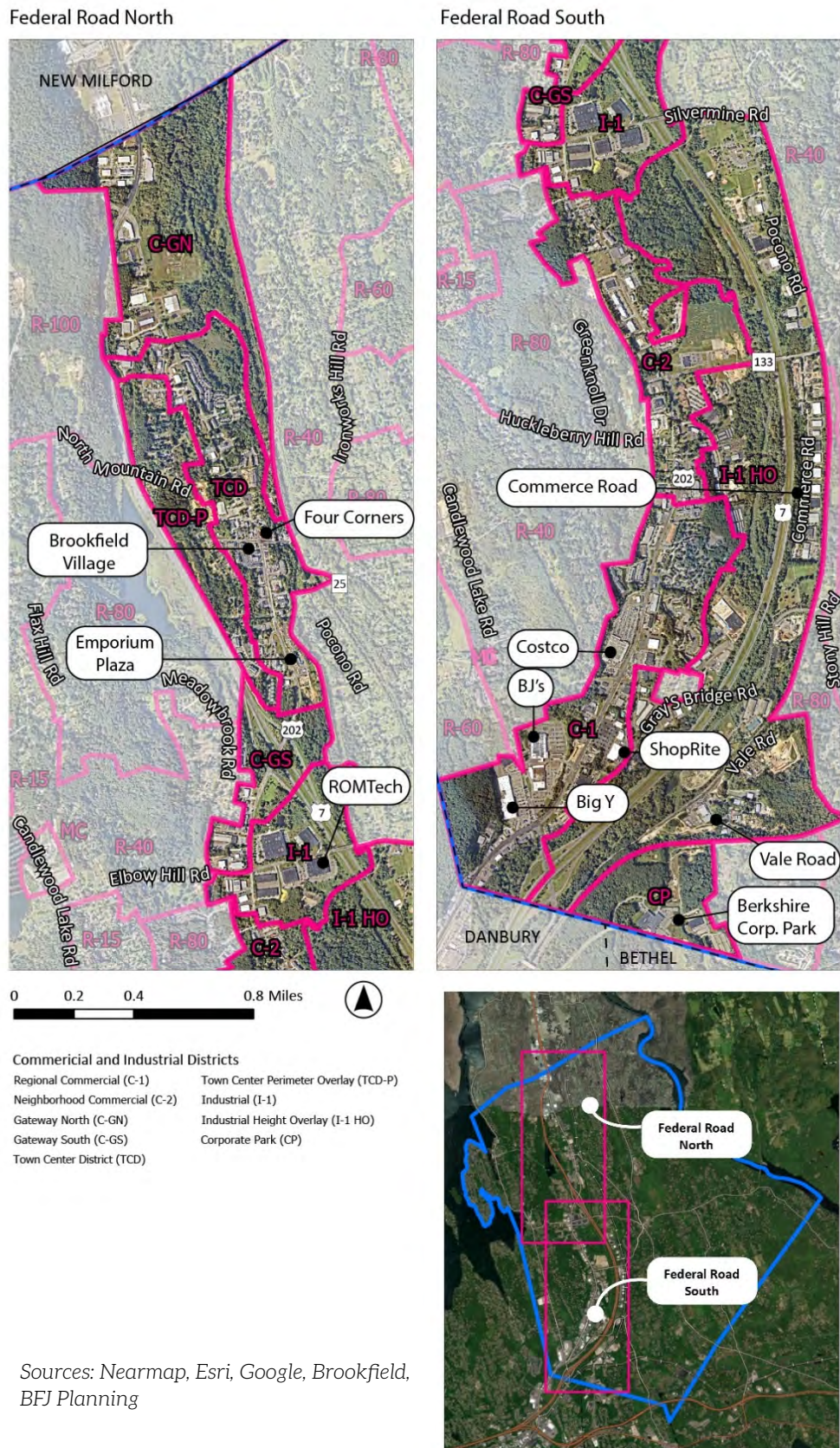
As the town continues to invest in infrastructure improvements, attract businesses, and expand commercial developments, the Grand List is expected to maintain its upward trend. This continued growth will support Brookfield's long-term economic sustainability and enhance its ability to fund public services, transportation, and community investments. Without the growth of the Grand List, the tax burden would fall of Brookfield Residents. In order to keep residential taxes reasonable, the Town needs some commercial, retail, and light industrial development.

Retail Sector

Federal Road serves as Brookfield's primary retail corridor. It hosts a diverse range of businesses, including national retailers, local boutiques, grocery stores, dining establishments, and service-oriented businesses. The area continues to see strong retail demand, driven by its strategic location, high visibility, and accessibility to major transportation routes such as U.S. Route 7 and Interstate 84. Figure 5-1 shows the location of some key commercial properties referenced in this chapter.

Chapter 5. Economic Development

Figure 5-1. Commercial and Industrial Zones and Developments



Chapter 5. Economic Development

Retail Activity and Key Developments

The retail market along Federal Road remains active and expanding, with several new and ongoing developments contributing to the area's growth.

Brookfield Village: This mixed-use development near the Four Corners area has become a significant retail hub. As of mid-2024, nearly all retail spaces were occupied, highlighting the demand for storefronts in this location.

ShopRite Plaza: (143 Federal Road): Anchored by ShopRite, this shopping center benefits from high customer traffic and its proximity to the greater Danbury retail market.

Emporium Plaza: Newly completed, this development at 731 Federal Road offers 22,000 square feet of retail space with units ranging from 1,650 to 1,950 square feet. A Food Emporium will open soon. Streetscape improvements enhance pedestrian accessibility, and EV charging stations with eight chargers were installed, with four available to the public. Emporium Plaza's strategic location provides high visibility and easy accessibility off Super 7 exit 12, making it an attractive spot for future retail businesses.

Amazon Fresh to Big Y Transformation: The former T.J. Maxx location at Candlewood Lake Plaza was initially planned as an Amazon Fresh grocery store, but Amazon canceled the project in early 2023. The space has been redeveloped into a Big Y supermarket, reinforcing Brookfield's strength in the grocery retail sector.

Other recent expansions include Dollar General (470 Federal Road) and Dairy Queen (138 Federal Road), reflecting continued demand for commercial space. Mixed-use development is also growing.

Retail Market Trends and Vacancy Rates

Retail vacancy rates in Brookfield remain moderate, reflecting a stable market with consistent leasing activity. According to commercialcafe.com, as of 2023, Brookfield had approximately 56,386 square feet of retail space available across 11 listings (see Table 5-1).

Retail rental rates in Brookfield typically range from \$14.00 to \$24.00 per square foot per year, depending on location, property size, and condition. Prime retail spaces along Federal Road command higher rents, averaging \$19.18 per square foot per year, with newly developed



Brookfield Village

Source: Apartments.com



Emporium Plaza

Source: Google Earth

Chapter 5. Economic Development

properties and high-traffic areas reaching the upper end of the range. More affordable options, such as older retail spaces or locations with lower visibility, can be found starting around \$14.00 per square foot per year, making Brookfield an attractive market for a variety of retail tenants.

Table 5-1. Retail Listings (2023)

Property Address	Available Space (Sq. Ft.)	Lease Rate (Per Sq. Ft. Per Year)	Year Built	Additional Notes
559 Federal Road	24,000	\$11.95	1999	Industrial property with two available commercial retail spaces totaling 24,000 sq. ft.
731 Federal Road	1,950	N/A	2024	Emporium Plaza - Drive Thru space in new retail development.
802 Federal Road	2,141	\$15.00 - \$22.00	N/A	Retail space suitable for various businesses.
195 Federal Road	168	\$500.00 per month	1987	Small office unit in established retail property.
731 Federal Road	5,600	N/A	2024	Emporium Plaza with multiple retail spaces available.
604 Federal Road	1,330	\$14.00	1979	Industrial property with retail potential.
246 Federal Road	6,478	\$10.00 - \$19.51	1986	Office spaces that can be adapted for retail use.
2 Old New Milford Road	1,250	\$12.00	1989	Office space suitable for retail conversion
802-806 Federal Road	3,713	\$19.00 - \$24.00	N/A	Retail spaces in a well-trafficked area.
828-834 Federal Road	9,756	\$10.50 - \$19.00	N/A	Multiple retail units were available in a prime location.

Source: commercialcafe.com, 2023

Challenges and Opportunities in Retail Leasing

Despite strong demand, some challenges remain for retail leasing along Federal Road. Competition for high-visibility storefronts is increasing and shifts in consumer shopping behavior have led to fluctuations in demand for brick-and-mortar locations. The area continues to attract service-based businesses and medical offices, reflecting broader national trends in retail real estate.

Brookfield's retail market is expected to remain strong, with ongoing investment in mixed-use developments, grocery-anchored retail centers, and small business expansion. The town's commitment to economic growth and infrastructure improvements ensures that Federal Road will continue to be a vital retail and commercial corridor in Western Connecticut.

Office Sector

The office space market in Brookfield reflects broader regional trends influenced by evolving work patterns and economic factors and local development initiatives. While the market

Chapter 5. Economic Development

remains relatively stable, it is undergoing shifts due to changing workplace dynamics. There are no major office developments planned, and availability remains limited, with no signs of significant oversupply.

In Brookfield, office tenants predominantly consist of small to medium-sized enterprises (SMEs) across various sectors, including professional services, healthcare, and technology. The town's strategic location and access to major transportation routes make it appealing for businesses seeking a balance between urban amenities and suburban convenience.

Despite the rise of hybrid work, demand for office space continues, primarily driven by small businesses and service providers rather than large corporate tenants. The town has seen a stronger preference for medical offices, financial firms, and legal practices over traditional corporate office spaces. With limited new construction and no major expansions on the horizon, the future of Brookfield's office market will likely depend on adaptive reuse, flexible leasing arrangements, and smaller-scale office spaces rather than large office park developments.

Market Conditions and Demand for Office Space

As of 2023, the office market in Brookfield has been experiencing elevated vacancy rates. Brookfield reported an average office vacancy rate of 27.12%, with an average asking rent of \$19.71 per square foot per year. According to commercialcafe.com, as of 2023, Brookfield had 12 available office spaces (see Table 5-2).

Table 5-2. Available Office Space in Brookfield (2023)

Property Address	Available Space (Sq. Ft.)	Lease Rate (Per Sq. Ft. Per Year)	Year Built	Additional Notes
60 Old New Milford Rd	1,933	\$20.00	N/A	Single office space suitable for small businesses.
94 Old State Rd	8,952	\$12.00	1999	Larger office space is ideal for medium-sized enterprises.
802-806 Federal Road	3,713	\$19.00 - \$24.00	N/A	Two available spaces in a retail-office mixed-use property.
499 Federal Road	1,960	\$12.00	1950	Three office spaces in a centrally located building.
14 Del Mar Drive	4,500	\$14.00	N/A	Single office space in a professional environment.
34 Del Mar Drive	4,842	\$750.00 - \$2,400.00 per month	1973	Five office spaces with flexible leasing options.
14 Fairfield Drive	6,500	\$12.00	1980	Spacious office area suitable for various business operations.
2 Old New Milford Road	1,250	\$12.00	1989	Office space in a well-maintained property.
336 Federal Rd	1,662	\$16.95	N/A	Single office space with modern amenities.

Chapter 5. Economic Development

163 Whisconier Road	8,137	\$10.00	N/A	Large office space at an economical rate.
67 Federal Road	9,562	\$9.00 - \$14.00	1989	Multiple office spaces with varying sizes and rates.
304 Federal Road	1,814	\$850.00 - \$1,575.00 per month	N/A	Two office spaces are suitable for small businesses or startups.

Source: commercialcafe.com, 2023

Industrial and Warehousing Sector

Brookfield is experiencing significant growth in its industrial and warehousing sectors. It is driven by developments in light industrial and advanced manufacturing, increased demand for warehouse and logistics facilities, and strategic initiatives influenced by federal policies like the Creating Helpful Incentives to Produce Semiconductors (CHIPS) Act, which has led to an uptick in interest in high-tech chip assembly operations in the area.. Several key development zones support Brookfield's industrial and commercial growth, each playing a critical role in shaping the town's economic landscape. The Berkshire Corporate Park, Vale Road Industrial Corridor, and the Federal Road Gateway are among the most significant areas designated for development and investment.

While Brookfield does not have heavy industry, the town has seen an increase in electronics assembly, pharmaceutical manufacturing, and distribution facilities. Notable businesses expanding their presence include Romtech and Resonetics (formerly Memry), which is increasing its operations in Brookfield.

Berkshire Corporate

The Berkshire Corporate Park is the largest office and industrial hub in Northern Fairfield County, spanning 300 acres with over 1 million square feet of developed space. It hosts corporate offices, research and development facilities, and advanced manufacturing businesses, benefiting from its proximity to I-84 and Route 7. Major developments include an approved 48,000 square foot office/flex/warehouse facility at 131 Park Ridge Road. The 30,000 square foot building at 111 Park Ridge Road is currently being renovated from a call center to a light manufacturing use for



Berkshire Corporate Park

Source: Berkshire Corporate Park



Source: Berkshire Corporate Park

Resonetics. Additionally, Branson Ultrasonics expanded its facility at 120 Park Ridge Road in 2021, further solidifying the area as a high-tech manufacturing hub.

Vale Road Industrial Corridor

The Vale Road Industrial Corridor is within the Industrial Height Overlay Zone (I-1 HO), making it ideal for manufacturing, warehousing, and distribution. However, it has remained underutilized due to infrastructure challenges, particularly narrow road access and bridge height restrictions that limit truck traffic. Despite these challenges, 60 Vale Road has been zoned for industrial expansion, and planned roadway improvements aim to enhance access and attract more industrial businesses. Addressing these limitations will be key to unlocking the full potential of Vale Road as an industrial growth area.

Current Market Status

The industrial real estate market in Brookfield is experiencing notable activity and growth, characterized by a mix of available properties and competitive rental rates. As of the latest data, several industrial spaces are available for lease (see Table 5-3).

While precise vacancy rates for Brookfield are not specified in the available data, the presence of multiple listings suggests a healthy level of availability in the market. Rental rates for industrial spaces in Brookfield are competitive, generally ranging from \$11.95 to \$14.00 per square foot per year, depending on the property's age, size, and amenities.

Table 5-3. Available Industrial Space (2023)

Property Address	Available Space (Sq. Ft.)	Lease Rate (\$/Sq. Ft. Per Year)	Year Built	Total Building Size (Sq. Ft.)
604 Federal Road	1,330	\$14.00	1979	50,008
559 Federal Road	24,000	\$11.95	1999	83,623
14 Del Mar Drive	4,500	\$14.00	N/A	N/A
34 Del Mar Drive	N/A	N/A	N/A	N/A

Source: commercialcafe.com, 2023

Future Demand for Industrial Needs and Development

To meet the growing demand in advanced manufacturing, logistics, and clean energy industries, the town would need to provide suitable infrastructure and may need to explore existing industrial zoning to see whether barriers exist. Expanding sewer and road infrastructure in strategic areas would be essential for unlocking the full potential of underutilized industrial sites. Berkshire Corporate Park and Vale Road remain key industrial zones, but additional land may be necessary to accommodate light industrial growth, technology-driven manufacturing, and distribution centers, if they are desired by the Town.

Clean energy companies are seeking industrial spaces with access to solar and battery storage systems to supplement their energy needs. Brookfield could market to these industries and potentially become a hub for sustainable industrial development. Additionally, policies that encourage the adaptive reuse of older industrial buildings and the development of modern, flexible spaces will help attract businesses looking for energy-efficient, high-tech facilities. As

Chapter 5. Economic Development

industrial land availability tightens in nearby regional markets, Brookfield has an opportunity to position itself as a prime location for small to mid-sized industrial operations, particularly those in clean energy production and energy storage.

Business Attraction and Retention Strategies

Brookfield employs a multifaceted approach to attract and retain businesses, focusing on marketing initiatives, strategic partnerships, workforce development, and community engagement.

Marketing Brookfield as a Business-Friendly Community

The town actively promotes itself as a welcoming environment for businesses through its Economic & Community Development Department. This department provides resources and support to prospective and existing businesses, highlighting Brookfield's strategic location, quality of life, and available commercial properties. Regular updates and information are disseminated via the Town's official channels, including its Facebook page, to keep the business community informed and engaged.

Partnerships with AdvanceCT, DECD, and Economic Development Organizations

Brookfield collaborates with state-level organizations such as AdvanceCT and the Connecticut Department of Economic and Community Development (DECD) to enhance its economic development efforts. AdvanceCT, a nonprofit organization, works to engage, retain, and recruit businesses to Connecticut, providing valuable resources and support to municipalities like Brookfield. These partnerships facilitate access to broader networks, funding opportunities, and strategic initiatives that bolster the town's economic competitiveness.

Workforce Development Programs and Local Talent Pipelines

Recognizing the importance of a skilled workforce, Brookfield engages with regional workforce development programs to ensure a steady talent pipeline for local businesses. The Town collaborates with educational institutions and workforce boards to support training programs that align with industry needs, thus enhancing employment opportunities for residents and providing businesses with qualified personnel.

Community Engagement and Support for Local Businesses

Brookfield fosters a strong sense of community by actively supporting local businesses through various initiatives. The town's Economic & Community Development Department helps businesses, including grand opening events and promotional support. By maintaining open lines of communication and providing resources, Brookfield ensures that local enterprises feel valued and supported, contributing to a vibrant and resilient local economy.

Workers and Jobs

Please also see “Chapter 2. Demographics and Socioeconomic Trends” for a discussion of the labor force and unemployment trends.

Chapter 5. Economic Development

Industry

There are approximately 7,080 jobs in Brookfield. Of those, the majority are in the retail sector (19.6%, 1,385 jobs), 11.5% are in Manufacturing (817 jobs), 9.2% are in Health Care and Social Assistance (649 jobs), 8.9% are in Wholesale Trade (616 jobs). Other jobs by industry sector are shown in Table 5-4 below.

Table 5-4. Jobs in Brookfield by NAICS Industry Sector (2022)

NAICS Industry Sector	Count	Share
Retail Trade	1,385	19.6%
Manufacturing	817	11.5%
Health Care and Social Assistance	649	9.2%
Accommodation and Food Services	631	8.9%
Wholesale Trade	616	8.7%
Educational Services	555	7.8%
Construction	493	7.0%
Administration & Support, Waste Management and Remediation	428	6.0%
Professional, Scientific, and Technical Services	409	5.8%
Other Services (excluding Public Administration)	320	4.5%
Transportation and Warehousing	272	3.8%
Arts, Entertainment, and Recreation	149	2.1%
Public Administration	129	1.8%
Finance and Insurance	90	1.3%
Information	69	1.0%
Real Estate and Rental and Leasing	64	0.9%
Management of Companies and Enterprises	3	0.0%
Utilities	1	0.0%
Agriculture, Forestry, Fishing and Hunting	0	0.0%
Mining, Quarrying, and Oil and Gas Extraction	0	0.0%

Source: US Census Bureau, LEHD Program, 2025

Earnings

In 2023, wages for jobs in Brookfield were estimated to be about \$57,386 per year. Wages in Brookfield are higher than Danbury (\$53,970) and similar to neighboring communities. However, they fall lower than WestCOG as a whole (\$62,324) and other towns and cities in the region (See Figure 5-2). Almost 52% of jobs in Brookfield pay more than \$50,000 per year, which is the same as Danbury. However, the only communities in WestCOG that have less than 50% of jobs paying more than \$50,000 are New Fairfield and New Milford.

As is common in suburban towns, local workers earn lower wages than town residents. As shown in Figure 5-3, Brookfield Residents in the labor force made a median of \$63,500 in earnings annually. This is greater than WestCOG's \$59,000 median earnings.

Figure 5-2. Median Earnings in the Past 12 Months for Workers

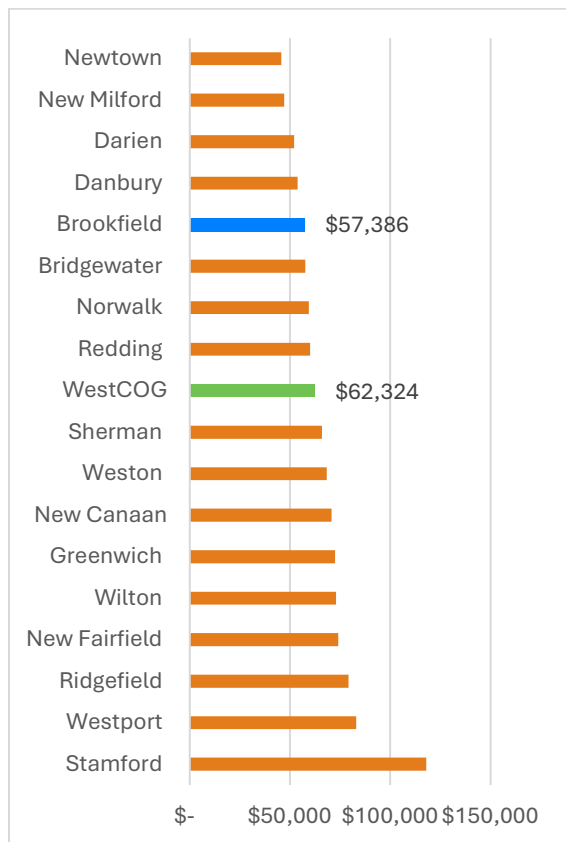
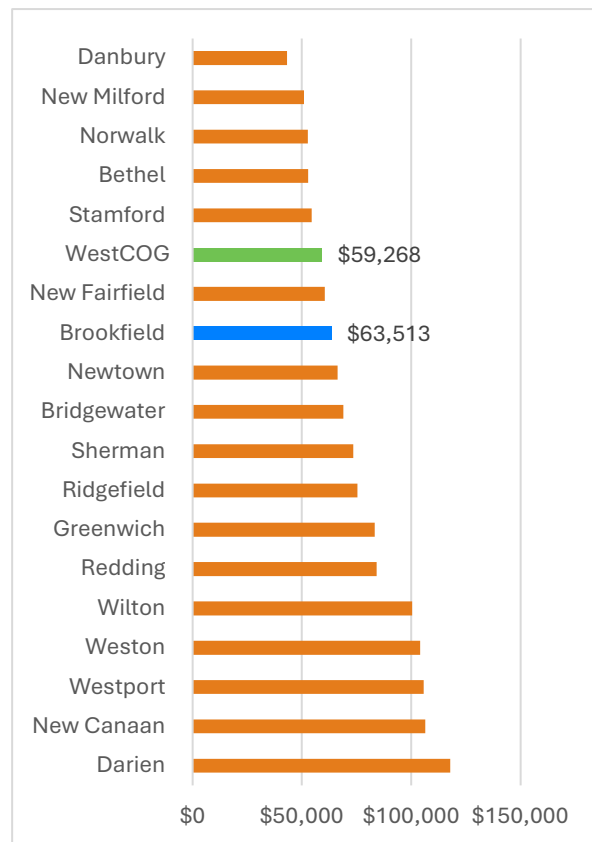


Figure 5-3. Median Earnings in the Past 12 Months for Residents



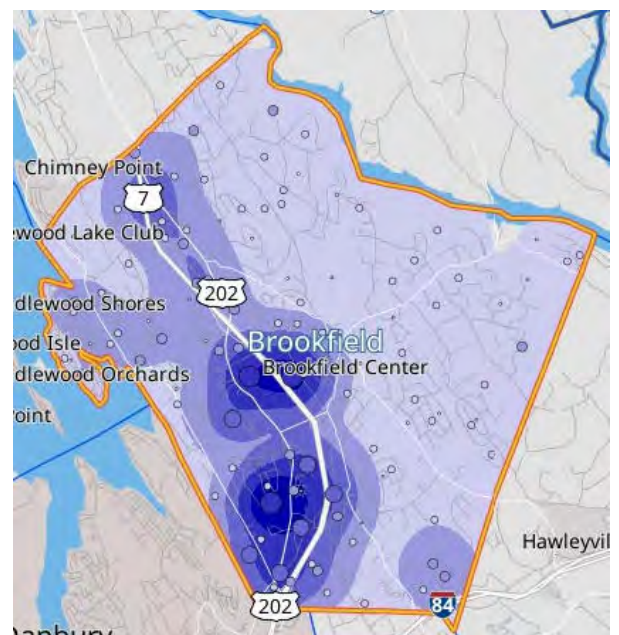
Source: US Census Bureau, ACS 5-Year Estimates, 2023

Geographic Distribution of Jobs

Most workers in Brookfield are employed along the Federal Road Corridor, with the middle and the southern portions of the corridor having the biggest hotspots for employment (see Figure 5-4). There are also some clusters near Candlewood Lake, presumably in the Marinas, and in the Industrial zones at the border of Newtown (near I-84).

Origin and Destination of Workers

According to the U.S. Census Bureau LEHD On the Map data, there are 7,080 employed in Brookfield (2022). Of those, 12.6% (1,043 workers) also live in Brookfield. Of the remaining employees, most come from Danbury (16.5%, 1,168 workers), and other locations (see Table 5-5 and Figure 5-5).



Chapter 5. Economic Development

Table 5-5. Where Workers Employed in Brookfield Live (2022)

Top Ten Origins	Count	Share
Danbury city, CT	1,168	16.5%
New Milford CDP*, CT	185	2.6%
Waterbury city, CT	167	2.4%
Bethel CDP, CT	154	2.2%
Bridgeport city, CT	109	1.5%
Sandy Hook CDP, CT	108	1.5%
Norwalk city, CT	102	1.4%
New York city, NY	96	1.4%
Naugatuck borough, CT	82	1.2%
Shelton city, CT	70	1.0%
All Other Locations**	4,839	68.3%
Total All Jobs	7,080	100.0%

Source: US Census Bureau, LEHD Program, 2025

Notes: *CDP stands for Census Designated Place

**“All other locations” refers to any other location not listed in the top ten origins above.

There are 8,123 people living in Brookfield who are employed. The top destinations for their jobs are Danbury (21.8%, 1,774 workers), Brookfield (12.6%, 1,043 workers), Stamford (3.6%, 292 workers), and New York City (3.3%, 268 workers). The remaining workers work in Norwalk, Bethel, Bridgeport, Ridgefield, Ridgebury, Hartford, Shelton, and other locations (see Table 5-6 and Figure 5-6).

Figure 5-4. Jobs Per Square Mile (2022)

Source: Source: US Census Bureau, LEHD Program, 2025

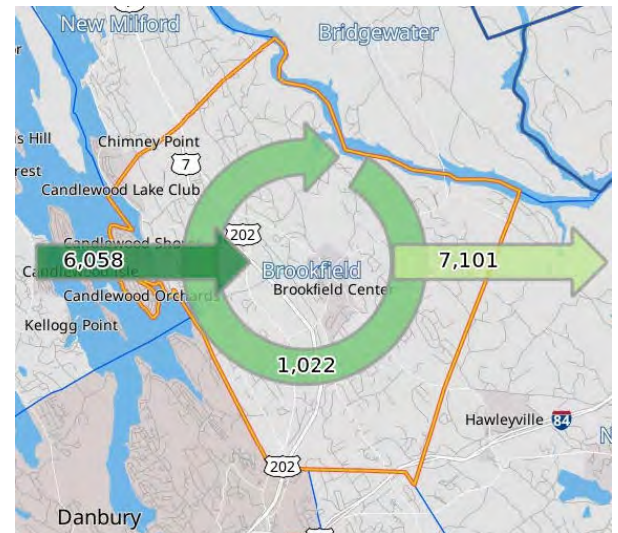


Figure 5-5. Inflow Outflow of Workers in Brookfield (2022)

Source: Source: US Census Bureau, LEHD Program, 2025

Table 5-6. Where Brookfield Residents Work (2022)

Top Ten Destinations	Count	Share
Danbury city, CT	1,774	21.8%
Stamford city, CT	292	3.6%
New York city, NY	268	3.3%
Norwalk city, CT	202	2.5%
Bethel CDP*, CT	138	1.7%
Bridgeport city, CT	120	1.5%
Ridgefield CDP, CT	114	1.4%
Ridgebury CDP, CT	113	1.4%
Hartford city, CT	112	1.4%
Shelton city, CT	100	1.2%
All other locations**	4,890	60.2%
Total All Jobs	8,123	100.0%

Source: Source: US Census Bureau, LEHD Program, 2025

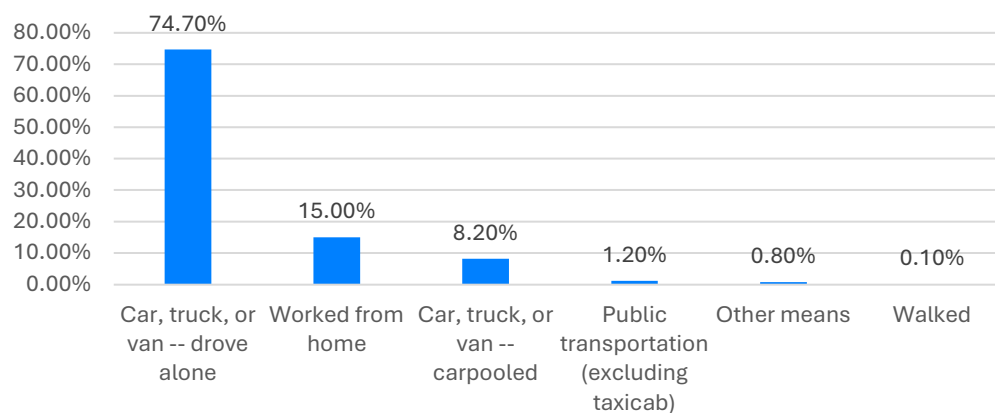
Notes: *CDP stands for Census Designated Place

**“All other locations” refers to any other location not listed in the top ten locations above.

Commuting

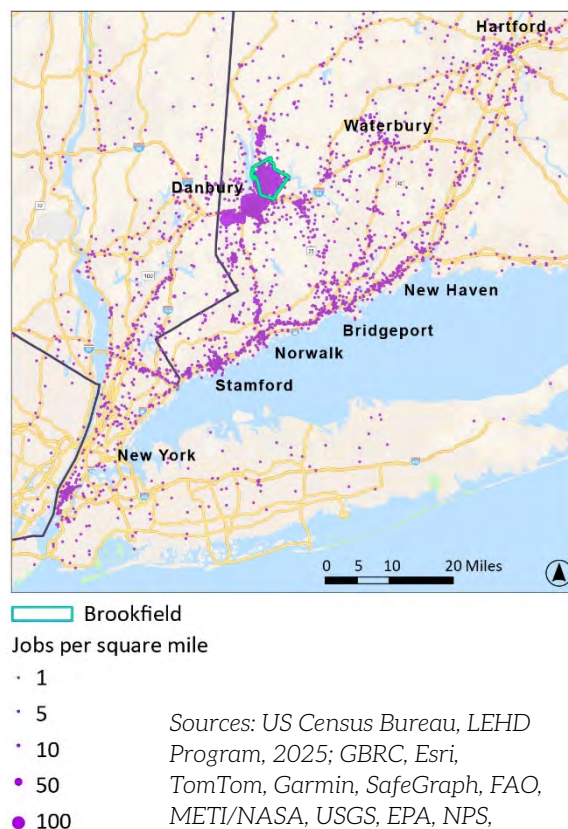
According to the most recent U.S. Census Bureau ACS 5-year estimates (2023), Residents in Brookfield over 16 years of age in the labor force spent an average of 29 minutes commuting to work. The vast majority of workers commute by car and drove alone (75%) (see Figure 5-7. Commuting to Work, Brookfield (2023)). The second highest category was those who worked from home at 15%.

Figure 5-7. Commuting to Work, Brookfield (2023)



Source: US Census Bureau, ACS 5-Year Estimates, 2023

Figure 5-6. Where Brookfield Residents Work (2022)



Issues and Opportunities

Infrastructure Constraints and Expansion Needs

Brookfield's sewer and water infrastructure limitations present a significant challenge to commercial and mixed-use development. See "Chapter 9. Infrastructure and Utilities" for a detailed discussion of sewer constraints. Additionally, roadway congestion along Federal Road and key intersections creates accessibility issues, impacting businesses and future economic expansion. "Chapter 6. Transportation and Mobility" provides an overview of transportation conditions. Targeted infrastructure investments offer a clear opportunity to unlock new development potential. Such strategic investments are essential for attracting businesses, creating jobs, and ensuring long-term economic sustainability.

Currently, Brookfield is actively addressing these infrastructure needs. The Brookfield Water Pollution Control Authority (WPCA) has been evaluating various alternatives to reduce water pollution in Candlewood Lake and the Still River floodplain, areas affected by aging and failing septic systems. A recent report outlines six potential solutions, ranging from traditional gravity sewers to low-pressure systems and septic upgrades. The WPCA surveyed residents in 2024 to determine which proposal garners the most support, emphasizing that no specific sewer plan is being advanced at this time.

In addition to these evaluations, tangible infrastructure improvements are underway. For instance, a water main installation project began on August 7, 2023, on North Nabby Road, affecting both Brookfield and Danbury. This project involves installing approximately 4,450 feet of water main to enhance the water distribution system's reliability and capacity. Such upgrades are crucial for supporting existing businesses and accommodating future commercial developments.

Business Attraction and Retention

Despite offering tax incentives and a variety of commercial zoning districts that provide choices, Brookfield faces strong competition from neighboring towns in attracting new businesses. By aligning with CEDAS's best practices and strengthening partnerships with state and local economic development organizations, Brookfield can enhance its competitiveness in attracting and retaining businesses.

Workforce Development and Local Talent Pipeline

Brookfield's businesses, particularly in advanced manufacturing, retail, and healthcare sectors, face challenges in attracting and retaining skilled workers. This issue stems from a lack of structured workforce training partnerships and constraints related to the commuter workforce.

Growth of Mixed-Use and Commercial Districts

While the Four Corners Revitalization Plan has successfully introduced mixed-use developments, the area still lacks sufficient public amenities and civic spaces needed to create a

fully integrated, walkable downtown. Without these enhancements, the district would have failed to fulfill its vision as Brookfield's primary downtown hub. Additionally, the Federal Road commercial corridor continues to have underutilized parcels that could be better optimized for economic growth and business diversification.

Sustainable Growth and Economic Resilience

Brookfield's economy is largely dependent on retail and service industries, making it vulnerable to market fluctuations and the growing shift toward e-commerce. To build a more stable and adaptable economy, Brookfield could promote clean energy projects, offer incentives for sustainable building practices, and attract a more diverse range of businesses, including those in technology, logistics, and light manufacturing. Strengthening policies that support the adaptive reuse of vacant commercial properties would also provide new economic opportunities without increasing land use pressures, ensuring long-term sustainability and economic resilience.

Goals and Recommendations

5.1. *Concentrate development and revitalization along the Federal Road corridor where infrastructure, especially sewer, is in place to broaden the tax base, provide a quality shopping and restaurant environment, and protect quiet residential districts.*

The Federal Road Corridor provides a mix of large regional retail, industrial, corporate office parks, and smaller neighborhood retail. Residential development along the corridor has increased, providing additional residents to support the corridor's businesses. The 2015 POCD sought to manage the development of Federal Road through coordinated planning, which has been achieved. The Town's zoning code was revised in 2018 to change several of the commercial districts to encourage development in a pattern that aligned with the vision of the 2015 POCD. The 2018 regulations created the Gateway North (CG-N) and Gateway South (CG-S) Commercial zones to provide a transition between the highway and the Town Center District. At the same time the commercial zones on the southern portion of Federal Road in Brookfield were modified to define the Regional Commercial (C-1) district, with large lots that accommodate big box stores, and the Neighborhood Commercial District (C-2), which limits the size of retail as a transition to residential neighborhoods.

5.2. *Support public and private development in the Four Corners to create a new downtown from a historic commercial hub.*

5.2.1. *Assess the implementation of the Four Corners Town Center Revitalization Plan and complete the remaining strategies*

The 2012 Four Corners Revitalization Plan and subsequent initiatives have resulted in the implementation of several projects that meet that plan's vision of creating a downtown-like neighborhood in Brookfield. The Four Corners revitalization has continued successfully, with mixed-use, residential, and commercial buildings and streetscape improvements implemented and ongoing. As projects are completed, businesses are opening and are supported by residents of the new apartments as well as residents from

around Brookfield who visit the area. The Still River Greenway project connecting the Four Corners to the Town Hall has been completed and is one of the best-used assets in the area. The Four Corners neighborhood is the perfect location for a downtown in Brookfield. It is along Federal Road, a major regional transportation corridor; it has sewer and public water infrastructure and has historically been a center of commerce and trade in Brookfield. The Town should continue to bring the Four Corners vision to fruition.

5.2.2. Consider changes to the TCD Zoning, such as bulk and setback requirements.

The Town should review the Four Corners Revitalization Plan and the outcomes of its initiatives and refine zoning accordingly. For example, evaluate bulk and setback requirements, including a number of stories allowed on mixed-use and residential buildings and the setback distance from the road. Future development should not be allowed to be more than three stories, unless the current regulations are reevaluated.

5.2.3. Provide signage and traffic calming measures to indicate the entrances to the Four Corners.

Entry points to the Four Corners Town Center District should feel like the entrance to a village. This can be achieved by providing entrance signage at key locations, decorative features such as brick walls and flowers, and reduced speed limits. Signage should be placed at the north and south entrances to Four Corners on Federal Road and could be placed on Whisconier and North Mountain roads. The Town would need to advocate to the state to reduce speed limits. To improve visibility of the Four Corners from Route 7, the Town should advocate for highway signage indicating the location of the Town Center.

5.3. Make Brookfield's commercial corridor an architecturally appealing destination through continued attention to architectural character.

Design Guidelines were adopted for the TCD district in 2019 to help control the aesthetics, built form, streetscape, and historical sensitivity of development in the Four Corners. Likewise, architectural guidelines that apply to other commercial districts provide the Zoning Commission with insights for site plan review. These zoning changes have helped the Town address its goals of providing architectural guidance for the Federal Road commercial areas.

5.4. Attract and retain businesses.

5.4.1. Strengthen partnerships with AdvanceCT, DECD, and local economic development organizations, leveraging their resources to promote the town's advantages for light industrial, technology, and service-based businesses.

5.4.2. Participate in the CEDAS Best Practices Certification Program to identify areas for improvement and implement best practices to enhance economic development efforts.

The Connecticut Economic Development Association (CEDAS) offers a Best Practices Certification Program designed to encourage municipalities to pursue excellence in land use and economic development. This program provides a framework for communities to evaluate and improve their economic development strategies, focusing on areas such as communications and marketing, coordination and collaboration, organizational capacity and strategy, and policies and programs.

5.4.3. Support and promote existing and new small businesses.

Small businesses provide vitality and a sense of community to the town. New independent coffee shops, restaurants, and retail stores provide benefits.

5.4.4. Address access challenges to Vale Road industrial properties.³⁵

Access challenges at Vale Road include two rail overpasses that prevent access by truck or fire apparatus. These overpasses are discussed in more detail in “Chapter 6. Transportation and Mobility.” A portion of Vale Road is owned by the railroad and repaving should be coordinated. A secondary means of egress should be explored through a potential right-of-way from Stoney Hill Road.

5.4.5. Provide high-speed fiber optic service to industrial and commercial areas.

The town does not currently have fiber optic service in all areas that it needs to be. This has limited existing businesses and prevented others from locating in the town. Telecommunications infrastructure is discussed in “Chapter 9. Infrastructure and Utilities.”

5.5. Diversify the economy for economic resilience and sustainability.

5.5.1. Attract advanced manufacturing and technology firms and logistics companies to underutilized areas.

5.5.2. Encourage the redevelopment of underused commercial and industrial spaces into multi-use business hubs.

Many large retail chains are closing stores nationally, and the key to resilience is having a variety of retail and office space sizes. Allowing vacant big box stores and other large spaces the flexibility to divide their footprint into smaller spaces temporarily can allow for resilience as shopping and working preferences change.

5.5.3. Consider regular accounting of the retail market to understand Brookfield's customer base and anticipate potential risks.

The Town can contract with companies that provide data on retail; however, this service can be costly.

5.6. Emphasize workforce development initiatives to ensure jobs for residents and a skilled talent pipeline for local businesses.

³⁵ Also see recommendation 6.2.3.

Chapter 5. Economic Development

5.6.1. *Collaborate with regional educational institutions, vocational programs, and workforce development organizations to establish targeted training programs.*

For instance, the Connecticut State Colleges and Universities (CSCU) system offers a range of short-term licensure and certificate training programs through its Workforce Development and Continuing Education division, which could be tailored to meet the specific needs of Brookfield's businesses.

Additionally, initiatives like the National Advanced Manufacturing Apprenticeship Project (NAMAP) aim to build and scale apprenticeship programs in advanced manufacturing, providing a model for Brookfield to develop similar partnerships with local employers.

Chapter 6. Transportation and Mobility

Brookfield benefits from a well-connected transportation network that supports regional mobility and economic growth. The town's proximity to major highways and availability of public transportation positions it as an attractive location for businesses and residents seeking easy access to regional markets and employment hubs.

A safe and efficient transportation system that accommodates the needs of all users is essential to Brookfield's ability to continue to grow and prosper. Strategies to enhance mobility and circulation within Brookfield and to the region are also critical to improve the Town's economic viability and local quality of life.

Informed by stakeholder engagement, analysis of data, and a consideration of best practices, this chapter aims to address current circulation and transportation challenges while anticipating future needs. Whether it is optimizing the roadway network, encouraging public transit and walkability, or enhancing connectivity between neighborhoods and to the region, this chapter sets forth a vision that aligns with broader POCD objectives, ensuring a well-connected and more sustainable Town.

Regional Connectivity

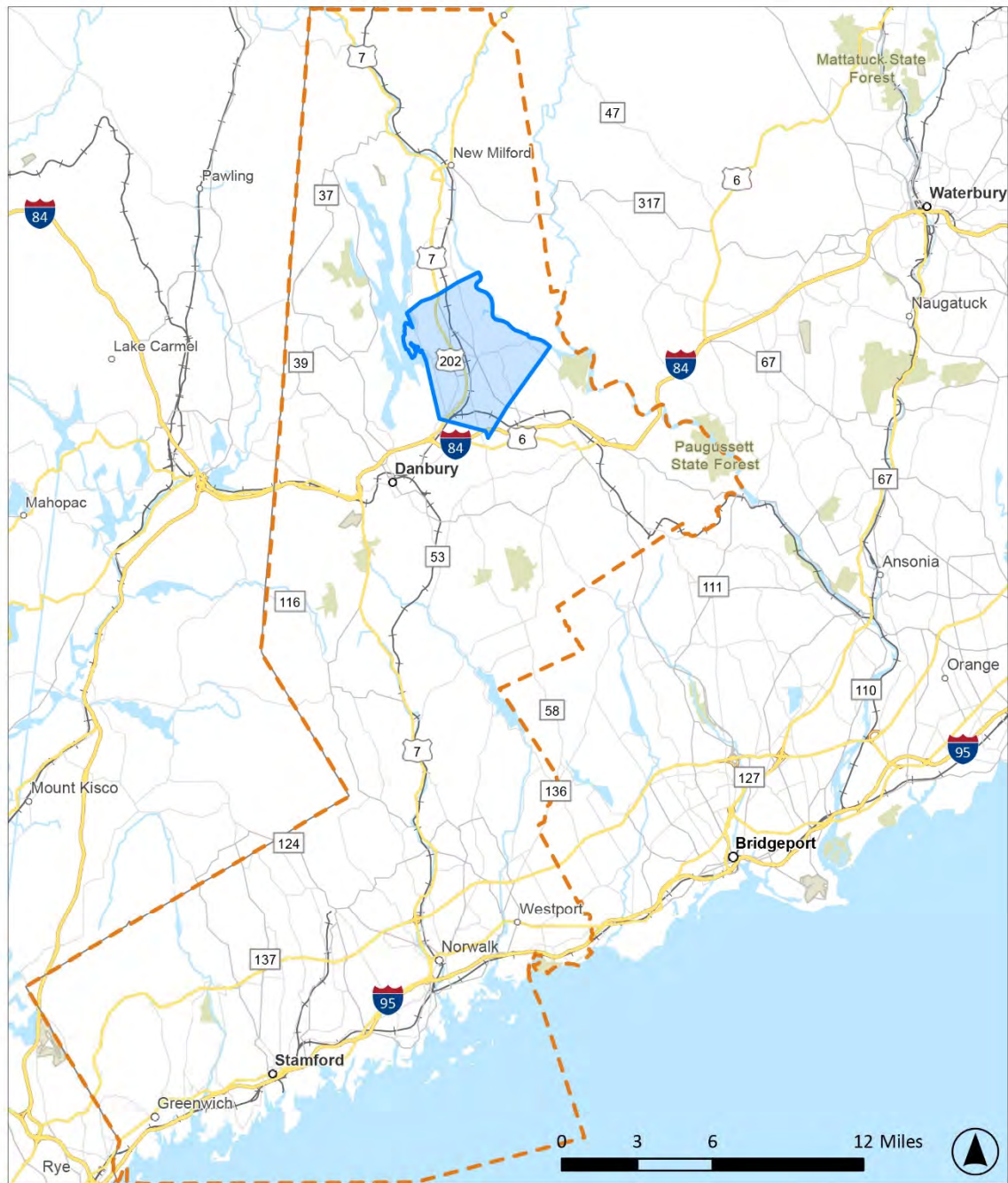
Brookfield is well-connected to the region through key roadways and transit options, making it easily accessible for commuters and travelers (Figure 6-1).

Brookfield is served by Interstate 84 (I-84) and U.S. Route 7, two of the most critical transportation arteries in western Connecticut. I-84 provides east-west connectivity, linking Hartford, Waterbury, and New York State, while Route 7 facilitates north-south travel between Danbury, Norwalk, and western Massachusetts. These highways are essential for commercial freight, commuting, and retail accessibility, making them key assets for business attraction and economic development in Brookfield. Additionally, State Routes 25 and 202 offer a direct link to neighboring communities.

While Brookfield does not have its own passenger train station, nearby Metro-North Railroad stations in Danbury and Bethel provide rail service to New York City via the New Haven Line. The Brewster, New York station is approximately a 20-25-minute drive from Brookfield, providing commuters access to the Metro-North Railroad Harlem Line.

Public and private bus services such as HARTransit also operate in the area, further integrating Brookfield into the broader transportation network.

Figure 6-1. Regional Context



- Brookfield
- Municipal Borders
- WestCOG
- Fairfield County
- Local Roads
- Major Roads
- Railroad

Sources: Brookfield Town, CTDOT, BFJ Planning

HVMPO/SWRMPO Metropolitan Transportation Plan 2023-2050

The Metropolitan Transportation Plan is the “blueprint” for transportation planning in the municipalities of the Housatonic Valley Metropolitan Planning Organization (HVMPO) and SouthWestern Region Metropolitan Planning Organization (SWRMPO), both hosted by WestCOG. It establishes priorities for infrastructure improvements, policy initiatives, and investment strategies. Figure 6-2 provides a summary of the established regional transportation goals.

Figure 6-2. The Region’s Transportation Goals



Source: HVMPO/SWRMPO, modified by BFJ Planning

Recent Plans and Initiatives – Brookfield Planning Considerations

In addition to the broad transportation planning goals for the region outlined in Figure 6-2, the following recent plans and initiatives are relevant to Brookfield.

I-84 Danbury Project: Route 7 / Interstate I-84 Widening

The I-84 Danbury Project is an initiative by CTDOT aimed at reducing congestion and enhancing mobility for both people and freight along the I-84 corridor in the greater Danbury area. The project area is focused on an 8-mile stretch between Exit 3 and Exit 8, most of which overlaps with Route 7. In Brookfield, a key desired outcome of this project is to improve the southbound buildup of traffic on Route 7, which has a negative impact on Federal Road commercial areas.

Since work began in 2023 CTDOT has been addressing the overlap of U.S. Route 7 and Interstate 84 in Danbury through various projects aimed at improving traffic flow and safety.

Chapter 6. Transportation and Mobility

While a number of improvements are anticipated, the signature enhancement is the widening of the Interstate to four lanes of traffic in each direction. This project will help achieve enhanced access to and from Brookfield via the I-84 corridor.

Route 202 / Lower Federal Road Safety and Pedestrian Improvement Project

CT DOT recently completed safety improvements along Route 202 in Brookfield, focused along the strip commercial area of the corridor. The scope of work included:

- Widening Route 202 to add sidewalks, left-turn lanes, and protected left-turn signals at the Shop Rite Plaza and Chick-fil-A.
- New traffic signals with dedicated left-turn lanes and protected left-turn phases at Beverly Drive/Hardscrabble Road.
- Realignment of Old New Milford Road's southern terminus to align with 317 Federal Road Plaza, along with a new traffic signal installation.

These enhancements aimed to reduce collision rates and improve traffic flow. While the outcomes have been positive since completion in 2023, ongoing challenges along this corridor persist. Additionally, new sidewalk segments have improved the pedestrian network along this corridor. Funding for this effort was split 80% federally and 20% by the state.

The newly added sidewalk segments provide an opportunity for future extensions along Federal Road.



Route 202 Sidewalk Construction

Source: Google Street View

HVMPO Highway Improvement Projects

The Housatonic Valley Metropolitan Planning Organization (HVMPO) Highway Improvement Projects in Brookfield include the following key initiatives as part of long-range planning in the 2023-2050 period.

- Vale Road Railroad Bridge Upgrade – This project aims to raise the bridge clearance and widen it to allow for one lane in each direction. Estimated funding: \$5.85 million. Note that this rail line that goes to Newtown is abandoned/inactive.
- Sand Cut Road Railroad Bridge Upgrade – Similar to the Vale Road project, this initiative will increase bridge clearance and expand the roadway to one lane in each direction. Estimated funding: \$5.85 million.

These projects aim to enhance infrastructure resilience, improve traffic flow, and expand multi-use trail connectivity.

WestCOG Regional Transportation Safety Plan (2020)

Prepared by the Western Connecticut Council of Governments (WestCOG), this plan outlines strategies to enhance transportation safety across its 18 member municipalities. The plan aligns with the Connecticut Strategic Highway Safety Plan (SHSP) and focuses on reducing injuries and fatalities on both local and state roads through data-driven approaches. It identifies high-crash locations and addresses specific safety challenges and priorities.

Key recommendations for Brookfield include addressing high-crash corridors and enhancing roadway safety measures. Notably, CT-25 (Whisconier Road) was identified as a high-crash area, particularly between West Whisconier Road and Fawn Ridge Drive. Issues such as roadway departure crashes and speeding are prevalent along this segment, and the report recommends installing advance curve warning signs and chevron signs to improve safety. Additionally, for CT-133 (Obtuse Hill Road) and intersecting roads, concerns about limited sight distance and speeding were noted, with proposed solutions including dynamic speed feedback signs and removing obstructive utility poles. Fatal crash locations in Brookfield from 2015–2018, include Candlewood Lake Road, Sandy Lane, and sections of CT-25. Recommendations focus on improving visibility and signage in these areas, as well as targeting pedestrian safety. Overall, the Plan emphasizes the need for systemic improvements, increased enforcement of traffic laws, and public education to reduce crashes and enhance safety for all users.

WestCOG Regional Freight Profile (2023)

The Western Connecticut Council of Governments Regional Freight Profile provides an overview of freight traffic generators and corridors throughout the Western Connecticut region. The report forecasts increased freight movement and reliance on interstate corridors, such as Interstate-84. Although I-84 does not have any on- or off-ramps directly in Brookfield, its connections to Route 202 and Route 7 directly impact connectivity to the community. Most notably, the current merge of Route 7 southbound onto westbound I-84 produces a daily backup during peak rush hours and more generally tied to increasing commercial activity on Federal Road. 94% of freight travels through Connecticut by truck and I-84 is a primary truck route connecting New York to Massachusetts. Key recommendations include: (1) Widen Interstate 84 from the New York state line to Waterbury Exit 18, (2) Add more truck-only parking areas to freight corridors (3) Plan for autonomous trucks (4) Provide route planning assistance for oversized loads.

Recent Projects Most Relevant to Transportation & Mobility

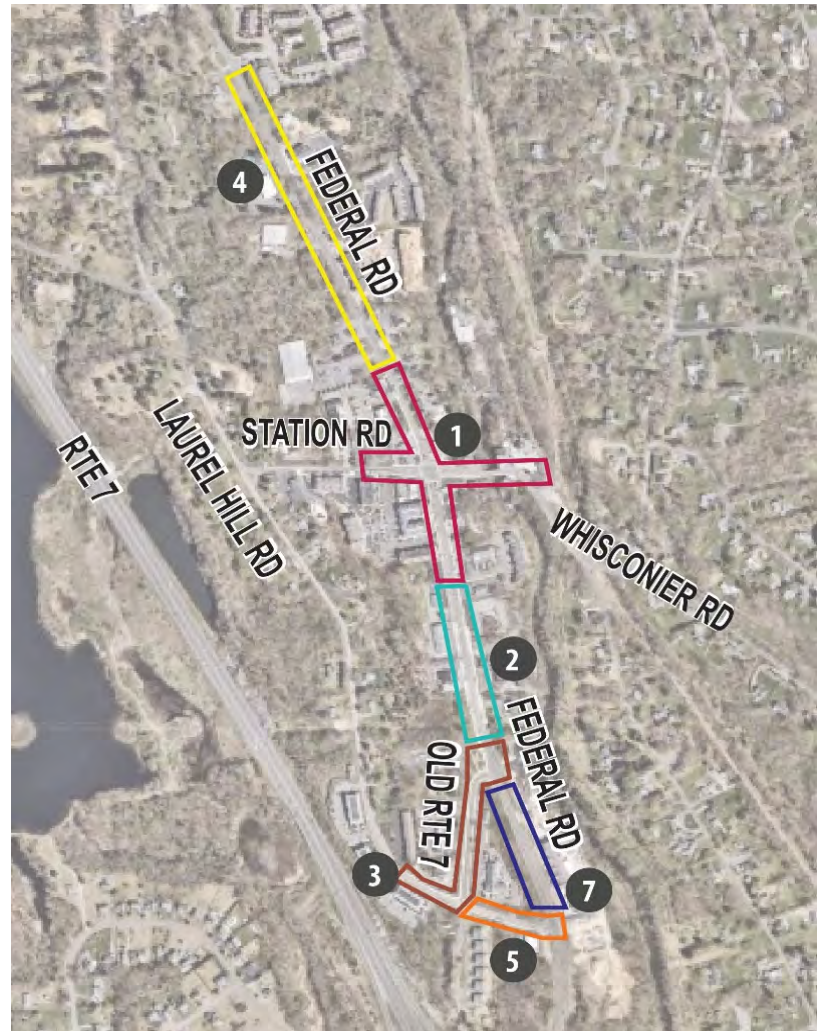
Four Corners Revitalization and Streetscape Improvements

The Town's 2015 POCD emphasized a Revitalization Plan for the Four Corners area of the Town Center District (TCD), and work began in 2016. The initiative has aimed at transforming the historic intersection of Routes 202 and 25, known as the Four Corners, into a vibrant town center with a pedestrian-friendly environment supported by mixed-use developments and affordable housing. The plan emphasizes infill development and the reuse of existing sites, avoiding new strip or large-scale single-use developments.

The streetscape enhancement area is shown in Figure 6-3. Table 6-1 provides greater detail of the scopes of work, construction year, and funding for each phase.

- **Phases 1-3** are complete.
- **Phases 5 and 7** are in final review by DOT.
- **Phase 4** is currently on hold.
- The initially planned **Phase 6** on Laurel Hill Road has been cancelled. There are no planned improvements on this roadway.

Figure 6-3. Four Corners Streetscape Improvement Phases



Source: BFJ Planning

The project has integrated Complete Streets design and interventions via the phased approach mapped above. Projects have primarily sought to calm traffic and produce a high-quality pedestrian environment. The scope of work summarized in Table 6-1 were completed with overarching Complete Streets goals in mind. Improvements have included reducing curb cuts, roadway realignments, creating internal circulation between parking areas, and enhancing pedestrian crossings with adequate signalization and painting.

Chapter 6. Transportation and Mobility

Table 6-1. Four Corners Streetscape Improvement Phases (Completed and Planned)

	Phase 1 (Complete)	Phase 2 (Complete)	Phase 3 (Complete)	Phase 4	Phase 5	Phase 7	Total
Construction Year	2017	2019	2022	2026	2025	2025	
Roadway	1,600 lf	500 lf	1,300 lf	1,900 lf	500 lf	765 lf	6,565 lf
ROW Easements	13	3	1	7	1	1	26
Sidewalk Added	3,500 lf	1,350 lf	2,100 lf	1,900 lf	500 lf	765 lf	10,115 lf
Utility Poles Eliminated	5	1	1	3	0	0	10
Decorative Crosswalks	1	1	0	2	1	1	6
Sidewalk Lights Added	34	15	15	32	4	14	114
Driveways Reconstructed	16	5	7	14	1	0	43
Parking Spaces Added	29	26	0	0	0	33	88
Bus Shelters Added	0	1	0	1	0	1	3
Total Cost (million)	\$3.5	\$1.6	\$1.6	\$3.8	\$0.6	\$1.7	\$12.8
Town Contribution (million)	\$1.6	\$0.5	\$0.3	\$0.5	\$0.1	\$0.1	\$3.1



Early Phase Sidewalk Additions in Four Corners

Source: Google Street View

Completed Phases 1-3 have resulted in nearly 7,000 linear feet of new sidewalks while the entire project will bring the total to over 10,100 linear feet. The success of Phase 3 inclusion of a pocket park has also been greatly supported by this project's enhanced connections and pedestrian improvements. Table 6-1 summarizes the costs of each Phase. Total project costs are projected at \$12.8 million, with a Town contribution of \$3.10 million. Outside of the Town's matches, funding sources include the CT Small Town Economic Assistance Program (STEAP) grant and the CT Local Transportation Capital Improvements Program.

Although the initially imagined Phase 6 on Laurel Hill Road is not currently planned for construction, Complete Streets improvements on this segment can be considered as part of a longer-term strategy.

Chapter 6. Transportation and Mobility

Through a Master Municipal Agreement (MMA), the Town has agreed to maintain streetscape amenities along Federal Road, as required by CT DOT. This includes maintenance tasks for completed and planned projects.

Roadway Overview and Functional Classification

CTDOT has established a functional classification for roads. This classification is based on use, design, and capacity. Figure 6-4 shows the classification of the roadways in Brookfield.

Interstates, Expressway Highway System – Function as multi-lane, high volume and high speed through roads connecting major municipal centers to each other and other Interstates/Expressways. Although I-84 cuts across the southernmost corner of Brookfield, there are no on- or off-ramps within the Town. Route 7 serves as the key Expressway within Brookfield with limited access and connection to I-84.

Principal Arterial - Connects major developments and activity centers to each other and to the interstate highway system. Within Brookfield, the northern extent of Route 202 is classified as a Principal Arterial where Route 7 begins/ends.

Minor Arterial – Generally carry higher traffic volumes than major collector roadways and provide direct connection to principal arterials. In Brookfield, Routes 202/Federal Road, 133, 25, Stony Hill Road, and Candlewood Lake Road, are classified as Minor Arterials.

Major Collector – Designed to carry traffic from local streets to arterial roadways. Average Annual Daily Traffic (AADT) is typically in the range of 1,500 to 8,000 vehicles per day. Brookfield's Major Collectors are Elbow Hill Road, Nabby Road, and Grays Bridge Road.

Minor Collectors and Local Streets – These roads carry less volume but play a key role in the overall network. They provide access to adjacent land and are meant to carry low volumes of traffic at low speeds, not to carry through traffic. These streets contain a high percentage of the overall street mileage, but have the lowest level of through mobility, while providing the highest level of access to the adjacent land uses. Obtuse Rocks Road is classified as a Minor Collector and all others are considered local roads.

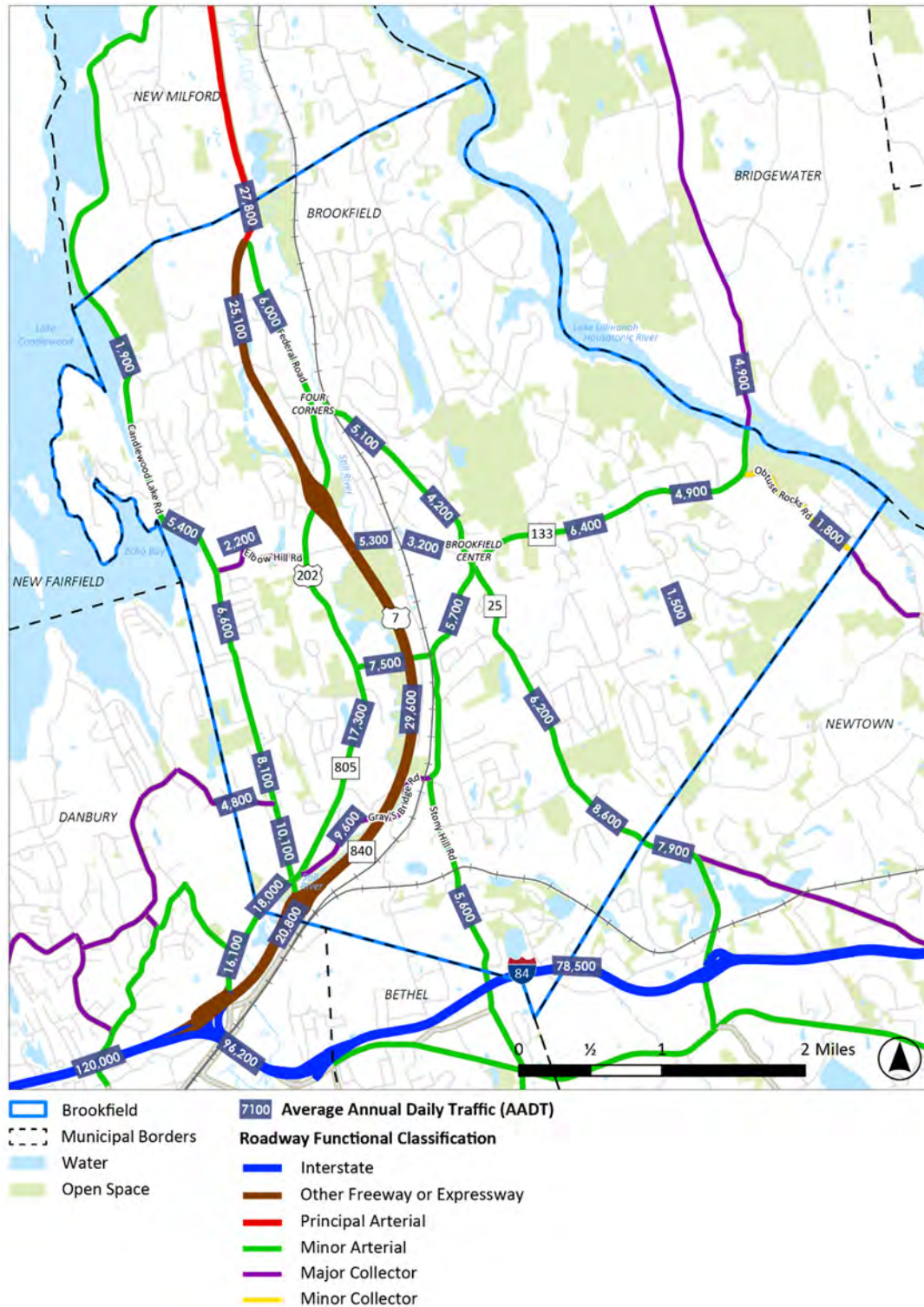
Roadway Jurisdiction

While the Town has maintenance jurisdiction over most roads in Brookfield (i.e., local residential streets), CT DOT maintains jurisdiction over the Town's most trafficked roads that are essential to the local economy and quality of life (see Figure 6-5 for an overview). CT DOT is responsible for the upkeep, repairs, resurfacing, and signage of these roadways.

- **CT Routes**
 - Route 133
 - Route 25
 - Route 805 (Federal Road, west of Candlewood Lake Road/Route 7)
- **US Routes**
 - Route 7
 - Route 202 (Federal Rd.)
- **Interstate 84 (I-84)**

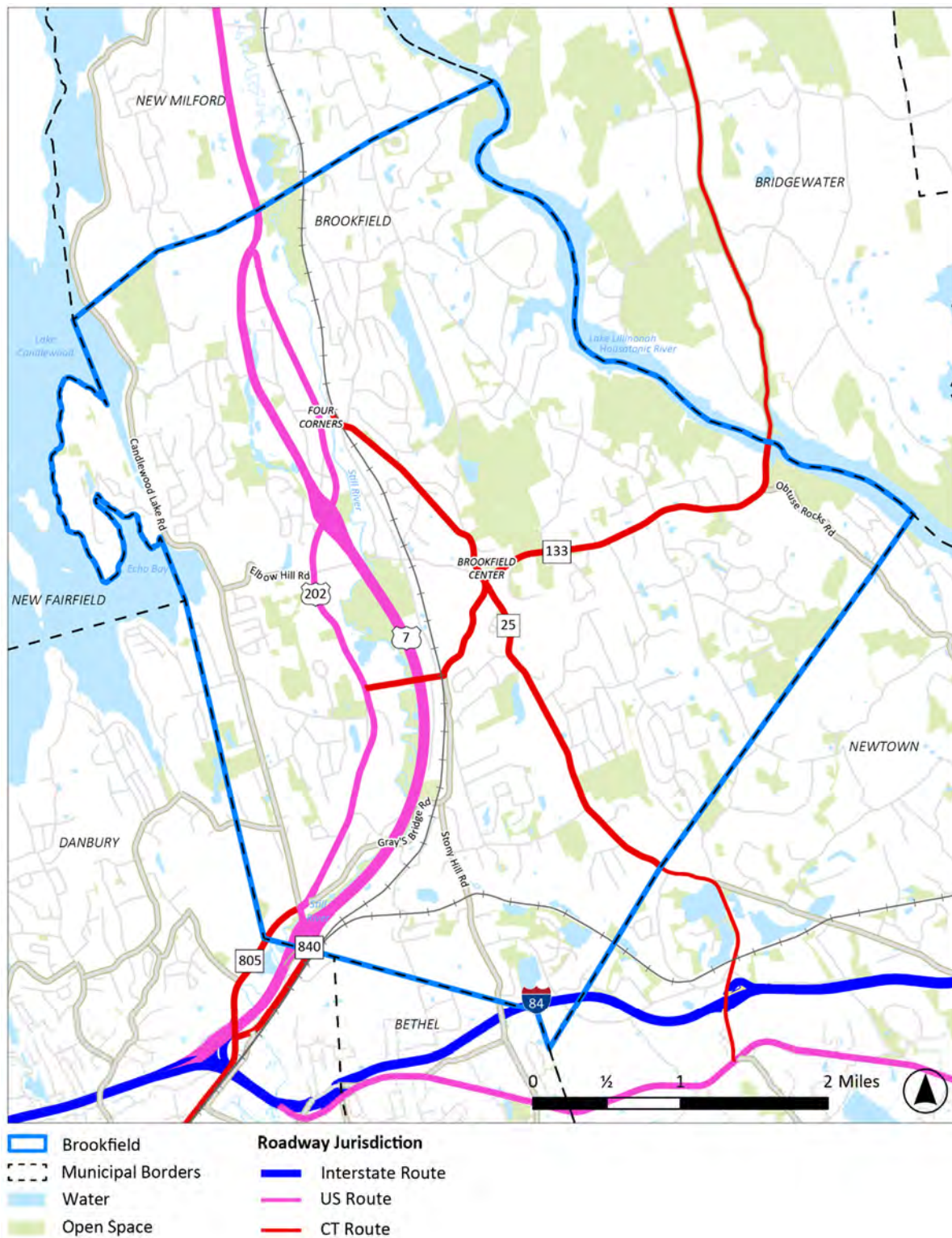
Chapter 6. Transportation and Mobility

Figure 6-4. Roadway Classification and Average Annual Daily Traffic Volumes (AADT)



Sources: Brookfield Town, CTDOT, BFI Planning

Figure 6-5. Roadway Jurisdiction



Sources: Brookfield Town, CTDOT, BFJ Planning

Average Annual Daily Traffic (AADT)

AADT is the total volume of vehicle traffic of a roadway segment for a year divided by 365. Figure 6-4 shows AADT volumes that are available for roadways within Brookfield.

AADT generally corresponds with roadway classification. The segment of I-84 within Brookfield has the highest traffic volume (78,500), however, to the west just outside the Town's limits before merging into Route 7, I-84 AADT is around 120,000.

Table 6-2 summarizes the AADT volume estimates of the top eight highest trafficked roadways in the Town.

Table 6-2. Brookfield Roadways with the Highest Average Annual Daily Traffic (AADT)

	Street/Roadway	Traffic Volume
1	I-84	78,500
2	Route 7	29,600
3	Federal Route (Route 805)	18,000
4	Candlewood Lake Road	10,100
5	Grays Bridge Road	9,600
6	Route 25	8,600
7	Route 133	7,500
8	Stony Hill Road	5,600

*Note: Volume based on highest reported AADT segment of each roadway.
Source: CTDOT, 2024*

Crash Analysis

An inventory of motor vehicle crash records was obtained from the Connecticut Crash Data Repository for the most recent available five-year period (2020-January 2025). During the period, about 362 incidents occurred at intersections in Brookfield (excluding I-84 and Route 7). Table 6-2 shows that the intersection with the highest number of documented crash incidents during the period was Federal Road – Candlewood Lake Road/White Turkey Road, followed by Route 7 – Route 202 (Federal Road). The locations in Table 6-3 present opportunities for further study and safety enhancements, in coordination with CTDOT as needed. See Figure 6-6 for an intersection crash density map.

During this analysis period, there was one crash-related fatality on Candlewood Lake Road north of the Route 202 intersection.

During this period there were two pedestrian-related crash incidents that did not occur at intersections: (1) Route 202, close to the intersection with Sandy Lane, and (2) Route 25 north of West Whisconier Road. Additionally, two bicycle-related crash incidents occurred on northerly local residential streets. These data do not indicate any particular patterns or “hot spot” areas of pedestrian- or bicycle-related incidents.

Chapter 6. Transportation and Mobility

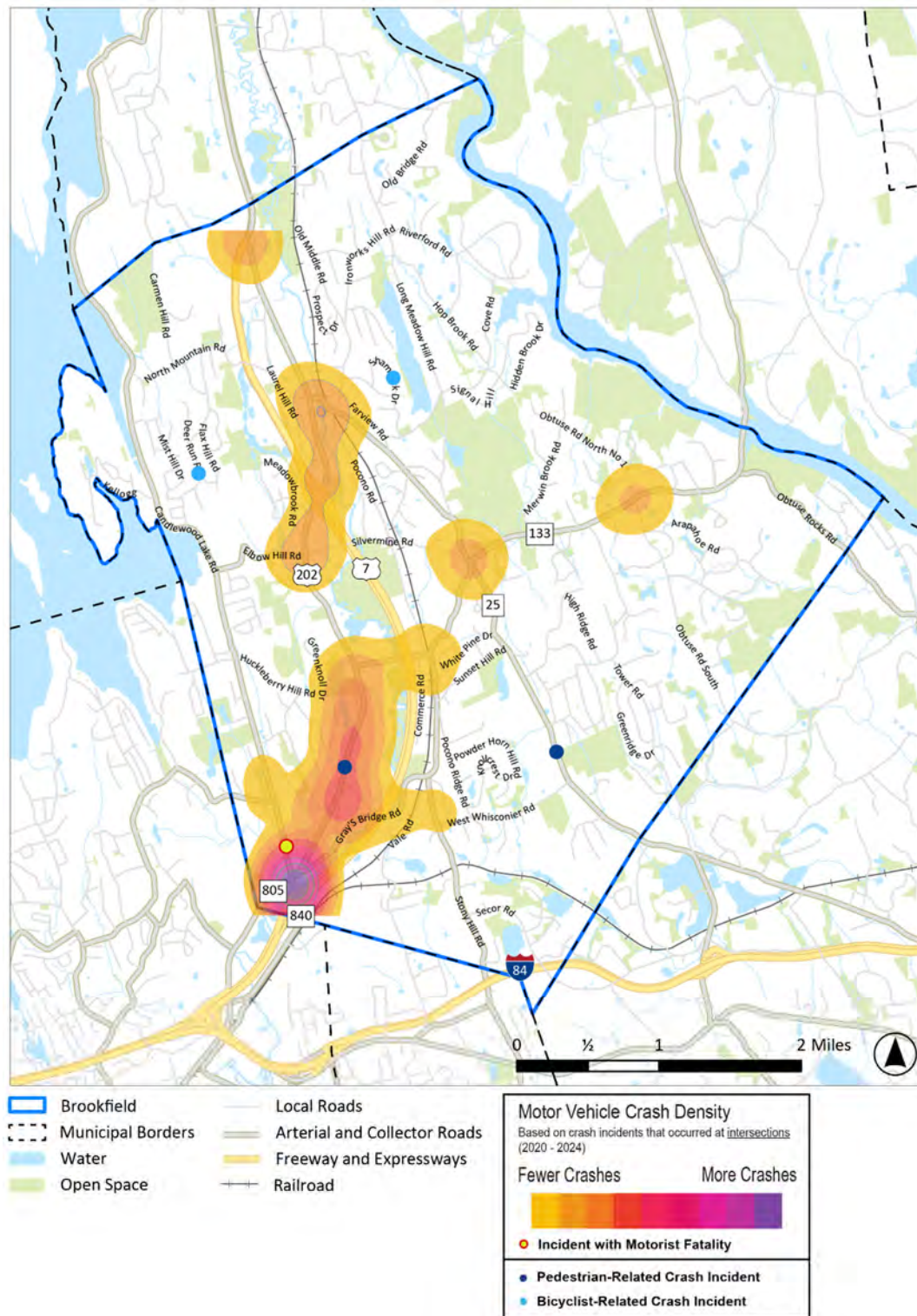
Although this crash analysis focused on incidents at intersections, overall fatalities and incidents that involved pedestrians or cyclists, it appears that overall rates are down since the 2020 WestCOG Regional Transportation Safety Plan.

Table 6-3. Brookfield Intersections with Highest Crash Incidents (2020-2024)

Intersection	Injuries	Total
Federal Road - Candlewood Lake Road / White Turkey Road	11	38
Route 7 - Route 202 (Federal Road)	8	16
Route 202 (Federal Road) - Silvermine Road / Elbow Hill Road	5	15
Route 202 - Old New Milford Road	5	14
White Turkey Road / Route 202 - Route 7 off- and on-ramps	4	14
Route 133 (Obtuse Hill Road) - Obtuse Road S / Obtuse Road N	8	13
Route 202 (Federal Road) - Beverly Drive	1	12
<i>Note: (1) Data are based on crashes that were specifically reported as having occurred at an intersection</i>		
<i>(2) Analysis identified intersections that had at least 10 crashes over this period.</i>		
<i>(3) Injury totals include all passengers from each incident and include cases of "possible injury"</i>		
<i>Sources: Connecticut Crash Data Repository (CTCDR); CTDOT; MMUCC 2020 – Jan. 2025</i>		

Chapter 6. Transportation and Mobility

Figure 6-6. Intersection Crash Density and Incidents Involving Pedestrians and Bicyclists (2020-2024)



Sources: Brookfield Town, CTDOT, BFJ Planning

Rail Transportation

Cargo Rail Service

The two active rail lines in Brookfield are used exclusively for cargo/freight rail. These include:

- **Housatonic Line:** This line, owned by Housatonic Railroad Company (HRRC) and the Connecticut Department of Transportation (CTDOT), runs through Brookfield, Danbury, and New Milford. It spans nearly 20 miles in the region and is operated by HRRC.
- **Maybrook Line:** Although this line is currently abandoned/inactive, the right of way extends from Danbury, through Brookfield, and Newtown.

As detailed in the WestCOG Regional Freight Profile, maintaining goods movement on these lines is part of the regional strategy to reduce truck freight on roadway corridors.

Passenger Rail Service

While Brookfield does not have a train station, residents have convenient access to nearby stations on the Metro-North Railroad's Danbury Branch Line, which connects to the New Haven Line for access to New York City. This includes the Danbury and Bethel Stations which are roughly a 10-15 minute drive from southern areas of Brookfield. The Danbury Branch Line provides direct access to Stamford which is convenient for many commuters. Although direct service from Danbury to Manhattan is largely dependent on a transfer, there is limited direct service during weekday rush hour. This line serves as a critical resource for commuters in the area, helping to reduce congestion on roadways.

The Brewster, New York station is approximately a 20-25 minute drive from Brookfield and provides commuters access to the Metro-North Railroad Harlem Line.

Commuter service from Danbury to New Milford existed for nearly 85 years but was terminated in 1971. Today, the single-track rail line serves freight movement by the Housatonic Railroad Company. The long-term goal to extend the Danbury Branch of the Metro-North Railroad to Brookfield and New Milford has been an ongoing long-range planning goal. However, this effort is not currently reflected in the State's budget and is not expected to gain substantial momentum during the lifespan of this POCD. Further, any viable re-introduction of passenger transit to this railway might require the expansion of the single track to two tracks, especially from Danbury to Norwalk, to provide more frequent train schedules. As noted earlier, many rail commuters use the Harlem line in neighboring New York because of more frequent direct service to Grand Central in Manhattan.

The HARTtransit-operated Danbury-Brewster shuttle helps to connect Brookfield residents to the Metro-North Railroad Harlem Line. More information is discussed in the following section.

HARTransit Bus Service

HARTransit Public Bus Efficiency Study (2020)

This study assessed the performance of fixed-route bus services across the Housatonic Area Regional Transit (HARTransit) system, identifying areas for operational improvement and system efficiency. The study evaluates ridership trends, cost-effectiveness, schedule adherence, and passenger feedback to recommend strategies that enhance service delivery. Key findings highlight declining ridership due to factors like fare increases, competition from ride-sharing services, and limited-service hours, particularly affecting commuter patterns.

Although data and certain trends discussed in this report are relatively dated (2020), the following takeaways were relevant to Brookfield at the time of its publication:

- Route 4 is among the lowest-performing routes in terms of ridership, with an average of 106 weekday trips and 54 Saturday trips. However, it boasts a strong 90% on-time performance, suggesting reliable level of service despite relatively low ridership.
- The study notes that future route restructuring may be necessary, especially considering regional developments like Route 7 widening, which could influence commuter flows.
- Opportunities for Improvement include potential service expansions to underserved areas, enhanced frequency, and improved marketing to boost ridership in Brookfield. Adding evening or weekend service could also address gaps for commuters and local businesses.

Local Bus Service

In Brookfield, public transportation is primarily provided by the Housatonic Area Regional Transit (HARTransit) bus system. Key services include the following fixed-service routes that generally have headways of once an hour during peak times (Refer to Figure 6-7 for a map of these routes).

- **Route 4:** Connects Brookfield to Danbury, offering direct access to shopping centers. In Brookfield, this Route is generally aligned with Federal Road but its terminus is the Regional YMCA on Huckleberry Hill Road.
- **Route 7:** Extends service further north, facilitating greater connectivity between Danbury-Brookfield-New Milford. This Route generally aligns with the Route 4 service area but continues along Federal Road, serving the Four Corners area and connecting to New Milford.
 - Whereas Route 4 offers service that pulls directly into commercial parking lots, Route 7 provides express service by maintaining routing along roadways. Additionally, a number of Route 7 Stops within Brookfield are by request only.
- **New Milford Loop:** Primarily fills service gaps from Routes 4 and 7 by offering weekday evening and Sunday service.

Danbury-Brewster Shuttle: Although this route operates just outside of Brookfield's borders, this shuttle connects two local Park and Ride lots to the Brewster train station on the Metro-

Chapter 6. Transportation and Mobility

North Railroad Harlem Line. Both the White Turkey Road and Federal Road Park and Ride lots are just south of the Brookfield border but serve area residents. Service is focused on peak commuting times.

Table 6-4. HARTransit Routes that Serve Brookfield

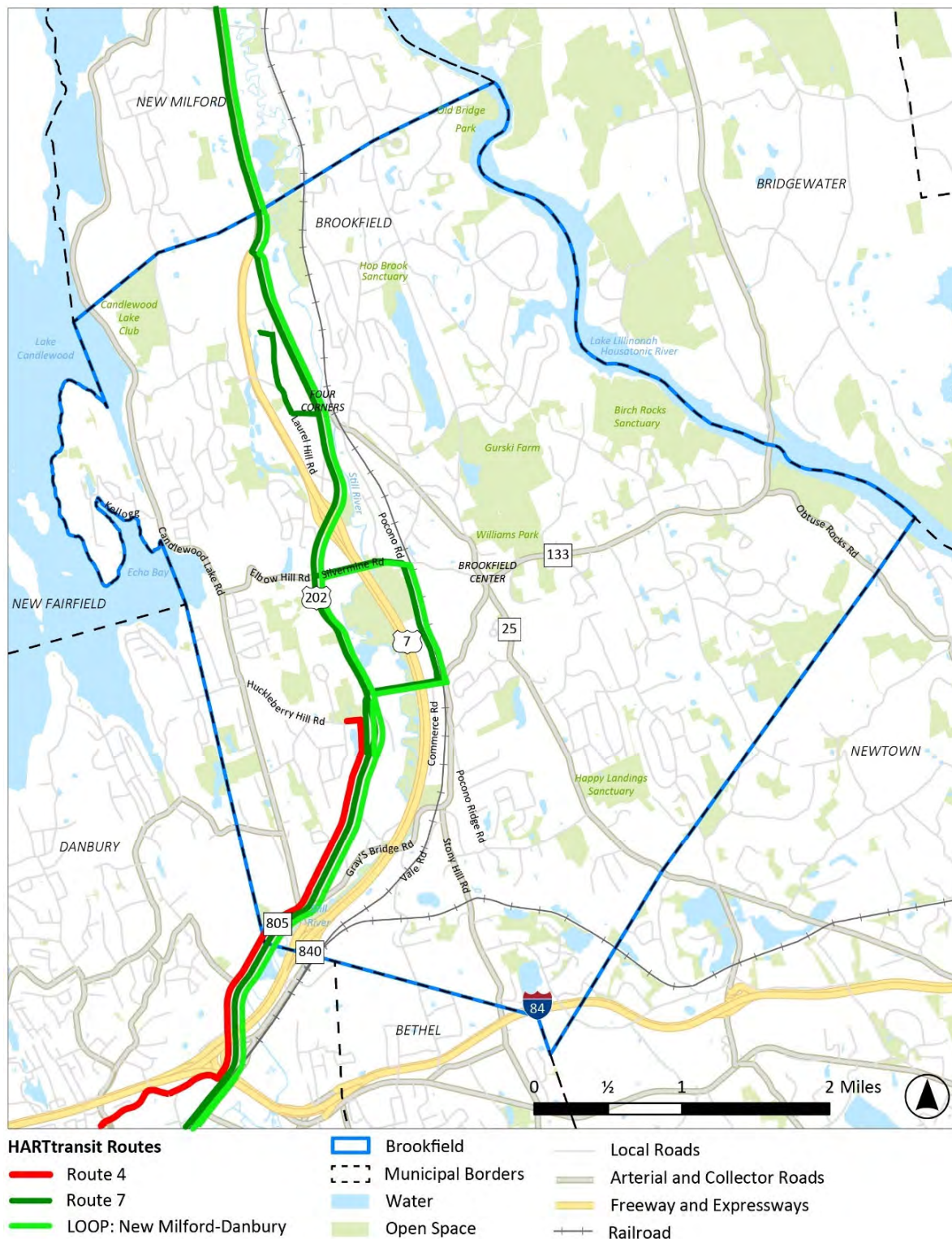
Route	Towns	Popular Destinations*	Times/Days	General Headway
4 (Brookfield-YMCA)	Danbury, Brookfield	Germantown Rd. Stew Leonards ShopRite KOHL'S Regional YMCA	9 AM - 3 PM, M-F 9 AM - 5 PM, SAT	Once an Hour
7 (New Milford - Rte. 7)	Danbury, Brookfield, New Milford	WCSU Midtown Campus Four Corners Federal Rd. Commercial New Milford Walmart New Milford High School New Milford Hospital	6 AM - 6 PM, M-F 8 AM - 5 PM, SAT	Twice an hour during peak times; once an hour or less otherwise
LOOP: New Milford	Danbury, Brookfield, New Milford	Stew Leonards ShopRite Four Corners New Milford Green	5:30 PM - 10:38 PM, M-F 5:30 Ap - 10:35 PM, SAT 9:05 AM - 7:15 PM, SUN	Hourly evening service weekdays and Saturday; Hourly Sunday service

*Destinations in bold are within Brookfield

HARTransit also operates a paratransit (SweetHART) that provides door-to-door transportation for seniors aged 65 or older and individuals with disabilities. To utilize this service, an application is required, which can be obtained through the Brookfield Senior Center or HARTransit's website. Currently, one bus is funded by the Town to serve residents.

HARTtransit and SweetHART paratransit is funding by a mix of Federal, State, local municipal contributions, and fare revenues. While Federal and State funding is the most significant funding source, municipalities served by HARTtransit, including Brookfield, contribute financially to the transit system as well.

Figure 6-7. HARTtransit Bus Routes in Brookfield



Sources: Brookfield Town, CTDOT, BFJ Planning, HARTtransit, Passio GO!

Still River Greenway

Currently, the Still River Greenway is a 2.25 mile, 10-foot-wide paved multi-use trail in Brookfield. The trail runs from the Four Corners area to the Brookfield Municipal Center where it then connects to a wooded area to the west of Route 7 (See Figure 6-8). The trail's connection to Four Corners has also helped to support the ongoing buildout of pedestrian facilities in this area of town.

Regional Trail Connectivity Goals

The HVMPO/SWRMPO Metropolitan Transportation Plan identifies the goal of further regional trail connectivity, including linkages to/from the Still River Greenway. Local efforts seek to expand the Still River Greenway north to New Milford and south to Danbury, with the aim to improve local recreational and active transportation options while contributing to a broader regional trail network. Expansion aims to coordinate with regional trails/greenways:

New Milford River Trail – Once constructed, this trail is proposed to be 13-miles and follow the Housatonic River south through downtown New Milford and provide a connection to the Still River Greenway in Brookfield.

The Western New England Greenway (WNEG) - A multi-state network of mostly on-road bike routes following the US-7 Corridor from Long Island Sound in Connecticut to the Canadian Border. It will include the *Norwalk River Valley Trail*, *Still River Greenway*, and *New Milford River Trail*, connecting with the East Coast Greenway. The WNEG is designated as US Bike Route 7.

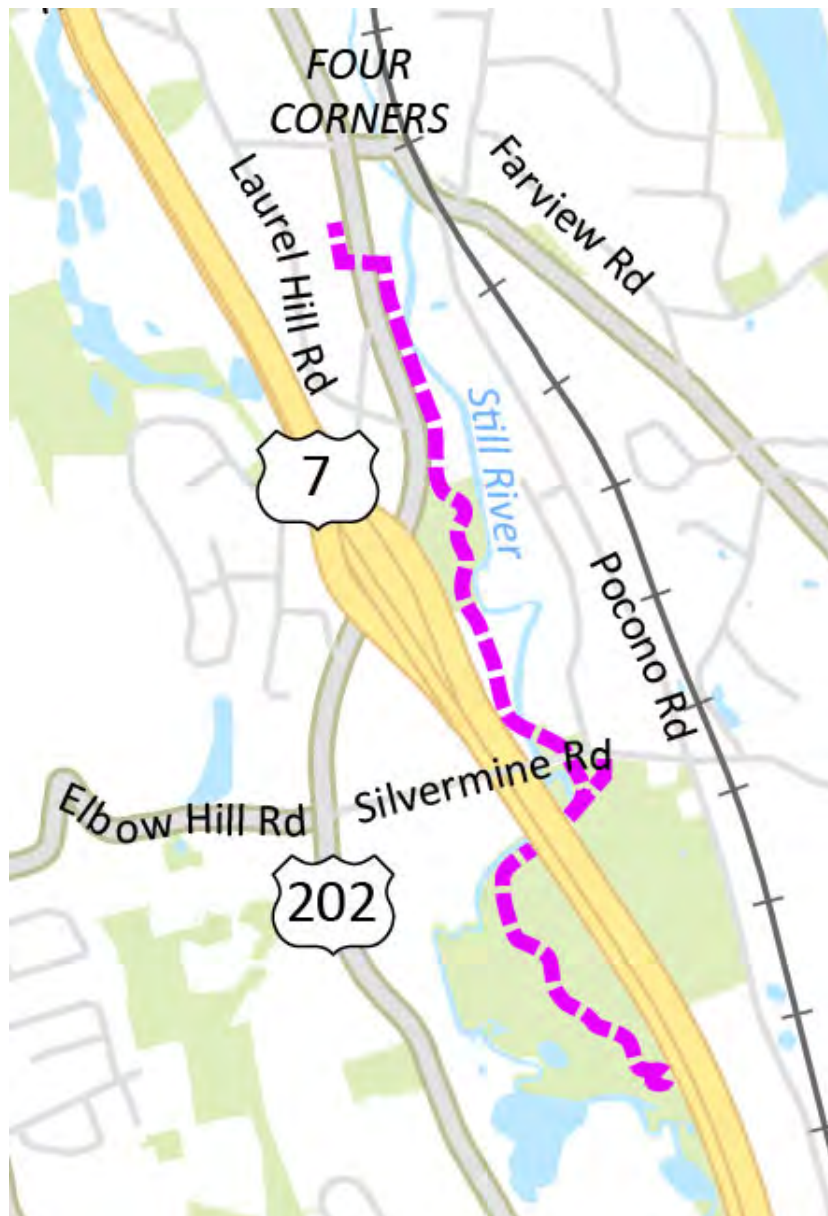
Future studies will be needed to determine the best approach to connect and build out these facilities. The Town of Brookfield has continued work to identify a route to connect this trail north to New Milford and south to Danbury at the Norwalk River Valley Trail.



Still River Greenway

Source: Town of Brookfield, Eva Deitch

Figure 6-8. Existing Still River Greenway Alignment



Source: Town of Brookfield, CT DOT, BFJ Planning

Other Pedestrian and Bicycle Facilities

As a suburban town with a development pattern that has historically been auto-oriented, only a couple locations have sidewalks. Recently completed and planned sidewalk construction in the Four Corners area has resulted in the Town's first pedestrian-friendly mixed-use area. As recapped earlier, further south on Federal Road/Route 202, the sidewalk network has also recently been improved by CT DOT through a targeted capital improvement project. Although sidewalk coverage gaps remain along the big box commercial area of Federal Road, these recent improvements provide some degree of opportunity for future connections. Additionally, when

Chapter 6. Transportation and Mobility

reviewing redevelopment/development applications along the Federal Road corridor, the Zoning Commission encourages projects to include sidewalks as a means to incrementally develop the pedestrian network.

Brookfield does not currently have dedicated on-road bike lanes. However, the existing 2.25-mile portion of the Still River Greenway functions as the Town's premier shared-use trail, serving both pedestrians and cyclists.



Four Corners Pedestrian Environment
Source: Google Street View

Issues and Opportunities

I-84 Expansion

The I-84 Danbury Expansion Project presents a valuable opportunity to significantly enhance transportation efficiency and regional connectivity for Brookfield. By addressing current congestion issues and improving traffic flow on this critical corridor, the project will reduce travel times for commuters and facilitate smoother access to local businesses, boosting economic activity. Additionally, the expansion is expected to improve safety by reducing traffic bottlenecks and accident rates. Enhanced infrastructure will also support future growth in the area, making Brookfield more attractive for residential, commercial, and industrial development while contributing to an overall higher quality of life for its residents.

In addition, the WestCOG recommendation of adding a third lane from the New York border to Waterbury is a significant regional improvement. This will ensure that the entire I-84 corridor from New York to Brookfield has at least three lanes.

Danbury Railroad Line- Near Commuter Rail Service

Some rail advocates have expressed a desire to restore passenger train service at the former train station in Four Corners, which is an extension off the Danbury Line. Although the 2023-2050 HVMPO/SWRMPO Metropolitan Transportation Plan calls the long-term goal to electrify the Danbury Branch line and to make a number of other capital improvements, this scope, and the extension of service to Brookfield and New Milford, is not currently in the State's budget.

Chapter 6. Transportation and Mobility

More importantly, the existing cargo rail line is single track which would not provide a convenient or desirable level of service for riders. It would be extremely costly to add a second line to move trains in both directions, further making this vision unactionable at this time.

Localized Congestion and Circulation Challenges

Congestion challenges along Federal Road often overflow onto connector roads such as Grays Bridge Road and Stony Hill Road. While the I-84 expansion aims to more broadly alleviate congestion in this area, some stakeholders seek additional remedies that could involve interventions such as a review of signal timing.

Additionally, congestion is frequently reported as a challenge in the Brookfield Center area where Routes 25 and 133 intersect.

East-West connectivity within Brookfield can be a challenge, since the arterial roadways generally have a north-south orientation. For example, convenient connection between Candlewood Lake Road and Federal Road is relatively limited via North Mountain Road, Elbow Hill Road, and Huckleberry Road.

Still River Greenway Expansion



The expansion of the Still River Greenway presents a unique opportunity to enhance community connectivity, promote sustainable transportation, and enrich the Town's natural and recreational assets.

A recently secured \$4.5 million federal RAISE grant for the Connecticut Regional Trail, Bicycle and Pedestrian Planning project to WestCOG and Friends of the Norwalk River Valley Trail (NRVT) will help move this effort forward. The project will complete planning and engineering work for numerous sections of an approximately 55-mile multi-use trail between Norwalk, Wilton, Redding, Ridgefield, Danbury, Brookfield, and New Milford. Once complete, this will connect the Norwalk River Valley Trail to the Still River Greenway and the New Milford River Trail.

Although the alignment of the trail's extension will continue to be studied, momentum with regional partners will help to ensure coordinated planning. By extending the current greenway, a more comprehensive trail system will be achieved that links neighborhoods, commercial areas, and natural spaces, encouraging outdoor activity, improving public health, and fostering environmental stewardship.

Building off Recent Pedestrian Improvement Projects

Recent pedestrian improvement projects have laid a strong foundation for enhancing local walkability, safety, and connectivity—particularly in Four Corners, along parts of Federal Road, and with recreational opportunities such as the Still River Greenway. The Four Corners

Chapter 6. Transportation and Mobility

redevelopment was supported by the vision to have a walkable, mixed-use neighborhood area of Brookfield, and its success is a testament to residents' desire for a walkable environment.

Building on this progress presents an opportunity to further expand pedestrian infrastructure by adding more sidewalks, crosswalks, pedestrian signals, and traffic-calming measures in key areas. In particular:

- Recent sidewalk additions by CT DOT on Federal Road presents the opportunity to fill gaps with the long-term goal to connect to Four Corners.
- Ensuring the completion of all proposed Four Corners streetscape improvement phases will help to solidify the quality of this neighborhood environment. Although there are some delays because certain phase improvements are tied to pending new developments, consistent coordination between the Town, CT DOT, and developers will ensure the desired outcome.

Center School Connectivity

Near the intersection of Route 133 and Route 25, there is an initiative to redevelop the former Center School site into a community center for the library and the Department of Parks and Recreation. While this project is in the early concept planning stage, one goal should be to ensure safe, walkable conditions for students from nearby Saint Joseph School and other nearby uses. Additionally, some users of the Brookfield Public Library take HARTransit bus, so adequate bus service should also be advocated for near the site.

The potential redevelopment of this site will also need to carefully consider traffic impacts. The adjacent Route 25-Route 133 intersection is already highly trafficked with congestion challenges. It is anticipated that intersection roadway upgrades would be needed, in coordination with CT DOT.

Speeding

Many Brookfield residents remain concerned about speeding, particularly along major corridors. The Brookfield Police Department reports that speeding on Federal Road, Candlewood Lake Road, and Route 25 are most commonly an issue. Additionally, Route 202 and surrounding residential areas are also frequently mentioned. Excessive vehicle speeds contribute to an increased risk of traffic accidents, endangering motorists, pedestrians, and cyclists. This issue can compromise public safety and hinders walkability in areas where pedestrian infrastructure has been recently added. Despite existing traffic control measures, current speed limits are frequently disregarded, highlighting the need for enhanced enforcement, roadway design improvements, and community awareness initiatives to effectively address the problem.

Targeted Roadway Design and Efficiency Projects

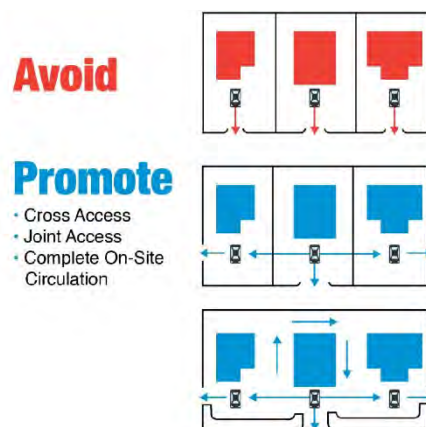
Brookfield can prioritize roadway design enhancement and traffic efficiency initiatives through targeted improvements (i.e., optimized signal timing, dedicated turn lanes, and roadway realignments). Since CT DOT controls the town's key roadways, the Town should continue to

coordinate closely with the State on evolving needs as needed. Specific locations are explored in the Recommendations section.

Access Management along Federal Road

Efficient and safe site access along Federal Road has become a growing concern, impacting both businesses and visitors to commercial uses. Inefficient lot layouts, excessive curb cuts/driveways, a lack of connections between parking lots, and a lack of clear signage contribute to congestion, reduced customer turnover, and frustration for drivers. These challenges not only hinder the accessibility and appeal of local businesses but also create safety concerns for pedestrians and drivers navigating crowded lots. Figure 6-9 demonstrates a key goal of access management, which includes connecting parking areas via easements between adjacent properties so fewer driveways are necessary.

Figure 6-9. Access Management – Driveway Consolidation Concept



Source: Center for Urban Transportation Research, University of Florida

Goals and Recommendations

6.1. Continue to coordinate with DOT on ongoing and potential future roadway improvement studies and projects.

Continue to support DOT plans for the expansion to four lanes on the overlap of Route 7 and I-84 and three lanes on the stretch of I-84 from Waterbury to the New York border. In order to address local congestion challenges on Route 7 due to I-84 merging, also continue to advocate that DOT's final design adds a two-lane on-ramp from Route 7 southbound to I-84 westbound. Currently, the on-ramp is a single lane. Subsequent recommendations that suggest interventions on State roadways assume necessary partnership and coordination, as well as general ongoing Town advocacy to illuminate areas where improvements are needed. Due the prevalence of DOT jurisdiction over Brookfield's most critical roadways, such coordination is paramount.

6.2. Align traffic and circulation planning with the Town's broader land use goals.

Traffic and circulation planning plays a crucial role in supporting community land use goals by ensuring that transportation systems align with the community's vision for development, accessibility, and sustainability. The following recommendations aim to

ensure roadway and traffic considerations are addressed in tandem with the Town's broader land use goals.

6.2.1. *Continue to work with DOT to improve the safety and efficiency of Federal Road.*

The recent improvements to lower Route 202 have helped to address a degree of safety and congestion challenges on this roadway. Continual monitoring of lower Federal Road to Junction Road should be an ongoing priority, in an effort to identify possible capital upgrades and intersection enhancements as the development and usage of this roadway increases with new developments. Ongoing monitoring and data evaluation should consider targeted interventions to help combat congestion along the corridor, such as possible intersection signal timing adjustments.

Additionally, a longer-term strategy should focus on improvements to better link the stretch of Federal Road from Junction Road to Four Corners.

6.2.2. *Monitor the Route 133 and Route 25 intersection and adjacent corridors for potential upgrades, in tandem with new development.*

The potential redevelopment of the former Center School site into a community center for the library and the Department of Parks and Recreation could create a new hub of activity around this critical intersection. The Town should begin coordinating the long-term vision with CT DOT and be prepared to seek funding for intersection and roadway upgrades. It should be a priority to introduce sidewalks and adequate pedestrian facilities in this area to facilitate safe public access.

6.2.3. *Study Vale Road access challenges.*³⁶

The potential for future development in the southern area of Brookfield bound by Stony Hill Road and the two rail lines would necessitate improvements to Vale Road, including access enhancement via the railroad underpasses and via the Vale Road-Stony Hill Road intersection. Based on the existing roadway conditions here, the Fire Department has concerns about needing two means of access to the area and a desire for Vale Road to be repaved, which is owned by the railroad.

6.2.4. *Consider Conducting a circulation study in coordination with DOT.*

A Town circulation study could help formalize a coordinated approach to congestion challenges along Federal Road and its connector roads, as well as the Brookfield Center area. Additionally, such a study could evaluate traffic and roadway conditions to better understand if there are viable strategies to improve east-west traffic circulation in Brookfield. Such a study should be considered when the I-84 Expansion Project is complete, in order to account for such changes.

³⁶ Also see recommendation 5.4.4.

6.3. *Continue to ensure that speed limits are enforced on Brookfield roadways.*

Although certain roadway enhancement projects can incorporate traffic calming measures that slow traffic and deter speeding, it is important for speed limits to be enforced through citations and related tools. In particular, dynamic speed feedback signage could be utilized in additional locations in order to alert drivers when they are over the speed limit, and red-light cameras could be introduced to additional intersections based on areas of greatest concern.

6.4. *Target intersection upgrades to improve traffic safety at locations that have the highest crash rates.*

Intersections with the highest crash rates include:

- Federal Road – Candlewood Lake Road / White Turkey Road
- Route 7 – Route 202 (Federal Road)
- Route 202 (Federal Road) – Silvermine Road / Elbow Hill Road
- White Turkey Road / Route 202 – Route 7 off- and on-ramps
- Route 133 (Obtuse Hill Road) – Obtuse Road South / Obtuse Road N
- Route 202 (Federal Road) – Beverly Drive; *Note that a new traffic light installation at this location within the last year may have helped improve conditions at this intersection. Data should be monitored to evaluate if conditions have improved.*

The Town should also continue to partner with WestCOG and CT DOT in order to advocate for further investigation at designated high priority crash locations. The WestCOG Regional Safety plan is updated roughly every 4 years and will continue to set the stage for CT DOT's priorities.

6.5. *Pursue sidewalk and other pedestrian facility upgrades, with a focus on “Complete Streets” approaches.*

Complete Streets is an approach to planning, designing and building streets that enables safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

6.5.1. *Complete the improvements necessary to make the Four Corners area a pedestrian friendly district.*

This effort includes the completion of Phases 4, and 5-7 as shown in Figure 6-3.

6.5.2. *Continue to fill gaps in Federal Road’s sidewalk network.*

This may be through several means, including state funded initiatives or requirements in new developments.

6.5.3. *Explore the possibility of a sidewalk fund.*

Another means to fill gaps in the sidewalk network could be through a sidewalk fund.

6.5.4. Complete the extension of the Still River Greenway.

To successfully complete the extension of the Still River Greenway, the Town of Brookfield should continue to partner with WestCOG and Friends of the Norwalk River Valley Trail (NRVT) as potential alignments and linkages to other existing trails are discussed. While the recently awarded STEAP grant will help catalyze the process, a key next step is to establish a preferred alignment to connect the Still River Greenway to New Milford and Danbury.

Engaging with stakeholders—including residents, local businesses, and environmental groups—will ensure community support and identify potential challenges early. Incorporating sustainable design practices and ensuring connectivity to key destinations will enhance the Greenway's value as a recreational and transportation asset for the town.

6.5.5. Advocate to CTDOT for a safer pedestrian crossing on Route 25 between the Library and Williams Park.

6.6. Continue to improve safety and accessibility for bicyclists in Brookfield, both recreational users and bike commuters.

6.6.1. Prioritize local strategies stated in the WestCOG Regional Bicycle Plan.

In order to coordinate with the regional vision for long-term bicycle planning, Brookfield should ensure (1): The extension of the Still River Greenway to promote new connections for cyclists, and (2): The US-202 corridor in Brookfield was identified as a priority area for bicycle-friendly enhancements under the Local Transportation Capital Improvement Program (LOTICIP).

6.6.2. Collaborate with CT DOT, bike advocates, and DPW to improve safety for bikes in the vicinity of Federal Road, White Turkey Road, and Candlewood Lake Road.

Targeted bike improvements in this area were a recommendation from the 2015 POCD but have not yet been achieved. Especially as the Federal Corridor continues to develop, bicycle access opportunities should be studied and translated into specific project ideas if deemed viable. Due to the commercial nature of Federal Road and its high traffic volumes, it is important that user safety remains a focal point of future analysis.

6.6.3. Develop a town-wide bike plan.

Although an initial town-wide bike plan could start small by focusing on the two items above, it would provide an opportunity to formalize the planning process and set clear milestones. In addition to the recommendations above, town-wide analysis should also investigate bicycle access opportunities to key community locations such as the high school and parks. In addition to roadway design, topography challenges in certain areas will also need to be considered. The plan would identify specific interventions such as signage and striping along US Bicycle Route 7.

6.7. Explore standards for access management techniques along key corridors such as lower Federal Road, with the objective to enhance traffic efficiency and safety.

Access management can significantly reduce congestion, improve traffic flow, and enhance safety for all road users. Incorporating access management strategies can further streamline vehicle movement, minimize delays, and support future growth. These enhancements will not only improve circulation along Federal Road but can also foster economic development and a higher quality of life for Brookfield residents. As shown in Figure 6-9, a key technique to encourage during site plan reviews is to connect parking areas via easements between adjacent properties so fewer driveways are necessary. This can further be supported by landscaping and other parking lot designs that help guide traffic safely and efficiently.

6.8. Study parking needs at town facilities.

As a growing town with new development patterns (i.e., Four Corners), parking needs and the adequacy of localized supplies must continue to be monitored. Any changes to parking requirements and/or the addition of parking spaces should be informed by collected parking occupancy data.

6.8.1. Ensure that the Municipal Complex provides adequate shared parking and accessible spaces for the Town Hall, Senior Center, and recreation facilities, especially when programming overlaps.

6.8.2. Assess parking needs in the Four Corners neighborhood.

Determine whether a Town owned parking lot in the Town Center District Four Corners neighborhood is warranted and feasible.

6.8.3. Assess police station parking lot to allow parking for Still River Greenway access.

A trailhead to the Still River Greenway is located adjacent to the Brookfield Police Station on Silvermine Road. Although there is a designated small lot for trail users, there are reports that the parking supply here is not adequate during peak recreational times. Overflow parking into the Police Department parking lot can present some conflicts. Especially as demand for the Still River Greenway grows with its potential expansion, trailhead parking access must be monitored. This effort should be coordinated with the plan to put more parking in at Town Hall, which could remedy the issue of trail demand with convenient parking access.

6.9. Continue to partner with HARTransit to ensure evolving demographic changes in Brookfield are met with adequate service.

6.9.1. Advocate for HARTransit service evaluations to connect Four Corners.

In addition to monitoring trends along Federal Road, the Four Corners area should be considered in future HARTransit service evaluations as residential density increases here. For example, there could be a justification to enhance services that better link Four

Chapter 6. Transportation and Mobility

Corners to the Danbury Station and/or to the Brewster Station via the Danbury-Brewster Shuttle.

6.9.2. *Advocate for the HARTransit bus to stop within the Municipal Center parking lot.*

Currently the Route 7 bus stops on Pocono Road in front of the post office, across the street from the Municipal Center, where the Town Hall and Senior Center are located. There are no sidewalks or crosswalks on Pocono Road between these facilities and the bus stop. In addition, stone walls are an impediment to accessibility. The Town should advocate to HARTransit to stop within the Municipal Center parking lot to allow for safer access to bus services for seniors and other users.

6.10. *Promote transportation options for seniors and all users.*

In addition to potential future service adjustments, the Town should consider promoting HARTransit and SweetHART services through social media and key community partners that can help share service information.

The Town should also promote the FISH program to seniors and other eligible riders. The FISH program is dependent on the service of volunteers and volunteer recruitment should be a priority to meet demand.

6.11. *Continue advocating to DOT the goal of extending the passenger rail line to Brookfield.*

Chapter 7. Community and Cultural Facilities

This chapter outlines the existing conditions of the community facilities, such as emergency services, public facilities, parks and recreation, and historic resources in Brookfield. Issues and opportunities, including desired facility upgrades, were identified through discussions with Town departments, committees, and organizations, through assessment of the 2015 POCD and other prior planning documents and studies, including the 2023 Emergency Services Impact Study, and through public engagement.

Community Facilities

This section discusses public facilities and services including Town properties, human services, police, fire and EMS, schools, the library, parks and recreation, and public works. Figure 7-1 maps the community facilities described in the following text. Since the previous POCD the population has continued to grow and needs of the community have changed.

Government Facilities

Brookfield Town Hall is located at the Brookfield Municipal Center, 100 Pocono Road and was built in 1982. It houses most of the government departments and provides meeting space for appointed committees.

The former Town Hall building, located at 162 Whisconier Road, currently houses the Brookfield Department of Parks and Recreation, as well as the regional Housatonic Resource Recovery Authority.

The Town also owns a rental residential property adjacent to the Municipal Center.

The Brookfield Water Pollution Control Authority (WPCA) recently moved out of the Town Hall and is now located at 53A Commerce Road. The WPCA will be discussed further in “Chapter 9. Infrastructure and Utilities.”



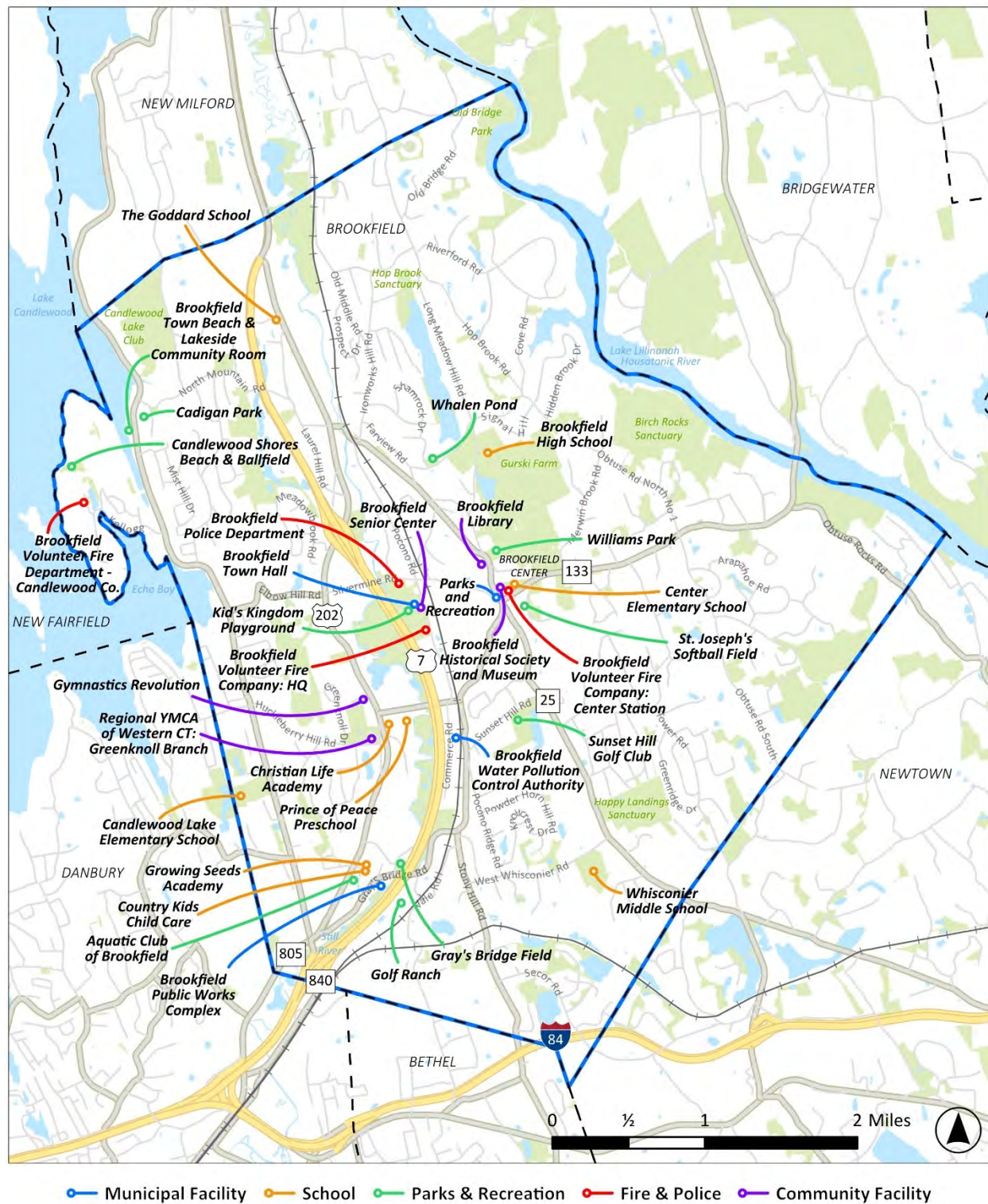
Brookfield Town Hall, 100 Pocono Road – Image Source: Brookfield Vision

Human Services

The Brookfield Department of Human Services oversees the Senior Center and Social Services. The Department offices are within the Brookfield Senior Center at the Brookfield Municipal Center. This building was renovated and expanded in 2010, achieving LEED Silver certification in March 2013.

Chapter 7. Community and Cultural Facilities

Figure 7-1. Community Facilities



Sources: CT DEEP, CT DOT, BFJ Planning

Chapter 7. Community and Cultural Facilities

Brookfield Senior Center

The Senior Center offers programming for Brookfield's seniors, including daily lunches, exercise classes, arts and crafts, lectures, parties, musical events, seasonal events, and bingo. Membership at the Senior Center is free for residents of Brookfield and available to non-residents for a fee. In addition to membership costs, the Senior Center is funded through the Town budget, grants, and donations. To cover the costs of more expensive events, the Senior Center charges a nominal fee. As the Senior Center shares parking with Brookfield Town Hall, Kids Kingdom Playground, and athletic fields, parking is often limited. As of 2024, there are just six accessible parking spots adjacent to the Senior Center, causing challenges for those attending senior programming.



Brookfield Senior Center, 100 Pocono Road – Image source: Brookfield Vision

Social Services

The Human Services Department provides a range of social services to Brookfield residents, including behavioral and community support services, senior support services, volunteer medical transportation to seniors and disabled residents, energy assistance, back-to-school assistance, free and reduced-price lunch assistance, and a food pantry. The food pantry is hosted in the Town Hall. Demand for the food pantry has increased over the years, particularly from seniors on fixed incomes.

The Department recently received ARPA funding to hire a behavioral health specialist who provides check-ins with community members, such as seniors living alone or persons in crisis, works with the police and EMS, and runs a grief group. This has been one of the most beneficial recent accomplishments of the Department as it has helped reach more people in need and has made police and emergency response more appropriate and efficient.

Police Department

The Brookfield Police Department (BPD) is responsible for maintaining public safety, enforcing state and local laws and ordinances, and protecting life and property in the town. BPD operates several divisions in support of this mission, including a Patrol Division, a Records Division, a Detective Division, and a Communications Division. At the time of this plan, BPD employs 41 officers and 17 civilians. To accommodate the growing population of Brookfield, the Department has taken steps to bolster their staff of officers and civilians,



Brookfield Police Department, 63 Silvermine Road – Image Source: Brookfield Vision

Chapter 7. Community and Cultural Facilities

however the current police facility is no longer large enough to accommodate the current staff.

The Department is headquartered at 63 Silvermine Road on the Brookfield Municipal Center Property. The facility was built in 1982. The Police Department has been exploring the expansion of the existing facility or the construction of a new facility on the same site since 2018.

The Brookfield Dispatch Center (BDC) is under the administration of the Brookfield Police Department and provides 911 call taking, dispatching, and radio communications for all the Town's emergency services, including the two volunteer fire companies. The center is staffed by Police Department personnel and is comprised of eight full-time and four part-time dispatchers. It is the policy of the center to always maintain a constant staffing of two dispatchers on duty.

The police department observed a steady increase in the number of calls received year over year, with the total for 2023 reaching 12,700 and the total for 2024 nearing 16,000. The BPD attributes this growth in incidents to the growing population of Brookfield.

The Department maintains a dive team which investigates crimes and conducts rescue operations on Candlewood Lake and Lake Lillinonah. The dive team coordinates with the Brookfield Volunteer Fire Department – Candlewood Company with whom they share maritime apparatus. Regular police operations related to boating and fishing on Candlewood Lake are the responsibility of the Connecticut State Environmental Conservation Police, a branch of the Connecticut Department of Energy and Environmental Protection.

Fire Protection and EMS

The Brookfield Fire Marshal is responsible for risk assessment and prevention programs, education, and investigation as regulated by applicable Connecticut state law. The Fire Marshal's Office inspects buildings, enforces state codes, investigates the cause of fires, and reviews plans and specifications for development and renovation applications.

There are two independent volunteer fire companies in Brookfield: the Brookfield Volunteer Fire Company (BVFC) and the Brookfield Volunteer Fire Department Candlewood Company (BVFD). BVFC also oversees EMS services in the town. While BVFC is larger, both fire companies share responsibility for emergency response in Brookfield and participate in mutual aid agreements with fire companies in surrounding towns. Jointly, the BVFC and the BVFD participate in the National Fire Incident Reporting System (NFIRS) under one fire department identification number.

As private entities, Brookfield's companies generate funding through response payments, fundraising activities, and donations, while also working with the Town to allocate public funds through the budget. In 2023, the Town commissioned a study of emergency services impacts in the Town.

Brookfield Volunteer Fire Company (BVFC)

The BVFC provides fire and EMS services to the Town and has approximately 72 fire and EMS volunteers and 23 EMS employees. BVFC is headquartered at 92 Pocono Road and has a second firehouse, called the "Center Station," at 6 Obtuse Hill Road

Chapter 7. Community and Cultural Facilities

The Headquarters was rebuilt in 1991 on Town property. The Headquarters has seven bays and keeps two pumper/padder apparatuses, two pumper/tanker apparatuses, a pumper, a heavy rescue, a utility truck, a brush truck, and an on-call officer vehicle. This station is generally in good condition.

The Center Station was built in the 1950s. It has five bays containing one pumper, three ambulances, and two paramedic fly cars. In 2024 the BVFC ordered a fourth ambulance which it expects to receive in 2025 or 2026. Sleeping and living facilities for EMS responders are located at this facility. The station is in poor condition and has several structural and National Fire Protection Association (NFPA), building code, and Occupational Safety and Health Administration (OSHA) deficiencies. The fire company also owns an adjacent lot to this site, which it has considered for potential expansion of the facility.

The Danbury Hospital is the nearest major hospital, approximately 15 minutes away from most calls in Brookfield.

Brookfield Volunteer Fire Department Candlewood Company (BVFD)

The company was established in 1949 to serve the isolated Candlewood Shores community, which currently contains approximately 500 residential properties and 12 commercial properties. Today, they serve the larger Brookfield in cooperation with the BVFC.



Brookfield Volunteer Fire Department – Candlewood Company, 18 Bayview Drive – Image Source: Brookfield Vision

BVFD is headquartered at 18 Bayview Drive near Candlewood Lake. The firehouse was built in 1961 and has undergone a few major additions. In 2021, renovations included upgrades to offices, bathrooms, the kitchen, and other volunteer facilities. The firehouse has four bays, where it houses the smaller of its boats, a utility truck, and two pumper engines. Because of the small size of the bays, the BVFD is limited in what type of equipment they can purchase. For example, their engines need to be custom made to fit the size of the bays and they would not be able to fit certain apparatuses. Fortunately, the BVFC is close enough and responds with their ladder trucks and tanker when this equipment is needed. The BVFD noted that some areas of the Candlewood Shores community are difficult to access due to street parking on private one-way roads and which is made more challenging during the winter with snow and ice.

BVFD is responsible for the town's operations on Lake Candlewood, maintaining one lake assault landing craft and one rigid inflatable-hull boat. BVFD cooperates with the Brookfield Police Department to facilitate search and rescue and operations on Candlewood Lake. The assault landing craft is kept at the beach during the warmer seasons and stored at a local marina for servicing during the winter. Due to the increasing amount of boat traffic on the lake, all five neighboring towns now have similar fire rescue boats.

Chapter 7. Community and Cultural Facilities

The 100% volunteer company has maintained a staff of about 30-35 firefighters for the past several decades. It also has a Junior Member program for 16–18-year-olds which consistently has two to five youth volunteers.

Water and Fire Hydrants

Aquarion, the owner of the water distribution system, is responsible for installation and maintenance of all fire hydrants. According to records provided by the BVFC, there are approximately 100 recognized hydrants available for firefighting operations. Hydrants are generally spaced as requested by the Town, local fire department, and/or the Fire Marshal's office. Aquarion has a comprehensive program for maintenance and repair. As part of an annual contract with Aquarion, the Town pays annually for the maintenance and use of fire hydrants.

Much of the town is beyond the services of a pressurized water system, including fire hydrants. To compensate, the Town has ordinances in place that require the installation of dry (drafting) hydrants in new developments. There are approximately 95 dry hydrants within the community, some of which cannot be used for firefighting operations for various reasons. The Fire Companies will bring their tanker to fight fires outside of the water system rather than relying on dry hydrants.

Emergency Services Impact Study Report, 2023

Manitou, Inc. was retained by the Town of Brookfield to perform an analysis of Fire, EMS, and related services in the first quarter of 2023, after an increase in the number of emergency incidents in the town. The study examined the effectiveness and efficiency of service delivery and provided recommendations related to governance, recordkeeping, and operations. Key findings of the report are summarized in the issues and opportunities section of this chapter and recommendations have been incorporated under goals.

Educational Facilities

Brookfield Public Schools

Brookfield Public Schools provides pre-k-12 education at three schools: Candlewood Lake Elementary School (see Table 7-1), Whisconier Middle School, and Brookfield High School. As detailed in Chapter 2. Demographic and Socioeconomic Trends, school district enrollment has continued to decline since the previous POCD, with 2,569 students enrolled in 2023, and is expected to remain steady over the next ten years.



Brookfield High School - Image Source: Eva Deitch

Chapter 7. Community and Cultural Facilities

Candlewood Lake Elementary School, located at 100 Candlewood Lake Road, was completed in 2023, consolidating grades K-4 from Center Elementary School and Huckleberry Hill Elementary School and grade 5 from Whisconier Middle School. Center Elementary School, at 8 Obtuse Hill Road in Brookfield Center, was built in 1938. Since the closure of the elementary school, the future plans for the facility have not been announced. Huckleberry Hill School, built in 1960, was located on the same property as Candlewood Lake Elementary and was demolished.



Candlewood Lake Elementary School –
Image Source: Tecton Architects

Whisconier Middle School was built in 1970 and expanded in 1993 and 2001. Brookfield High School was constructed in 1959, with expansions in 1967, 1974, and 2006. According to the *Brookfield School Facility Master Plan & Building Conditions Survey* (2018), both facilities are in good condition. The previous POCD identified classroom capacity to be an issue at Whisconier Middle School, with some classes taking place in portable classrooms on the site. Since the construction of Candlewood Lake Elementary, 5th grade education is now provided at the new elementary school, reducing overall enrollment at the middle school, and removing the need for portable classrooms. The portable classrooms are planned to be removed in 2025.

Magnet Schools and Private Schools

Growing Seeds Academy, located at 117 Old State Road offers pre-K services. The Goddard School, is located at 1 Production Drive, offering both pre-K and private kindergarten services. Country Kids Child Care, operated by Cadence Education, is located at 107 Old State Road and offers pre-K and private kindergarten services.

Two parochial schools in Brookfield offer a range of educational services. Christian Life Academy (CLA), associated with Brookfield First, is located at 133 Junction Road, offering pre-K through 8th grade. Pre-K is also provided at Prince of Peace Pre-School, located at 119 Junction Road, associated with Prince of Peace Lutheran Church. St. Joseph Catholic Academy, formerly located at 5 Obtuse Hill Road, closed to enrollment in 2020.

Table 7-1. Schools in Brookfield (2023-2024)

School	Type	Year Built	Grades	Enrollment
Candlewood Lake Elementary School	Public	2023	Pre-K to 5	1,107
Whisconier Middle School	Public	1970	5 to 8	591
Brookfield High School	Public	1959	9 to 12	871
Growing Seeds Academy	Private	1987	Pre-K	No Data
Country Kids Child Care	Private		Pre-K & K	No Data
The Goddard School	Private	2002	Pre-K & K	No Data
Prince of Peace Pre-School	Parochial	1967	Pre-K	No Data
Christian Life Academy	Parochial	1983	Pre-K to 8	115

Chapter 7. Community and Cultural Facilities

Brookfield Public Library

The Brookfield Library, built in 1975, is located at 182 Whisconier Road in the Brookfield Historic District. In addition to traditional book borrowing, the Brookfield Library provides events and programming for all ages, STEM activities, online educational resources, meeting space rental, access to public computers, technology check-out, 3D printing, and notary services.

The current Brookfield Library includes just 9,792 square feet for library services and office space, insufficient to serve the growing population of Brookfield. At the lowest, “Essential” benchmark, the *2024 Best Practices in CT Public Libraries* recommends 0.8 square feet per capita in a municipal library facility for a town with Brookfield’s population. This means that the Brookfield Library requires a space of at least 14,000 square feet to accommodate the current population and at least 15,000 square feet to accommodate the population projected in ten years. The dearth of available space at Brookfield Library is highlighted by high demand for public meeting space and private study space for students and adults. Other needs include outdoor space for programming and additional parking for library users.

Expansion of the library system has been considered since the 2002 POCD. The 2015 POCD identified the northwest corner of the Town Center District or land next to Town Hall as suitable locations for a new library facility. However, a referendum to earmark land at Town Hall was voted down to preserve an existing soccer field at that location. In 2019, in conjunction with the approval of a new elementary school facility, the former Center Elementary School facility was recommended as a potential site for a new library and community center. In 2024, an ad hoc committee was formed to explore the use of the Center School property.



Brookfield Library, 182 Whisconier Road – Image Source: Brookfield Vision

Parks & Recreational Facilities

The Brookfield Department of Parks and Recreation manages maintenance and scheduling of parks and recreational facilities in the town, including outdoor recreational facilities on Brookfield Public Schools (BPS) property. Recreational areas managed by Brookfield Parks and Recreation include the grounds at each of Brookfield’s schools, the Brookfield Municipal Center, Cadigan Park, Grays Bridge Field, Lillinonah Woods, the Still River Greenway, Brookfield Town Beach,



Outdoor Athletic Facilities at Brookfield High School – Image Source: Nearmap

Chapter 7. Community and Cultural Facilities

Whalen Pond, and Williams Park (see Figure 7-1 and Table 7-2). Active recreational facilities at these areas include baseball, softball, and multi-use fields, tennis, basketball, and beach volleyball courts, boat ramps, a bandstand and a pavilion. Summer Friday concert series are hosted at the Town Hall Bandstand. The Cadigan Park Pavilion, Town Hall Bandstand, and Lakeside Community Room (located at Brookfield Town Beach) are available for rental. Parks and conservation lands will be discussed in “Chapter 8. Natural Resources, Open Space, and Sustainability.”

The Department works closely with BPS to schedule athletic fields and to run indoor programming within BPS facilities.

Brookfield is also home to several private recreational facilities, including the Regional YMCA of Western Connecticut: Greenknoll Branch, Gymnastics Revolution, the Aquatic Club of Brookfield, Sunset Hill Golf Club, Golf Ranch Driving Range. The Candlewood Shores private community also maintains a beachfront area and a ballfield. Recreational uses associated with Brookfield’s lakes will be discussed in Chapter 8.

Table 7-2. Brookfield Parks and Recreation Department Facilities

Location	Recreational Facilities Offered
Brookfield High School	· Baseball Field · Two Turf Multi-use Fields · Two Grass Multi-Use Fields · Softball Field · Tennis Courts
Brookfield Municipal Center	· Bandstand · Three Grass Multi-use Fields · Baseball/Softball Field · Pickleball
Cadigan Park	· Basketball Court · Two Turf Multi-use Fields · Pavilion · Softball Field · Tennis Courts
Grays Bridge Field	· Baseball/Softball Field
Town Beach	· Beach Volleyball · Boat Ramp · Lakeside Community Room
Whisconier Middle School	· Two Baseball/Softball Fields · Grass Multi-Use Field
Williams Park	· Tennis Courts · Hiking Trails

Chapter 7. Community and Cultural Facilities

Table 7-3. Private Recreational Facilities

Location	Recreational Facilities Offered
Candlewood Shores	Baseball Field
St. Joseph's Church	- Softball Field - Gym (currently leased to dance school)
Regional YMCA of Western CT: Greenknoll Branch	- Indoor Pool - Outdoor Pool - Basketball Courts
Aquatic Club of Brookfield	Indoor Pool
Gymnastics Revolution	Gymnastics Facility
Sunset Hill Golf Club	9-hole Golf Course
Golf Ranch	Driving Range

*Note: Private gyms are not included in the inventory of recreational facilities.

Master Plan for Town Hall Campus

In 2021, the Parks and Recreation Department developed a Master Plan for the Town Hall Campus (see Figure 7-2).

Figure 7-2. Brookfield Town Hall Campus Conceptual Master Plan, 2021



Source: Town of Brookfield, CT; Freeman Companies, 2021

Chapter 7. Community and Cultural Facilities

Department of Public Works

The Brookfield Department of Public Works (DPW) is responsible for the maintenance of roads, stormwater management infrastructure, and Town-owned facilities in Brookfield, including Town Hall, the Police Department, the Senior Center, the library, Old Town Hall, the Brookfield Historical Museum and the Brookfield Public Works Complex.

The Public Works Complex, located at 93 Grays Bridge Road, includes two garage buildings built in 1960 and 1984 respectively, four outbuildings, and two 10,000-gallon fuel tanks. DPW offices are split between Town Hall and the Public Works Complex.

The DPW is responsible for snow removal on roads while the Parks and Recreation Department handles snow removal on Town properties. The DPW operates the Brookfield Residential Yard Refuse Center where residents can drop off brush, leaves, and yard waste. Brookfield does not provide trash collection services and residents contract private waste disposal haulers. There is also a drop off recycling facility in Danbury.

Cultural Resources

Brookfield Arts Commission

The Brookfield Arts Commission was chartered by the Town of Brookfield by ordinance adopted November 5, 1990. The Arts Commission consists of fifteen resident electors appointed by the Board of Selectmen. Appointments are for terms of four years. The Commission may appoint two Student Representatives who are high school students residing in Brookfield. Student Representatives attend Commission meetings and activities but are not voting members of the Commission. The Arts Commission's purpose is to engage in activities which are intended to promote understanding and appreciation of the arts to residents of the Town of Brookfield; encourage community participation in arts activities; coordinate information concerning artists and the arts in the Town of Brookfield; act as a liaison between artists, schools and the community; engage in activities designed to encourage local artists in demonstration of their talents; and to promote activities that both entertain and enlighten. Brookfield Creates was established in 2017 by members of the Arts Commission. Programming under the Brookfield Creates umbrella include sidewalk chalk festivals, Kindness Rocks, a Gingerbread House contest, and the annual Holiday Lights Tour co-sponsored by Brookfield Parks and Recreation

Brookfield Film Festival

The Brookfield Film Festival has been held annually since 2008. It is a three-day experience. Members of the Brookfield Arts Commission Film Committee review and select short films to create a dynamic program for residents of Brookfield and area visitors to enjoy. In 2022, the first "Regional Indie Afternoon" was established to showcase up and coming Connecticut and regional filmmakers. The films are screened at The Brookfield Theatre one weekend in Spring.

Chapter 7. Community and Cultural Facilities

The Brookfield Theatre for the Arts

The all-volunteer, non-profit 501(c)(3) organization, Brookfield Theatre for the Arts, provides live theater performances, workshops, and special events. The shows provide meaningful entertainment to a wide-ranging audience. The Spotlight Program for young performers provides a low-cost learning experience with free mentorships for student directors and tuition assistance as needed. Brookfield Theatre also offers a gallery space for local artists to show their work. The Theatre offers the “Paddy Awards” annually at the end of the year. The Theatre is located next to the library, in the Brookfield Center Historic District. The Theatre, built in 1907, was originally the gymnasium for the Curtis School for Boys.



The Brookfield Theatre for the Arts, 184 Whisconier Road - Image Source: Eva Deitch

Brookfield Craft Center

The Brookfield Craft Center was founded in 1952 and incorporated in 1954. Brookfield Craft Center, a 503(c) nonprofit, is dedicated to teaching traditional and contemporary craft skills and fostering the appreciation of fine craftsmanship. It offers art and craft classes for all ages, summer youth programs, an Artist-in-Residence program, open studios, a gallery, and gift shop. The Center offers courses in jewelry, photography, weaving and fiber, lampwork and glass, clay, woodworking, welding, blacksmithing, and more. The Craft Center is located within the Four Corners neighborhood.



Brookfield Craft Center, 286 Whisconier Road - Image Source: Eva Deitch

Brookfield Farmer's Market

The Brookfield Farmer's Market, operated by the Parks and Recreation Department, is located at Town Hall, 100 Pocono Road, on Fridays from mid-June through October. Many local vendors sell produce, meat, dairy, specialty goods, and local crafts.

Historic Resources

Local Resources

Brookfield Historic District Ordinance

The Town adopted the Historic District ordinance in 1974. The ordinance established the boundaries of Brookfield Center Historic District No. 1 and the Historic District Commission. The goal of the ordinance is “To promote the educational, cultural, economic and general welfare of the public through the preservation and protection of buildings, places and districts of historical interest by the maintenance of such landmarks in the history of architecture of the town, state or nation and through the development of appropriate settings of such buildings, places and districts...”

Brookfield Center Historic District No. 1

The Brookfield Center Historic District is centered at the intersections of Route 25 (Whisconier Road) and Route 133 (Obtuse Hill and Junction Roads). The District Includes 70 properties, which include about 93 resources. These resources include residential buildings, barns and agricultural buildings, cottages and other outbuildings, churches, schools, and other miscellaneous structures. Buildings listed in the Historic District inventory were built as far back as 1730. While most of the properties are residential, institutional and commercial buildings include:

- Parks and Recreation Building (first Brookfield Center School built in 1762 and remodeled in 1939 to become the third Town Hall)
- Congregational Church of Brookfield (1852)
- Brookfield Museum and Historical Society (first Town Hall built in 1788, rebuilt 1875)
- Brookfield Theatre for the Arts (Curtis School Gymnasium) (1907)
- St. Paul's Episcopal Anglican Church (1938)
- Brookfield Public Library (1975)
- The Village Store (1867)



Brookfield Center Historic District - Image Source: Eva Deitch

Historic District Commission

The Historic District Commission (HDC) is primarily responsible for reviewing all applications for any new construction, alteration, restoration, moving, or demolishing of structures within Brookfield Center Historic District No. 1. The HDC provides a Certificate of Appropriateness and approval for construction of projects that comply with the Brookfield Historic District Commission regulations. The current zoning regulations state that, “The Historic District Commission shall have such powers and shall perform such functions and shall be

Chapter 7. Community and Cultural Facilities

subject to such limitations as shall from time to time be provided by the General Statutes of Connecticut.”

Demolition Delay Ordinance

For any building more than 50 years old and not located within an historic district, a demolition permit will not be issued until at least 30 days after the application is filed with the Building Official, a legal notice filed, and published in the local newspaper. If the Chair of the Historic District Commission submits a certification, written narrative, and description of the historic significance of the building, the waiting period will be increased to 90 days. This allows the Historic District Commission and others to identify alternatives to demolition that could safeguard a historic property. The Building Official may waive the 30-day waiting period if the demolition of the building is necessary for public health and safety. Any person, firm or other entity may file a written request with the Building Official requesting written notification of all applications for permits to demolish any building more than 50 years old.

Brookfield Design Guidelines and Standards Manual for the Town Center District

This manual applies to the Town Center District (TCD), including the Four Corners area. The guidelines are intended to ensure that the organization and design of new structures and landscape elements will contribute to a cohesive, pedestrian-oriented, environment. All efforts should be made to preserve “unique landforms, notable built features such as stone walls, historic structures, scenic views, etc. and incorporate them into site design.” The guidelines recognize that existing historic commercial and residential buildings are a part of the desired fabric of the Four Corners area. The guidelines state that:

- Site design should consider preservation and context sensitive design that incorporates buildings and features on the state or national registers of historic places, as well as those on the Brookfield local inventory of historic resources called “Historical & Architectural Resource Survey of the Town of Brookfield, Connecticut 1996-1997” and those which are structurally sound and intact colonial era structures and features (such as stone walls).
- The historic buildings located at the following addresses have been specifically indicated by the Brookfield Museum and Historical Society and the Brookfield Historic District Commission as critical to maintaining a sense of place and history (see Table 7-4).

Chapter 7. Community and Cultural Facilities

Table 7-4. Historic Buildings Critical to Maintaining a Sense of Place and History in the Town Center District

Address Approx.	Year Built
797 Federal Road (2 structures)	1857/1900
801 Federal Road	1850
825 Federal Road	1850
831 Federal Road	1840
834 Federal Road	1815
837 Federal Road	1800
843 Federal Road*	1810
846 Federal Road**	1835
849 Federal Road	1820
857A Federal Road***	1931
40 Laurel Hill Road****	1770
64 Laurel Hill Road***	1811
31 Old Route 7, Bldg. #2	1930
174 Pocono Road	1842
179 Pocono Road	1860
1 Tucks Road	1875
272 Whisconier Road	1832
273 Whisconier Road	1914
277 Whisconier Road	1860
281 Whisconier Road	1875
283 Whisconier Road	1840

Source: Brookfield Zoning Code (accessed November 2024)

Notes: *Building could not be located

**Storm damage resulted in the demolition of 846 Federal Road.

***857A Federal Road and 64 Laurel Hill Road were both demolished and their sites redeveloped with an apartment development.

****40 Laurel Hill Road was moved to 70 Laurel Hill Road as part of apartment development.

Architectural Guidelines for Other Commercial Districts

In other commercial and industrial districts in Brookfield, the Zoning Regulations provide architectural guidelines under section 6.11 for any site plan or special permit application. These guidelines were created following public consensus that building design should follow traditional New England architectural design and style concepts and be compatible with historic architectural themes. For example, the guidelines suggest that new developments use “traditional building materials and historic Colonial color palettes.” The Zoning Commission is responsible for making sure that the design of structures conforms with these standards. Their determination as to whether a proposed project is acceptable requires that appropriate consideration be given to the “protection, preservation, and/or enhancement of natural, scenic, historic, and unique resources.” Stone walls are called out as a special historic and scenic asset that should be preserved to the maximum extent possible.

State and National Resources

The State and National Registers are the official list of buildings, structures, districts, and other resources that are significant to the history, architecture, archeology, engineering, and culture of the State and Nation. The State Historic Preservation Office (SHPO) manages a variety of programs at the state level including documenting and nominating historic resources for listing. The National Park Service (NPS) oversees historic preservation at the national level, including the National Register. In addition to officially recognizing the property's significance, listing gives property owners access to state and federal preservation tax credits, grant programs, and preservation easements. Listing may also be a criterion for other public and private grants.

Before a resource is listed on the National Register, it may be considered "eligible," meaning that the SHPO has determined it meets specific criteria and additional documentation is requested of the nominator. It will then recommend listing on the State Register and forward the application to the NPS for review and listing on the National Register.

Listed or eligible status provides some protection from alteration or demolition of properties when State or Federal agencies are sponsoring, permitting, or assisting in other ways. Listing does not completely restrict owners of the registered properties. Property owners can change the property, transfer the property to another owner, and are not required to provide public access to the property.

National Register of Historic Places, Brookfield Center Historic District Designation

In 1991, the Brookfield Center Historic District was listed on the National Register of Historic Places. At the time of listing, there were 60 properties within the National Register Historic District, which may have consisted of more than one parcel or have had more than one building and may have been vacant land. There were a total of 67 contributing resources, including 51 buildings and 16 outbuildings, including barns. All of these are also included in the locally designated Brookfield Center Historic District No. 1, although not all resources that are included in the local historic district designation are contributing or included in the National Register designation.

State Register of Historic Places

In addition to the resources that contribute to the National Register Brookfield Center Historic District, there are several individually listed State Register of Historic Places resources throughout Brookfield (see Table 7-5).

Table 7-5. Partial List of Properties on the State Register of Historic Places

Landmark Name	Address	Year
Laurel Hill Cemetery	100 Laurel Hill Rd.	1845
Brookfield Craft Center	272 Whisconier Rd.	Late 18 th century
Brookfield Market	277 Whisconier Rd.	1860
Railroad Station (Craft Center)	273 Whisconier Rd.	1914
Bronson House*	540 Federal Rd.	1790

Chapter 7. Community and Cultural Facilities

Martin Kellogg House and outbuildings	20 Kellogg St.	1762
John P. Wildman House*	133 Junction Rd.	1800
Iron Furnaces and Lime Kiln*	131 Laurel Hill Rd.	1732
Capt. Benj. Dunning House	Obtuse Rd.	1740
Solomon Warner House	Old Bridge Rd.	1775
Brookfield Inn* (Ancient Inn)	95 Laurel Hill Rd.	1720
White Turkey Inn*	14 Candlewood Lake Rd.	1760

Source: Connecticut State Historic Preservation Office, ConnCRIS

*Demolished

Notes: The Brookfield Inn and White Turkey Inn have been demolished or relocated. The White Turkey Inn site was redeveloped as a commercial shopping plaza.

Tax Credit Programs and Easements

Structures listed individually or contributing structures in a historic district may be eligible for Federal and State tax credits, including Federal Historic Tax Credits, the State Historic Rehabilitation Tax Credit, and the State Historic Homes Rehabilitation Tax Credit. Tax credits encourage private sector investment rehabilitation and reuse of historic buildings, creates jobs, and revitalize communities. An owner of a historic property may also enter into an easement agreement with the SHPO, National Trust for Historic Preservation, or other preservation or conservation non-profit, to preserve their property in perpetuity while qualifying for tax reductions.

Certified Local Government

Brookfield is a Certified Local Government (CLG). The Certified Local Government (CLG) program is a relationship between the SHPO, the NPS, and a municipality that creates a joint commitment to preservation. The SHPO works with local governments in the development of local historic preservation programs and administers grants from the Federal Historic Preservation Fund to assist CLGs with preservation activities, including Historic Preservation Enhancement Grants and Supplemental Certified Local Government Grants.

Issues and Opportunities

Brookfield Town Hall

Over the past several years, two departments moved out of Town Hall and are now at different locations (Parks and Recreation and WPCA). This makes it less efficient for the public and staff to work together. In addition, there is inadequate space for file retention and all of the “dead storage” space is full.

Chapter 7. Community and Cultural Facilities

Brookfield Human Services

The Brookfield Senior Center was renovated in 2013, and currently fits the space requirements for its programs and services. The Human Services Department noted that there have been some issues with the building including heating/cooling systems and flooring.

Parking is an issue for the Senior Center, as the number of accessible spaces is limited, and shared parking with at the Brookfield Municipal Center is sometimes insufficient when multiple events occur at the same time. Parking, including municipal parking is addressed in more detail in “Chapter 6. Transportation and Mobility.”

Brookfield’s aging population has resulted in increased senior service’s needs, including meals and transportation.

Parks and Recreation

The Parks and Recreation Department would like to have more space for programming, including indoor recreation facilities that would not compete with scheduling of the public-school facilities. While the 2015 POCD recommended finding space for a dog park, and some residents have expressed other wishes, such as a disk golf course, the Department indicated that additional land would be needed to accommodate additional outdoor recreational facilities.

Several upcoming capital needs include athletic field upgrades at Brookfield High School, weatherization of the Lakeside Community Room, and installation of security cameras at several Parks and Recreation facilities.

Gym and Playing Fields

The transition from Huckleberry Elementary School to Candlewood School did not result in any additional gym space. Huckleberry had two smaller-size gyms, Candlewood has one larger gym that can be partitioned into two, the equivalent of the previous two smaller gyms. More gym space is needed in the Town and the public expressed a desire for a structure like Danbury PAL or War Memorial with gyms that can also be used for cultural or other events.

When Huckleberry Elementary School was torn down, there was also a loss of baseball fields. While there has been some discussion about using the land at Whisconier Middle School once the portable classrooms are removed.

Brookfield Library

For over 20 years, the size of the Brookfield Library has been a concern, particularly as the town continues to grow. There is a high demand for study rooms, meeting rooms of various sizes, test taking facilities, outdoor space, performance space, and parking.

A Community Center and the Former Center School Property

Following the construction of the new Candlewood Lake Elementary School, the former Center School building has been vacant. There is potential that the building or property could be repurposed for use as a community center combined with the Parks and Recreation Department

Chapter 7. Community and Cultural Facilities

and Brookfield Library. While the footprint of the former Center School may be sufficient to accommodate the needs listed above, a feasibility study is required to understand the cost of renovations versus construction of a new facility. The facility's electricity and water have been shut off and lack of maintenance for several years will impact the viability of reusing the structure.

Department of Public Works

While DPW facilities are in good condition, Department growth may require additional investment in the future to accommodate additional storage provide office space. The proximity of the Public Works Complex to the 100-year floodplain and associated flood risk is another concern related to the existing facility.

Police

The Brookfield Police Department stressed the need for additional staffing, apparatus, and resources to accommodate the demand for emergency services as Brookfield's population grows. The expansion or replacement of the Police Department headquarters is a priority, because the current facility does not meet standards and cannot accommodate the growing force.

Emergency Services and Facilities

During interviews, Brookfield's two fire companies stressed the strain on volunteers, staffing, training, fuel, resources, and maintenance. OSHA and NFPA standards place restrictions on the number of years equipment can be used, requirements for training, and requirements for volunteers and staff. Any changes in these regulations in the near-term may place more strain on the companies and Town. The issues identified in the 2023 Emergency Impact Study (the "2023 Study") and through recent interviews done for this POCD update are paraphrased and summarized below.

Governance of Fire and EMS

The 2023 Study found that the Town pays the larger share of costs related to delivery of service but has a limited role in oversight, and the dynamic is under strain as the services require more funding and increasing sophistication. There is no formal contract or agreement between the municipality and the fire companies regarding the level, type, and delivery of fire/EMS services. Likewise, there isn't a Town-appointed commission that governs the administrative affairs of the fire/EMS companies. While the two companies and the Town cooperate, there may be a need for formalization related to service delivery policies, budgetary development and prioritization, and reporting to the Board of Selectman (BOS).

During interviews for the POCD, the BVFC and BVFD felt that their level of cooperation was high with coordinated response to emergencies, regular meetings throughout the year, and joint training. Both companies and the Capital Planning Committee noted that they work together on the budget.

Chapter 7. Community and Cultural Facilities

Service Demand

According to the 2023 Study, the frequency of EMS incidents increased over the five-year period of 2018-2022. However, the 2023 Study also noted that inconsistencies in recordkeeping made it difficult to accurately determine service demand. The BVFC has moved to consolidate incident counts in their own system, which will provide better data in the future. BVFC data from 2024 shows an increase in calls compared to before the COVID-19 Pandemic: an estimated increase from 1,500 EMS calls to 2,600, and 600 fire calls to 900.

New Development

The BVFC and 2023 Study identified larger-scale multifamily housing and mixed-use development as a challenge, requiring additional training for firefighters. However, it is noted that the fire companies have the apparatuses and equipment needed to respond to these incidents, and building code requirements include sprinkler systems and other fire prevention measures.

It was suggested that a primary cause for the increase in incidents is due to new retail and residential developments. It is understood these new facilities will more than likely increase overall call volume. However, new developments were generally not a source of inordinate calls for service.

Frequent System Users

The 2023 Study found that the EMS was being burdened by a heavy usage of the system by certain citizens or facilities for non-life-threatening or non-emergency care. In 2022, an estimated 11% of the total calls were at one assisted living facility, often for non-emergencies that could have been addressed by the facility staff. Nevertheless, with Brookfield's aging population, more people may rely on EMS services in incidents that may or may not be emergencies.

The Human Services Department recently hired a behavioral health specialist who is helping address nuanced calls for help that may not require EMS or police intervention. The BVFC and Police Department praised this new service in the town and credit it with decreasing EMS calls and improving the response and care of persons who need such services.

Staffing, Volunteerism, and Retention

The BVFC is about 75% volunteer and 25% employee and the BVFD is 100% volunteer. Volunteers donate their time and lives to community service while also saving the Town a substantial amount of money that would be required if the companies relied on staff. For their recognition, the Town provides a stipend. However, volunteer stipends have not increased with inflation and do not cover basics including travel, gas, and time, making retention a challenge.

While the level of volunteerism has been maintained, there are some trends that may present challenges in the near future. First, the majority of volunteers have been in service for 15 years or more. Newer volunteers tend to retire after a couple of years. Second, OSHA regulations requiring increased training, qualifications, and age restrictions are being considered and could result in the disqualification of some volunteers or discourage future volunteers.

Chapter 7. Community and Cultural Facilities

In 2023, the BVFC terminated its contract with a private EMS staffing company and made those personnel employees of the company. The 2023 Study noted that this exposes the BVFC to greater financial risk. The BVFC has since streamlined staffing of the EMS but acknowledges that more Town funds may be required in the future.

Emergency Vehicles

While the 2023 Study suggested that an additional ambulance shouldn't be acquired until the data showed a demand, the Town and BVFC decided to allocate budget for a fourth ambulance. Because of supply chain issues, the order could take up to two years to fulfill and parts for fixing the current fleet are not readily available. If one of the ambulances needed maintenance, it could be out of service for a while, and therefore a backup ambulance is a short-term necessity.

The number and type of fire apparatuses is abundant between the two companies and exceeds the ISO specifications. Nevertheless, fire apparatuses are expensive, and orders can take years to fulfill, particularly for the customization of apparatuses to fit in the undersized BVFD station.

Fire Stations

The BVFC station at 6 Obtuse Hill Road provides living quarters for on-duty EMS personnel. However, it was not designed for this purpose and its current condition does not meet code. The BVFC would like to add additional bays and expand or rebuild this station to accommodate the fourth ambulance, EMS operations, living quarters, training spaces, and provide more parking for company and volunteer vehicles. This station is owned by the BVFC and is approximately one mile from the headquarters station. The 2023 Study noted that the central part of the town has overlapping, redundant coverage, whereas the northern and southern sections of town are beyond normally accepted response distance.

The BVFD-owned station at 18 Bayview Drive apparatus specifications are limited due to the engine room being of inadequate dimensions. Furthermore, the site of the station on a sloping hill limits its ability to expand and is not ideal from a town-wide coverage standpoint.

Incident Reporting

The 2023 Study found that Fire and EMS reporting is fragmented with some incidents being double counted or incompletely recorded.

Dispatching and Technology

The Dispatch Center utilizes a public safety Computer Aided Dispatch (CAD) System; however, it is configured for police dispatching and not for Fire and EMS dispatching. Both fire companies have their own software systems to augment the Town's dispatch system. While all personnel hold certification in police dispatching, they are not all certified for fire and EMS dispatching.

The 2023 Study found that during high call volume, especially when there is only one dispatcher on duty, the monitoring and recording of critical incident times are missed.

Much of the interface between the Dispatch Center and responding units relies on older technology and procedures where all communications are via manual radio transmissions.

Chapter 7. Community and Cultural Facilities

Fire Risk

Recent severe weather has increased the risk of forest fire in Brookfield. In response BVFC purchased specialized equipment and provided education to residents about reducing the risk.

Historic Resources

Many historic resources outside of the main historic district do not have protection in place. While some may be designated on the State Register, and eligible for the National Register, these designations do not provide the same protection as local designation. State statutes enable local governments to establish local historic districts and to designate local historic properties. State statutes also enable local governments to extend protections to State and National Register listed properties. Brookfield's current regulations only give the Historic District Commission powers within the Brookfield Center Historic District No. 1, and do not recognize individual historic properties outside the district.

Critical Historic Resources in the Town Center District have been lost to storm damage, neglect, or redevelopment (for example 846 Federal Road, 857A Federal Road, and 64 Laurel Hill Road). State Register listed and National Register eligible buildings have also been lost to redevelopment, such as the Brookfield Inn and the White Turkey Inn.

The prior POCD recommended that the Town undertake a Historic Preservation Plan. The development of a community Historic Preservation Plan for Brookfield's historic resources would support the Town's planning process and begin to restore confidence with the State Historic Preservation Office (SHPO) of Brookfield's commitment to the values and goals of the Certified Local Government program. The use of SHPO sponsored grants for historic preservation in Brookfield has become complicated due to a lack of shared objectives.

Goals and Recommendations

7.1. *Provide adequate facilities, including a police station, fire stations, library, and other community spaces, that are up to code and are right sized to support Brookfield's population.*

7.1.1. *Build a new police station that meets standards and can accommodate the growing force.*

The need for a new police station that is up to industry standards and can accommodate the expanding police force is a high priority. The Police Department studied the needs and produced plans and architectural drawings for a new building on the same campus, but this project could not be financed at the same time as the Candlewood School. In 2022, the Department provided estimates for either a renovation and expansion of the current facility or a new facility and costs had significantly increased. The BOS recently created a committee for the police station. A new facility would likely be located on the main property of Town Hall.

7.1.2. *Plan for the future use of the Center School property to address community space needs including a larger library, indoor parks and recreation facilities, and multi-purpose rooms of varying sizes.*

The first step would be to assess the current condition of the Center School building and property and the needs of the Library, Parks and Recreation Department, and the Town. The cost of either retrofitting the existing Center School building for this purpose or demolishing the existing building and constructing a new building should be estimated and compared. Public engagement should set the community's vision and goals for the property. Following, the Town should determine timing for a bond and construction, considering the Town's current debts, proposed tax increases, and other large capital spending priorities.

7.1.3. *Plan for the future use of the current library property.*

If the Library moves to the Center School Property, the Town will need to determine a use for the existing library property and building. If the Library is unable to move to the Center School Property, the Town will need to address major limitations of the existing library facility.

7.1.4. *Assess the feasibility of either renovating, expanding, rebuilding, or relocating the BVFC Center Fire Station.*

At a minimum, renovations should bring the living quarters up to code, address structural concerns, building codes, and shortcomings in ADA compliance, NFPA, and OSHA standards, and provide an additional bay for the new ambulance. The BVFC owns this property and a neighboring lot. A needs assessment should determine an appropriate plan for the property and assess costs of expansion. The Town and BVFC may also consider

Chapter 7. Community and Cultural Facilities

whether a different location would be appropriate for this second station to distribute coverage and improve response times.

7.1.5. *Assess long term challenges of other community facilities, including but not limited to DPW, the Senior Center, schools, and fire stations.*

- 7.1.5.1. Address space needs in Town Hall including the need to enhance collaboration between departments located in different locations (Parks and Recreation and WPCA) and provide additional file storage space.
- 7.1.5.2. Monitor DPW facilities to ensure adequate storage and office space and consider long-term solutions for the facility's location near the floodplain.
- 7.1.5.3. Monitor complaints about the Senior Center and schools and strategize renovations.
- 7.1.5.4. Make renovations to the fire headquarters, as possible, to address shortcomings in NFPA and OSHA standards.
- 7.1.5.5. While not a current priority, the 18 Bayview Drive BVFD fire station is limited by the size of bays and the geography of its property. These conditions should be monitored in case a long-term solution is needed. It is noted that the property is owned by BVFD, not the Town.

7.2. *Plan for civic space in the Four Corners.*

The Four Corners vision saw the benefits and opportunities of having a civic space in the Four Corners.

7.2.1. *The Town should consider acquiring a large enough piece of land in the Town Center District to serve as a public gathering space and work with the public to determine the best use of the site (e.g., a town square, indoor community space, public parking, etc.).*

7.3. *Provide parks and recreation facilities that meet the needs of all age groups.*

7.3.1. *Consider conducting a parks master plan to prioritize high-ticket items including playing field improvements, indoor space needs, and land acquisition for additional facilities.*

A master plan could help prioritize the Parks and Recreation Department's budget requests over the next ten years.

7.3.2. *Consider improvements to recreation fields, including:*

- 7.3.2.1. Replace the backstop, fencing, and dugouts at the high school baseball field.
- 7.3.2.2. Replace turf football field and track at the high school.
- 7.3.2.3. Improve irrigation of the soccer field.

Chapter 7. Community and Cultural Facilities

7.3.2.4. Provide additional lighting to recreation fields.

7.3.3. *Provide and improve indoor facilities.*

7.3.3.1. Weatherize and insulate the Lakeside Community Room for year-round use.

7.3.3.2. Identify a facility for indoor recreation programming that does not conflict with the use of high school facilities and can serve recreation leagues and non-varsity sports programming. This may be fulfilled through the Center School property (see recommendation 7.1.2.)

7.3.4. *Identify additional park needs and land.*

7.3.4.1. Working with the Conservation Commission and the Town, the Department of Parks and Recreation should determine when and where land acquisition is appropriate.

7.3.5. *Reduce vandalism of parks and public property.*

7.3.5.1. Security cameras should be installed at Kids Kingdom, Cadigan Park, Brookfield Town Park, and the Boat Launch.

7.4. *Budget annually for increasing cost of policing and emergency services, including staffing and purchasing of new vehicles, equipment, and technology.*

7.4.1. *Work with the Police Department to ensure staffing is sufficient.*

7.4.2. *Monitor the staffing needs of the BVFC to ensure that they have the resources to retain employed EMS staff and expand, if/when increases becomes necessary.*

7.4.3. *Maintain and increase volunteerism and retention at both fire companies, as possible.*

7.4.3.1. Specifically, the Town should regularly increase volunteer fire and EMS stipends to ensure that they rise with inflation and cover basic costs such as transportation.

7.4.4. *Continue to work collaboratively with the fire companies to maintain a 10-year budget for operations and save for large ticket items, such as replacement apparatuses.*

The Town recently started allocating money annually towards a fund for acquiring fire trucks as they come due (NFPA standards currently require engine replacement every 20 years.) Three apparatuses will need replacement in the next 10 years, including an engine at BVFD, and two apparatuses at BVFC, at which time the company may only acquire one to right-size the fleet.

7.5. *Improve response to emergencies and streamline data collection through cooperation, expanded cell phone and internet coverage, and new technology.*

7.5.1. Upgrade the dispatch system to ensure that police, fire and EMS calls are handled efficiently, and data is accurately communicated and recorded.

- 7.5.1.1. Dispatch staff should be trained for fire and EMS dispatching, and/or the Police Department should have a policy to ensure that at least one dispatcher with such certification is on duty at any time.
- 7.5.1.2. The Police Department and fire companies should assess their dispatch software and tools to share resources and streamline the process. To this end, the Police Department could acquire the CAD vendor's modules to handle fire and EMS dispatching.

7.5.2. Upgrade technology used by the Dispatch Center and the two fire companies.

The newer technology can allow for times to be recorded without the need for voice activated radio communications between a fire or EMS unit and the dispatcher. The fire companies have adopted their own software and records systems to supplement the capabilities of the CAD system.

7.5.3. Streamline data collection and reporting between fire companies and the police department to ensure accurate incident counts and records to enable planning for service level changes.

Data and reporting are important to monitor changes in call volumes and level of service and provide information for emergency services to plan for the future.

7.6. Create stronger working relationships between Town departments and independent emergency services and care providers to protect public health and safety.

7.6.1. Consider formalizing the relationship between the Town and Brookfield's two independent volunteer fire companies.

- 7.6.1.1. Establish a formal contract between the Town and the two fire companies.
- 7.6.1.2. Establish an official Fire and EMS Commission that includes representatives from both fire companies.

The Fire and EMS Commission would oversee policies and procedures, public budgeting for fire company expenses, and report to the Board of Selectman. The Commission should include members of both fire companies, their boards, the Fire Marshal and Town officials. An ordinance could enumerate the roles and powers of the commission and designate regular meetings. While much of this is already occurring, it has not been formalized in the Town Code. Furthermore, the code could specify that the Commission be kept informed of site plan applications to ensure that they can plan adequately for fire defense.

Chapter 7. Community and Cultural Facilities

7.6.2. *Work with the fire companies to create a long-range master plan for fire defense.*

An adopted plan that identifies the elements of the fire defense system (fire department, building official, fire marshal, municipal planning, water system, etc.) and how they collectively manage the prevention and mitigation of the community's fire and associated risks.

- 7.6.2.1. Build off the of the recommendations in the 2023 Emergency Services Impact Study.
- 7.6.2.2. Address emerging challenges and foresee future risks.
- 7.6.2.3. Population projections and plans for new developments are available and should be considered to determine potential future service needs. In addition, a plan could help evaluate emergency risks related to climate change.
- 7.6.2.4. Improve the Town's Insurance Services Office (ISO) Public Protection Classification (PPC).

A plan could also address ways to improve the Town's PPC, which is currently Class 6 (the best possible score is a 1, and the lowest score a 10). A PPC score impacts all insured properties within the community. The 2023 Emergency Services Impact Study provides information pertaining to the Town's ISO PPC shortcomings.

7.6.3. *Continue to enhance relationships between assisted living facilities, the Human Services Department, Police Department, and fire companies to provide appropriate response and care to vulnerable populations.*

- 7.6.3.1. Continue to provide funding to the Human Services Department staff behavioral health specialist, who has made a wide-ranging positive impact on EMS and Police response and social services in the town.
- 7.6.3.2. Provide information to assisted living facilities regarding the appropriate use of EMS services.
- 7.6.3.3. Increase volunteerism in the Brookfield Food Pantry, which has seen increased demand as the senior population grows, and the Brookfield FISH program, which provides medical transportation services to seniors and disabled residents.

7.7. *Protect Brookfield's historic and cultural assets.*

7.7.1. *Include the Brookfield Arts and Conservation Commissions in the list of organizations to be consulted when capital improvements and master plans are developed.*

Chapter 7. Community and Cultural Facilities

7.7.2. Consider revisions to the Historic District Ordinance to ensure that individual properties and State and National Register listed properties outside of the historic district are protected.

Steps for designating local historic properties are provided in CGS Chapter 97a. The municipal ordinance should be revised to enumerate additional powers for the Historic District Commission to designate and protect individual historic properties.

7.7.3. Develop a historic preservation plan.

A Plan could help prioritize the activities of the Historic District Commission, including nomination of additional properties to the National Register, recognition of local resources, and provide a proactive stance to prevent the loss of historic properties to neglect, demolition, and other threats.

The SHPO provides Historic Restoration Fund Grants and Survey and Planning Grants. Grants are also available through other organizations, including the National Trust for Historic Preservation, the Main Street Program, and Preservation Connecticut. The Connecticut Department of Community Development provides a useful list of grant and funding opportunities for preservation initiatives, including planning grants.

7.7.4. Educate historic property owners and the public about preservation resources and the importance of preserving the town's history.

The Historic Preservation Commission, working with the Historical Society and Museum, should continue to educate the public about Brookfield's history through research, archiving of important documents, and programming. In addition, materials providing an overview of available tax incentive programs, easement programs, and grants for individual property owners and best practices for historic preservation should be provided at Town Hall and on the Town website.

Chapter 8. Natural Resources and Open Space

The diversity of Brookfield's natural resources, from its lakes and wetlands to its streams and forests, is one of the town's greatest strengths. These natural features are central to quality of life in Brookfield and were highlighted as a community priority during the public engagement opportunities completed as a part of the POCD process. This chapter summarizes the features that make up the town's landscape and presents recommendations for the conservation and management of the town's natural resources moving forward.

Natural Resources

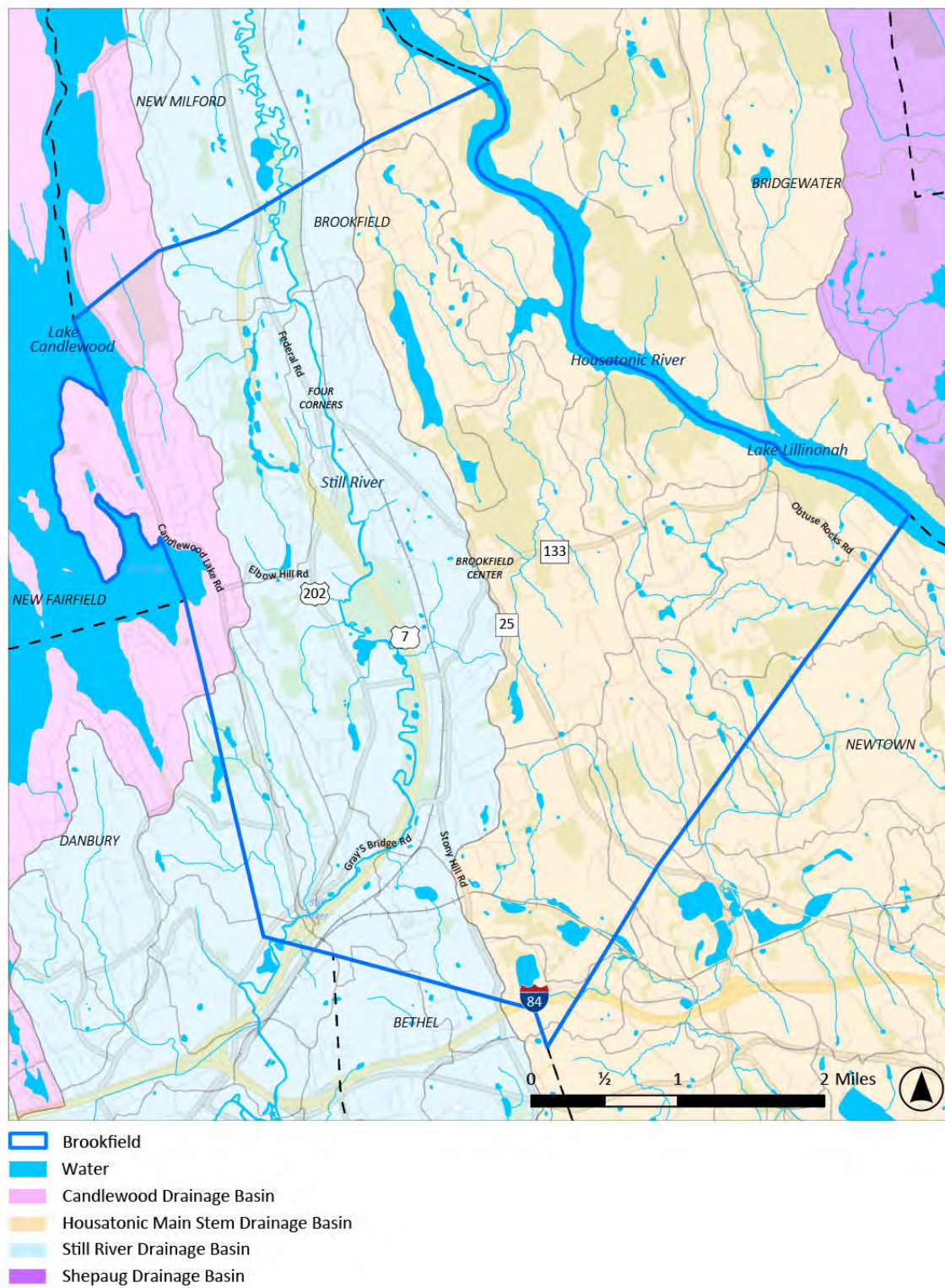
This section summarizes a variety of natural resources identified within the boundaries of the town, including watersheds, water bodies, aquifers, wetlands, soils, flora and fauna, and open space. The sustainable management of these natural resources is tied to several aspects of life in Brookfield such as recreation, public health, and town character, revealing their importance as some of the town's most important assets. While the natural resources examined in this section are categorized to facilitate readability of the chapter, their management should be considered holistically to leverage their interconnectivity for the benefit of the community. The cumulative effects of efforts to protect the town's natural resources are reflected in the water quality and biodiversity in its forests, lakes, and streams.

Watersheds

Brookfield is divided into three principal watersheds, each draining into a different primary body of water. The principal watersheds in Brookfield are the Candlewood Lake watershed, the Still River watershed, and the Housatonic River watershed. All three watersheds drain into the regional Housatonic River watershed and are depicted in Figure 8.1.

Water quality within each watershed is affected by several factors, including stormwater runoff, impervious surfaces, septic contamination, other discharges and leaks, and the absence or presence of beneficial forests and riparian areas. To promote the improvement of water quality in Candlewood Lake, all properties within the Candlewood Lake watershed are regulated under the Watershed Protection District, requiring completion of a stormwater management plan and data sharing with the Town. The Candlewood Lake watershed in Brookfield is occupied by very dense residential neighborhoods that rely on septic systems for sanitary treatment of wastewater. Due to the small lot sizes, increased impervious surface has the potential to negatively impact neighboring properties as well as the quality of the water in Candlewood Lake. Further discussion of septic systems and water quality in this area can be found in "Chapter 9. Infrastructure and Utilities."

Figure 8-1. Watersheds



Sources: CT DEEP, CT DOT, BFJ Planning

Surface Water Resources

Candlewood Lake and Lake Lillinonah

Brookfield is located on the shores to two of Connecticut's largest man-made lakes, Candlewood Lake to the west and Lake Lillinonah to the east. The lakes were created in 1928 and 1955 respectively to generate hydroelectric power for the region. Today, the lakes are owned by FirstLight, an energy company responsible for managing the lakes' hydroelectric resources and for enforcing shoreline regulations. Town zoning is not applicable to the shoreline area that is regulated by FirstLight.



Town Beach on Candlewood Lake - Image Source: Eva Deitch

Recreational uses of both lakes are common, and are jointly regulated and enforced by the municipalities, the lake authorities, and the Connecticut Department of Energy and Environmental Protection (CT DEEP). In addition to enforcement, Candlewood Lake Authority and Lake Lillinonah Authority are responsible for conservation of the lakes, ensuring health and safety for recreational users and protecting important habitat for aquatic and riparian flora and fauna.

The Town maintains municipal access to Candlewood Lake for residents at the Town Beach and boat ramp, located at 460 Candlewood Lake Road. The Town Health Department has identified water quality at the Town Beach to be a persistent issue through weekly monitoring, with high rates of E. coli causing the Town to close municipal lake access on a week-to-week basis. Potential causes of high bacterial loads include septic contamination and poor management of polluted runoff. As the extension of sewer coverage in the Candlewood Lake watershed is not currently being pursued, the Town should consider improving management of stormwater runoff and the Canada goose population in the area of the Town Beach.

Lake Lillinonah's water quality was considered impaired for recreational use and fish consumption as of 2022 reporting under compliance with the Clean Water Act, which requires assessment every two years. The lake's water quality is not regularly tested by the Health Department in Brookfield or other entities and recreational users should be cautious.

Toxic algal blooms have also been identified as a major issue detrimental to water quality in Candlewood Lake and Lake Lillinonah, threatening some of Brookfield's most important cultural and economic assets. While harmful algae like microcystin is naturally occurring, its growth is exacerbated by human activity such as improper disposal of household fertilizers, poor stormwater management, and insufficient treatment of sewage.

Invasive Species

Invasive species are a consistent concern in both lakes and are managed by the respective lake authority for each. While Eurasian milfoil was a major concern in Candlewood Lake identified during the previous POCD, the lake was stocked with sterile grass carp in 2015 and 2017 to

Chapter 8. Natural Resources and Open Space

combat the invasive species. Although successful in eliminating milfoil as intended, the carp also ate much of the native aquatic plant population, resulting in a rapid decline in overall aquatic vegetation in Candlewood Lake. Today, CT DEEP has begun an effort to remove grass carp from the lake and reintroduce native plants. Historically, milfoil has been managed in Lake Lillinonah with the use of herbicides such as copper sulfate, however the lake authority has ceased to use this strategy at the time of this plan.

Other problematic invasive species identified include zebra mussels, hydrilla, and water chestnuts. Management of water chestnut in Lake Lillinonah has taken the form of manual harvesting, which, while expensive, has been successful in curtailing the spread of the plant thus far. The proper cleaning and maintenance practices for boats and personal watercraft, help to curtail the spread of some invasive species.

Boating and Marinas

Public lake access to Candlewood Lake is provided at the Town Boat Launch adjoining the Brookfield Town Beach. While there is no municipal or marina lake access to Lake Lillinonah from Brookfield, there are many private docks providing lake access to both lakes from residential properties. Three private marinas can be found on the Brookfield shore of Candlewood Lake: Brookfield Bay Marina, Candlewood East Marina, and Echo Bay Marina, offering boat sales, storage, and services such as boat repair and detailing.



Boating on Candlewood Lake - Image Source: Eva Deitch

Recreational boat use is a popular activity on both lakes, but certain recreational activities have been identified as potential issues by several stakeholder organizations interviewed for this POCD. For example, the increasing use of wake surfing boats on the lakes has accelerated shoreline erosion on Candlewood Lake, destroying important habitat and damaging public and private property. While Candlewood Lake has a no-wake regulation within 100 feet of shore, a 2022 study demonstrated negative wake impacts when surf boats were operated within 200 feet of shore or less than ten feet of water.



Boating on Lake Lillinonah - Image Source: Eva Deitch

Other issues related to recreational use of the Town's lakes included noise pollution from boat speakers and overuse of Candlewood Lake's islands. Due to the lack of facilities and infrastructure on these islands, recreational use can result in negative environmental impacts due to increased littering and pollution.

Enforcement

Enforcement of boating regulations on both Candlewood Lake and Lake Lillinonah is the responsibility of CT DEEP and each respective Lake Authority. Per the 2025 Connecticut Boater's Guide, a speed limit of 45 mph during the day and 25 mph in the evening is maintained on both lakes. In addition, boats longer than 26 feet are not permitted on Candlewood Lake. The Brookfield Police Department Emergency Services Unit Dive Team conducts recovery and rescue operations in partnership with the Brookfield Volunteer Fire Department Candlewood Company, when needed.

First Light

Both Candlewood Lake and Lake Lillinonah were created as hydroelectric resources for the region. Today, Brookfield's lakes are owned by FirstLight, an energy company with hydro, solar, battery storage, and wind assets throughout Connecticut, Massachusetts, New Jersey, Pennsylvania, Quebec and Ontario. FirstLight has jurisdiction over shoreline along Candlewood Lake and Lake Lillinonah and is responsible for regulating land use within the project boundary as defined by the FirstLight Shoreline Design Manual. Town zoning is not applicable to this area.

Chapter 8. Natural Resources and Open Space

FirstLight operates the hydroelectric dams impounding Candlewood Lake and Lake Lillinonah (Rocky River Station and Shepaug Dam respectively) and is therefore responsible for managing the water level in the lakes. Candlewood Lake, filled from the Housatonic River via the Rocky River station and penstock, operates with a water level between 427.0 and 429.5 feet during the summer, and with a winter drawdown range of 418.0 and 425.9 feet. The associated project boundary is 440 feet surrounding Candlewood Lake. Lake Lillinonah, filled from the Housatonic River behind the Shepaug Dam, operates between 195.5 and 200.0 feet during the summer with a fall drawdown target of 190.0 feet. The associated project boundary is 210.0 feet around Lake Lillinonah.

Rivers and Streams

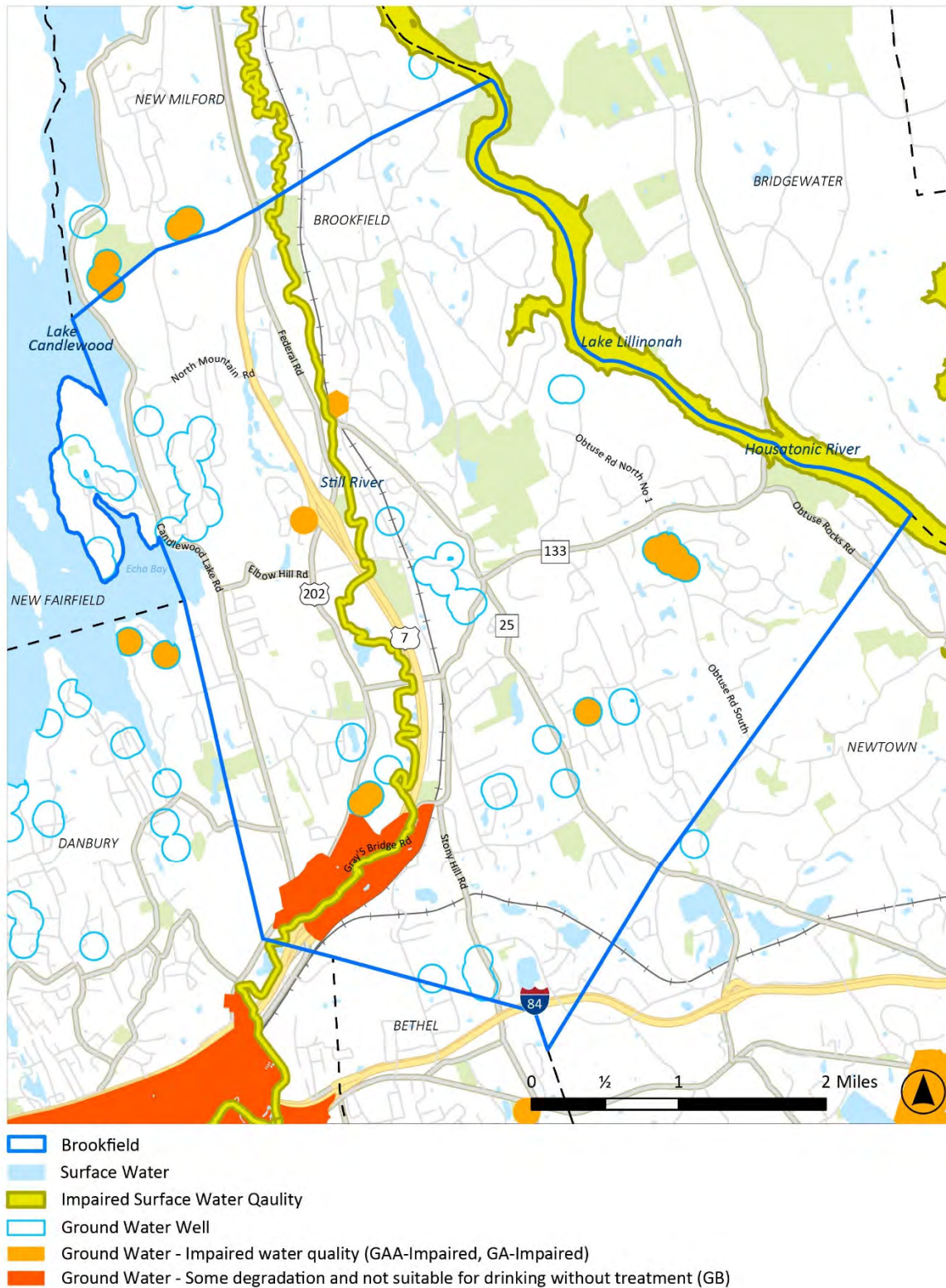
While Brookfield's Lakes are the Town's most visible surface water resources, the Town's rivers and streams are some of its most sensitive. As described in the open space section of this chapter, many of the designated critical habitats and natural diversity areas in Brookfield follow the Still River and its tributaries: Limekiln Brook, Charles Pickney's Brook, and East Brook. The Still River runs north through New Milford, joining the Housatonic River just north of Lover's Leap. Brookfield is also home to several waterways which flow into Lake Lillinonah: Hop Brook, Merwin Brook, Fred Beers Brook, and Dingle Brook.

Both the Still River and the Housatonic River, including Lake Lillinonah in Brookfield, were classified as impaired waterways by the State of Connecticut in 2022, meaning that pollutants regularly peak at levels unsafe for human contact, and that populations of aquatic organisms have changed dramatically from what would be expected in a healthy river (see Figure 8-2). Water quality in Brookfield's waterways is negatively impacted by a variety of sources of contamination, including polluted stormwater runoff, septic system seepage, and historic industries such as the Danbury hat industry. Pollutant loads in stormwater runoff are impacted by increased erosion, automobile residue and winter salt on roadways, pesticides and nutrients from lawns, and viruses and bacteria from pet and animal waste. Additionally, the Connecticut Department of Public Health releases Fish Consumption Advisory notices when chemical levels in fish are unsafe for human consumption. These advisories have identified unsafe levels of mercury, polychlorinated biphenyls (PCBs), and perfluorooctane sulfonic acid (PFOs) in the Housatonic and Still Rivers. These chemicals are introduced to waterways through chemical spills and mercury in the air.

Plans for the extension of the municipal sewer system around the Still River are discussed in "Chapter 9. Infrastructure and Utilities."

In 2019, the Housatonic Valley Association developed the Still River Watershed Management plan, which made several recommendations for improving water quality in the Still River. Recommendations included improving education related to best management practices for students, homeowners, and businesses, completing the Still River Greenway, exploring the implementation of setback zones in inland and watercourses regulations, installing pet waste bag stations and signage at high-use areas, promotion of improved drainage and landscaping, intervention related to failing septic systems, and regulation of illicit discharges.

Figure 8-2. Ground Water Quality, Wells, and Impaired Lakes and Rivers



Sources: CT DEEP, BFJ Planning

Aquifers and Groundwater Resources

Brookfield's groundwater resources are the source for both individual residential wells in addition to wells contributing to public water service. Due to the importance of this resource, Brookfield maintains an Aquifer Protection Zoning District (APD), discussed in "Chapter 3. Land Use and Zoning" and shown in Figure 8-3. This zone is regulated by the Zoning Commission and implements additional regulations related to stormwater management, wastewater discharge, drainage, hazardous materials. This zone falls primarily within the Still River watershed, having the added benefit of improving water quality on this impaired waterway.

The Meadowbrook Aquifer Protection Area is designated by the State and administered is by the Brookfield Aquifer Protection Agency. The Brookfield Aquifer Protection Agency is responsible for registering existing regulated activities, issuing permits for new regulated activities, overseeing regulated facilities, and educating the community on groundwater protection.

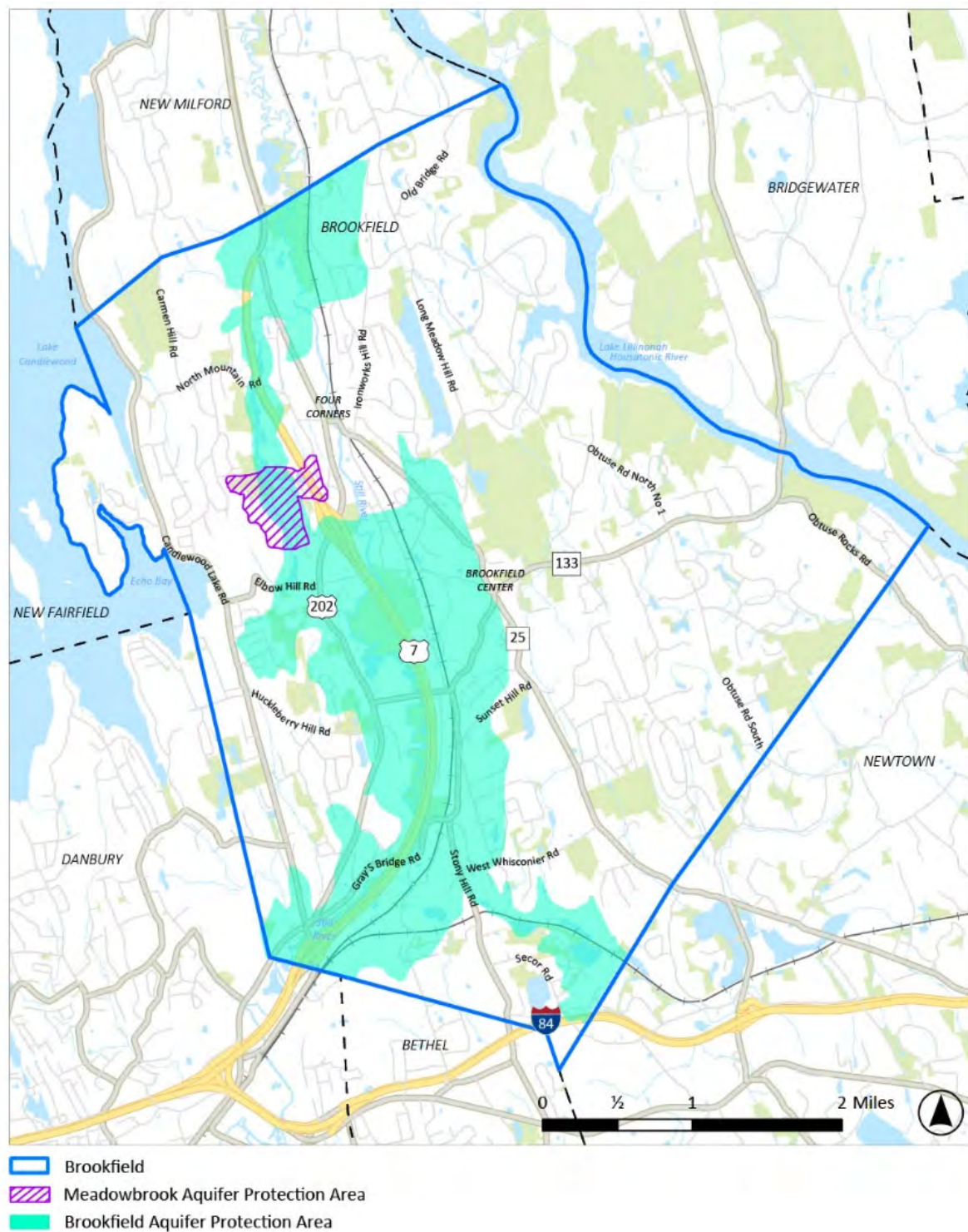
Generally, the existing quality of Brookfield's groundwater is suitable for drinking, with the exception of the area surrounding Greys Bridge Road in the southern portion of the town, and isolated areas with impaired water quality near the Four Corners, the Federal Road/US-7 interchange, Obtuse Road South, and Coach Drive. Ground and surface water quality is illustrated in Figure 8-2. Further discussion of Brookfield's drinking water can be found in "Chapter 9: Infrastructure and Utilities."

Wetlands and Soils

The Brookfield Inland Wetlands Commission (IWC) has jurisdiction over activities that affect wetland soils and watercourses as defined by the Connecticut State Inland Wetlands and Watercourses Act of 1972. This includes issuing permits for activities which may significantly impact the Town's wetlands and watercourses through a preestablished regulatory process and working with developers and property owners in the town to ensure the minimal impact of development on Brookfield's important natural resources. This includes land within 200 feet of designated watercourses (Candlewood Lake, the Still River, or Lake Lillinonah), 100 feet of other water courses, and 75 feet of designated wetlands based on soil types designated by the United States Department of Agriculture, illustrated in Figure 8-4.

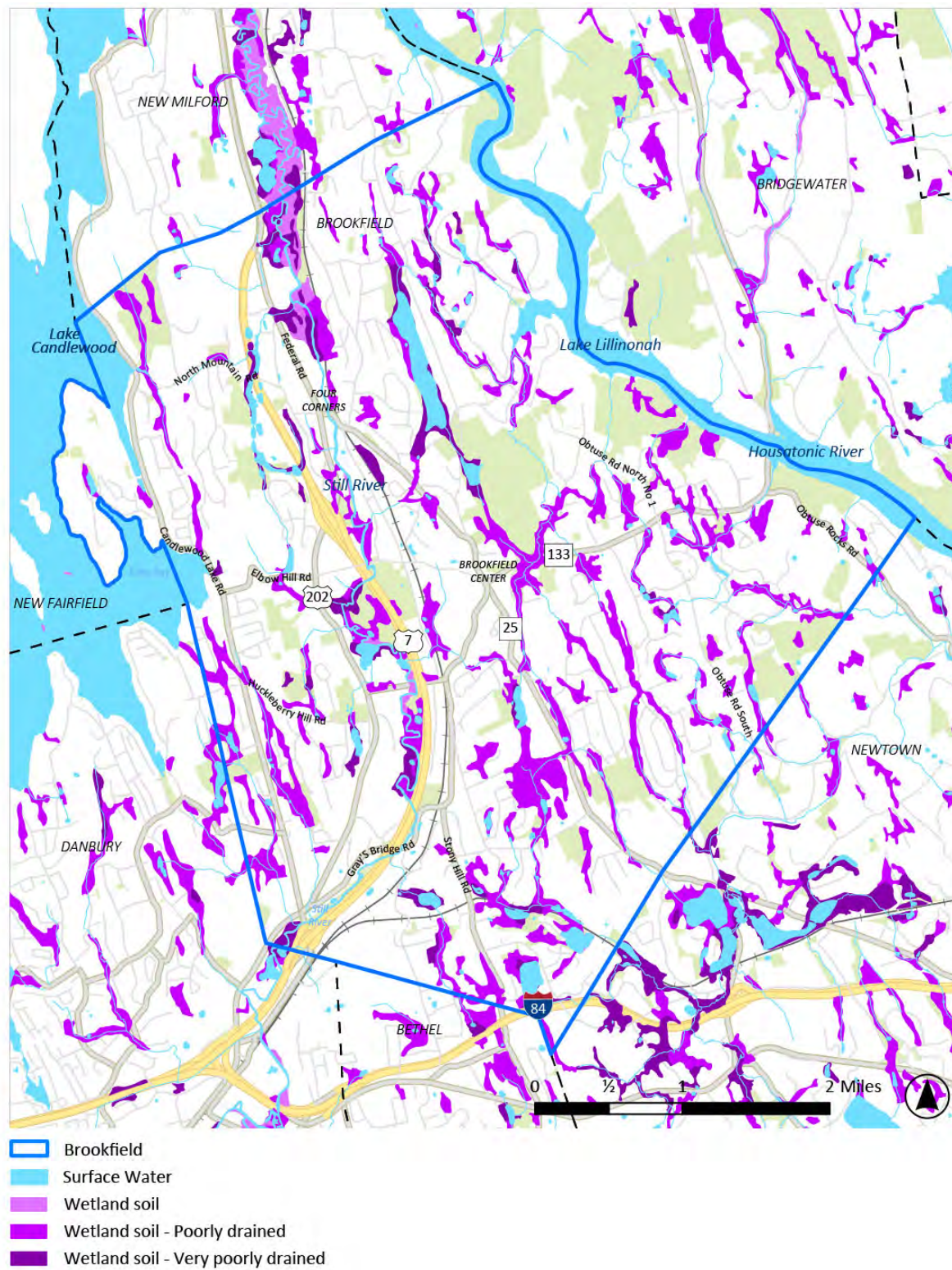
The Aquifer Protection Zone discussed previously provides additional regulations related to stormwater management, wastewater discharge, drainage, hazardous materials, and storage of waste with the intent of protecting Brookfield's important groundwater resources.

Figure 8-3. Aquifer Protection Zones



Sources: Brookfield, CT DEEP, BFJ Planning

Figure 8-4. Wetland Soils



Sources: CT DEEP, BFJ Planning

Open Space

Open space in Brookfield takes a variety of forms, including forests, wetlands, trails, parks, and conserved agricultural spaces. The Brookfield Conservation Commission is responsible for managing open space in the Town, obtaining new properties for conservation, and advising the Board of Selectmen on related matters. Since the previous POCD, due to the limited opportunities for property acquisition in recent years, conservation of Brookfield’s existing open space has been identified as the current primary goal of the Conservation Commission. The Brookfield Department of Parks and Recreation is responsible for management of the Town’s active open spaces, including sports fields, school property, trails, and the Town Beach.



Image Source: Eva Deitch

In addition to the municipal commissions and agencies responsible for acquiring and managing open space, the Northwest Connecticut Land Conservancy (NCLC) is an active land trust in the Town working to acquire and protect open space throughout the region. The goals of the NCLC and the Brookfield Conservation Commission align, and they often work collaboratively.

Open Space Inventory

There are approximately 1,500 acres of designated open space property in Brookfield, with various public, private, and nonprofit owners. Several of these properties include trails and other recreational uses and are listed in Table 8-1 and Table 8-2 and depicted in Figure 8-5. The Brookfield Conservation Commission maintains eight different open space properties for recreational use throughout the Town, while the Department of Parks and Recreation maintain Lillinonah Woods. The Department of Parks and Recreation is responsible for the maintenance of trails and recreational facilities within all these properties. In total, the Town of Brookfield owns and manages approximately 950 acres of designated open space. As discussed in “Chapter 7. Community and Cultural Facilities,” any expansion of recreational opportunities, such as a dog park, would require cooperation with the Conservation Commission to consider potential open space acquisitions.

Table 8-1. Brookfield Named Municipal Open Space Properties

Map ID	Name	Address	Acres	Description
1	Williams-Gurski Open Space	185 Whisconier Rd.	200	Preserved fields, woodland, wetlands
2	Arthur Harris Linear Park	100 Pocono Rd.	138	Woodland/wetland Trail

Chapter 8. Natural Resources and Open Space

3	Burr Farm Protected Open Space	23 Dingle Brook Rd.	116	Preserved fields and woodland
4	Happy Landings Protected Open Space	55 Whisconier Rd.	74	Preserved fields and woodland
5	Lillinonah Woods	54 Obtuse Rocks Rd.	68	Woodland with picnic area
6	Old Bridge Sanctuary	57A Old Bridge Rd.	25.3	Woodland
7	Eriksen Farm Open Space	8 Nabby Rd.	20.2	Preserved fields, woodland
8	The Gurski Farm and Open Space	26 Obtuse Hill Rd.	18.4	Preserved fields, barn, farmhouses, outbuildings
9	The Brookfield Nature Center	35 Obtuse Hill Rd.	16	Preserved fields and woodland, windmills

Williams Park

Williams Park Open Space is located in the heart of Brookfield. The property features woodlands, streams, and wetlands. The main entrance, on Rt. 25 (Whisconier Road) across from the library, is on the western side of the property. Trails from here lead to the Town's clay tennis courts, the hay fields at the neighboring Gurski Farm and Open Space, and the wooded hilltop. To the north, the property borders Brookfield High School. The northeast side features Merwin Brook and numerous large boulders. To the south is the Merwin Brook Cemetery, Gurski Farm and Open Space with its barn, forge, and Community Gardens. Parking is available at the main entrance and at the Gurski Farm and Open Space on Rt. 133.

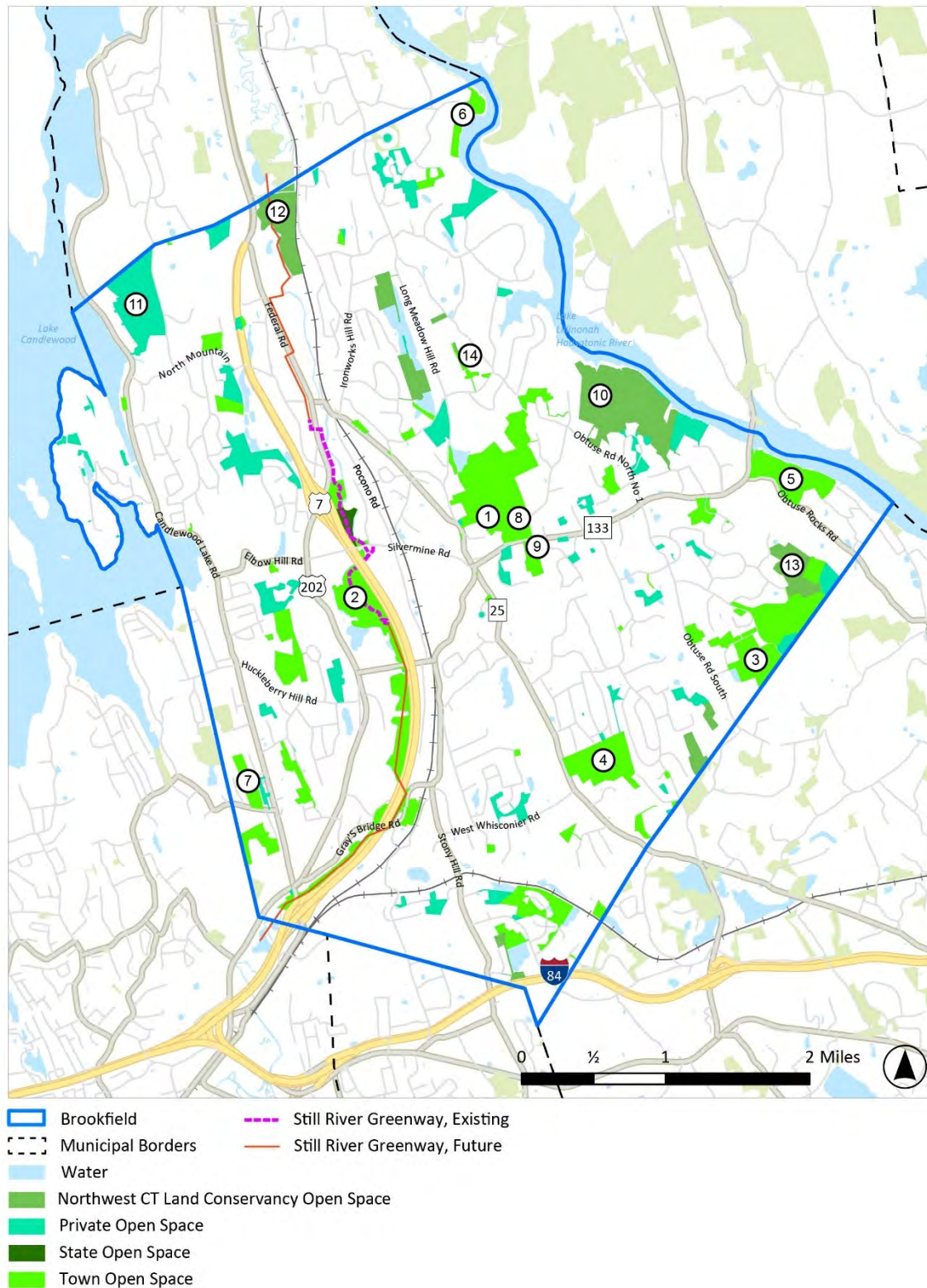
Arthur Harris Linear Park

Harris Linear Park contains two main loop trails which wind their way through wooded and wetland areas. These are side trails off of the Still River Greenway (SRG). One loop begins near the gazebo and the other continues from the first loop and ends near the current southern terminus of the SRG. They are connected in the middle, forming somewhat of a figure-8 with the SRG path.

Burr Farm

The Burr Farm Protected Open Space was purchased by the Town from the family of Lawrence and Helen Burr in 1999. It comprises 116 acres divided into East and West parcels, along the now unused eastern end of Lake George Road, which historically connected to Pond Road in Newtown. Upon the death of Helen Burr in 1997, the land was sold to the Town of Brookfield so it could be saved from development and enjoyed by hikers, naturalists, horseback riders, cross country skiers, bird watchers, and others. About half the tract is forested with a loop trail. The grassland fields are a nesting site of Bobolinks, migratory birds arriving from South America in May. This is a species of special concern in Connecticut so mowing and haying of the fields is carefully coordinated to protect nesting until fledging occurs in July.

Figure 8-5. Existing Open Space and Still River Greenway



Sources: CT DEEP, Brookfield, BFJ Planning

Chapter 8. Natural Resources and Open Space

Happy Landings

Happy Landings Protected Open Space is a town-owned parcel of protected open space located along Whisconier Road (Route 25). The view from Route 25 of the open fields has not changed since before the Revolutionary War. The wells below the windmills were dug in 1890. These fields and windmills have become one of the last remaining symbols of Brookfield's rural character. The old farmhouse (not located on town property) was a tavern. Locals called the road in front of it "Whiskey-Near Road", which later became Whisconier (Route 25).



Image Source: Eva Deitch

During the WWI, John Benya migrated to the US and worked in a mill in Yonkers. He developed Tuberculosis and was urged to move to the country. He settled in Brookfield in the early 1920's. The farm was named "Happy Landings" by John Benya's son. The Benya family wanted to preserve this beautiful landmark property and offered to sell it to Brookfield in 1998 as open space. The Town purchased the property in 1999.

The property consists of 55 acres of open fields and approximately 19 acres of woodlands. Its combination of rich soils, aquifer watershed, varied grasses, wetlands, and hardwood forest makes it an ideal environment for a multitude of flora and fauna. Water is provided by an existing spring-fed pond and brook.

The grassland fields are a nesting site of Bobolinks and other ground nesting birds. The relative abundance of milkweed makes this an attractive habitat for the Monarch butterfly. A careful mowing schedule protects the caterpillars and chrysalises and the ground nesting birds.

Old Bridge Sanctuary

Old Bridge Sanctuary is a 25.3-acre park that was deeded to the Town in 1965 by CL&P. Many bird species including black-capped chickadees, the tufted titmouse, and the house finch can be seen here, as well as the downy woodpecker. The park has a loop trail that winds along the water's edge with great views of Lake Lillinonah. The trails are moderate to steep in certain areas. Old Bridge Sanctuary is located at the end of Old Bridge Road.

Eriksen Farm Open Space

The Town bought this 20.2-acre parcel from the Estate of Ken and Gert Eriksen in 2009. A colonial farmhouse and two barns are part of the property which adjoins Huckleberry Hill School on the north side. A giving garden is located on the property. There is a flat, mowed walking trail about one third mile long. The north half of the property is wooded with wetlands, suitable habitat for CT species of special concern, such as the eastern box turtle. The house and barns are presently rented and not for public use. Eriksen Farm is located on Nabby Road just off Candlewood Lake Road.

Chapter 8. Natural Resources and Open Space

Gurski Farm and Open Space

The previous POCD identified Gurski Farm and Open Space as an opportunity for the creation of a welcoming, safe community space with preserved grounds and buildings. In response, the Town published the Gurski Farm and Open Space Concept Plan in 2017, outlining renovation needs and proposed improvements for the property. Improvements included the renovation of structures on the property, enhancement of pedestrian connections to adjacent open spaces, expansion of programming on the site, relocation of the farmer's market from the Brookfield Municipal Center, and installation of athletic fields. Today, the Farm's buildings remain in a state of disrepair, and the grounds are used for community programming such as Earth Day and Arbor Day activities and the 8 Hours at the Farm, an annual endurance race organized by Steep Endurance. Due to the importance of this community asset, the Conservation Commission should continue to seek grant funding opportunities for the rehabilitation of the site.

The Nature Center

The Brookfield Nature Center consists of 16 acres owned by the Town and is managed by the Brookfield Conservation Commission. The land has a striking mix of old fields and upland woods with strands of Spruce mixed with large specimen trees of Tulip and White Oak. Merwin Brook cuts across the northwest corner of the property. The brook flows through a wooded wetland with White Ash, Elm, and Red Maple trees around it.

Still River Greenway

The Still River Greenway, as of this writing, is a 2.25 mile, 10-foot-wide paved multi-use trail in Brookfield running from the Four Corners area to the Brookfield Municipal Center where it then connects to a wooded area to the west of Route 7 (see Figure 8-5). The trail, and its long-term future connectivity goals, are discussed in "Chapter 6. Transportation and Mobility".

Private and Non-Profit Open Space

The remaining open space property in Brookfield is owned by private and non-profit organizations such as NCLC. Like the Conservation Commission, NCLC maintains properties for recreational use with trails and spaces for programming, listed in Table 8-2 and shown in Figure 8-5.

Table 8-2. Private Open Space Properties of Note

Map ID	Name & Owner	Address	Acres	Description
10	Birch Rocks (NCLC)	40A Obtuse Hill Rd.	175	Woodland with trails
11	Unnamed Mann Brook Property (Candlewood Lake Club)	535 Candlewood Lake Rd.	84	Woodland with driving range and boat storage
12	Unnamed Still River Property (NCLC)	1113 Federal Rd.	61	Woodland
13	The Ledges Preserve (NCLC)	16 Dunsinane Rd.	43.5	Woodland, steep terrain, planned trails
14	Kahlo Preserve (NCLC)	10 Hop Brook Rd.	4	Woodland with trails

Chapter 8. Natural Resources and Open Space

Farmland

Historically, farming was an important aspect of economic activity in Brookfield. Today, active agricultural land use in Brookfield is restricted to two properties along Obtuse Road South in the Southeast of the town totaling 4.85 acres. However, farmland remains an important part of the aesthetic character of the town, and much of the open space maintained by the conservation commission is maintained to emulate the Town's historic aesthetic. Examples of preserved farmland include Gurski Farm and Open Space, Erickson Farm, and Burr Farm.



Image Source: Eva Deitch

Chapter 8. Natural Resources and Open Space

Critical Habitats and Natural Diversity

In addition to various recreational opportunities, the town's open spaces provide important habitat for the region's diverse native flora and fauna. Connecticut Critical Habitats and designated Natural Diversity Areas are found throughout the town and are illustrated in Figure 8-6. Connecticut Critical Habitats represent significant natural community types that were designated as key habitats for species of "Greatest Conservation Need" in the Comprehensive Wildlife Conservation Strategy. The Natural Diversity Areas show approximate locations of endangered, threatened, and special concern species and important natural communities in Connecticut.

Brookfield is home to critical Acidic Atlantic White Cedar Swamp habitat in two locations along the Still River, to the East of Route 7 just north of Junction Road, and at the northern border with New Milford. Several species of note are found in the Critical Habitats within the Still River watershed, including Davis's sedge, Tuckerman's sedge, hairy-fruited sedge, Great St. John's wort, and pale green orchid. Endangered fauna in the region includes amphibians such as the blue-spotted salamander, reptiles such as the eastern box turtle, birds such as the sharp-shinned hawk, grasshopper sparrow, and long eared owl, and three species of bat: the little brown bat, northern long-eared bat, and tri-colored bat.

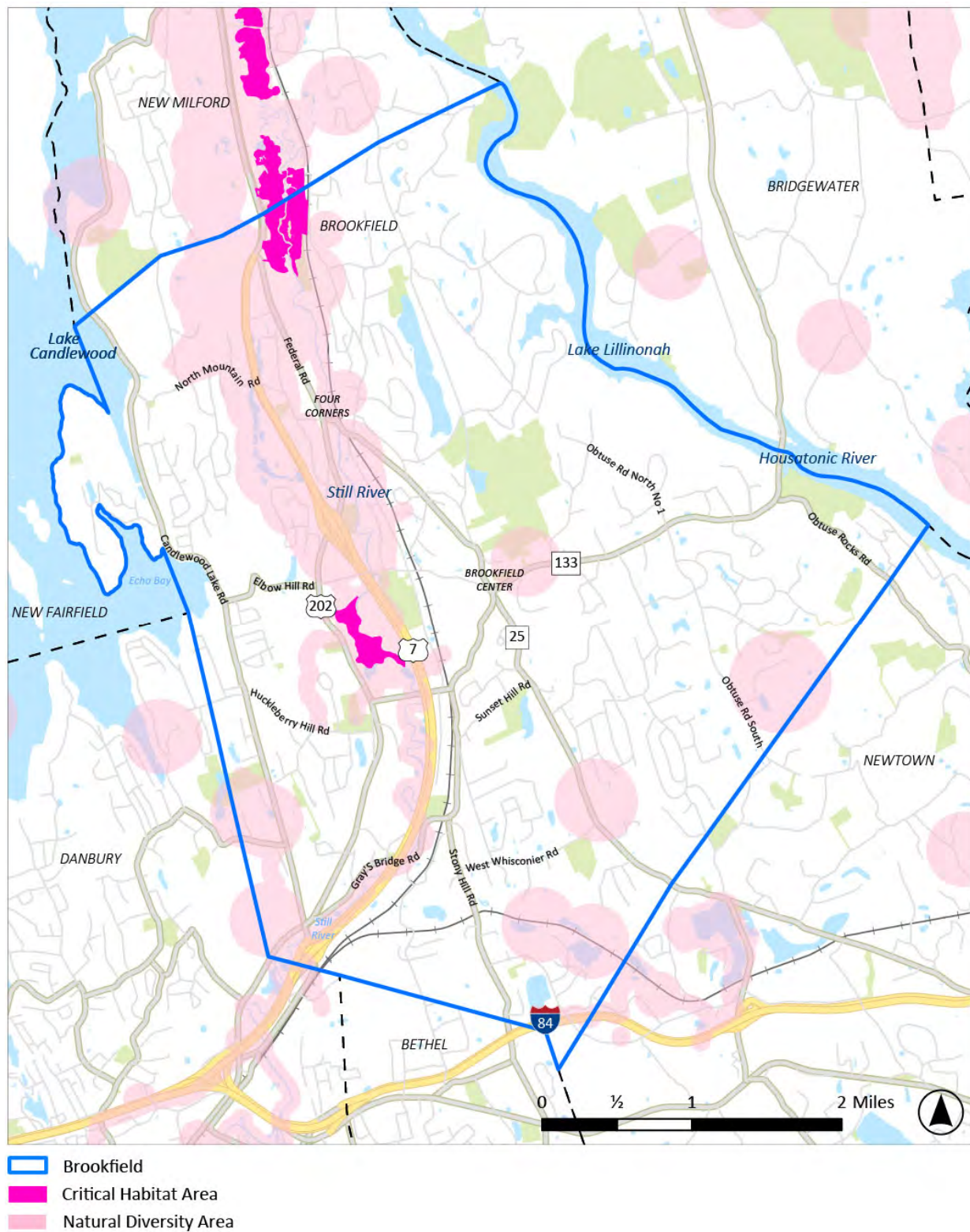
Invasive Species and Diseases

As in Brookfield's waterways and wetlands, invasive species have been a major challenge in the conservation of the town's open spaces. The town's native Ash and Beech tree populations are currently under threat due to the proliferation of the Emerald Ash Borer (EAB) beetle and Beech Leaf Disease in the area. According to CT DEEP, EAB is established in North America, and management efforts should focus on slowing the spread of the beetle. Management efforts include quarantine of identified Ash materials containing EAB, and restriction of the transportation of firewood throughout the region. The Connecticut Agricultural Experiment Station has identified several potassium fertilizers which have been successful in the management of Beech Leaf Disease. The Conservation Commission recently obtained grant funding to support educational efforts for Brookfield residents about management of invasive species, and the Town has undertaken a proactive volunteer program for forest and open space management.

Burning bush (*Euonymus alatus*), oriental bittersweet (*Celastrus orbiculatus*), Japanese barberry (*Berberis thunbergii*), and tree of heaven (*Ailanthus altissima*) are some invasive species identified in Brookfield. These invasive species are currently managed via physical removal by volunteers and Conservation Commission staff.

The existing zoning code includes landscaping design principles which encourage the planting of native species on the majority of planted areas and prohibits the use of invasive species as defined by the Connecticut Invasive Plant Council. At the time of this plan, landscaping regulations apply only to development activity requiring a site plan, special permit, or subdivision approval, as well as property within Planned Age-Restricted Community (PARC) and Commercial Gateway – North (CG-N) districts. To encourage consistent use of native plantings and to help combat invasive species, the Town should consider implementation of landscaping design guidelines for uses permitted under Zoning Permit.

Figure 8-6. Critical Habitat and Natural Diversity Areas



Sources: CT DEEP, BFJ Planning

Issues and Opportunities

Surface Water Resources

Water quality as impacted by polluted stormwater, septic seepage, and toxic algal blooms has been identified as a major issue in all of Brookfield's waterways, particularly Candlewood Lake, the Still River, and Lake Lillinonah. These issues are exacerbated by the proliferation of impervious surfaces in the town, dense, septic-reliant development near bodies of water, and the use of pollutants such as lawn fertilizer and road salt. At the same time, increasing recreational use of the lakes such as wakeboarding, boating, and island ferrying have the potential to damage the lake's shoreline and introduce invasive species. The Town should continue to work with their partners in the lake authorities and FirstLight, as well as the Housatonic Valley Authority, to manage appropriate use of surface water resources and mitigate the negative impacts of growth.

Aquifers and Groundwater

Due to Brookfield's reliance on well-water resources for drinking water, issues related to groundwater quality take on heightened importance in the town. Several locations have been identified as areas with groundwater contamination throughout the town, most notably along the Federal Road commercial corridor near the southern border with Danbury. The town should take steps to resolve existing groundwater contamination issues and ensure that existing and future land uses avoid contamination of the groundwater moving forward.

Wetlands and Soils

Brookfield is home to several ecologically sensitive wetland areas, designated as protected areas by the state. These areas support the biodiversity of the region, and support recreational uses, particularly along the Still River. Importantly, Brookfield's wetlands also provide water filtration benefits, improving the quality of both groundwater and surface water in the town, especially important due to the town's reliance on groundwater for the drinking water supply. Continuing development in Brookfield presents a threat to the town's existing wetlands, and the Inland Wetlands Commission should continue to work with developers to ensure the protection of wetlands and the adoption of best practices for their management.

Open Space

Open space is another important asset in Brookfield, providing recreational space for residents while supporting a variety of ecological benefits such as biodiversity, carbon sequestration, and water quality in the town's aquifers and surface waters. Maintenance of the town's open space is a significant challenge, given issues related to invasive species and climate change, however the Town has the opportunity to benefit from improved education and continued collaboration with the Northwest Connecticut Land Conservancy (NCLC).

Gurski Farm and Open Space remains both an issue and an opportunity for the Town, requiring significant work, but potentially providing important space for community programming with

appropriate rehabilitation and renovation of existing structures on the property as well as continuing maintenance of the grounds.

Goals and Recommendations

8.1. *Reduce contaminated stormwater runoff reaching Brookfield's surface water resources.*

8.1.1. *Redesign the Town Park to implement green infrastructure strategies.*

Contaminated stormwater runoff has been identified as a major source of surface water contamination in Candlewood Lake, and the town should take steps to ensure that stormwater is appropriately managed on its waterfront properties. By encouraging water retention and filtration through the implementation of rain gardens and riparian vegetation, the park can mimic natural stormwater processes and improve water quality in the immediate area.

8.1.2. *Adopt strategies for management of Canada goose populations in lakeside areas.*

E. coli contamination is a consistent issue in Brookfield's waterways, notably causing closure of the Town Beach when surface water levels become unsafe. One potential source of E. coli at the Town Beach is stormwater runoff containing goose droppings. FirstLight's Shoreline Design Manual encourages the implementation of native vegetated shoreline buffers to discourage geese from frequently visiting lakeside areas. Additionally, the town should consider a program for the clearance of goose droppings upland of the Town Park beach lakefront prior to anticipated rainstorms, particularly in Cadigan Park and Town Park.

8.1.3. *Install pet-waste bag stations and signage at high-waste areas.*

Mirroring a recommendation from the Still River Watershed Management Plan, this recommendation is intended to encourage appropriate management of pet waste in Brookfield, avoiding potential contaminants in the Town's surface waters from pet waste such as salmonella, toxoplasmosis, and giardia.

8.1.4. *Assess existing road salting strategies and implement best practices to mitigate contamination of runoff.*

Road salt can have significant detrimental impacts for plants and aquatic animals when used in excessive amounts. The Department of Public Works and the Department of Parks and Recreation share jurisdiction for snow management in Brookfield, and both should ensure that their practices align with the most recent WestCOG Winter Maintenance Guide, published in September 2018.

Chapter 8. Natural Resources and Open Space

8.1.5. Develop educational programming for residents and businesses in Brookfield to encourage appropriate management of stormwater and hazardous materials.

As recommended by the Still River Watershed Management Plan, the Town should build upon their existing educational programming to inform residents about best watershed stewardship practices on their properties such as the appropriate use and disposal of fertilizers and winter salt, stormwater management, and sustainable landscaping.

8.1.6. Adopt stormwater management regulations to improve water quality in areas with identified groundwater issues, particularly at the southern end of Federal Road.

The area surrounding Federal Road at the southern boundary of the Town has been identified as an area with significant groundwater degradation (GB). As an area with some of the most intense commercial and industrial uses, the Town should ensure appropriate management of stormwater and hazardous materials in this area. Brookfield has two zoning districts which regulate stormwater and wastewater management practices, (the Candlewood Lake Watershed District and the Brookfield Aquifer Protection District overlay zone) however many of the properties within the “GB” groundwater classification zone are not regulated by either of these districts. To further improve the quality of groundwater resources in Brookfield, the Town should explore the possibility of expanding stormwater management, wastewater discharge, drainage, and hazardous materials regulations in its most intensive commercial and industrial zoning districts, C-1 and I-1, to match those outlined in the APD.

8.2. Encourage appropriate management of residential septic systems for the protection of Brookfield’s surface and groundwater resources.

8.2.1. Provide educational materials and programming on appropriate maintenance of septic systems.

Given the high rate of septic and groundwater reliance in Brookfield, the Town should work to ensure that all of its residents are informed about the appropriate maintenance of their septic systems.

8.2.2. Develop a septic maintenance fund to assist low-income residents with proper septic inspections, cleaning, repairs, and upgrades (see Recommendation 4.1.3).

As discussed in the infrastructure chapter of this plan, septic seepage in the western portion of the town continues to be an issue for water quality as systems begin to age or are not properly maintained. The cost of septic maintenance and improvement can be prohibitive for households on a fixed income in Brookfield, notable given the town’s growing retirement-age population. The Town should consider options for assisting residents in need with maintenance and improvements to their septic systems, ensuring continued health, safety, and enjoyment of the town’s water resources. Recommendation 4.1.3 in “Chapter 4. Housing” recommends replacement of aging septic systems with I/A systems.

8.3. Preserve one of the town’s great resources. Balance the benefits and potential negative impacts of development near Candlewood Lake.

Chapter 8. Natural Resources and Open Space

- 8.3.1. *Contain marinas and commercial development in the MC district and do not allow for the expansion of commercial facilities and operations beyond what current zoning permits.***

The MC districts are not sewered and expansion of commercial operations, particularly restaurant uses should be contained. While the recreational enjoyment of Candlewood Lake is a part of the community's identity, there are concerns about overuse of the lake and encroachment of commercial uses on the neighboring residential districts. Negative impacts of increased development could include increased boat traffic on the lake, increased vehicular traffic to destination marinas and dining facilities from outside of Brookfield, and increased pollution of the lake.

8.4. *Manage invasive species and restore the target habitat in Brookfield's waterways and open spaces.*

- 8.4.1. *Regulate of the use of invasive species and encourage the use of native flora in applicable regulations for residential, commercial, and municipal landscaping.***

Invasive plants found in Brookfield's forests and open spaces are introduced through the implementation of non-native landscaping on the Town's residential and commercial properties. While the Town defines landscape design principles and standards in the zoning code for uses requiring a site plan or special permit, these regulations do not apply to uses permitted with a zoning permit such as single-family housing in residential zones. The Town should therefore consider expanding landscape design principles to uses permitted under a zoning permit.

- 8.4.2. *Continue to work with local and regional organizations to provide education about best practices for the management of invasive species.***

- 8.4.3. *Continue to support volunteer programming for the management of invasive species in Brookfield's waterways and open spaces.***

Management of invasive species in Brookfield is necessary but time consuming and labor-intensive practice. While municipal organizations like the Department of Parks and Recreation and the Conservation Commission work tirelessly to ensure the reduction of invasive populations, the Town should continue to work with partner organizations such as the lake authorities and local volunteers to address these issues.

8.5. *Expand and improve public and private open space in Brookfield to support community and environmental benefits.*

- 8.5.1. *Conduct an inventory of natural resources and open spaces.***

Working closely with the Conservation Commission, Brookfield should assess its open space properties and identify habitat types.

8.5.2. Develop management plans for each Town-owned open space.

Following the development of an inventory, the Town should determine how best to manage each open space property, develop management goals, resource needs, and identify challenges and special concerns. Volunteerism should be encouraged.

8.5.3. Develop a trail network to connect open spaces.

8.5.4. Prioritize properties for the acquisition of additional open spaces.

8.5.5. Acquire open space in the Town Center District.

8.5.6. Make the Gurski Farm and Open Space a welcoming, safe community space.

In response to the 2015 POCD, the Town of Brookfield produced the Gurski Farm and Open Space Concept Plan, outlining a strategy for the renovation and improvement of the Gurski property. The Town should continue to seek funding to pursue the recommendations and strategies outlined in the plan.

8.5.7. Consider establishing an independent body responsible for the administration of the Gurski Farm and Open Space.

At the time of this plan, Gurski Farm and Open Space is managed by the Brookfield Conservation Commission, who are responsible for maintenance and programming of the space. However, due to time and bandwidth constraints, programming at the site has decreased over the past few years, with the notable cessation of the annual Gurski Farm Fest. The Town should consider establishing a separate body responsible for administration of programming at Gurski Farm and Open Space to ensure that this important resource continues to serve the community.

8.5.8. Determine whether a dog park or a dog play space is needed in Brookfield and select an appropriate location for it.

A dog park or dog run continues to be a desired amenity in the town since the previous POCD, however the lack of land acquisition opportunities since 2015 have meant that a facility has not come to fruition. The Town should continue to consider options for the location of a dog park.

8.6. Educate the public about open spaces, natural resources, and stewardship

8.6.1. Provide educational programming such as story walks, earth day, and other events.

Chapter 9. Infrastructure and Utilities

The Town of Brookfield's infrastructure plays a vital role in supporting its residents and businesses. This Chapter provides an overview of the town's existing infrastructure, highlighting key aspects of sanitary sewer services, public water supply, and public works services. Additionally, it identifies current challenges and opportunities for improvement, along with strategic goals and recommendations to ensure sustainable growth and effective service delivery.

Brookfield's sanitary sewer system, managed by the Water Pollution Control Authority (WPCA), operates independently from the Town's general budget. With a system built in the early 1990s, sewer overflows are rare, and ongoing capacity management remains a critical focus. The town discharges wastewater to the Danbury Water Pollution Control Facility (WPCF) and has a limited allocation of flow capacity. Ensuring adequate future capacity while balancing the needs of housing and commercial development remains a significant challenge. Addressing areas with failing septic systems and aging infrastructure also requires strategic planning.

Public water service in Brookfield is provided by Aquarion Water Authority, which primarily sources water from groundwater wells. The town's water quality meets all state regulatory standards, and there are no anticipated major infrastructure upgrades in the near term. However, potential water supply expansion and system reliability improvements remain important considerations as the town grows.

The town's public works and stormwater infrastructure face increasing challenges due to intensified storm events and aging drainage systems. While Brookfield does not experience chronic flooding, nuisance flooding and stormwater management are growing concerns.

Existing Conditions

Sanitary Sewer

The Town of Brookfield Water Pollution Control Authority (WPCA) is an independent utility within the town, responsible for the safe and efficient operation of the Town sewer system. Figure 9-1 shows WPCA's sewered area map of Brookfield including sanitary sewer mains and lines and identifies areas of concern that may warrant future expansion. The WPCA considers unshaded properties on the sewered area map as sewer avoidance areas.

The town's 17 miles of gravity sewer and seven miles of force main were installed in the early 1990s with modern materials, making sanitary sewer overflows rare. Infiltration/Inflow studies (2017) found few issues, with minor spikes during heavy rainfall events (three inches or more).

Brookfield does not have its own water pollution control facility, instead, it discharges sanitary sewer to the Danbury WPCF for treatment. Danbury recently upgraded its treatment plant for phosphorus requirements, with Brookfield contributing five million dollars to the project.

Federal Road serves as the backbone of the Town's wastewater infrastructure. Initially designed for commercial properties, the system was expanded to include multifamily housing projects in

Chapter 9. Infrastructure and Utilities

the Four Corners area. Wastewater is conveyed to the Caldor Pump Station, which then pumps the wastewater to the Danbury treatment plant for processing.

Brookfield's current allocation from Danbury is 580,000 gallons per day. Brookfield instituted a moratorium limit at 90 percent capacity (522,000 gallons per day). As of December 2024, 84,000 gallons of capacity remain, with current Total Future Flow at 438,215 gallons per day.

The WPCA is financially independent from the Town and relies on sewer customers and grant opportunities for funding rather than the Town's budget.

Public Water

Where public water is provided, the Town of Brookfield is served by Aquarion Water Authority. A large portion of the town outside the more densely developed corridors, relies of private wells for water supply. Where public water is available, most of the town is connected to Aquarion's New Milford regional system, though Aquarion also owns and operates two satellite systems in town at Indian Field, and at Berkshire Corporate Park.

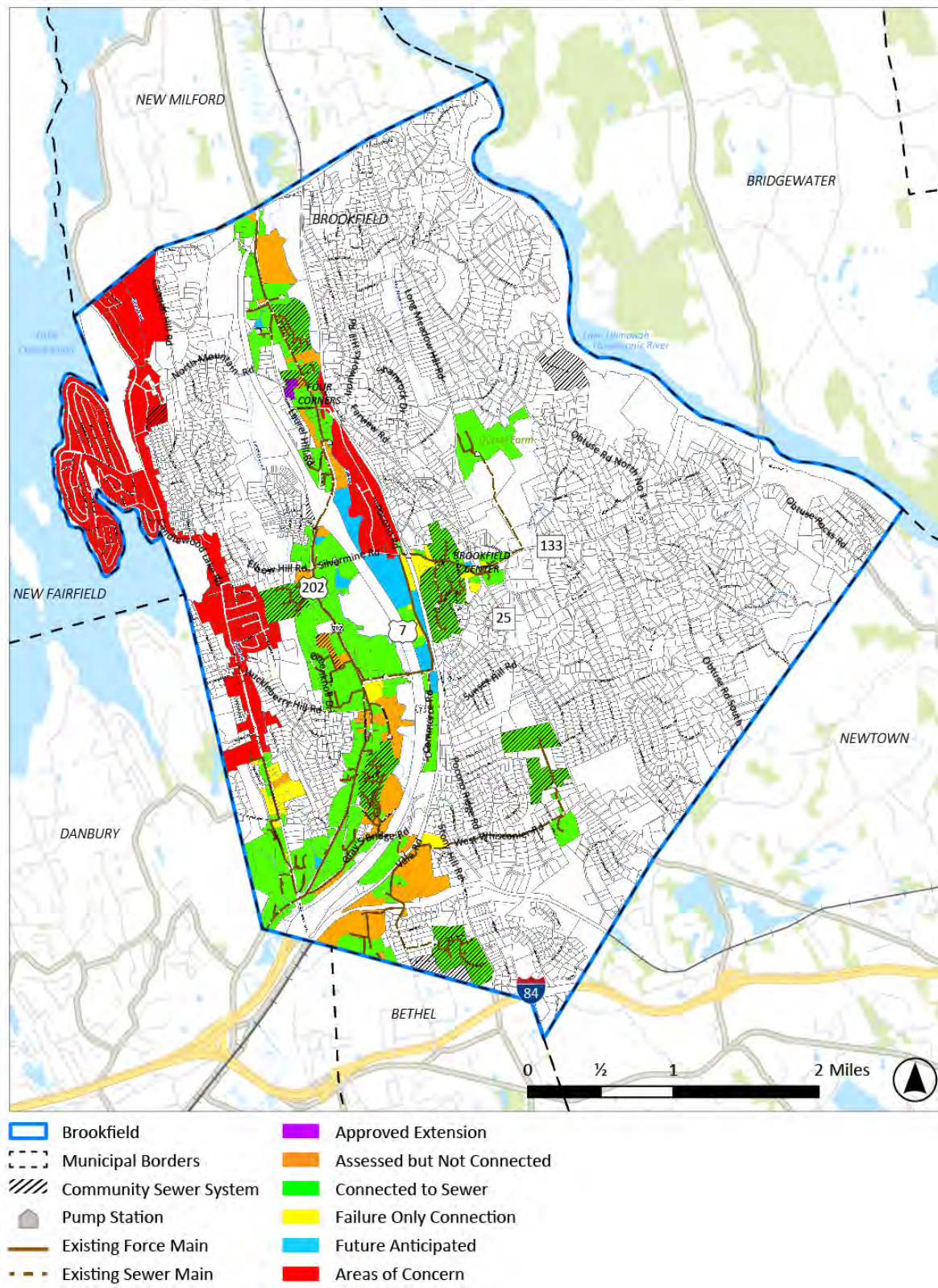
Any areas outside of the service coverage must comply with the Connecticut Department of Public Health's Certificate of Public Need and Necessity process.

The water supply in Brookfield comes entirely from groundwater sources. Water quality complies with state standards, with no outstanding violations from the Department of Public Health (DPH) or Connecticut Department of Energy and Environmental Protection (CTDEEP).

Aquarion does not foresee any major water infrastructure upgrades in Brookfield in the near term, including tanks or pumping stations. Aquarion is finalizing its interconnection to the Cedar Heights system in Danbury.

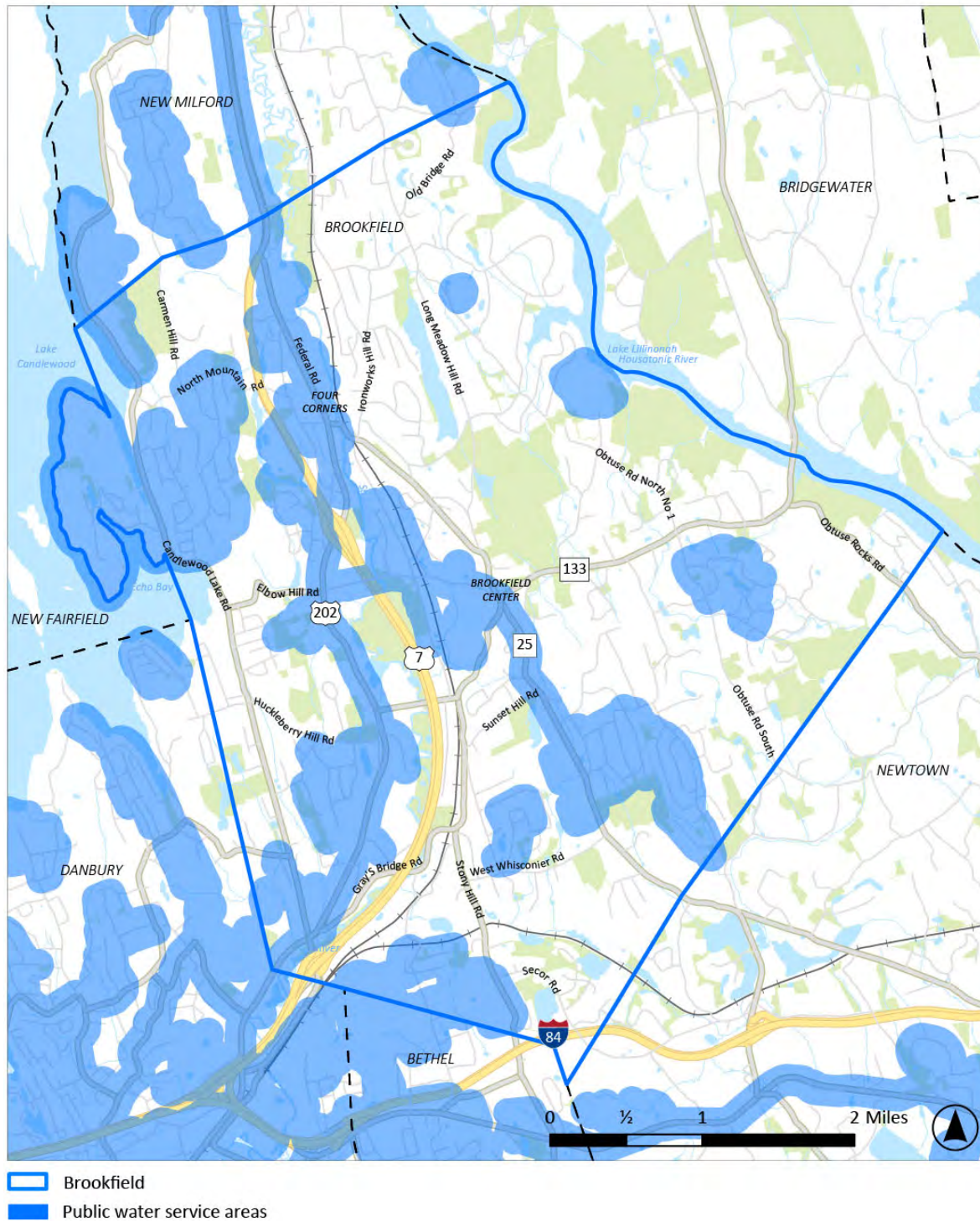
System repairs and maintenance have not shown a discernible increase as the system ages. Aquarion follows a hydrant maintenance program on a three-year rotating schedule, following the Insurance Services Office (ISO) process for pressures, fire flow tests, and needed fire flow. Aquarion also performs fire flow tests at the request of developers.

Figure 9-1. Sanitary Sewer Service Area



Sources: Brookfield WPCA, Langan, BFJ Planning

Figure 9-2. Public Water Service Area



Sources: CT DEEP, BFI Planning

Public Works and Infrastructure

Brookfield does not experience chronic flooding from watercourses but does experience nuisance flooding from storm events due to clogged drains or limited drainage capacity. This issue has worsened over time as storm intensity and precipitation amounts have been increasing, occasionally overwhelming the drainage system, following regional trends.

The Town follows the 2023 Connecticut Stormwater Quality Manual for stormwater management design but has not adopted stricter local standards. Storm sewers are designed to a 25-year storm standard, aligning with the Stormwater Quality Manual guidance. The Town has observed few illicit discharges into the storm sewer system.

Routine maintenance of stormwater systems has remained steady, but repair efforts have increased due to a combination of aging infrastructure and more intense storm events. The Town is performing more headwall and culvert repairs than in previous years.

The Town has shifted to a fully salt-based deicing practice, leading to less sediment accumulation in catch basins and reducing the frequency of required cleanings. The Town operates a street sweeping program that meets MS4 General Permit requirements.

Public Works operations are effective in delivering necessary maintenance and repairs, but the existing facility lacks space for vehicle staging and storm debris storage. The facility itself is not at immediate risk of flooding.

Electricity

Electricity infrastructure and service in Brookfield is managed by Eversource Energy, Connecticut's largest electric utility. Renewable energy is discussed further in "Chapter 10. Sustainability and Resilience."

Telecommunications

Various providers, including AT&T and Verizon, provide cellular phone and internet services in Brookfield. The Connecticut Siting Council oversees the siting of power facilities and transmission lines, hazardous waste facilities, and telecommunications infrastructure, including cell towers and fiber-optic lines. There are areas within Brookfield that lack adequate cell phone and internet services. The Federal Communications Commission (FCC) collects data from internet service providers and the largest mobile wireless service providers to map coverage area and determine areas lacking in service. Reviewing the latest FCC National Broadband Map (June 2024), there are some areas along Federal Road and Route 7 corridor and near Brookfield High School that do not have full broadband coverage, including several spots that have 0% coverage.

Issues and Opportunities

Sanitary Sewer

Capacity

The primary challenge facing sanitary sewer service in Brookfield is capacity. The WPCA recently imposed a sewer moratorium until additional capacity was secured from Danbury. Danbury recently allocated additional capacity to Brookfield after a potential extension into Putnam County, NY was cancelled. The availability of future extensions and service will depend on flow allocation. The WPCA has instituted the concept of “Total Future Flow” as a planning mechanism, which accounts for current flow plus projected flows from approved applications. When the Total Future Flow reaches 90 percent of the available flow capacity, the moratorium will be reinstated.

The moratorium would restrict new commercial, mixed-use, and multi-family residential developments that would rely on sewers from being approved. As discussed in *Chapter 4. Housing* and *Chapter 5. Economic Development*, the limited sewer capacity is the main barrier to meeting housing and economic development goals.

There is a statewide need for housing, yet the WPCA must balance new sanitary sewer connections while staying within its allocated capacity. The Connecticut Department of Energy and Environmental Protection tightly regulates treatment plant expansions and sanitary sewer extensions, which conflict with housing and development planning. Available land is constrained by wetlands, topography, and poor soils, limiting development potential. Some applications have been denied due to unmet sanitary sewage needs.

Areas of Concern

There are a few areas that the WPCA has determined to be “Areas of Concern” due to the potential of failing septic systems on the Still River, in coordination with the Brookfield Health Department (see Figure 9-1). These areas include the Brookfield Market area (Tucks Road), and the area at the intersection of Pocono and Dean Roads.

Brookfield Market Area: The Brookfield Market area sewer extension has been approved and bid, with construction expected to begin in Spring 2025. In 2019, the Brookfield WPCA received a recommendation from the Town Sanitarian to install sanitary sewers in the Brookfield Market Area. The recommendation cited several challenges preventing the replacement of failing septic systems with code-compliant systems, including lot size restrictions, proximity to the Still River, drinking water well locations, and high ledge rock.

To address these concerns, the WPCA took the following actions:

- September 2022: Secured a \$500,000 grant from the Small Town Economic Assistance Program (STEAP) to partially fund the sewer extension plans.
- November 2023: Received a fully executed grant contract from CT DEEP, granting permission to begin work on the project.

Chapter 9. Infrastructure and Utilities

Pocono/Dean Road: The Pocono/Dean Road expansion is in the process of final design. The Town has received some funding from the Long Island Sound Futures Fund for final design and received \$1.5 million toward construction. Surveys were performed in 2018, and 2019, with the Health Department requesting a sewer option to be explored in 2020.

Candlewood Lake: At this time, there are no plans to advance a sanitary sewer extension into the Candlewood Shores area. There are many residential properties on small lots in the Candlewood Shores neighborhood that are reliant on subsurface sewage disposal systems. The small size and poor subsurface soil conditions would make installation of replacement code compliant subsurface sewage disposal systems difficult, if not impossible. A sewer extension into this area is challenging because of cost, capacity limitations, and public opposition. Studies of Candlewood Lake have shown that phosphorus impact on the lake is significant. A significant grant supporting the extension may reduce public cost and therefore increase local support from the public. The Candlewood Shores area is among the most densely developed unsewered communities on the lake.

In January 2018, the Brookfield WPCA received recommendations from the Town Sanitarian and Director of Health to install sanitary sewers in the Candlewood Shores peninsula—including Candlewood Shores Tax District, Arrowhead Point, Hickory Hills, and Candlewood Orchards. The concerns cited included restrictive lot sizes, undersized septic systems, and nutrient runoff from septic drain fields, contributing to algae blooms in the lake.

In order to address these issues, the WPCA took the following steps:

- December 2018: WPCA commissioned a study on wastewater management needs in the affected areas. The study was partially funded by a 55% grant from CT DEEP.
- December 2021: A consultant was contracted to develop proposed engineering plans for sewer installation in the Candlewood Lake Area and Dean/Pocono Road area, exploring feasible options.
- September 2022: A Public Informational Hearing was held to update the community on the study's progress and gather feedback.
- November 13, 2023: Another public hearing was conducted to present report findings, discuss potential actions, and receive further public input.

A survey of homeowners taken as part of the project noted that 69 percent of residents are generally opposed to the extension, with the highest number citing cost.

Other Areas: The area around Lake Lillinonah is of less concern because the area is significantly less developed and lot sizes are larger. Since the 2015 Plan of Conservation and Development, all of the Town's schools are now connected to the sanitary sewer system.

Financial Sustainability: The WPCA relies on sewer customers and grants for funding, so expansion projects require careful planning to remain cost-effective.

Aging Infrastructure: Some sanitary sewer components, including pumps, are nearing the end of their useful life. Upgrades are planned for Route 133, 777 Federal Road, and North pump stations.

Chapter 9. Infrastructure and Utilities

Maintenance Issues: Rag and wipe blockages have increased due to residential development. Planned grinder pump installations will help address these issues.

Public Water

Aquarion does not anticipate a need for further consolidation of community water systems, given that the Meadowbrook Wellfield is now protected under Town regulations.

Aquarion is seeking additional water sources to support the existing system and to plan for its future growth. Potential wellfield locations have been identified near Town Hall and other sites in New Milford. If these sites are developed, protective regulations may be necessary to ensure water quality.

Aquarion is working to connect smaller satellite systems to improve service reliability.

Water demand spikes during peak usage seasons, presenting challenges in managing supply.

Public Works

Nuisance flooding is worsening due to increased storm intensity, drainage capacity issues, and erosion impacts, some of which occur on private property. Obtaining state or federal funding for nuisance flooding mitigation is difficult because grants prioritize chronic watercourse flooding.

Stormwater management standards now require larger retention systems, often underground storage chambers, which pose growing concerns for inspection and maintenance.

Aging drainage infrastructure requires more frequent repairs, particularly headwalls and culverts.

Limited space at the Public Works facility restricts vehicle staging and the ability to store debris from large storm events.

Telecommunications

The lack of high-speed internet and reliable cell service in certain areas of town inhibits economic development and can also present a safety hazard when people cannot contact emergency services.

Goals and Recommendations

9.1. Provide sufficient sewer service for existing customers and sustainably expand the system to better protect the town's receiving water quality.

9.1.1. Continue monitoring Total Future Flow and plan negotiations with Danbury for additional capacity in the next five to ten years.

Without additional sewer capacity, the Town's ability to meet its economic development and housing goals is limited. Once a sewer moratorium is in place, all commercial and residential projects that would require a sewer connection cannot be approved. Brookfield relies on Danbury's sewer system and cannot make infrastructure expansions or allocate additional capacity alone.

9.1.2. Address areas of concern.

- 9.1.2.1. Proceed with the Brookfield Market area extension (construction Spring 2025).
- 9.1.2.2. Complete the final design for Pocono/Dean Road and secure remaining funds.
- 9.1.2.3. Consider Candlewood Shores sewer extension if a significant grant reduces public cost. Continue to pursue grant opportunities in parallel with negotiations with Danbury for additional capacity.

9.1.3. Continue upgrading pump stations to improve system reliability.

Continue program to introduce grinders with pumps to reduce blockages in sewer mains.

9.1.4. Advocate for state-level policy changes to align sewer regulations with housing demands and sustainably manage growth.

Additional sanitary sewer infrastructure and capacity is needed to meet the State's goal of 10% affordable housing for Brookfield. Future multi-family residential development requiring sewer connections will be limited once 90% of capacity is reached and a moratorium is put in place. However, the State regulates treatment plant expansions and sanitary sewer extensions, and land constraints, including wetlands, topography, and soils, present further limitations. Thus, Infrastructure expansions are a long-term project that will require collaboration with Danbury, the State, and substantial funding.

9.1.5. Increase public awareness on sewer capacity issues through public education and outreach.

- 9.1.5.1. Partner with the Health Department to develop an educational program targeted to homeowners in areas of concern regarding maintenance of septic systems. Consider as inserts in tax bills.
- 9.1.5.2. Encourage support for potential expansions.

9.2. Continue to provide safe, reliable public water service that is responsive as the town changes over time.

- 9.2.1. *Encourage awareness and education on aquifer protection for residents and land use boards.*
- 9.2.2. *Consider implementing conservation restrictions, such as a two-day irrigation schedule based on an odd-even street number system, to reduce peak season water stress.*
- 9.2.3. *Local land use boards should ensure that all new development projects obtain a "will serve" letter from Aquarion to confirm water supply availability before proceeding, where applicable.*
- 9.2.4. *Continue proactive maintenance and monitoring of hydrants and fire flow tests as part of emergency preparedness and infrastructure reliability.*
- 9.2.5. *Monitor the need for future capacity increases and system upgrades to ensure continued compliance with state standards and provide a sustainable water supply to meet future needs.*

9.3. Preserve the quality of life enjoyed by residents and promote sustainable infrastructure that preserves receiving water quality.

- 9.3.1. *Explore funding opportunities for stormwater improvements, despite challenges with state and federal grant priorities.*

Chances for success may be improved with linkage to water quality improvements, or for improving barriers to fish passage.

- 9.3.2. *Continue storm drain maintenance and capacity to reduce nuisance flooding, especially after heavy storms.*

Consider videotaping storm drains in problematic areas to assess blockages and pipe damage.

- 9.3.3. *Evaluate opportunities to improve operations at Public Works Facilities.*

Evaluate options for expanding Public Works facility storage capacity to better accommodate and maintain vehicles and manage storm debris.

9.4. Assess opportunities to expand services

- 9.4.1. *Monitor community needs regarding the brush drop-off program and adjust operations if a clearer cost-benefit case emerges.*
- 9.4.2. *Ensure that adequate cellular phone and high-speed internet service are available to all residential and commercial areas of the Town while not negatively affecting those or surrounding neighborhoods.*

Chapter 10. Sustainability and Resilience

Hand in hand with the preservation of its natural resources as discussed in “Chapter 8. Natural Resources and Open Space,” the Town must work to ensure that it is prepared for the changing global environmental context, particularly the increased frequency and severity of natural disasters and severe weather events as exemplified by the 2018 macroburst experienced in the region. This chapter summarizes Town initiatives already in place to bolster sustainability and resiliency and recommends actions for the promotion of sustainable living, resident safety, and high quality of life.

Energy Conservation

The Brookfield Energy Advisory Board is responsible for advising the Town on matters related to sustainable energy practices. The *Brookfield Draft Energy Plan (2024)* outlines the Board’s recommended actions with the goal of transitioning to renewable energy by 2050. The electrical grid in Brookfield is managed by Eversource Energy, Connecticut’s largest electric utility. As of 2024, 63% of energy used by customers on the Eversource grid came from non-renewable sources.

Renewable Energy Sources

Brookfield is home to two hydroelectric generating resources on its borders, Candlewood Lake and Lake Lillinonah, discussed in “Chapter 8. Natural Resources and Open Space.” While these resources contribute to the broader sustainability of the regional energy grid, significant progress is still necessary at the local level in Brookfield. The continued transition to renewable energy sources is a goal in WestCOG’s POCD that the Town should follow. This goal will reduce the Town’s reliance on carbon-based energy sources, improving public health and energy resiliency while also reducing the Town’s contribution to the causes of climate change.

Solar Energy

Solar energy adoption in Brookfield has improved since the previous POCD, with the Town participating in the Solarize CT program and hosting workshops for residents in 2018. Rooftop solar arrays generated approximately 0.7 gigawatt hours (GWH) in 2015, increasing to approximately 2.5 GWH in 2020. The Energy Advisory Board estimates that with the continued expansion of solar capacity, approximately 72 GWH could be produced annually, and the Town should consider continuing homeowner education to achieve this goal. WestCOG’s *Decarbonizing Land Development Practices: Strategies for Planning and Zoning Commissions* (2022) report provides best practices for the implementation of residential and non-residential solar solutions in the region.

Wind Energy

Brookfield’s zoning regulations allow for the implementation of small wind turbine systems with the primary purpose of supplying energy to structures or facilities on the same lot. Due to differing efficiencies between solar and wind energy solutions, wind installations are primarily sited on commercial or industrial properties. The Town should work with developers and business owners to encourage implementation of wind energy solutions where appropriate.

Sustainable Design/Green Building Practices

Improving the efficiency of existing buildings and promoting the adoption of sustainable building practices for new construction will enable the town to reduce per-capita energy consumption, reducing energy costs for the Town and home and business owners. The Brookfield Energy Advisory Board has set a targeted reduction in energy consumption of 3% annually through 2050. Modernization of building heating and cooling systems is a particular focus of the *Brookfield Draft Energy Plan* due to the ubiquity of oil and natural gas heating systems in the town (approximately 84% of homes). Several incentive programs, such as the Energize Connecticut Residential Air Source Heat Pump Incentive, exist to encourage homeowners to transition to efficient, electric heat pump systems for heating and cooling.

Commercial and municipal buildings are a notable target for retrofitting in the town given more significant energy demands than residential buildings. Since 2013, the Town has participated in the Connecticut Green Bank C-PACE program, allowing commercial property owners to access financing options for the retrofitting of existing buildings or construction of environmentally friendly buildings.

The Town has led by example in the construction and renovation of municipal buildings according to sustainability best practices in recent years, most notably using Insulated Concrete Forms in the construction of Candlewood Lake School and the achievement of Leadership in Energy and Environmental Design (LEED) Silver certification in the renovation of the Brookfield Senior Center. While the LEED certification process includes additional costs to a developer or building owner, the State of Connecticut has developed High Performance Building Standards (HPBS) which mirror LEED Silver certification requirements and apply to certain state facilities. To ensure the implementation of sustainable building practices at the municipal level while avoiding the additional costs associated with LEED, the Town should consider adopting building standards which reflect HPBS for future municipal projects. A discussion of Brookfield's municipal facilities is found in "Chapter 7. Community and Cultural Facilities."

Electric Vehicle Infrastructure

Electric Vehicle (EV) ownership in Brookfield has increased significantly since the previous POCD, with EV registrations increasing from 15 in 2014 to 310 in 2024, according to the CT DEEP EV Registration Factsheet. The Town can expect EV ownership to continue to increase as the state continues to provide rebates between \$1,500 and \$5,000 through the Connecticut Hydrogen and Electric Automobile Purchase Rebate program. The EV charging infrastructure in Brookfield remains limited, with just two stations and ten chargers in Four Corners.

US-7 has been designated as an Electric Alternative Fuel Corridor by CTDOT, with EV signage implemented between Norwalk and New Milford during the 2020 cycle. Grant funding has been available, most recently from July through October 2024, for National Electric Vehicle Infrastructure (NEVI) projects within one drivable mile from any exit or intersection along an Electric Alternative Fuel Corridor located in Connecticut. While NEVI compliant stations are planned to be completed in bordering New Milford and Danbury, the Town should work with local developers to take advantage of future grant solicitations associated with the Connecticut NEVI Plan.

Chapter 10. Sustainability and Resilience

WestCOG's *Comprehensive Economic Development Strategy* (2023) identifies municipal fleets as a target for electrification as a part of the objective to reduce use of fossil fuels. To implement this recommendation, the Town should explore the possibility of introducing municipal EV charging infrastructure at select facilities, allowing municipal departments to consider EVs when routine fleet modernization next occurs.

Waste Management

Appropriate waste management is an important aspect of sustainability and resilience, ensuring the health and safety of Brookfield's residents and ensuring protection of the town's important natural resources. Brookfield is a member of the Housatonic Resource Recovery Authority (HRRA), a regional solid waste and recycling authority with jurisdiction in Brookfield and 13 neighboring municipalities. HRRA is responsible for managing registered haulers in the region, performing public outreach and education, facilitating household hazardous waste events, and piloting organic waste programs in the region.

Municipal Solid Waste & Recycling

Municipal solid waste and recycling collection in HRRA municipalities is provided by private subscription with registered and permitted haulers. In Brookfield, there are six registered municipal solid waste haulers: RA Landscaping, Pendergast Roll-off & Recycling Service, Oak Ridge Hauling, Ness Industries, LoStocco Refuse Service, and All American Waste. Residents of Brookfield may also drop off recycling for free at the Oak Ridge "Mom & Pop" Drop-off & Recycling Center in Danbury. Municipal solid waste is hauled to HRRA transfer stations before being disposed of at the Bridgeport Resources Recovery Facility, a waste-to-energy power plant owned and operated by WIN Waste Innovations. While this facility does produce carbon emissions, it significantly reduces the percentage of municipal solid waste from Brookfield which reaches landfills annually. In conjunction with this important reduction of landfill use, the Town can improve its waste management performance by encouraging a reduction in the amount of municipal solid waste produced by businesses, households, and municipal uses.

Hazardous Waste

The HRRA organizes semi-monthly household hazardous waste drop-off events available to Brookfield residents and hosted throughout the region. The household hazardous waste event is held at Brookfield High School. Materials eligible for dropoff include paints and stains, cleaning products, pesticides, fuels, glues, and certain automobile fluids. Fluorescent bulbs, motor oil, antifreeze, auto batteries, tires, and propane tanks should be dropped off at regional recycling centers. Ammunition, fireworks, and explosives should be disposed of through the Brookfield Police Department.

Organic Waste

The Town may reduce the volume of waste produced by households by encouraging the composting of organic yard waste and food scraps. This practice has the benefit of reducing waste handling and disposal costs for Brookfield residents, and returning nutrients to the soil,

Chapter 10. Sustainability and Resilience

therefore reducing the need for chemical fertilizers. At this time, residential yard refuse in Brookfield can be disposed of at the Yard Refuse Disposal center on Pocono Road between Town Hall and the firehouse. Town residents can acquire a free permit to drop off yard waste. The Town should explore options for encouraging organic composting of food scraps.

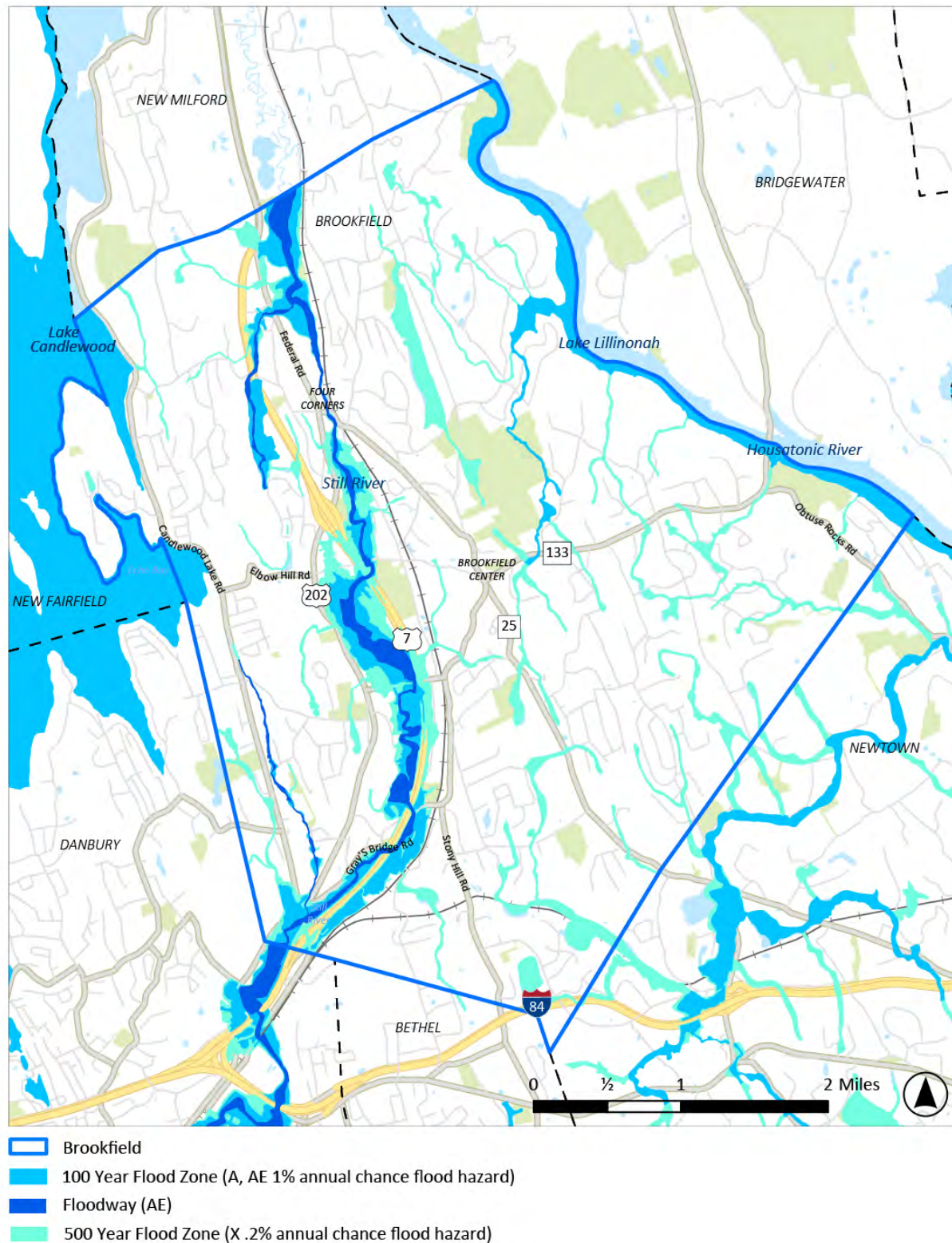
Hazard Mitigation

As the frequency and severity of natural disasters increases due to the impacts of climate change, the need to mitigate potential hazards has increased in kind. For example, on May 15, 2018, the town experienced significant damage because of severe storms, winds, and tornadoes, with debris removal operations totaling more than 1.2 million dollars. In 2021 WestCOG adopted the *Multi-Jurisdiction Hazard Mitigation Plan Update 2021 – 2026*, in cooperation with Brookfield and other WestCOG municipalities. The *Hazard Mitigation Plan* identifies several potential hazards related and unrelated to climate change which may face residents in the coming years, including flooding, hurricanes and tropical storms, summer storms and tornadoes, winter storms, earthquakes, dam failures, and wildfires. Several goals related to Emergency Preparedness in Brookfield were laid out in the plan. The Town should continue to follow the recommendations of the *Multi-Jurisdiction Hazard Mitigation Plan* and cooperate with WestCOG on its next update to bolster resiliency and ensure resident safety in the face of future natural disasters.

Flood Preparedness

Floodplain designation and associated municipal and National Flood Insurance Program policies are managed at the federal level through the publication of National Flood Hazard Layer (NFHL) maps by the Federal Emergency Management Agency (FEMA). Floodplains were most recently mapped for the National Flood Insurance Program by FEMA in 2010, prior to the 2015 POCD. The concurrent map amendment updated the Brookfield Zoning Map to reflect the Federal Insurance Rate Map changes. The general area of the 100- and 500-year floodplains are shown in Figure 10-1. The 100-year floodplain is an area with a 1% annual chance of flooding. The 500-year floodplain has a 0.2% chance of flooding annually. The highest risk areas in Brookfield are along the Still River, which has land within the floodway and the 100-year floodplain, which require flood insurance. Areas in the 500-year floodplain are generally found around Brookfield's many streams and wetlands. Because the water levels of Candlewood Lake and Lake Lillenonah are artificially controlled by FirstLight, they are generally not at risk of flooding.

Figure 10-1. Flood Risk Hazard Map

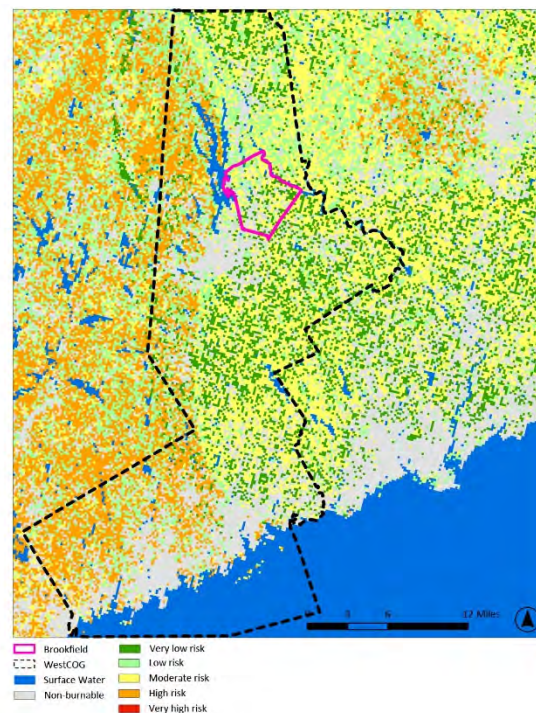


Sources: FEMA, CT DEEP, BFJ Planning

Wildfire Risk

While the U.S. Forest Service has not identified any area of Brookfield as being at high risk or very high risk of forest fire, most of the town is within the moderate risk category (see Figure 10-2). There are several factors related to climate change that can increase the risk of forest fires. For example, the 2018 macroburst left felled trees throughout Brookfield's forests. In periods of drought, as experienced in the summer of 2024, these fallen trees become potentially dangerous for the spread of forest fires. Periods of drought, which have increased in the past decades, also create risks to residential neighborhoods. The fire department has equipped itself with a brush fire truck to fight wildfires and runs public service campaigns to help property owners reduce the risk of wildfire damage, as discussed in "Chapter 7. Community and Cultural Facilities."

Figure 10-2. Wildfire Hazard Potential



Sources: U.S. Forest Service, BFJ Planning

Issues and Opportunities

Renewable Energy Sources

Adoption of renewable energy resources in Brookfield remains limited, with the high rate of fossil-fuel based heating systems being a particular issue in the town. While transitioning the Eversource power grid to renewable resources remains a regional issue with little input from individual municipalities, Brookfield can take steps to reduce the town's overall energy consumption and to encourage the implementation of local sources of renewable energy such as residential and commercial solar and wind solutions. Increasing local sources of renewable energy will enable Brookfield to be less reliant on the regional power grid and become more resilient in the face of natural disasters and regional power outages.

Sustainable Design/Green Building Practices

Several financing opportunities are available at the state level for homeowners and businesses looking to retrofit their property, as well as developers looking to implement sustainable building practices in the construction of new buildings. As discussed in "Chapter 7. Community and Cultural Facilities," the need for renovation or construction of several new municipal facilities presents an opportunity to improve the sustainability of municipal properties.

Electric Vehicle Infrastructure

The presence of highway US-7 in the town is a significant opportunity for the implementation of additional EV infrastructure as it has been designated by the state as an Electric Alternative Fuel Corridor. By providing enhanced EV infrastructure, the Town can further encourage residents to transition from fossil-fuel reliant transportation to EVs, improving air quality and public health. The Town also has the opportunity to lead by example in the EV space by electrifying municipal fleets during routine periods of fleet modernization. To achieve this goal, municipal EV charging infrastructure should be explored. Upcoming retrofitting or construction of municipal facilities presents an opportunity for the introduction of municipal EV charging.

Waste Management

As a part of the WestCOG Regional Waste Management Study, the age and potential closure of the existing Bridgeport Resources Recovery Facility was identified as a potential future issue for waste management practices in the region. As a voting member of the HRRA, Brookfield should advocate for the development of a regional waste management study, similar to that developed by WestCOG for Darien, Greenwich, New Canaan, Norwalk, Stamford, Wilton, Weston, and Westport in 2021, to prepare for anticipated changes in the regional waste management landscape.

Sustainable CT Certification

Sustainable CT is an organization which certifies municipalities across Connecticut in recognition of their commitment and progress regarding sustainable practices. By defining specific actions that municipalities can take to achieve certification, Sustainable CT provides a holistic roadmap for improving sustainability in each municipality. In 2019, Brookfield was certified into the Sustainable CT program, earning 225 points for supporting nine of the 13 categories. Sustainable CT Bronze certification requires completion of at least one action in 12 different categories and 200 points. The Sustainable CT Action Categories are listed in the blue box on the following page. Recertification is required every three years, and actions completed in a previous certification cycle may need to be updated as part of the recertification package.

Sustainable CT Action Categories:

1. **Inclusive and Equitable Community Impacts:** Deeply embedding equity considerations into municipal operations, building inclusiveness, community cohesion, and shared decision-making.
2. **Thriving Local Economies:** Supporting local businesses, increasing local jobs and revenues, and fostering energy-efficient and renewable energy-powered commercial and industrial buildings.
3. **Well-Stewarded Land and Natural Resources:** Establishing policies and practices that recognize our finite resources and that strive to achieve a balance of many users while preserving and increasing ecosystem health and resilience.
4. **Vibrant and Creative Cultural Ecosystems:** Distinctive, engaged and livable communities that shape people-centered places, provide robust artistic and cultural opportunities, and consider environmental impacts.
5. **Dynamic and Resilient Planning:** Balancing human development and resource use with a wide range of factors, including livability, economic opportunity, biodiversity and natural systems.
6. **Clean and Diverse Transportation Systems and Choices:** Ensure a high quality of life and opportunity for people of any income, race, ethnicity, religion, gender, ability, or age. This requires recognizing the ongoing impacts of past state, local, and private actions and addressing resulting disparities in outcomes, access, and opportunities; minimizing environmental, public health, and other burdens; and ensuring historically excluded populations benefit from state actions.
7. **Renewable and Efficient Energy Infrastructure and Operations:** Including accessible municipal buildings with efficient operations, maintenance, and energy systems.
8. **Inclusive Engagement, Communication and Education:** Encompassing transparency, inclusivity, effective communication, appropriate events and training - civic engagement and regional collaboration.
9. **Strategic Materials Management:** Encouraging thoughtful waste management and reduction that goes beyond plastics recycling to include additional materials and food waste.
10. **Optimal Health and Wellness Opportunities:** Prioritizing the physical and mental health of all community members through air quality improvement, shared gardens and growing spaces, and stable food systems.
11. **Healthy, Efficient and Diverse Housing:** Diverse in both type and affordability, and located in thriving, livable, connected neighborhoods.
12. **Effective, Compassionate Homelessness Prevention:** Helping to build homelessness awareness and supports through compassionate outreach and thoughtful service coordination.
13. **Innovative Strategies and Practices:** Innovate and implement meaningful sustainability actions not yet listed on the Sustainable CT action list. Become a model for others!

Goals and Recommendations

10.1. Encourage continued adoption of renewable energy sources for residential, institutional, and commercial uses in Brookfield.

10.1.1. Provide educational programming to encourage the adoption of residential solar installation.

In response to the success of the Solarize CT program undertaken in 2018, the Town should continue to encourage implementation of residential solar installation through educational programming. The Town should work with the Energy Advisory Committee and their *Brookfield Draft Energy Plan* could be used as a guide for benchmarks.

10.1.2. Work with businesses and developers to identify opportunities for the implementation of site-based renewable energy apparatus such as wind and solar for retrofit or new construction.

As Brookfield continues to grow and business development opportunities arise, the Town should ensure that sustainable building practices are implemented and that the benefits of site-based renewable energy production are considered. While the Brookfield Zoning Code does allow for the implementation of these apparatus with the proper approvals, the Town should be proactive in working with developers and business owners to encourage retrofits and new construction.

10.2. Encourage green retrofits of existing buildings and implementation of sustainable building practices for new construction in Brookfield.

10.2.1. Encourage the transition from oil and natural gas to electric heat pumps for residential and commercial uses in Brookfield.

The Town should take steps to encourage increased implementation of electric heat pump systems by educating residents and businesses on existing financing and rebate programs at the state and federal level.

Several incentive programs, such as the Energize Connecticut Residential Air Source Heat Pump Incentive, exist to encourage homeowners to transition to efficient, electric heat pump systems for heating and cooling. The Town should encourage residents to pursue these energy upgrades to achieve the goals of the *Brookfield Draft Energy Plan*. To facilitate the retrofitting of residential buildings in Brookfield, the Town may consider the implementation of a “green homes” program under which the municipality could offer homeowners financial assistance for home improvements to be repaid with money saved on utility bills.

10.2.2. Incentivize property owners to implement green building and sustainable site development.

The Town should assist developers and businesses in identifying and applying for sustainable building-practice based financing such as C-PACE wherever possible.

Chapter 10. Sustainability and Resilience

10.2.3. *Update building standards for municipal facilities to match state-level High Performance Building Standards.*

By adopting updated building standards for municipal facilities, the Town can ensure that its municipal facilities meet statewide sustainability goals while avoiding any added costs associated with LEED certification.

10.2.4. *Establish a framework for annual sustainability audits in public facilities, including audits of energy use in buildings, fuel consumption by the municipal fleet, waste produced or diverted, and purchasing of green products.*

10.3. Continue to work with public and private partners to expand EV infrastructure.

10.3.1. *Monitor the availability of NEVI grants and work with local stakeholders to take advantage of EV infrastructure funding when available.*

Although the most recent round of solicitation for funding through the NEVI grant program ended in late 2024, the Town should take advantage of future rounds of funding due to its strategic location along US-7, one of Connecticut's Electric Alternative Fuel Corridors. By working with developers to site EV charging stations in Brookfield, the Town can improve accessibility for residents with EVs, and encourage residents to confidently transition to EV ownership, reducing the Town's carbon footprint and improving air quality and public health.

10.3.2. *Consider the implementation of municipal EV charging infrastructure to allow for the electrification of Brookfield's municipal fleet.*

In accordance with the recommendations of the WestCOG *Comprehensive Economic Development Strategy* (2023), the Town should explore the possibility of municipal fleet electrification, including the associated municipal EV infrastructure which may be required.

10.4. Improve municipal and regional waste management practices.

10.4.1. *Encourage the HRRRA to undertake a regional waste management study to better understand the challenges and opportunities in Brookfield.*

While Brookfield falls under WestCOG jurisdiction for many aspects of regional planning, Town waste management policy is set by the HRRRA, a regional authority of which the Town is a voting member. In the face of potential changes to broader regional waste management practices identified as a part of the WestCOG Regional Waste Management Study, the Town should encourage HRRRA to undertake a similar planning process to prepare for changing regional circumstances.

10.4.2. *Explore options for encouraging residential food scraps composting.*

While organic composting of yard waste is encouraged through the organization of a municipal yard compost drop-off, the Town does not currently support programs to encourage organic composting of residential food scraps. The Town should work with the HRRRA to promote food scrap composting in Brookfield, with potential actions including

the development of educational materials about the benefits of backyard composting or the establishment of a food scraps drop-off program.

10.5. Bolster emergency preparedness and hazard mitigation.

10.5.1. Continue to follow the Hazard Mitigation Plan and to work with WestCOG on updates.

The Hazard Mitigation Plan should include an evacuation and shelter plan to deal with emergencies from natural hazards.

10.5.2. Request updated NFHL maps from FEMA

As recommended in the most recent WestCOG POCD, the Town should request that FEMA updates local NFHL maps to reflect the most recent meteorological data, as the most recent available maps were created in 2010.

10.5.3. Explore increased resiliency of the power grid by exploring the use of microgrids, especially for Town facilities and other designated shelters or critical facilities in the Hazard Mitigation Plan.

10.5.4. Discourage development or redevelopment in natural hazard areas, such as the 100-year floodplain and the floodway (see Figure 10-1), unless strong mitigation measures and plans are in place.

It is noted that the Still River runs along two major transportation corridors in Brookfield: Route 7 and Route 202. The Still River's floodplain encroaches upon some properties along these routes. Route 202, Federal Road, is the vital commercial corridor in Brookfield, generating Brookfield's economic base. Brookfield has an existing Floodplain District overlay that adds additional regulations to development within FEMA flood zones A (100-year floodplain) and AE (floodway).

10.5.5. Provide information on the Town website about CT DEEP training and information around small business chemical management for hazard resilience.

10.6. Work towards being a more environmentally, economically, and equitably sustainable and resilient community.

10.6.1. Collaborate with groups and boards to complete actions in all Sustainable CT categories to achieve Sustainable CT Bronze Certification.

Sustainable CT provides a set of categories with affiliated actions municipalities can take to make their community more sustainable, providing a roadmap for Brookfield. Actions correlate with other goals and recommendations in this plan or may be things the Town is already doing. For example, 15 points can be achieved by working with a land trust to acquire new open space, and composting of organic waste can earn up to 30 points. Actions may be periodically updated, and the Town should regularly check Sustainable CT's website.

10.6.2. *Implement dynamic and resilient planning actions from Sustainable CT Category 5.*

An important action of the Sustainable CT program is “5.1 Integrate Sustainability into Plan of Conservation and Development.” The Town can earn up to 60 points towards certification by committing to three sub-actions.

- Include at least four Hazard Mitigation Plan goals into your most recent Plan of Conservation and Development (POCD).
- Incorporate at least three sustainability concepts as policy.
- Engage in intentional and ongoing public outreach and participation on planning issues.

This POCD has aimed to integrate sustainability recommendations across all topical chapters. They satisfy the three sub-categories above demonstrating the integration of sustainability into this POCD. In addition, many of the recommendations of this POCD, if implemented by Brookfield, will qualify for additional points towards Sustainable CT certification.

10.6.3. *Once Bronze Certification is achieved, Brookfield should maintain certification through recertification and continue to pursue Silver and Gold Sustainable CT Certifications.*

The Town should continue to pursue higher certifications to make Brookfield a more sustainable and resilient community and to align with the goals of the state.

10.6.4. *Commit to sustainability and resilience planning by allocating staff time.*

Some examples of efforts that will require the time and dedication of Town staff include Sustainable CT certification applications, annual planning sessions with emergency preparedness, engineering, water pollution control and private utilities, benchmarking of municipal practices, sustainability auditing of facilities, grant applications, and other planning and implementation measures.

Chapter 11. Future Land Use Plan and Implementation

This chapter summarizes the findings and recommendations of the previous chapters to present a future land use plan that reflects strategies proposed throughout this POCD, especially related to potential zoning and land use changes. Following the future land use plan, the chapter illustrates a path forward for implementation of the outlined recommendations. This is presented through an implementation matrix that identifies each action item, its timeline, the entity most appropriate to take the lead, potential partners, and possible funding opportunities.

The consultants, the Town, and the POCD Core Committee considered national planning best practices, particularly in Connecticut. The content of this POCD meets Connecticut General Statutes section 8-23, which requires municipalities to update their POCD every 10 years. Brookfield's POCD is consistent with the six growth management principles that are the foundation of the state C&D Plan:

1. Redevelopment and revitalization of regional centers and areas of mixed land uses with existing or planned physical infrastructure.
2. Expansion of housing opportunities and design choices to accommodate a variety of household types and needs.
3. Concentration of development around transportation nodes and along major transportation corridors to support the viability of transportation options and land reuse.
4. Conservation and restoration of the natural environment, cultural and historical resources and traditional rural lands.
5. Protection of environmental assets critical to public health and safety.
6. Integration of planning across all levels of government to address issues on a local, regional and state-wide basis.

The Western Connecticut Council of Governments (WestCOG) 2020-2030 Regional Plan of Conservation and Development was also carefully considered. This POCD is consistent with the WestCOG Regional POCD.

Future Land Use Plan

Throughout the plan, recommendations are consistent the state's smart growth approach to conservation and development, by concentrating development along the Federal Road corridor where land is already disturbed and infrastructure in place, and conservation of areas with quiet single-family neighborhoods and natural resource areas.

It should be noted that a POCD is not zoning, but it provides the policy foundation for future zoning changes. The proposed zoning policy recommendations in this POCD could result in amendments to the Town Zoning Code, should the Planning and Zoning Commission decide to implement them. The future land use plan map, depicted in Figure 1, is not parcel-specific, but generally illustrates desired future land uses.

Chapter 11. Future Land Use Plan and Implementation

In summary:

Single-Family Residential: This plan envisions the preservation of single-family neighborhoods of Brookfield, which generally correspond with residential zoning districts. These areas tend to rely on private septic systems and many on private wells. In areas without sewers and public water supply, high-density development is not appropriate.

Commercial and Industrial Zones: Growth and high-density development should be concentrated in areas where infrastructure, such as sewer, water, and transportation, are in place. This includes multi-family housing, large scale commercial development, and mixed-use development. This policy indicates the existing commercial and industrial zones that generally run along the Federal Road corridor. There is strong desire to continue to guide the design of new developments to keep in character with New England architectural styles.

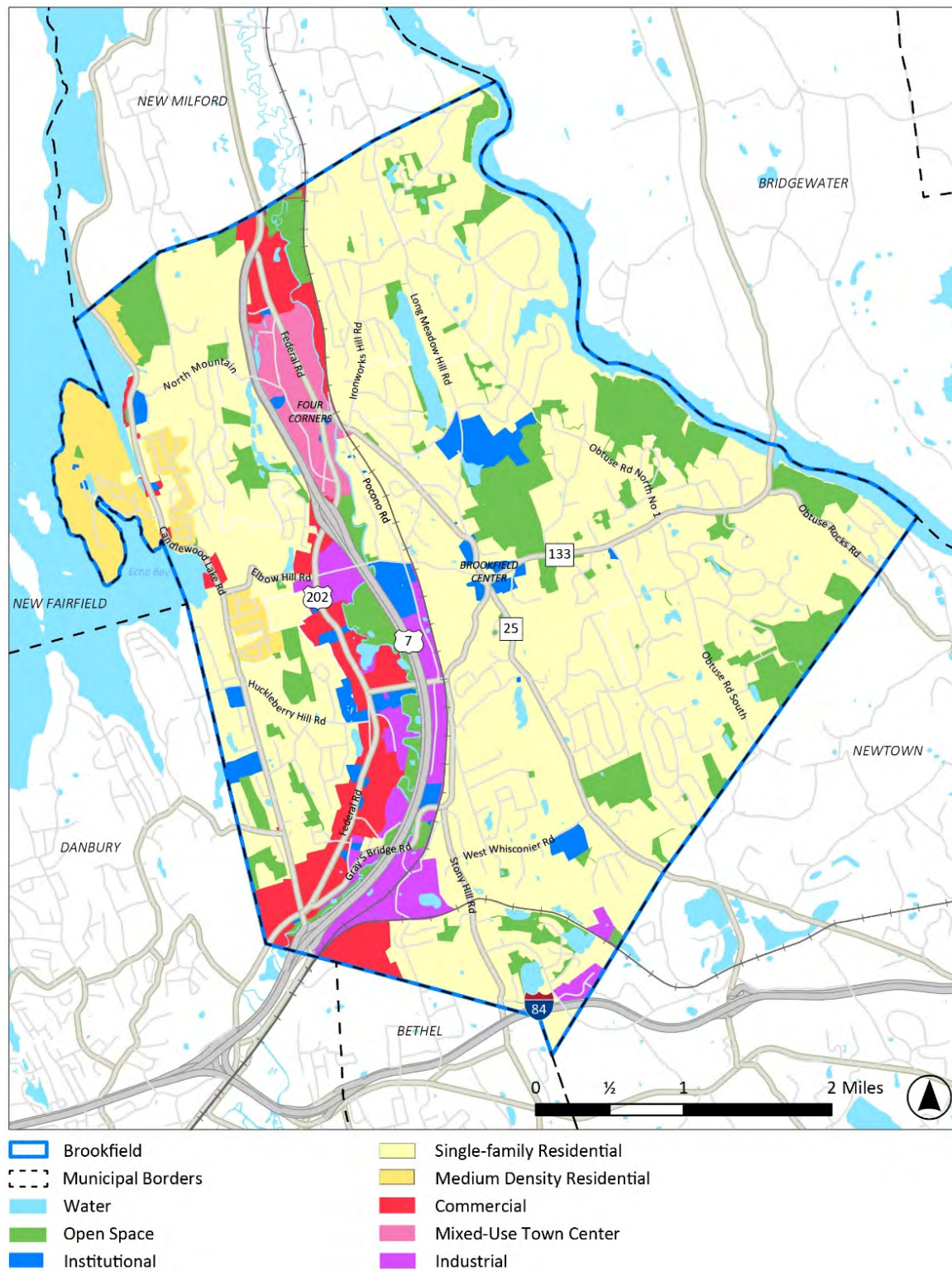
Four Corners: The Four Corners Town Center Revitalization Plan set the stage to create a new downtown for Brookfield. The Four Corners Plan should be revisited to determine which of the remaining strategies to complete to support developments, both public and private. During reassessment of the Plan, the Town should consider changes to the Town Center District (TCD) Zoning, such as bulk and setback requirements to enhance development potential while ensuring that Brookfield maintains its architectural character and long-term economic vision. There is also a strong desire from the community to plan for civic space in the Four Corners and provide a village-like atmosphere.

Candlewood Lake Area: The intent is to balance benefits and potential negative impacts of development near Candlewood Lake. This includes two zoning strategies. The first is to address the challenges presented by small lot sizes and lack of public sewer in the Candlewood Lake neighborhoods. The second is to contain marinas and commercial development in the Marina Commercial (MC) district and not allow for the expansion of commercial facilities beyond what current zoning permits.

Open space and water bodies: This plan emphasizes the importance of conservation and improvement of Brookfield's water bodies. In addition, open space ranked as a top priority among public survey respondents. Thus, expanding and improving on the public and private open space network is essential to meet environmental and recreational goals.

Chapter 11. Future Land Use Plan and Implementation

Figure 11-1. Future Land Use Plan



Sources: Brookfield Town, CT DEEP, CT DOT, BFJ Planning

Implementation Matrix

This POCD provides Brookfield with a critical public policy tool, but the plan alone is not sufficient to affect change and promote the stated planning goals. To facilitate implementation of the POCD, the implementation matrix outlines the goals and recommendations made in this plan, identifies the responsible implementing party, an order-of-magnitude cost estimate for the Town, and proposes a general timeframe for implementation. This matrix provides guidance to the Town and its partners to actualize this POCD. It is recognized that the implementation of the POCD's recommendations is based on an ongoing review of priorities, availability of outside funding, capital budget decisions, and other economic factors.

The matrix is intended to simplify the Town's ability to review the implementation progress on a regular basis and allows for convenient updating of the list as items are completed, priorities change, or new items are proposed. However, it should not be viewed as binding—as the Town prioritizes certain recommendations over others, as funding sources change, or as the community's goals evolve, the Town and other responsible parties may choose to emphasize some recommendations and revise the timeframe for others to pursue in the future.

Type of Action

As identified in the Matrix, here are five key methods that the Town can follow to ensure that POCD recommendations are implemented:

- **Regulation/Policy:** The Town's Zoning Code is the primary legislative tool that can be used to implement some of the policy recommendations put forth in this POCD. If the Town chooses to pursue zoning amendments, those changes should be consistent with POCD language and the future land use map (see Figure 11-1).
- **Capital Project:** The Town's capital budget is another method for implementing recommendations outlined in the POCD. Public spending on infrastructure, municipal buildings, community facilities, and sustainability and resilience measures, all have a major impact on quality of life, efficient day-to-day operations, and the Town's image. Recommendations that may impact the Town's capital budget were included with an understanding that they could also have a fiscal impact. The Town should continue to evaluate priorities and implement recommendations for capital projects based on available funding, and ability to seek outside sources of funds.
- **Programming:** Programming refers to things like educational campaigns, events, marketing efforts, and other activities. These actions are typically also included in the Town budget but may be funded by other sources and/or initiated by other entities.
- **Study:** Some recommendations require additional study and analysis before detailed implementation measures can be determined. In these cases, appropriate Town departments or commissions should either pursue further analysis in-house or engage outside consultants to move recommendations from the planning phase towards implementation. Future studies and analysis could be funded through multiple sources, including state grants.
- **Partnership:** Finally, the Town should continue working with regional and state agencies, adjacent municipalities, WestCOG, and local non-profit organizations to

Chapter 11. Future Land Use Plan and Implementation

advocate for the Town's interests and develop partnerships in support of POCD goals. Implementation of some recommendations would be in the jurisdiction of state or regional agencies.

Timeframe

A general timeframe for implementation of each recommendation is included to allow the Town, stakeholders, and local residents the opportunity to keep track of progress in implementing the POCD. The timeframe is classified as follows:

Short-term: 0 - 2 years. Actions generally include changes to local laws or regulations, activities or policies that bolster or improve activities that are already in place, or capital budget items that the Town intends to fund in the next one to two years.

Medium-term: 3 - 6 years. Actions likely involve capital budget items that are not already planned for the short-term. Many of these items may have arisen as part of the planning process and need to be inserted into future capital budgets.

Long-term: 7-10 years. Actions are considered important but are not expected to be addressed in the next six years, largely in recognition of limited resource availability or jurisdictional constraints. These actions may require further study, planning, or advocacy before implementation can take place.

Ongoing: describes advocacy positions and initiatives that do not have a discrete date of completion, or actions that the Town has already commenced. Some of these recommendations involve action that is outside of the Town's jurisdiction, so the Town does not have control to set a timeframe for implementation.

Order-of-Magnitude Cost

The Implementation Matrix also provides an order-of-magnitude cost estimate for each recommendation. The costs reflect the anticipated cost to the Town only and do not include costs to other entities.

- **Low-Cost:** Under \$200,000
- **Medium-Cost:** \$200,000 to \$500,000
- **High-Cost:** Over \$500,000

Potential Funding Sources

The Town should continue to seek grant funding for planning and capital projects. Having a recently developed POCD positions the Town to apply for funding sources and grants that require consistency with an adopted POCD. This additional funding can supplement the Town's capital budget, lessening the potential financial burden on taxpayers. Because grants and funding sources may have a variety of applications, potential funding sources are not listed under each recommendation in the matrix. The Town may want to establish a donor fund.

Chapter 11. Future Land Use Plan and Implementation

Responsible Parties and Partners

This list is not exhaustive of every potential responsible party or partner. The list below provides those named in the implementation matrix and acronyms used in the matrix, as appropriate.

Arts Commission: AC	Connecticut State Colleges and Universities: CSCU
Aquarion Water	Conservation Commission: CC
Aquifer Protection Agency: APA	Danbury, Town of
Assisted Living Facilities	Department of Public Works: DPW
Board of Selectman: BOS	Economic & Community Development: ECD
Board of Finance: BOF	Economic Development Commission: EDC
Brookfield Historical Society: BHS	Energy Advisory Board: EAB
Brookfield Housing Authority: BHA	Finance Department: FD
Brookfield Volunteer Fire Company: BVFC	Fire Marshal
Brookfield Volunteer Fire Department	First Light
Candlewood Company: BVFD	Genesee and Wyoming Inc.: G&W
Building Department: BD	HARTransit
Candlewood Lake Authority: CLA	Health Department: HD
Capital Planning Committee: CPC	Historic Preservation Commission: HPC
Cell Phone and Internet Service Providers	Housatonic Railroad Company: HRRC
Chamber of Commerce: COC	Human Services Department: HSD
Commission on Aging: COA	Inland Wetland Commission: IWC
Community Center Ad Hoc Committee: CCAHC	Lake Lillinonah Authority: LLA
Connecticut Economic Development Association: CEDAS	Land Use Department: LU
Connecticut Department of Economic and Community Development: CTDECD	Library
Connecticut Department of Energy & Environmental Protection: CTDEEP	Municipal Building Committee: MBC
Connecticut Department of Transportation: CTDOT	National Advanced Manufacturing Apprenticeship Project: NAMAP
Connecticut Siting Council	Northwest Connecticut Land Conservancy: NCLC
	Parks and Recreation Department: PRD

Chapter 11. Future Land Use Plan and Implementation

Planning & Zoning Commission: PZC

Police Building Ad Hoc Committee: PBAHC

Police Commission: PC

Police Department: PD

Private Property Owners

Schools

Senior Center: SC

Small Businesses

Still River Greenway Ad Hoc Committee:
SRAHC

Water Pollution Control Authority: WPCA

Wetlands Enforcement Officer: WEO

Youth Bureau: YB

Zoning Board of Appeals: ZBA

Implementation Progress Reporting

Each responsible party should track their progress towards goals and recommendations. If a department or commission is seeking funding during the Town's annual budget cycle, they should submit a progress report supporting the budgetary request. The Planning and Zoning Commission will monitor progress on POCD actions as part of its scheduled reviews, which will be a minimum of twice every five years.

Implementation Matrix

Chapter 4. Housing

4.1. *Preserve the single-family neighborhoods of Brookfield, especially where there is a lack of sewer service.*

4.1.1. *Address the challenges presented by small lot sizes and lack of public sewer in the Candlewood Lake neighborhoods (R-7 zone).*

Type	Lead	Partners	Cost	Timeframe
Regulation/Policy	PZC	LU, ZBA	Low	Short-term

4.1.2. *Communicate the benefits of the Connecticut Housing Finance Authority (CHFA) mortgage and loan programs and the United States Department of Agriculture (USDA) single-family housing programs.*

Type	Lead	Partners	Cost	Timeframe
Programming	BHA	ECD, EDC	Low	Short-term

4.1.3. *Encourage homeowners with failing septic systems to replace them with Innovative and Alternative (I/A) nitrogen reducing systems.*

Type	Lead	Partners	Cost	Timeframe
Programming	HD		Low	Short-term

4.2. *Concentrate high density development in areas where infrastructure such as water, sewer, and roads, are in place. This includes multi-family housing, large scale commercial development, and mixed-use development.*

4.2.1. *Follow “Smart Growth”³⁷ principals in the development of commercial districts and sewered area along the Federal Road corridor, particularly the Town Center District.*

Type	Lead	Partners	Cost	Timeframe
Regulation/Policy	PZC	LU, ZBA, ECD, EDC	Low	Ongoing

³⁷ Smart Growth refers to sustainable development principles that including, mixed land uses, compact building design, a range of housing opportunities, walkability, sense of place, preserve natural resources, redevelopment and infill development in already developed areas, predictable fair and cost effective decision-making, and encouraging stakeholder and community collaboration.

Chapter 11. Future Land Use Plan and Implementation

- 4.2.2. *Work with the Brookfield Water Pollution Control Authority (WPCA) and regional municipal leaders to increase sewer capacity to accommodate future residential, commercial, and industrial development.*

Type	Lead	Partners	Cost	Timeframe
Partnership, Capital Project	BOS	BOF, CPC, Danbury, WPCA	High	Ongoing

- 4.3. *Provide affordable housing options for a variety of income levels, including middle, moderate, and low-income households in Brookfield.*

- 4.3.1. *Update the affordable housing plan every five years, as required by Connecticut General Statutes CGS 8-30j, to meet emerging challenges and opportunities.*

Type	Lead	Partners	Cost	Timeframe
Study	PZC	BHA, ECD, LU	Low	Short-term, Ongoing

- 4.3.2. *Clarify section “3.14 Multifamily Dwellings G. Affordable Housing Density Bonus” of the Town Code to be consistent with the requirements of Connecticut General Statutes CGS Section 8-30g.*

Type	Lead	Partners	Cost	Timeframe
Regulation/Policy	PZC		Low	Short-term

- 4.3.3. *Consider an incentive for workforce housing.*

Type	Lead	Partners	Cost	Timeframe
Regulation/Policy	PZC		Low	Short-term

- 4.3.4. *Reduce fees for affordable housing production in compliance with Connecticut Public Act P.A. 21-29.*

Type	Lead	Partners	Cost	Timeframe
Regulation/Policy	PZC		Low	Short-term

- 4.3.5. *Provide information to the Brookfield community regarding the Housing Choice Voucher Program administered by Danbury Housing Authority.*

Type	Lead	Partners	Cost	Timeframe
Programming	BHA	Danbury	Low	Short-term

Chapter 11. Future Land Use Plan and Implementation

4.4. *Encourage a wide array of housing types, to provide options for older residents to age-in-place and to attract young professionals and families to reside in Brookfield.*

4.4.1. *Revise the Town Code to comply with Connecticut Public Act P.A. 21-29, which are intended to reduce barriers to the production of a range of housing options. Revisions should include but are not limited to the following:*

- 4.4.1.1. Consider revisions to the Town's accessory apartment code to remove unnecessary barriers to the establishment of additional housing opportunities.

Type	Lead	Partners	Cost	Timeframe
Regulation/Policy	PZC		Low	Short-term

- 4.4.1.2. Revise the Town's Multifamily Dwelling Code to reevaluate caps on the number of units.

Type	Lead	Partners	Cost	Timeframe
Regulation/Policy	PZC		Low	Short-term

- 4.4.1.3. Reevaluate minimum floor area requirements for residential units.

Type	Lead	Partners	Cost	Timeframe
Regulation/Policy	PZC		Low	Short-term

4.4.2. *Consider revising the code to allow townhomes in subdivisions and to enable the Planning and Zoning Commission to mandate conservation subdivisions.*

- 4.4.2.1. The Town should consider revising the Zoning Code to allow and encourage attached single-family dwelling units (townhomes) in subdivisions and consider smaller minimum lot sizes for townhomes, provided that septic systems work or where package treatment plants or sewer connections are provided. Townhomes could also be built as two attached single-family homes sharing only one wall with zero lot lines on one side to accomplish this.

Type	Lead	Partners	Cost	Timeframe
Regulation/Policy	PZC		Low	Short-term

- 4.4.2.2. The code should be revised to allow the Planning and Zoning Commission to mandate conservation subdivisions. This would maintain the potential density in residential zones while conserving a substantial amount of open space and natural resources.

Type	Lead	Partners	Cost	Timeframe
Regulation/Policy	PZC		Low	Short-term

Chapter 11. Future Land Use Plan and Implementation

- 4.4.2.3. During subdivision review, sustainability strategies should be encouraged, such as orientation of houses to maximize sun exposure for solar panels.

Type	Lead	Partners	Cost	Timeframe
Regulation/Policy	PZC	LU, ZBA	Low	Short-term

Chapter 5. Economic Development

- 5.1. Concentrate development and revitalization along the Federal Road corridor where infrastructure, especially sewer, is in place to broaden the tax base, provide a quality shopping and restaurant environment, and protect quiet residential districts.**

Type	Lead	Partners	Cost	Timeframe
Regulation/Policy	PZC	ECD, EDC, LU, ZBA	Low	Ongoing

- 5.2. Support public and private development in the Four Corners to create a new downtown from a historic commercial hub.**

- 5.2.1. Assess the implementation of the Four Corners Town Center Revitalization Plan and complete the remaining strategies.**

Type	Lead	Partners	Cost	Timeframe
Regulation/Policy	PZC	ECD, EDC, LU	Low	Short-term

- 5.2.2.**

- 5.2.3. Consider changes to the Town Center District (TCD) Zoning, such as bulk and setback requirements.**

Type	Lead	Partners	Cost	Timeframe
Regulation/Policy	PZC	ECD, EDC, LU	Low	Short-term

- 5.2.4. Provide signage and traffic calming measures to indicate the entrances to the Four Corners.**

Type	Lead	Partners	Cost	Timeframe
Capital Project	BOS	BOF, CPC, CTDOT, ECD, EDC	Low	Short-term

- 5.3. Make Brookfield's commercial corridor an architecturally appealing destination through continued attention to architectural character.**

Type	Lead	Partners	Cost	Timeframe
Regulation/Policy	PZC	ZBA	Low	Ongoing

Chapter 11. Future Land Use Plan and Implementation

5.4. Attract and retain businesses.

- 5.4.1. Strengthen partnerships with AdvanceCT, Connecticut Department of Economic and Community Development (DECD), and local economic development organizations, leveraging their resources to promote the town's advantages for light industrial, technology, and service-based businesses.**

Type	Lead	Partners	Cost	Timeframe
Partnership	EDC	AdvanceCT, CTDECD, COC, ECD	Low	Short-term

- 5.4.2. Participate in the Connecticut Economic Development Association (CEDAS) Best Practices Certification Program to identify areas for improvement and implement best practices to enhance economic development efforts.**

Type	Lead	Partners	Cost	Timeframe
Programming	EDC	CEDAS, ECD	Low	Short-term

- 5.4.3. Support and promote existing and new small businesses.**

Type	Lead	Partners	Cost	Timeframe
Partnership	EDC	ECD, Small Businesses	Low	Ongoing

- 5.4.4. Address access challenges to Vale Road industrial properties.³⁸**

Type	Lead	Partners	Cost	Timeframe
Partnership	ECD	BOS, BVFC, BVFD, CTDOT, DPW, EDC, Fire Marshall, HRRC, G&W, Private Property Owners	Low	Ongoing

- 5.4.5. Provide high-speed fiber optic service to industrial and commercial areas.**

Type	Lead	Partners	Cost	Timeframe
Capital Project	BOS	BOF, CPC, DPW, EDC, Internet Providers	High	Ongoing

³⁸ Also see recommendation 6.2.3.

Chapter 11. Future Land Use Plan and Implementation

5.5. Diversify the economy for economic resilience and sustainability.

5.5.1. Attract advanced manufacturing and technology firms and logistics companies to underutilized areas.

Type	Lead	Partners	Cost	Timeframe
Programming	EDC	ECD	Low	Ongoing

5.5.2. Encourage the redevelopment of underused commercial and industrial spaces into multi-use business hubs.

Type	Lead	Partners	Cost	Timeframe
Programming	EDC	ECD, PZC	Low	Ongoing

5.5.3. Consider regular accounting of the retail market to understand Brookfield's customer base and anticipate potential risks.

Type	Lead	Partners	Cost	Timeframe
Study	EDC	ECD	Low	Short-term

5.6. Emphasize workforce development initiatives to ensure jobs for residents and a skilled talent pipeline for local businesses.

5.6.1. Collaborate with regional educational institutions, vocational programs, and workforce development organizations to establish targeted training programs.

Type	Lead	Partners	Cost	Timeframe
Programming	EDC	CSCU, ECD, NAMAP	Low	Ongoing

Chapter 6. Transportation and Mobility

6.1. Continue to coordinate with the Connecticut Department of Transportation (DOT) on ongoing and potential future roadway improvement studies and projects.

Type	Lead	Partners	Cost	Timeframe
Partnership	BOS	CTDOT, ECD, EDC, PZC	Low	Ongoing

Chapter 11. Future Land Use Plan and Implementation

6.2. Align traffic and circulation planning with the Town's broader land use goals.

6.2.1. Continue to work with DOT to improve the safety and efficiency of Federal Road.

Type	Lead	Partners	Cost	Timeframe
Partnership	BOS	CTDOT, DPW, ECD, EDC, PD	Low	Ongoing

6.2.2. Monitor the Route 133 and Route 25 intersection and adjacent corridors for potential upgrades, in tandem with new development.

Type	Lead	Partners	Cost	Timeframe
Partnership	BOS	CTDOT, DPW, PD	Low	Ongoing

6.2.3. Study Vale Road access challenges.³⁹

Type	Lead	Partners	Cost	Timeframe
Study	ECD	BOS, BVFC, BVFD, CTDOT, DPW, EDC, Fire Marshall, HRRC, G&W, Private Property Owners	Low	Short-term

6.2.4. Consider conducting a circulation study in coordination with DOT.

Type	Lead	Partners	Cost	Timeframe
Study	BOS	CTDOT	Low	Short-term

6.3. Continue to ensure that speed limits are enforced on Brookfield roadways.

Type	Lead	Partners	Cost	Timeframe
Policy/Regulation	PD	DPW	Low-Medium	Ongoing

³⁹ Also see recommendation 5.4.4.

Chapter 11. Future Land Use Plan and Implementation

6.4. Target intersection upgrades to improve traffic safety at locations that have the highest crash rates.

Type	Lead	Partners	Cost	Timeframe
Capital Project	BOS	BOF, CPC, CTDOT, DPW, PD, WestCOG	High	Short-term

6.5. Pursue sidewalk and other pedestrian facility upgrades, with a focus on “Complete Streets”⁴⁰ approaches.

6.5.1. Complete the improvements necessary to make the Four Corners area a pedestrian friendly district.

Type	Lead	Partners	Cost	Timeframe
Capital Project	ECD	BOF, CPC, DPW, CTDOT	High	Short-term

6.5.2. Continue to fill gaps in Federal Road’s sidewalk network.

Type	Lead	Partners	Cost	Timeframe
Capital Project / Regulation/Policy	PZC	BOF, CPC, CTDOT, DPW, Private Property Owners	Low	Ongoing

6.5.3. Explore the possibility of a sidewalk fund.

Type	Lead	Partners	Cost	Timeframe
Study	BOS	BOF, CPC, DPW	Low	Short-term

6.5.4. Complete the extension of the Still River Greenway.

Type	Lead	Partners	Cost	Timeframe
Capital Project	ECD	SRGAHC	High	Medium-term

6.5.5. Advocate to CTDOT for a safer pedestrian crossing on Route 25 between the Library and Williams Park.

Type	Lead	Partners	Cost	Timeframe
Capital Project	BOS	CTDOT	Low	Medium-term

⁴⁰ “Complete Streets” refers to designing safe streets for all users, including pedestrians, bicyclists, vehicles, and transit riders, of all ages and abilities.

Chapter 11. Future Land Use Plan and Implementation

6.6. Continue to improve safety and accessibility for bicyclists in Brookfield, both recreational users and bike commuters.

6.6.1. Prioritize local strategies stated in the Western Connecticut Council of Governments (WestCOG) Regional Bicycle Plan.

Type	Lead	Partners	Cost	Timeframe
Capital Project	BOS	BOF, CPC, CTDOT, DPW, PD, WestCOG	High	Ongoing

6.6.2. Collaborate with DOT, bike advocates, and the Department of Public Works (DPW) to improve safety for bikes in the vicinity of Federal Road, White Turkey Road and Candlewood Lake Road.

Type	Lead	Partners	Cost	Timeframe
Partnership	BOS	CTDOT, DPW, PD	Low	Ongoing

6.6.3. Develop a town-wide bike plan.

Type	Lead	Partners	Cost	Timeframe
Study	BOS	PZC	Low	Medium-term

6.7. Explore standards for access management⁴¹ techniques along key corridors such as lower Federal Road, with the objective to enhance traffic efficiency and safety.

Type	Lead	Partners	Cost	Timeframe
Regulation/Policy	PZC	Private Property Owners, ZBA	Low	Short-term

6.8. Study parking needs at Town facilities.

6.8.1. Ensure that the Municipal Complex provides adequate shared parking and accessible spaces for the Town Hall, Senior Center, and recreation facilities, especially when programming overlaps.

Type	Lead	Partners	Cost	Timeframe
Study	BOS	SC, PRD	Low	Short-term

⁴¹ "Access Management" refers to minimizing curb cuts onto major roads by interconnecting parking lots.

Chapter 11. Future Land Use Plan and Implementation

6.8.2. Assess parking needs in the Four Corners neighborhood.

Type	Lead	Partners	Cost	Timeframe
Study	BOS	PZC, EDC	Low	Short-term

6.8.3. Assess police station parking lot to allow parking for Still River Greenway access.

Type	Lead	Partners	Cost	Timeframe
Study	BOS	PD	Low	Medium-term

6.9. Continue to partner with HARTransit to ensure evolving demographic changes in Brookfield are met with adequate service.

Type	Lead	Partners	Cost	Timeframe
Partnership	BOS	HARTransit	Low	Ongoing

6.9.1. Advocate for HARTransit service evaluations to connect Four Corners.

Type	Lead	Partners	Cost	Timeframe
Partnership	BOS	HARTransit	Low	Ongoing

6.9.2. Advocate for the HARTransit bus to stop within the Municipal Center parking lot.

Type	Lead	Partners	Cost	Timeframe
Partnership	BOS	HARTransit	Low	Ongoing

6.10. Promote transportation options for seniors and all users.

Type	Lead	Partners	Cost	Timeframe
Programming	BOS	Senior Center	Low	Ongoing

6.11. Continue advocating to DOT the goal of extending the passenger rail line to Brookfield.

Type	Lead	Partners	Cost	Timeframe
Partnership	BOS	CTDOT, EDC, HRRC, PZC, WestCOG	Low	Ongoing

Chapter 7. Community and Cultural Facilities

7.1. Provide adequate facilities, including a police station, fire stations, library, and other community spaces, that are up to code and are right sized to support Brookfield's population.

7.1.1. Build a new police station that meets standards and can accommodate the growing force.

Type	Lead	Partners	Cost	Timeframe
Capital Project	BOS	BOF, CPC, MBC, PBAHC, PD, PC	High	Medium-term

7.1.2. Plan for the future use of the Center School property to address community space needs including a larger library, indoor Parks and Recreation facilities, and multi-purpose rooms of varying sizes.

Type	Lead	Partners	Cost	Timeframe
Study / Capital Project	BOS	BOF, CPC, CCAHC, Library, MBC, PBAHC, PD, PC, PRD	High	Medium-term

7.1.3. Plan for the future use of the current library property.

Type	Lead	Partners	Cost	Timeframe
Capital Project	BOS	BOF, CPC, Library, MBC	High	Long-term

7.1.4. Assess the feasibility of either renovating, expanding, rebuilding, or relocating the Brookfield Volunteer Fire Company (BVFC) Center Fire Station.

Type	Lead	Partners	Cost	Timeframe
Capital Project / Partnership	BOS	BOF, BVFC, CPC, MBC	High	Long-term

7.1.5. Assess long term challenges of other community facilities, including but not limited to DPW, the Senior Center, schools, and fire stations.

7.1.5.1. Address space needs in Town Hall including the need to enhance collaboration between departments located in different locations (Parks and Recreation and WPCA) and provide additional file storage space.

Type	Lead	Partners	Cost	Timeframe
Study / Capital Project	BOS	BOF, CPC, MBC, PRD, WPCA	Medium	Medium-term

Chapter 11. Future Land Use Plan and Implementation

- 7.1.5.2. Monitor DPW facilities to ensure adequate storage and office space and consider long-term solutions for the facility's location near the floodplain.

Type	Lead	Partners	Cost	Timeframe
Study / Capital Project	BOS	BOF, CPC, DPW, MBC	Medium	Long-term

- 7.1.5.3. Monitor complaints about the Senior Center and schools and strategize renovations.

Type	Lead	Partners	Cost	Timeframe
Study / Capital Project	BOS	BOF, CPC, MBC, SC, Schools	High	Ongoing

- 7.1.5.4. Make renovations to the fire headquarters, as possible, to address shortcomings in National Fire Protection Association (NFPA) and Occupational Safety and Health Administration (OSHA) standards.

Type	Lead	Partners	Cost	Timeframe
Capital Project	BOS	BOF, BVFC, BVFD, CPC	High	Long-term

- 7.1.5.5. While not a current priority, the 18 Bayview Drive Brookfield Volunteer Fire Department Candlewood Company (BVFD) fire station is limited by the size of bays and the geography of its property. These conditions should be monitored in case a long-term solution is needed. It is noted that the property is owned by BVFD, not the Town.

Type	Lead	Partners	Cost	Timeframe
Capital Project	BOS	BOF, BVFD, CPC	High	Long-term

7.2. Plan for civic space in the Four Corners.

- 7.2.1. The Town should consider acquiring a large enough piece of land in the Town Center District to serve as a public gathering space and work with the public to determine the best use of the site (e.g., a town square, indoor community space, public parking, etc.).**

Type	Lead	Partners	Cost	Timeframe
Capital Project	BOS	BOF, CPC, PZC	High	Short-term

Chapter 11. Future Land Use Plan and Implementation

7.3. Provide parks and recreation facilities that meet the needs of all age groups.

7.3.1. Consider conducting a parks master plan to prioritize high-ticket items including playing field improvements, indoor space needs, and land acquisition for additional facilities.

Type	Lead	Partners	Cost	Timeframe
Study	BOS	PRD, CC	Low	Medium-term

7.3.2. Consider improvements to recreation fields, including:

- 7.3.2.1. Replace the backstop, fencing, and dugouts at the high school baseball field.

Type	Lead	Partners	Cost	Timeframe
Capital Project	Schools	BOF, CPC, PRD, DPW	High	Medium-term

- 7.3.2.2. Replace turf football field and track at the high school.

Type	Lead	Partners	Cost	Timeframe
Capital Project	Schools	BOF, CPC, PRD, DPW	High	Medium-term

- 7.3.2.3. Improve irrigation of the soccer field.

Type	Lead	Partners	Cost	Timeframe
Capital Project	PRD	BOF, CPC, DPW	High	Medium-term

- 7.3.2.4. Provide additional lighting to recreation fields.

Type	Lead	Partners	Cost	Timeframe
Capital Project	PRD	BOF, CPC, DPW	Medium	Short-term

7.3.3. Provide and improve indoor facilities.

- 7.3.3.1. Weatherize and insulate the Lakeside Community Room for year-round use.

Type	Lead	Partners	Cost	Timeframe
Capital Project	PRD	BOF, CPC, BOS, MBC	High	Medium-term

Chapter 11. Future Land Use Plan and Implementation

- 7.3.3.2. Identify a facility for indoor recreation programming that does not conflict with the use of high school facilities and can serve rec leagues and non-varsity sports programming. This may be fulfilled through the Center School property (see recommendation 7.1.2.)

Type	Lead	Partners	Cost	Timeframe
Capital Project	PRD	BOF, CPC, CCAHC, MBC	High	Short

7.3.4. Identify additional park needs and land.

- 7.3.4.1. Working with the Conservation Commission and the Town, the Department of Parks and Recreation should determine when and where land acquisition is appropriate.

Type	Lead	Partners	Cost	Timeframe
Capital Project	PRD	BOF, CPC, CC	High	Ongoing

7.3.5. Reduce vandalism of parks and public property.

- 7.3.5.1. Security cameras should be installed at Kids Kingdom, Cadigan Park, Brookfield Town Park, and the Boat Launch.

Type	Lead	Partners	Cost	Timeframe
Capital Project	PRD	BOF, CPC, PD	Low	Short-term

7.4. Budget annually for increasing cost of policing and emergency services, including staffing and purchasing of new vehicles, equipment, and technology.

7.4.1. Work with the Police Department to ensure staffing is sufficient.

Type	Lead	Partners	Cost	Timeframe
Programming	BOS	BOF, PD, PC	High	Ongoing

7.4.2. Monitor the staffing needs of the BVFC to ensure that they have the resources to retain employed EMS staff and expand, if/when increases becomes necessary.

Type	Lead	Partners	Cost	Timeframe
Programming	BVFC	BOF, BOS, CPC	High	Ongoing

Chapter 11. Future Land Use Plan and Implementation

7.4.3. *Maintain and increase volunteerism and retention at both fire companies, as possible.*

- 7.4.3.1. Specifically, the Town should regularly increase volunteer fire and EMS stipends to ensure that they rise with inflation and cover basic costs, such as transportation.

Type	Lead	Partners	Cost	Timeframe
Programming	BOS	BVFC, BVFD	Low	Ongoing

7.4.4. *Continue to work collaboratively with the fire companies to maintain a 10-year budget for operations and save for large ticket items, such as replacement apparatuses.*

Type	Lead	Partners	Cost	Timeframe
Capital Project	BOS	BOF, CPC, BVFC, BVFD	High	Ongoing

7.5. *Improve response to emergencies and streamline data collection through cooperation, expanded cell phone and internet coverage, and new technology.*

7.5.1. *Upgrade the dispatch system to ensure that police, fire and EMS calls are handled efficiently, and data is accurately communicated and recorded.*

- 7.5.1.1. Dispatch staff should be trained for fire and EMS dispatching and/or the Police Department should have a policy to ensure that at least one dispatcher with such certification is on duty at any time.

Type	Lead	Partners	Cost	Timeframe
Programming	PD	BVFC, BVFD	Medium	Short-term

- 7.5.1.2. The Police Department and fire companies should assess their dispatch software and tools to share resources and streamline the process. To this end, the Police Department could acquire the Computer Aided Dispatch (CAD) system vendor's modules to handle fire and EMS dispatching.

Type	Lead	Partners	Cost	Timeframe
Capital Project	PD	BOF, CPC, BVFC, BVFD	Medium	Short-term

7.5.2. *Upgrade technology used by the Dispatch Center and the two fire companies.*

Type	Lead	Partners	Cost	Timeframe
Capital Project	PD	BOF, CPC, BVFC, BVFD	Medium	Short-term

Chapter 11. Future Land Use Plan and Implementation

- 7.5.3. Streamline data collection and reporting between fire companies and the police department to ensure accurate incident counts and records to enable planning for service level changes.**

Type	Lead	Partners	Cost	Timeframe
Partnership	PD	BVFC, BVFD	Medium	Short-term

- 7.6. Create stronger working relationships between Town departments and independent emergency services and care providers to protect public health and safety.**

- 7.6.1. Consider formalizing the relationship between the Town and Brookfield's two independent volunteer fire companies.**

- 7.6.1.1. Establish a formal contract between the Town and the two fire companies.

Type	Lead	Partners	Cost	Timeframe
Regulation/Policy	BOS	BVFC, BVFD	Low	Short-term

- 7.6.1.2. Establish an official Fire and EMS Commission that includes representatives from both fire companies

Type	Lead	Partners	Cost	Timeframe
Regulation/Policy	BOS	BVFC, BVFD, Fire Marshal	Low	Short-term

- 7.6.2. Work with the fire companies to create a long-range master plan for fire defense.**

- 7.6.2.1. Build off the of the recommendations in the 2023 Emergency Services Impact Study

Type	Lead	Partners	Cost	Timeframe
Study	BOS	BVFC, BVFD, PD	Low	Ongoing

- 7.6.2.2. Address emerging challenges and foresee future risks.

Type	Lead	Partners	Cost	Timeframe
Study	Fire Marshal	BVFC, BVFD	Low	Ongoing

Chapter 11. Future Land Use Plan and Implementation

- 7.6.2.3. Population projections and plans for new developments are available and should be considered to determine potential future service needs. In addition, a plan could help evaluate emergency risks related to climate change.

Type	Lead	Partners	Cost	Timeframe
Study	BOS	BVFC, BVFD, ECD	Low	Ongoing

- 7.6.2.4. Improve the Town's Insurance Services Office (ISO) Public Protection Classification (PPC).

Type	Lead	Partners	Cost	Timeframe
Programming	BOS	BVFC, BVFD, Aquarion	Medium	Ongoing

7.6.3. *Continue to enhance relationships between assisted living facilities, the Human Services Department, Police Department, and fire companies to provide appropriate response and care to vulnerable populations.*

- 7.6.3.1. Continue to provide funding to the Human Services Department staff behavioral health specialist, who has made a wide-ranging positive impact on EMS and Police response and social services in the town.

Type	Lead	Partners	Cost	Timeframe
Programming	HSD	BOF, CPC, BVFC, PD	Low	Ongoing

- 7.6.3.2. Provide information to assisted living facilities regarding the appropriate use of EMS services.

Type	Lead	Partners	Cost	Timeframe
Programming	BVFC	Assisted Living Facilities	Low	Ongoing

- 7.6.3.3. Increase volunteerism in the Brookfield Food Pantry, which has seen increased demand as the senior population grows, and the Brookfield FISH program, which provides medical transportation services to seniors and disabled residents.

Type	Lead	Partners	Cost	Timeframe
Programming	HSD	SC	Low	Ongoing

Chapter 11. Future Land Use Plan and Implementation

7.7. Protect Brookfield's historic and cultural assets.

- 7.7.1. Include the Brookfield Arts and Conservation Commissions in the list of organizations to be consulted when capital improvements and master plans are developed.**

Type	Lead	Partners	Cost	Timeframe
Programming	BOS	AC, CC	Low	Ongoing

- 7.7.2. Consider revisions to the Historic District Ordinance to ensure that individual properties and State and National Register listed properties outside of the historic district are protected.**

Type	Lead	Partners	Cost	Timeframe
Regulation/Policy	BOS	HDC, BHS	Low	Short-term

- 7.7.3. Develop a historic preservation plan.**

Type	Lead	Partners	Cost	Timeframe
Study	HDC	BOS, BHS, CC	Low	Medium-term

- 7.7.4. Educate historic property owners and the public about preservation resources and the importance of preserving the town's history.**

Type	Lead	Partners	Cost	Timeframe
Programming	HDC	BHS	Low	Ongoing

Chapter 8. Natural Resources and Open Space

8.1. Reduce contaminated stormwater runoff reaching Brookfield's surface water resources.

- 8.1.1. Consider redesigning the Town Park to implement green infrastructure strategies.**

Type	Lead	Partners	Cost	Timeframe
Capital Project	PRD	BOF, BOS, CPC	High	Medium-term

- 8.1.2. Adopt strategies for management of goose populations in lakeside areas.**

Type	Lead	Partners	Cost	Timeframe
Capital Project, Programming	PRD	BOF, CC, CPC, , HD	Medium	Ongoing

Chapter 11. Future Land Use Plan and Implementation

8.1.3. *Install pet-waste bag stations and signage at high-waste areas.*

Type	Lead	Partners	Cost	Timeframe
Capital Project	PRD	BOF, CC, CPC	Low	Short-term

8.1.4. *Assess existing road salting strategies and consider implementation of best practices to mitigate contamination of runoff.*

Type	Lead	Partners	Cost	Timeframe
Study, Capital Project	PRD	BOF, CC, CPC, DPW	Low-Medium	Short-term

8.1.5. *Develop educational programming for residents and businesses in Brookfield to encourage appropriate management of stormwater and hazardous materials.*

Type	Lead	Partners	Cost	Timeframe
Programming	DPW		Low	Short-term

8.1.6. *Consider the adoption of stormwater management regulations to improve water quality in areas with identified groundwater issues, particularly at the southern end of Federal Road.*

Type	Lead	Partners	Cost	Timeframe
Regulation/Policy	PZC	BOS, DPW	Low	Short-term

8.2. *Encourage appropriate management of residential septic systems for the protection of Brookfield's surface and groundwater resources.*

8.2.1. *Provide educational materials and programming on appropriate maintenance of septic systems.*

Type	Lead	Partners	Cost	Timeframe
Programming	HD		Low	Short-term

8.2.2. *Consider the development of a septic maintenance fund to assist low-income residents with proper septic inspections, cleaning, repairs, and upgrades (see recommendation 4.1.3).*

Type	Lead	Partners	Cost	Timeframe
Programming	BOS	BOF, CPC, HD	Medium-High	Medium-term

Chapter 11. Future Land Use Plan and Implementation

8.3. *Balance the benefits and potential negative impacts of development near Candlewood Lake.*

8.3.1. *Contain marinas and commercial development in the MC district and do not allow for the expansion of commercial facilities beyond what current zoning permits.*

Type	Lead	Partners	Cost	Timeframe
Regulation/Policy	PZC	ZBA	Low	Ongoing

8.4. *Manage invasive species and restore the target habitat in Brookfield's waterways and open spaces.*

8.4.1. *Regulate of the use of invasive species and encourage the use of native flora in applicable regulations for residential, commercial, and municipal landscaping.*

Type	Lead	Partners	Cost	Timeframe
Regulation/Policy	PZC	CC, PRD	Low	Short-term

8.4.2. *Continue to work with local and regional organizations to provide education about best practices for the management of invasive species.*

Type	Lead	Partners	Cost	Timeframe
Programming	CC	CLA, LLA	Low	Ongoing

8.4.3. *Continue to support volunteer programming for the management of invasive species in Brookfield's waterways and open spaces.*

Type	Lead	Partners	Cost	Timeframe
Programming	CC	DPW, CLA, LLA, NCLC	Low	Ongoing

8.5. *Expand and improve public and private open space in Brookfield to support community and environmental benefits.*

8.5.1. *Conduct an inventory of natural resources and open spaces.*

Type	Lead	Partners	Cost	Timeframe
Study	CC	PRD	Low	Short-term

8.5.2. *Develop management plans for each Town-owned open space.*

Type	Lead	Partners	Cost	Timeframe
Study	CC	PRD	Low	Medium-term

Chapter 11. Future Land Use Plan and Implementation

8.5.3. *Develop a trail network to connect open spaces.*

Type	Lead	Partners	Cost	Timeframe
Capital Project	CC	PRD	High	Medium-term

8.5.4. *Prioritize properties for the acquisition of additional open spaces.*

Type	Lead	Partners	Cost	Timeframe
Study, Capital Project	CC	BOF, BOS, CPC, PRD	Low, High	Ongoing

8.5.5. *Acquire open space in the Town Center District.*

Type	Lead	Partners	Cost	Timeframe
Capital Project	BOS	BOF, CC, CPC, PRD, PZC	High	Short-term

8.5.6. *Make the Gurski Farm and Open Space a welcoming, safe community space.*

Type	Lead	Partners	Cost	Timeframe
Capital Project	CC	BOF, CPC, HDC, PRD	Medium-High	Ongoing

8.5.7. *Consider establishing an independent body responsible for the administration of the Gurski Farm and Open Space.*

Type	Lead	Partners	Cost	Timeframe
Study	BOS	CC, HDC	Low	Short-term

8.5.8. *Determine whether a dog park or a dog play space is needed in Brookfield and select an appropriate location for it.*

Type	Lead	Partners	Cost	Timeframe
Study, Capital Project	PRD	BOF, CC, CPC	Low, High	Ongoing

8.6. *Educate the public about open spaces, natural resources, and stewardship*

8.6.1. *Provide educational programming such as story walks, earth day, and other events.*

Type	Lead	Partners	Cost	Timeframe
Programming	CC	PRD	Medium-High	Ongoing

Chapter 9. Infrastructure and Utilities

9.1. Provide sufficient sewer service for existing customers and sustainably expand the system to better protect the town's receiving water quality.

9.1.1. Continue monitoring Total Future Flow and plan negotiations with Danbury for additional capacity in the next five to ten years.

Type	Lead	Partners	Cost	Timeframe
Capital Project	BOS	BOF, CPC, WPCA	High	Medium – Long-term

9.1.2. Address areas of concern.

- 9.1.2.1. Proceed with the Brookfield Market area extension (construction Spring 2025).

Type	Lead	Partners	Cost	Timeframe
Capital Project	WPCA	BOF, BOS, CPC, HD	High	Ongoing

- 9.1.2.2. Complete the final design for Pocono/Dean Road and secure remaining funds.

Type	Lead	Partners	Cost	Timeframe
Capital Project	WPCA	BOF, BOS, CPC, HD	High	Ongoing

- 9.1.2.3. Consider Candlewood Shores sewer extension if a significant grant reduces public cost. Continue to pursue grant opportunities in parallel with negotiations with Danbury for additional capacity.

Type	Lead	Partners	Cost	Timeframe
Capital Project	BOS	BOF, BOS, CPC, HD	High	Medium - Long-term

9.1.3. Continue upgrading pump stations to improve system reliability.

Type	Lead	Partners	Cost	Timeframe
Capital Project	WPCA	BOF, CPC, HD	High	Ongoing

9.1.4. Advocate for state-level policy changes to align sewer regulations with housing demands and sustainably manage growth.

Type	Lead	Partners	Cost	Timeframe
Programming	BOS	WPCA, HD	Low	Ongoing

Chapter 11. Future Land Use Plan and Implementation

9.1.5. *Increase public awareness on sewer capacity issues through public education and outreach.*

- 9.1.5.1. Partner with the Health Department to develop an educational program targeted to homeowners in areas of concern regarding maintenance of septic systems. Consider as inserts in tax bills.

Type	Lead	Partners	Cost	Timeframe
Programming	HD	WPCA	Low	Short-term

- 9.1.5.2. Encourage support for potential expansions.

Type	Lead	Partners	Cost	Timeframe
Programming	BOS	HD, WPCA	Low	Medium – Long-term

9.2. *Continue to provide safe, reliable public water service that is responsive as the town changes over time.*

9.2.1. *Encourage awareness and education on aquifer protection for residents and land use boards.*

Type	Lead	Partners	Cost	Timeframe
Programming	APA	PZC, ZBA	Low	Ongoing

9.2.2. *Consider implementing conservation restrictions, such as a two-day irrigation schedule based on an odd-even street number system, to reduce peak season water stress.*

Type	Lead	Partners	Cost	Timeframe
Regulation/Policy	BOS	CC, DPW	Low	Short-term

9.2.3. *Local land use boards should ensure that all new development projects obtain a "will serve" letter from Aquarion to confirm water supply availability before proceeding, where applicable.*

Type	Lead	Partners	Cost	Timeframe
Regulation/Policy	PZC	Aquarion	Low	Ongoing

9.2.4. *Continue proactive maintenance and monitoring of hydrants and fire flow tests as part of emergency preparedness and infrastructure reliability.*

Type	Lead	Partners	Cost	Timeframe
Capital Project	Aquarion	BOF, BVFC, BVFD, CPC, DPW	Medium	Ongoing

Chapter 11. Future Land Use Plan and Implementation

- 9.2.5. Monitor the need for future capacity increases and system upgrades to ensure continued compliance with state standards and provide a sustainable water supply to meet future needs.**

Type	Lead	Partners	Cost	Timeframe
Programming, Capital Project	Aquarion	BOF, CPC, DPW	Low, High	Ongoing

- 9.3. Preserve the quality of life enjoyed by residents and promote sustainable infrastructure that preserves receiving water quality.**

- 9.3.1. Explore funding opportunities for stormwater improvements, despite challenges with state and federal grant priorities.**

Type	Lead	Partners	Cost	Timeframe
Programming	DPW	EDC	Low	Ongoing

- 9.3.2. Continue storm drain maintenance and capacity to reduce nuisance flooding, especially after heavy storms.**

Type	Lead	Partners	Cost	Timeframe
Capital Project	DPW	BOF, CPC	High	Ongoing

- 9.3.3. Evaluate opportunities to improve operations at public works facilities.**

Type	Lead	Partners	Cost	Timeframe
Capital Project	DPW	BOF, BOS, CPC, MBC	High	Ongoing

- 9.4. Assess opportunities to expand services**

- 9.4.1. Monitor community needs regarding the brush drop-off program and adjust operations if a clearer cost-benefit case emerges.**

Type	Lead	Partners	Cost	Timeframe
Programming	DPW		Low	Ongoing

Chapter 11. Future Land Use Plan and Implementation

- 9.4.2. Ensure that adequate cellular phone and high-speed internet service are available to all residential and commercial areas of the town while not negatively affecting those of surrounding neighborhoods.**

Type	Lead	Partners	Cost	Timeframe
Capital Project	BOS	BOF, CPC, Cell Phone and Internet Service Providers, Connecticut Siting Council	High	Ongoing

Chapter 10. Sustainability and Resilience

- 10.1. Encourage continued adoption of renewable energy sources for residential, institutional, and commercial uses in Brookfield.**

- 10.1.1. Provide educational programming to encourage the adoption of residential solar installation.**

Type	Lead	Partners	Cost	Timeframe
Programming	EAB		Low	Ongoing

- 10.1.2. Work with businesses and developers to identify opportunities for the implementation of site-based renewable energy apparatus such as wind and solar for retrofit or new construction.**

Type	Lead	Partners	Cost	Timeframe
Programming	EAB	ECD, EDC, PZC, ZBA	Low	Ongoing

- 10.2. Encourage green retrofits of existing buildings and implementation of sustainable building practices for new construction in Brookfield.**

- 10.2.1. Encourage the transition from oil and natural gas to electric heat pumps for residential and commercial uses in Brookfield.**

Type	Lead	Partners	Cost	Timeframe
Programming	EAB	Private property owners	Low	Short-term

Chapter 11. Future Land Use Plan and Implementation

10.2.2. Incentivize property owners to implement green building and sustainable site development.

Type	Lead	Partners	Cost	Timeframe
Regulation/Policy	PZC	EAB, Private property owners	Low	Short-term

10.2.3. Update building standards for municipal facilities to match state-level High Performance Building Standards.

Type	Lead	Partners	Cost	Timeframe
Regulation/Policy, Capital Project	MBC	BOF, BOS, CPC, EAB	Low, High	Short-term, Long-term

10.2.4. Establish a framework for annual sustainability audits in public facilities, including audits of energy use in buildings, fuel consumption by the municipal fleet, waste produced or diverted, and purchasing of green products.

Type	Lead	Partners	Cost	Timeframe
Regulation/Policy	EAB	BOS, MBC	Medium	Short-term

10.3. Continue to work with public and private partners to expand Electric Vehicle (EV) infrastructure.

10.3.1. Monitor the availability of National Electric Vehicle Infrastructure (NEVI) grants and work with local stakeholders to take advantage of EV infrastructure funding when available.

Type	Lead	Partners	Cost	Timeframe
Programming	BOS	DPW, EAB, EDC	Low	Ongoing

10.3.2. Consider the implementation of municipal EV charging infrastructure to allow for the electrification of Brookfield's municipal fleet.

Type	Lead	Partners	Cost	Timeframe
Capital Project	BOS	BOF, CPC, DPW, EAB	High	Short - Long-term

10.4. Improve municipal and regional waste management practices.

10.4.1. Encourage the Housatonic Resource Recovery Authority (HRRA) to undertake a regional waste management study to better understand the challenges and opportunities in Brookfield.

Type	Lead	Partners	Cost	Timeframe
Partnership	DPW	HRRA	Low	Ongoing

Chapter 11. Future Land Use Plan and Implementation

10.4.2. Explore options for encouraging residential food scraps composting.

Type	Lead	Partners	Cost	Timeframe
Programming	DPW		Low	Short-term

10.5. Bolster emergency preparedness and hazard mitigation.

10.5.1. Continue to follow the Hazard Mitigation Plan and to work with WestCOG on updates.

Type	Lead	Partners	Cost	Timeframe
Programming, Partnership	DPW	BOS, WestCOG	Low	Ongoing

10.5.2. Explore increased resiliency of the power grid by exploring the use of microgrids, especially for Town facilities and other designated shelters or critical facilities in the Hazard Mitigation Plan.

Type	Lead	Partners	Cost	Timeframe
Study, Partnership	BOS	EAB, Eversource	Medium-High	Ongoing

10.5.3. Request updated National Flood Hazard Layer (NFHL) maps from the Federal Emergency Management Agency (FEMA).

Type	Lead	Partners	Cost	Timeframe
Partnership	LU	FEMA	Low	Short-term

10.5.4. Discourage development or redevelopment in natural hazard areas, such as the 100-year floodplain and the floodway (see Figure 10-1), unless strong mitigation measures and plans are in place.

Type	Lead	Partners	Cost	Timeframe
Regulation/Policy	PZC	LU, ZBA	Low	Ongoing

10.5.5. Provide information on the Town website about CT DEEP training and information around small business chemical management for hazard resilience.

Type	Lead	Partners	Cost	Timeframe
Programming	BOS	CTDEEP, Small Businesses	Low	Short-term

Chapter 11. Future Land Use Plan and Implementation

10.6. *Work towards being a more environmentally, economically, and equitably sustainable and resilient community.*

10.6.1. *Collaborate with groups and boards to complete actions in all Sustainable CT categories to achieve Sustainable CT Bronze Certification.*

Type	Lead	Partners	Cost	Timeframe
Programming	BOS	All Boards and Commissions, EAB, EDC, PZC	Low - High	Ongoing

10.6.2. *Implement dynamic and resilient planning actions from Sustainable CT Category 5.⁴²*

Type	Lead	Partners	Cost	Timeframe
Programming	PZC		Low	Short-term

10.6.3. *Once Bronze Certification is achieved, Brookfield should maintain certification through recertification and continue to pursue Silver and Gold Sustainable CT Certifications.*

Type	Lead	Partners	Cost	Timeframe
Programming	BOS	All Boards and Commissions, EAB, EDC, PZC	Low - High	Ongoing

10.6.4. *Commit to sustainability and resilience planning by allocating staff time.*

Type	Lead	Partners	Cost	Timeframe
Programming	BOS		Low - Medium	Short-term

⁴² 5.1 Integrate Sustainability into Plan of Conservation and Development.