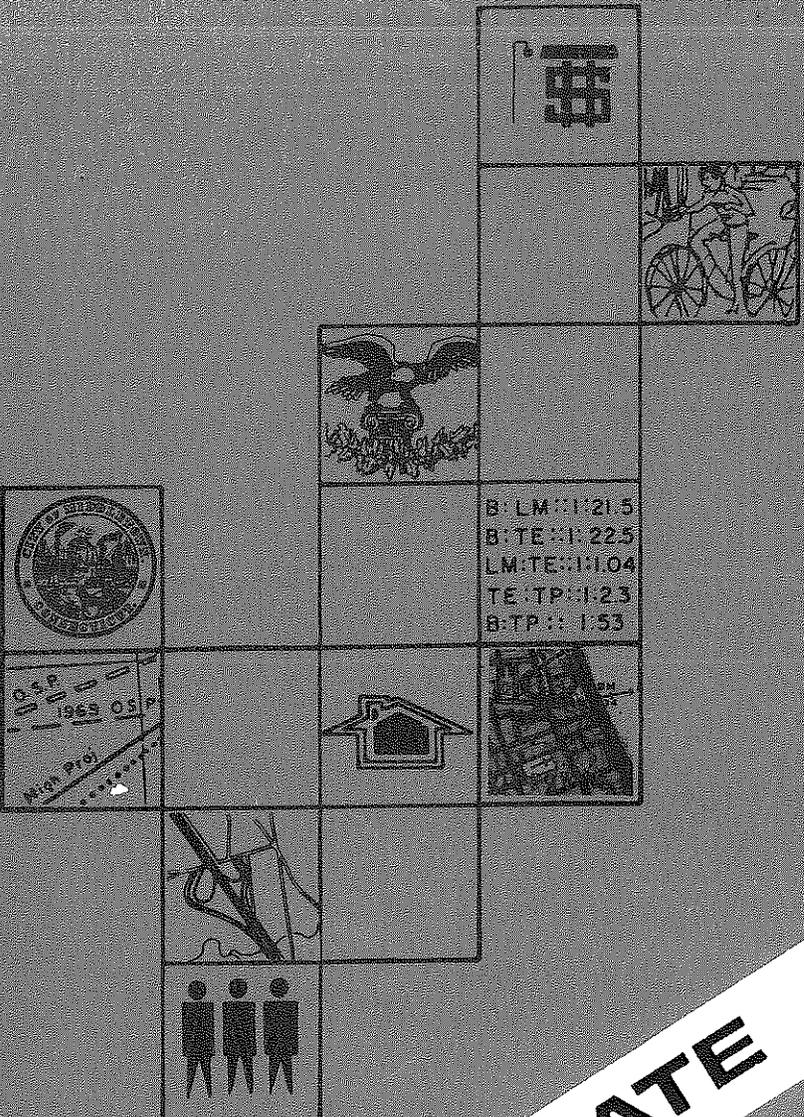


PLAN OF DEVELOPMENT



1984 UPDATE

**MIDDLETOWN,
CONNECTICUT**

PLAN OF DEVELOPMENT UPDATE FOR PUBLIC HEARING OF 7/11/84

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RECEIVED
1984 AUG 29 AM 9:33
TOWN CLERK
MUNICIPAL GOV'T

LEGAL NOTICE
MIDDLETOWN, CONNECTICUT

THE MIDDLETOWN PLANNING AND ZONING COMMISSION WILL HOLD A PUBLIC HEARING SEPTEMBER 12, 1984, 7:00 P.M., IN THE COUNCIL CHAMBER, MUNICIPAL BUILDING, deKOVEN DRIVE, MIDDLETOWN, CONNECTICUT to consider the following:

1. Continued proposed 5 lot subdivision located on Arbutus Street in a R-1 zone. Applicant/agent Sebastian C. Mazzotta/T. F. Jackowiak.
2. Proposed special exception for an addition to a child care facility located on Miner Street in an R-1 zone. Applicant/agent Kinder-Care/Atty. Thomas White, Jr.
3. Proposed special exception to permit an adaptive reuse of the old mill building at 471-475 East Main Street in an R-1 zone. Applicant/agent Richard Sweet.
4. Proposed special exception to permit a pet grooming establishment as retail services in a TD zone at 197 Main Street Extension. Applicant/agent Joseph T. Fitzpatrick.
5. Proposal to amend the Plan of Development as adopted in 1976. The Plan is the Commission's recommendation for the future development of the City using a statement of goals, policies and programs for the physical and economic development of the municipality. The Plan is authorized to include a comprehensive list of topics such as: Land-use for residential, recreational, improvements, governmental conditions and trends, housing education, health, protection of existing and future surface and drinking supplies. The Plan is to be designed to provide for the coordinated development of the municipality with the greatest efficiency and economy for the general welfare and prosperity of its people. A copy of the proposal has been filed in the Office of the Town Clerk.

Stephen T. Gionfriddo
Planning and Zoning Commission

P.O. 18748

The above legal notice to appear in
Middletown Press TWICE.

August 31, 1984, Friday
September 7, 1984, Friday

NOTE:

TO BE PUT IN CITY BRIEFS

Middletown Residents---See Planning and Zoning's Public Hearing Legal Notice
in tonights press.

August 31, 1984, Friday
September 7, 1984, Friday

SUMMARY OF THE MODIFICATIONS PROPOSED TO THE 1976
MIDDLETOWN PLAN OF DEVELOPMENT

(A) LAND-USE MAP:

(a) Residential - a hierarchy of permitted density is established in some instances reflecting existing circumstances and in others attempting to limit development in areas which still have rural characteristics. Two large Planned Residential Development areas, both still less than one-third developed after fifteen years of authorization, will provide the setting for future concentrated housing.

(b) Recreational - no new recreational areas are designated. Middletown has a number of large tracts acquired during the late 1960's and early 1970's which should be developed for more intensive use than they are now.

(c) Commercial - no additional areas are designated for retail sales activities. The major areas long designated, such as the Central Business District and two highway shopping centers need to continue to be redeveloped rather than supplemented.

(d) Industrial - a major increase in areas designated for future industrial use is shown in the northern part of the municipality which would extend an existing industrial area at the vicinity of Newfield Street and Tuttle Road westward toward East Street. A 1966 report by a study panel from the Urban Land Institute found, "This area is developing without apparent direction or guidance".

(d) Other purposes - land owned by the State has been identified in the Plan. Two major land holdings, Long Lane and Connecticut Valley Hospital are two sites that could be used for other purposes. Cemeteries are a land use often ignored in Plans of Development. Note that a privately owned cemetery off South Main Street has been expanded and a Veterans' cemetery in the Connecticut Valley Hospital has been designated.

(B) STATEMENT OF:

(a) Goals. Attached is a list of seven specific goals, addressing the following: preservation of Middletown's unique characteristics; educational programs related to job market; transportation opportunities; diversity of commercial, industrial, institutional and service activities; quality housing for all economic and ethnic groups; environmental issues; and community help for individuals or groups with problems.

(b) Policies - Attached is a list of specific policies for the physical and economic development of the municipality.

(c) Implementation of programs - Attached is a list of proposed capital improvements.

- for Public Hearing of 7/11/84. -

GOALS

1. PRESERVE THOSE EXISTING ELEMENTS THAT PROVIDE THE UNIQUE CHARACTER OF MIDDLETOWN.
 - (a) Prevent, by regulation, encroachment on areas delineated, as environmentally sensitive, on the City's Mapping System.
 - (b) Encourage preservation, continued use and/or appropriate adaptive re-use of buildings identified as architecturally or historically significant, shown in "A Survey of Historical and Architectural Resources" as conducted by the Greater Middletown Preservation Trust.
 - (c) Preserve tracts and systems of woodlands, watersheds, or land over aquifers, by regulation or actual purchase by the City.

2. HAVE AN EDUCATIONAL PROGRAM TO EQUIP STUDENTS FOR A CONSTANTLY CHANGING JOB MARKET
 - (a) Require that students have the opportunity for educational training with a broad basic education in the arts, humanities, history, science, mathematics, and geography as well as specific training for jobs that might be available at the particular time they are attending school.

3. DEVELOP A VARIETY OF TRANSPORTATION OPPORTUNITIES
 - (a) Designate a public agency to explore methods of increasing the use of non-private "Journey to Job" transportation on a regular basis.
 - (b) Install high quality sidewalks throughout the community.
 - (c) Encourage use of the Connecticut River for transportation.
 - (d) Encourage the designation of bike paths.
 - (e) Improve access to industrial activities.
 - (f) Widen Route 66.
 - (g) Continue a street improvement program.

4. ENCOURAGE DIVERSITY OF COMMERCIAL, INDUSTRIAL, INSTITUTIONAL, AND SERVICE ACTIVITIES
 - (a) Concentrate retail sales outlets, governmental and legal activities in the original central business district.
 - (b) Locate industrial and large office complexes which are engaged primarily in regional business activities near the I-91 interstate highway.

GOALS

- (c) Encourage and aid economic units already in the community to remain, prosper, and expand.
5. ENCOURAGE HIGH QUALITY HOUSING FOR ALL ECONOMIC AND ETHNIC GROUPS
- (a) Continue to allow a wide diversity of housing styles, density, building lot sizes and arrangements for the purpose of providing a range of housing opportunities.
 - (b) Identify neighborhood areas that need to be rehabilitated and use all available resources to bring about their improvement.
 - (c) Encourage housing and settings of such quality that Middletown attracts families that previously might have selected other communities.
6. CREATE AN ENVIRONMENT FOR WORKING AND LIVING THAT IS HEALTHY, SAFE, PLEASANT, AND THEREFORE ATTRACTIVE.
- (a) Protect specific elements of the environment such as air, soil and drinking water.
 - (b) Minimize offensive noise and odors by buffering residential areas.
7. HELP INDIVIDUALS AND GROUPS ALREADY IN THE COMMUNITY TO MAKE THEMSELVES SELF SUFFICIENT AND WELL ADJUSTED TO SOCIETY BY THEIR DEVELOPMENT
- (a) Encourage programs and activities that identify and resolve individual and group social problems.

POLICIES/PROGRAMS

Residential development

- (a) Concentrated mixed housing units types in the two existing planned residential developments (Wesleyan Hills and Westlake).
- (b) Encourage high density residential development near the central business district.
- (c) Create a hierarchy of residential areas and neighborhoods with higher density single unit dwellings in areas with City water and sewer to low density single units in areas with unspoiled terrain features and remote from sewer and water services.
- (d) Permit cluster developemnt of individual dwelling units in areas with wetlands and surface drainage systems that should remain intact.
- (e) Prohibit the location of residential units in environmentally sensitive areas.
- (f) Rezone residential areas to reflect the major category of existing density.
- (g) Authorize the adaptive reuse of existing old buildings for residential purposes.

Commercial development

- (a) Concentrate efforts to improve areas in and near the Central Business District adjacent to the recent redevelopment project areas. Specifically the north end of the CBD and south of the CBD in the vicinity of the new post office. Make selective land clearance for off-street parking along with preservation of historic and/or architectural significant buildings introducing adaptive new reuse if appropriate.

Industrial development

- (a) Monitor old industrial areas of the City and try and merchandise existing old buildings and vacant land for compatible new uses.
- (b) Acquire new tracts of land for development of sites in areas newly designated for industrial use.

-- Economics (includes background material)

Land is a fixed resource in a perpetual cycle of outwardly moving and expanding communities. For this reason, the consumption or use of land requires thoughtful consideration. Since all community activities are ultimately land related, the economics of urban planning requires that all planning goals be economically feasible; they must be within the range of possibilities and subject to the constraints of the resources available, but at the same time these resources must be effectively utilized for maximum advantage. For these reasons all planning matters are laden with economic ramifications.

It is the goal of the planners of Middletown to designate land in a manner which satisfies the economic needs and values of the entire community. However, the clear diversity of the City, its inhabitants, its structures, and their corresponding way of life complicates this task. Upon examining the labor force of this City one realizes the distinguishable mixture composed in part by medical-related employees, skilled industrial workers, university employees, corporate office employees, retail employees, and public officials to name only a few. In a manufacturing sense, each sector provides its respective contribution to the economic base and expects various services from the community. Therefore, it is the task of the City to consider the needs of each member of this diverse group of Middletown's inhabitants. Recently the focus of consideration has been on changes to occur in the areas of both industry and commercial. The goal of such efforts is, in general, to maintain Middletown's local significance and to strengthen its regional prominence.

Historically, Middletown's strategic location nearby to both major Cities of Hartford and New Haven and its easy accessibility to and from I-91 have afforded the community with a reputation of popularity for the location of industry. Whereas previous zoning has made areas available for either industrial or commercial development, the latest goal in local planning is to simultaneously accommodate the various national and international corporations which are interested in the location here, while remaining consistent with the goals of those who are already located in these areas. Through the extension and redesignation of areas available for industrial and commercial, the planners hope to fulfill this goal.

A significant case-in-point is the proposed increase and extension of the area west of Newfield Street and east of East Street which is presently zoned as industrial.

It is a future goal to put definite restrictions on industrial developemnt in the area, yet also to accommodate additional light and medium intensity industrial development which would be consistent with those industries already existing in the area. The proposal put forth by the Plan of Development for this area would increase the land reserved for light industrial development by approximately some 125%. In essence, as dictated by these goals, in the future this area will continue to serve the same purpose of satisfying light industrial and commercial needs with special consideration given to the residential area in its proximity.

As well as providing the home to many different industries, Middletown has also been for many years a commercial center of the region. Since the commercial needs of an area are a function of its population, the fact that the number of residents in and around the region is increasing is an indication of the changing commercial need of the community. During the 1960's and 1970's, the nationwide trend of commercial change has been to redevelop through various federally funded programs such as Urban Renewal and Community Action Grants. However, as these programs declined in popularity and availability over the years, communities such as Middletown have been forced to look to new ways of change and development in its commercial areas. Specifically, where as the general goal of strengthening Middletown's commercial prominence throughout the area remains, it has in the most recent Plan been concentrated to adding the finishing touches to the care of the Central Business District (CBD) as well as on improving the areas surrounding the CBD. The north end area will be the focus in the future. The Plan is to treat this area as an historically significant one, thereby calling for the renovation and beautification of existing structures as well as the construction of parking facilites prior to the elimination of several structures. In the enlarged area, one ultimate goal is to improve the road access to CBD at the north end. Upon fullfillment of such goals, it is felt that both the north and central areas of Main Street will be equally attractive and accessible to the public as is the recently cõmpleted redeveloped segment of the CBD.

Vehicular Circulation

- (a) Install a uniform road width on Route 66 (Washington Street) of four basic travel lanes, install sidewalks and synchronize all traffic signals along the street.
- (b) Redesign the approach to the Arrigoni Bridge to separate through traffic on Route 66 from local CBD commuters and shopper traffic.
- (c) Complete and integrate the bridge approach with the "loop traffic" system around the CBD. Channel all through traffic from Route 66 to utilize Newfield Street for any northerly traffic movement and Routes 9 and 17 for southerly movement to lessen congestion in the CBD.
- (d) Redesign the Randolph (Rte. 155) and South Main Street (Rte. 17) intersection to correct the mis-alignment of Randolph Road and create a single four way intersection.
- (e) Analyze and design a cross-town road utilizing the three existing sections of Congdon Street to connect the westerly end of North Main Street with Country Club Road to the west.
- (f) Analyze and design a direct north-south roadway utilizing Newfield Street, Vine Street, Pine Street and South Main Street.
- (g) Analyze and design a traffic separation system to protect the residential areas in the vicinity of Smith Street, Miner Street, and Glenwood Terrace from traffic generated by the Interstate Trade Zone.
- (h) Analyze and design direct access to the CBD from north bound traffic on Route 9 to eliminate the two traffic lights.

LEGEND

RESIDENTIAL DENSITY



RURAL AND LOW



MEDIUM AND HIGH

COMMERCIAL



INDUSTRY

INTERSTATE TRADE



OFFICE PARK



PUBLIC

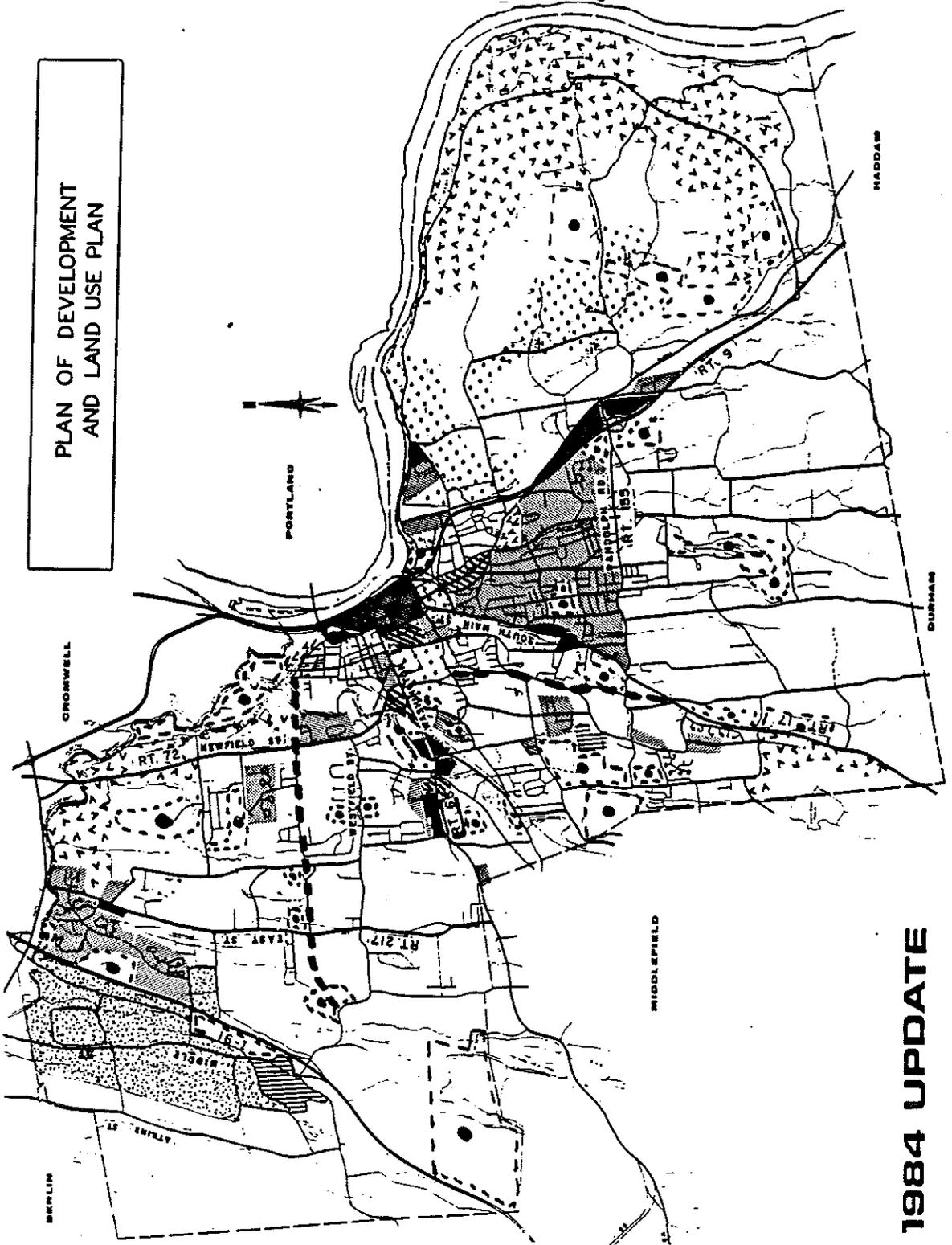
INSTITUTIONAL

MIXED USES

NEW ROADS

CENTRAL BUSINESS DISTRICT

**PLAN OF DEVELOPMENT
AND LAND USE PLAN**



MIDDLETOWN,
CONNECTICUT
PLANNING AND ZONING
DEPARTMENT

DATE 7/11/84

1984 UPDATE

COMMUNITY FACILITIES

The community facilities section deals with the types and varieties of public activities designed to serve the general public. The majority of these facilities and the land on which they are located are usually in public ownership, planned and constructed by a governmental entity. Other facilities may be operated by a private organization under governmental regulation, such as Middlesex Memorial Hospital, which requires a large area of land for its primary function and its significant concentration of ancillary activities associated with the hospital.

The community facilities section includes the general location, character and extent of the citywide public system serving or proposed to serve the general public. The facilities include (a) structures to house administrative, educational, health, safety, recreational and service needs; (b) public works and utilities to provide water, power, heat, light communications, sewage treatment, flood control, solid waste disposal and transportation; and (c) public lands to accommodate the buildings and public works facilities and to provide open space for parks and playgrounds. The primary objective of planning and developing community facilities, both existing and proposed, is to enhance the community needs and to see that all areas of the community are served, residential, commercial and industrial activities alike. Increases in population and amount of leisure time create higher demands on existing facilities. Conflicts with adjacent land uses should be avoided, existing facilities should stimulate other desirable land uses, and foremost, there should be a vast improvement in the physical appearance of the community because of a growing concern, by the public, for the environment. This last point has shown a marked increase in public support for the protection and preservation of the community's natural resources and open space.

PROPOSALS FOR COMMUNITY FACILITIES IN MIDDLETOWN

PARK AND RECREATION DEPARTMENT

Upgrade the quality and condition of our municipal park system to satisfy the recreational needs both active and passive, for future population growth in particular:

- A. Provide handicapped parking and structure access to Veteran's Memorial Park.
- B. Riverfront Park - Enhance river shoreline north of Union Street.

PUBLIC WORKS DEPARTMENT

Provide immediate improvement and modification to the existing problem areas on the surface drainage structures, rehabilitate obsolete drainage structures, and provide improvements and additions to the drainage system for anticipated future capacity to accommodate full physical capacity and economic development of Middletown.

Provide for the major and minor reconstruction of the City's roadway system, reconstruct all unimproved roads and provide the ongoing repair and maintenance of the roadway system in conjunction with the goals of maintaining the drainage structure as mentioned supra, on approximately 85 miles of streets.

Provide for the improvement of various brooks and streams.

Provide for the repair of substandard bridges.

WATER AND SEWER DEPARTMENT

Expand and develop the existing and potential sources of water supply beyond its present capacity in order to supply future growth and development.

Provide a similar expansion in the sewer system to supply future demands.

Provide for the separation of 15 miles of combined sanitary and storm sewers, existing presently in Middletown.

MUNICIPAL DEVELOPMENT AGENCY

Increase the working area of the Municipal Building to overcome present day overcrowding and accommodate future demands.

Provide the roads, drainage, water and sewer systems at selected sites for industrial parks to help increase economic development commercially and industrially.

Upgrade and provide for the parking needs for present and future commuters and shoppers to the Central Business District.

FIRE DEPARTMENT

Provide for the construction of a drill area for the Middletown Fire District.

Zoning Code and Subdivision Regulations

Middletown's Zoning Code and Subdivision Regulations date back to the early decades of this century when there was a national perception of need to control various aspects of development in communities. Both documents have been amended during the passing years and should again be updated as a by product of an amended Plan of Development.

Procedures are already in place to apply the requirements of both regulations; however, the rapidly accelerating pace of development suggests that both the in house system of handling paperwork and the field surveillance of the installation of physical features which the City will eventually accept for perpetual care should be improved. Examples of physical features include; the storm water drainage system including retention ponds, water and sewer lines, streets and sidewalks, street name signs, traffic signs, and emergency alarm system. Of these the most costly and likely for future replacement is the street and closely related storm water drainage features.

HISTORY

Settled in 1650, Middletown, Connecticut was the first American community named for its geographic location rather than for a European town. The location in the center of its region has helped to keep the City vibrant and commercially successful through each passing century. The setting is on the west side of the Connecticut River on terrain that varies from flat marshland to tree covered rolling hills. Many of the early buildings and sites remain in this tranquil setting in stark contrast to more contemporary development.

A compact, active business center features an unusually wide main street which is lined with many architecturally significant buildings. The main street parallels the river, providing a dynamic view.

Close by the business district, on higher terrain, is the campus of Wesleyan University whose early nineteenth century buildings are constructed of local brownstone, a building material for which the region is famous as a unique source.

A number of world famous people have been associated with the community, including Dean Acheson, Woodrow Wilson, Raymond E. Baldwin, Reginald DeKoven, Samuel Russell, Wilbert Snow, General Comfort Sage and General Joseph K.F. Mansfield, to cite a few.

In the nineteenth and early twentieth centuries, immigrants arrived from many European countries, which helped to enrich the fabric of the community to give the City its diverse and cosmopolitan quality it has today.

Three major vehicular transportation arteries link the City with the region and the nation. Interstate highway I-91 passes through the western side carrying traffic in a north-south corridor which is becoming the location of major development in the region. State Route 66 passes through the central business district carrying traffic in an east-west direction. State Route 9 parallels the river in a north-south direction at the central business district making access easy but without the disruption of a massive number of vehicles actually passing through the business area.

MIDDLETOWN, CONNECTICUT

POPULATION ESTIMATE - 1984 (As of December 31, 1983)

1980 U.S. Census Count	39,040
Increase - New Inhabitants (April 1980 to December 1983)	667
Increase - Natural Increase (April 1980 to December 1983)	425
(Less figures to round off numbers)	<u> 32</u>
	<u><u>40,100</u></u>

A major component of an ever changing city is its population. Any significant increase or decrease will affect the physical characteristics or demands for services and facilities in any well-planned community. Population is utilized to determine demands for additional development for residences, commercial activities, community facilities, and education. To be a useful planning tool, the population count needs to be updated periodically by projection or estimates to accommodate future demand.

The following estimate for the City of Middletown for year end 1983 is based on existing data available from various City departments. The population count for Middletown in the April 1980 Census was established at 39,040 inhabitants, with an average family makeup at 2.55 persons. Using these figures as a basis, an estimate can be made utilizing new dwelling units construction since April 1980. Only information, relative to Certificates of Occupancy issued and not Building Permits issued, as supplied by the City of Middletown Building Department is used in the following estimate. (No attempt is made to analyze any increase or decrease of the inhabitants of institutions in Middletown but the data is carried in these calculations as being similar to that in the 1980 Census.)

Certificates of Occupancy Issued

April 1980 to December 1980	- 89 Dwelling Units (DU)	
Calendar Year 1981	- 70 Dwelling Units	
Calendar Year 1982	- 55 Dwelling Units	
Calendar Year 1983	- 69 Dwelling Units	
Total		<u>283 DU</u>

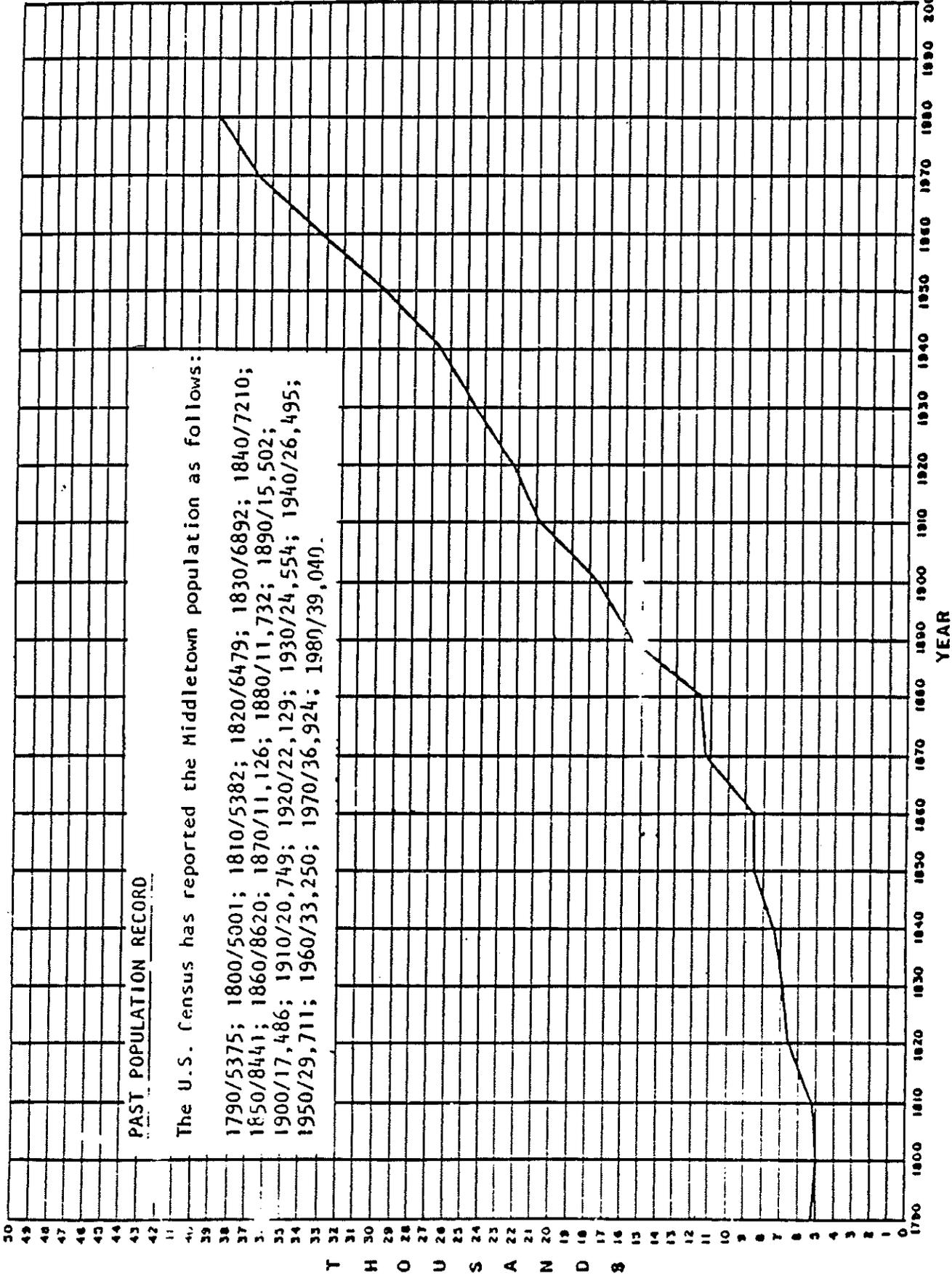
Demolition Permits Issued

April 1980 to December 1980	- 5 Dwelling Units	
Calendar Year 1981	- 2 Dwelling Units	
Calendar Year 1982	- 0 Dwelling Units	
Calendar Year 1983	- 2 Dwelling Units	
Total		<u>9 DU</u>

Total New Dwellings Per Year

April 1980 to December 1980	- 84 Dwelling Units	
Calendar Year 1981	- 68 Dwelling Units	
Calendar Year 1982	- 55 Dwelling Units	
Calendar Year 1983	- 67 Dwelling Units	
Total		<u>274 DU</u>

1980 Census Middletown Residents	39,040
New Dwelling Units X Average Family	
274 x 2.55 -	698
Total Estimate - 1983	<u>39,738*</u>



PAST POPULATION RECORD

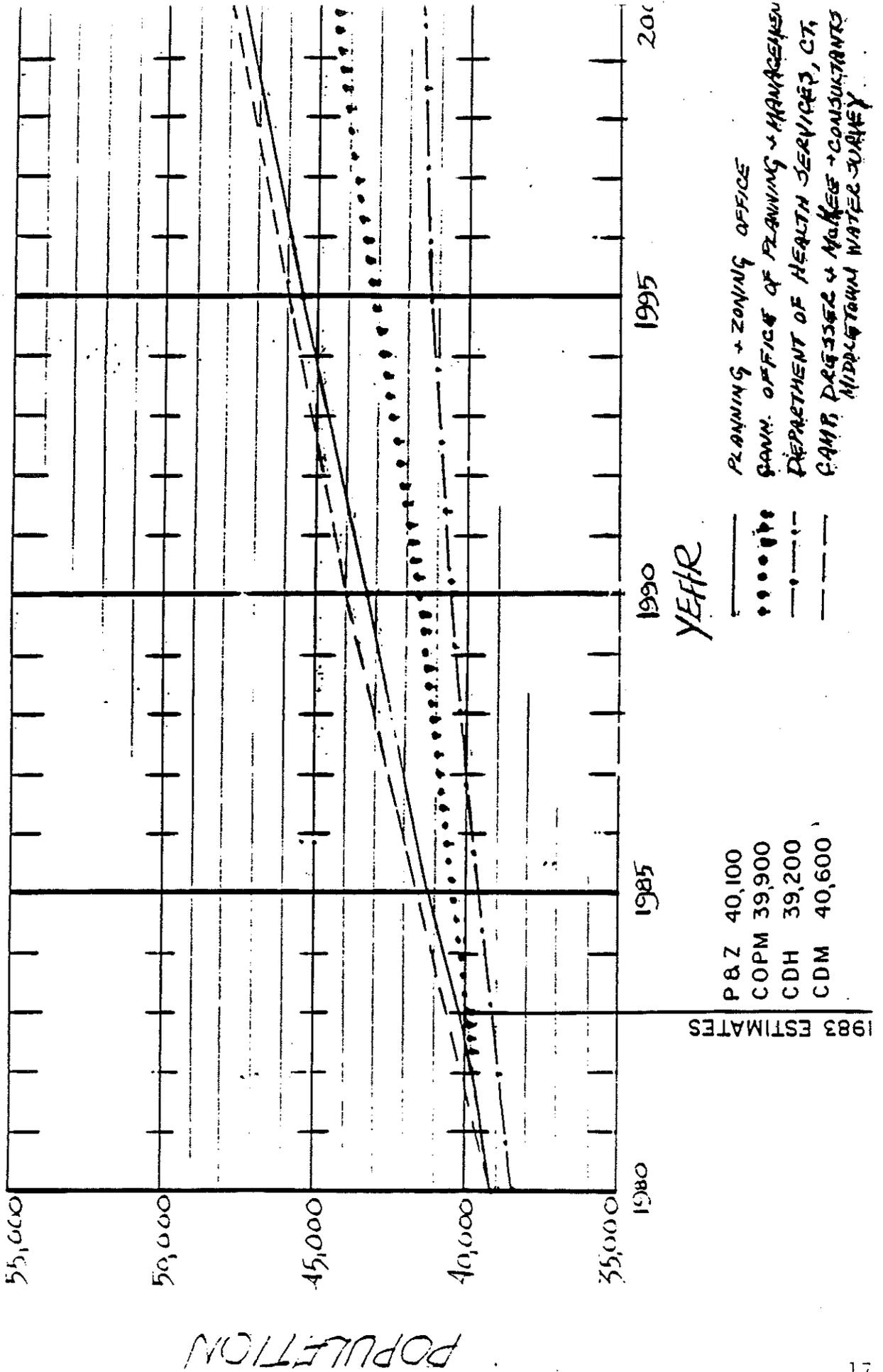
The U.S. Census has reported the Middletown population as follows:

- 1790/5375; 1800/5001; 1810/5382; 1820/6479; 1830/6892; 1840/7210;
- 1850/8441; 1860/8620; 1870/11,126; 1880/11,732; 1890/15,502;
- 1900/17,486; 1910/20,749; 1920/22,129; 1930/24,554; 1940/26,495;
- 1950/29,711; 1960/33,250; 1970/36,924; 1980/39,040.

SOURCE: U.S. CENSUS

POPULATION RECORD
MIDDLETOWN, CONNECTICUT

MIDDLETOWN, CONN. POPULATION PROJECTION TO YEAR 2000



POPULATION PROJECTIONS FOR YEAR 2000

Planning and Zoning Office

1980 - 39,040	(U.S. Census)		
1982 - 39,700	(Estimated for <u>Basic Information</u>)		
1983 - 40,100	(" " " ")		
1985 - 41,250	(Projection from future Middletown water supply study)		
1990 - 43,350	("))
1995 - 45,500	("))
2000 - 47,500	("))

Office of Policy and Management, State of Connecticut

1980 - 39,040
1985 - 40,440
1990 - 41,740
1995 - 43,140
2000 - 44,540

Department of Health Services, State of Connecticut

1980 - 38,610
1985 - 39,630
1990 - 40,560
1995 - 41,130
2000 - 41,510

Camp, Dresser & McKee

Consultants for Middletown Water & Sewer Department on future water supply and distribution system.

1980 - 39,040
1985 - 41,500
1990 - 44,000
1995 - 46,000
2000 - 48,000

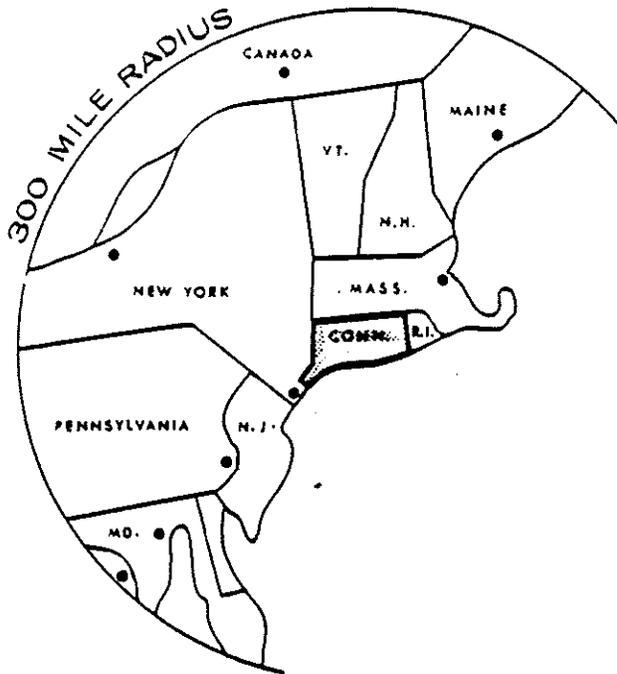
G E O G R A P H I C L O C A T I O N

Middletown is almost at the geographical center of Connecticut. It is approximately equal distance, 20 miles, from two key Connecticut cities, Hartford and New Haven. The City is also approximately equal distance, 100 miles, from New York City and Boston. Middletown is part of the eastern megalopolis reaching from Norfolk, Virginia at the southern end to Boston, Massachusetts at the northern end.

This geographic position has an undeniable influence on the future of Middletown. Within its own State designated planning region Middletown is a mature urban center for the rural communities to the south and east. To the north and west it is in the development shadow of Hartford and Meriden.

While Middletown is part of the urban and urbanizing eastern megalopolis and connected to the interstate highway system at the western boundary, it still has approximately 40% of its ground surface undeveloped. It is precisely for this reason that a Plan of Development to guide the growth in the City is essential. Middletown is in an advantageous position in terms of its options for its future course of development. Middletown can develop its own special combination of resources to be different from other communities in the State. It does not have to be dominated by industrialization nor must it exclusively play the role of a suburb. It can generate a unique complex of activities relating to the environment provided by its location on the Connecticut River, its rolling and protected landscape, and the qualities of a New England village that it has thus far preserved with fair success.

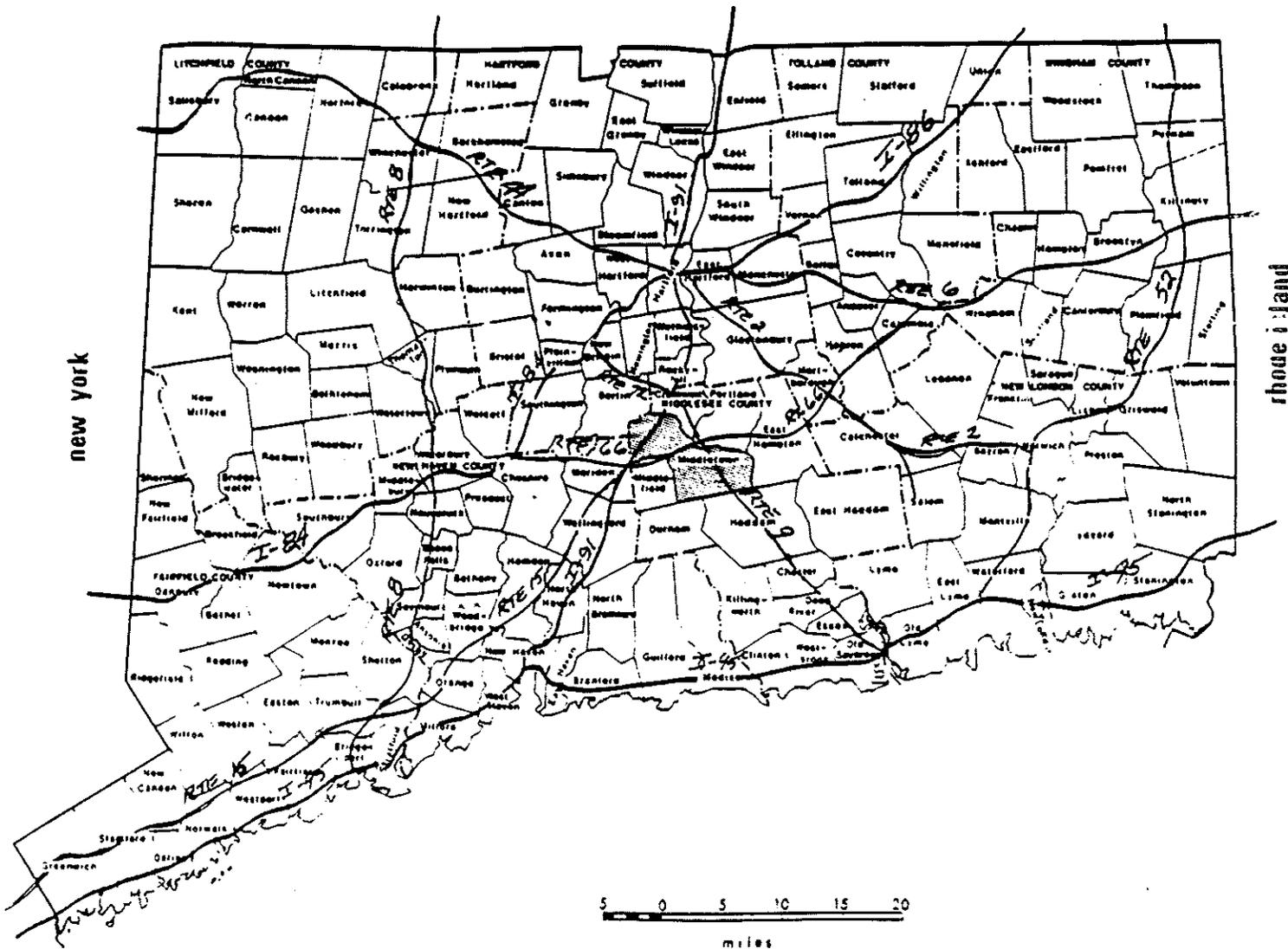
Middletown does not need to be unduly influenced by any irresistible set of forces which it cannot control. Its relatively slow growth, resulting in part because it was off to one side of the mainstream of development can turn out to be a major advantage. Whether or not the community will respond to the advantage is part of what the Plan of Development is all about.

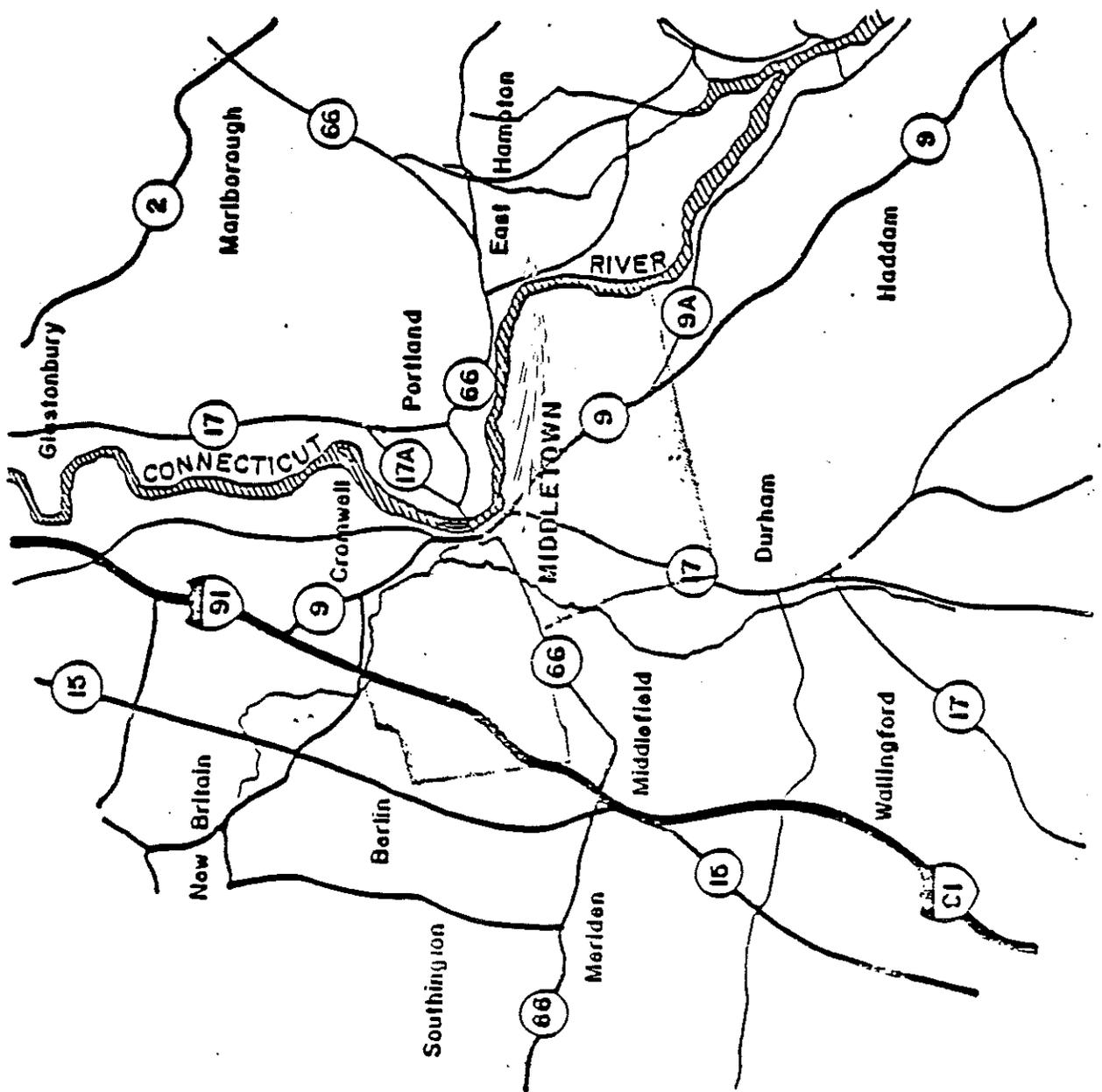


within 300 miles
are located
AUGUSTA
MONTREAL
ROCHESTER
BOSTON
NEW YORK
PHILADELPHIA
BALTIMORE
WASHINGTON, D. C.

STATE LOCATION MAP

massachusetts





GENERAL LOCATION MAP

PHYSICAL AND CLIMATIC CHARACTERISTICS

A. Area:

Middletown has an area of 42.9 square miles (111.11 sq. kilometers).

B. Altitude:

The highest peak above mean sea level is 907 ft. (276.5 meters) at Mt. Higby Reservoir. The lowest mean sea level is 15 ft. (4.6 meters) at the Connecticut River. Most of Middletown is under 480 ft. (146.3 meters).

C. Topography:

Middletown consists of flat marshlands at the river levels to rolling hills. The Connecticut River and its tributaries—the Sebethe or Mattabasset River, Coginchaug River, and Summer Brook, are the principal waterways.

The original city center lies on relatively level land, rising slowly from the river level to the Wesleyan Campus to the west. The land falls off abruptly into the valley of the Mattabasset in the north and into that of Summer Brook to the south. This natural topography serves to define and limit the area of the central district.

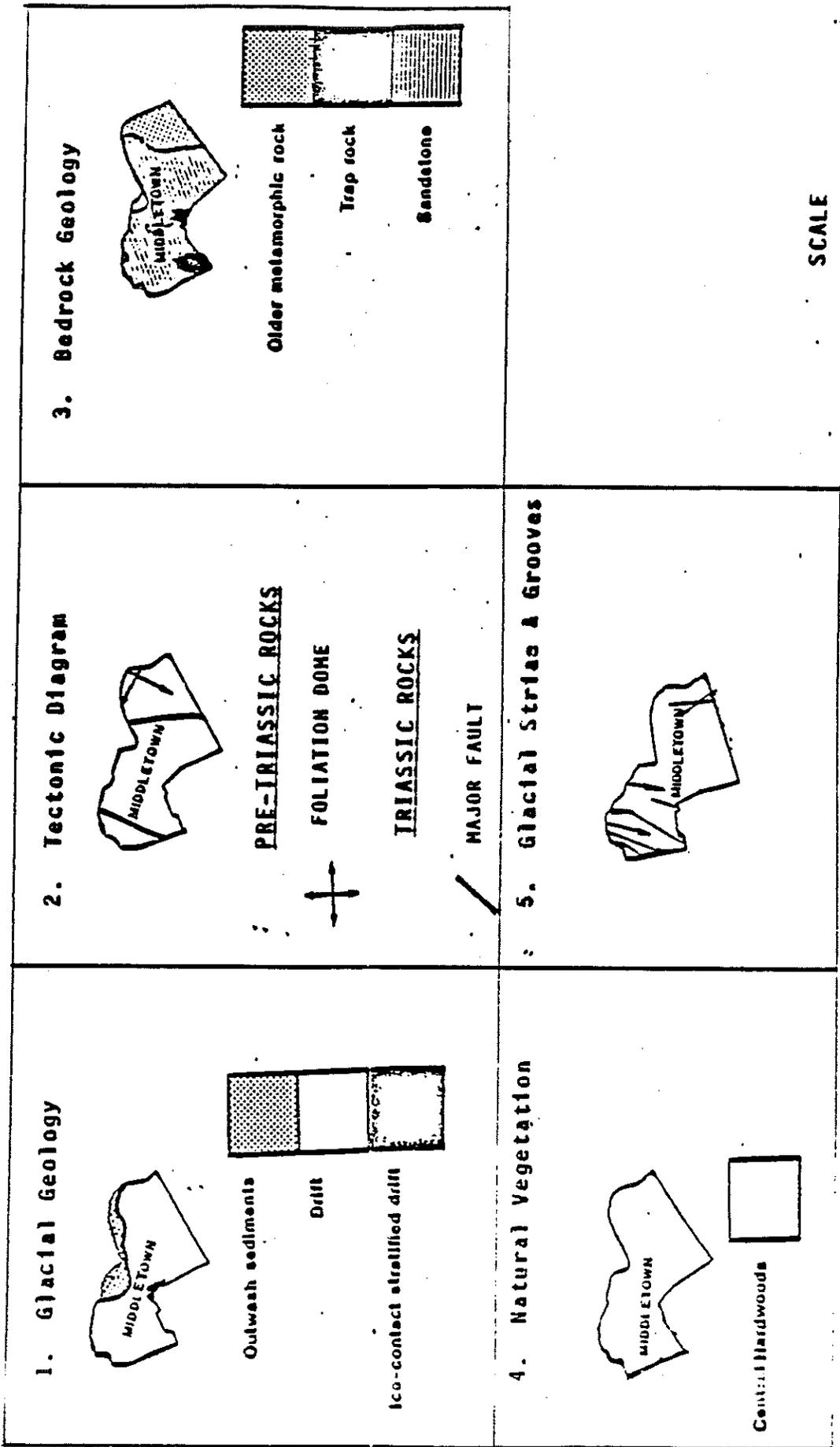
Along the westerly boundary, adjacent to Meriden, the land is rugged and in places reaches an elevation of nearly 900 feet. Easterly from this boundary the land becomes more gently rolling. The soils in much of the northerly and westerly sections of the City are generally of a medium to heavy character, with slow silt, although there are limited pockets of well-drained gravelly or sandy soils. Near the Mattabasset and Coginchaug Rivers there are extensive areas of alluvial soils, much of them subject to flooding. In general, the soil conditions of this part of the City are unsuitable for development except at a very low density, unless public sanitary sewerage is available.

Summer Brook and its tributaries drain much of the south central area of the City. These streams rise near the Middlefield and Haddam lines and join south of the City center, where Summer Brook flows into the Connecticut. Soil conditions in this part of Middletown vary, but much of the area contains medium to heavy soils which require public sanitary sewerage where development exceeds a low density. There are, however, some limited areas with sandy or gravelly soils, but there are also pockets of poorly drained soils as well as of rocky and rugged land. The topography of most of the south central area is gently rolling, becoming more rugged near the City's south boundary.

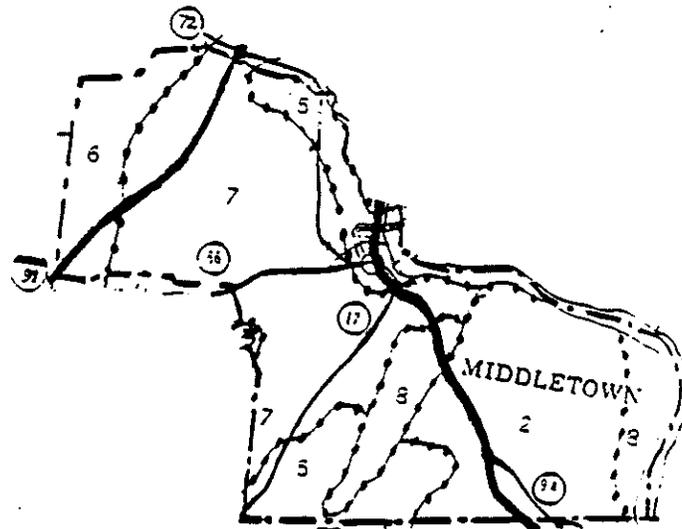
D. Climate:

Average annual temperature	: 50.20° F.	(10.1°C)
Mean maximum January temperature:	36° F.	(2.2°C)
Mean minimum January temperature:	18° F.	(-7.7°C)
Mean maximum July temperature	: 83° F.	(28.2°C)
Mean minimum July temperature	: 61° F.	(16.1°C)
Average annual rainfall:	50.34 in.	(127.9cm)
Average annual snowfall:	37.20 in.	(94.5cm)

PHYSICAL CHARACTERISTICS OF MIDDLETOWN, CONNECTICUT



GENERAL SOIL MAP OF MIDDLETOWN, CONN.



LEGEND

- 2 Hollis-Charlton: Gently sloping to steep somewhat excessively drained and well drained loamy soils on bedrock controlled glacial till uplands.
- 5 Rumney-Saco-Podunk: Nearly level, moderately well drained to very poorly drained loamy soils, on flood plains.
- 6 Holyoke-Wethersfield-Cheshire: Gently sloping to steep, somewhat excessively drained and well drained loamy soils on bedrock, controlled glacial till uplands.
- 7 Wethersfield-Ludlow-Wilbraham: Nearly level to steep, well drained to poorly drained loamy soils, that have a compact substratum on drumloidal glacial till uplands and broad glacial till.
- 8 Hartford-Manchester-Penwood: Nearly level to sloping, excessively drained and somewhat excessively drained sandy soils, on outwash plains and terraces.

Source: U. S. Department of Agriculture
Soil Conservation Service 1978

HOW LAND IS BEING USED

The availability of land for future development and the relationship between the different land uses is important to decision makers contemplating the location of various new facilities. The three charts reproduced here show the display in the 1965 Plan of Development and similar estimates made in 1981 and 1983.

PRESENT LAND USE (Approximate Areas in Acres) (From 1965 Plan of Development)	
Residence	2,290
Commercial	245
Industrial	
Industrial Plants	160
Quarry	155
Hartford Electric Light Company	<u>485</u> 780
Park, Forest, Water Supply	
City Water Supply	705
State Park and Forest	380
City Parks and Playgrounds	<u>125</u> 1,190
Institutions, Public and Semipublic	
Wesleyan University	265
Connecticut Valley State Hospital	1,165
Cemeteries	150
Long Lane Farm	165
U. S. Government	1,065
Public Schools, City	130
Other	<u>385</u> 3,325
Streets and Highways	1,410
Undeveloped Land	<u>17,980</u>
TOTAL LAND AREA	27,200

Land Use Category	Total Area		Developed		Undeveloped	
	Acreage	%	Acreage	%	Acreage	%
Residential	22,417	81.1	12,454.0	45.1	9,963.0	36.0
Commercial	273	0.9	209.4	.7	63.6	1/2
Industrial	3,679	13.2	2,614.0	9.4	1,065.0	3.8
Other	1,154	4.8	906.6	3.6	247.4	1/2
Total Area	27,523	100.00	16,184.0	58.8	11,339.0	41.2

(Estimated - End of Year 1981)

Land Use Category	Total Area		Developed		Undeveloped	
	Acreage	%	Acreage	%	Acreage	%
Residential.....	22,140	81.4	12,530	46.1	9,610	35.3
Commercial.....	280	1.0	215	.8	65	.2
Industrial.....	3,640	13.4	2,890	10.6	750	2.8
Other.....	1,140	4.2	910	3.3	230	.9
Total Area...	27,200	100.0	16,545	60.8	10,655	39.2

(Estimated - End of Year 1983)

