COMMUNITY FACILITIES & SERVICES

12

Overview

Community facilities help meet community needs and help support our quality of life ...

Community facilities support functions such as education, public works, public safety, and recreation, all of which are important to maintaining the character and quality of life in a community. The Plan of Conservation and Development does not get involved in the day-to-day operations of individual departments. Rather, the Plan seeks to identify potential community facility needs (buildings and sites) so that they can be anticipated and planned for. The Plan also serves as a useful guide for referrals of proposed municipal improvements (as required by CGS Section 8-24) for review by the Town Plan and Zoning Commission.

As described in this chapter, the following community facility needs are identified for future consideration:

Near Term (0-10 years)	1. Investigate options for expanding or relocating the Town Hall. 2. Investigate what school facilities Orange will need for the long term. 3. Renovate and improve schools needed for the long term. 4. Prepare a program to improve the community center. 5. Make arrangements to purchase properties on Lambert Road adjacent to the Public Works facility, should these sites become available.
Mid-Term (10-20 years)	6. Contemplate the possible need to transition to either a paid fire department or a hybrid paid/volunteer arrangement.
Long Term (20+ years)	7. Maintain community facilities through pro-active maintenance.

Plan For Future Town Hall Needs

The Orange Town Hall is located on Orange Center Road at the intersection with Tyler City Road. It shares a site with the Orange Center Firehouse and the Mary L. Tracy School.

At the present time, the building is fully occupied and day-to-day operations are cramped. At some time in the not-too-distant future, it will make sense to investigate options for expanding the facility. This expansion can help meet the need for additional office space, meeting space, and storage space. Additional parking spaces are also needed on many occasions.

Relocating the Town Hall elsewhere is also a possibility (Mary L. Tracy School, as a separate facility at the High Plains Community Center, or a possible future "town center" type area).

Orange Town Hall

Plan For Future Town Hall Expansion	See inside back cover for legend	
Policies	**Leader**	**Partners**
1. Address the need for additional office space, meeting space, and storage space in Town Hall.	BOS	BOF
Initial Tasks		
2. Investigate options for expanding or relocating the Town Hall.	BOS	

Evaluate Consolidation Of Educational Facilities

The education system in Orange is a source of pride for residents. The Connecticut Department of Education classifies school districts into District Reference Groups (DRG) based on socio-economic status, perceived student needs, and enrollments. Orange is classified as DRG-B which is the second highest of the nine groups.

Orange has a two-tier educational system:

- The local school system provides education from pre-kindergarten to grade 6, and
- Regional School District #5 (Amity) provides education from grades 7 to 12 for children from Orange, Woodbridge, and Bethany.

Mary L. Tracy School (PreK-K) - Orange Center Road

Turkey Hill School (Grades 1-6) - Turkey Hill Road

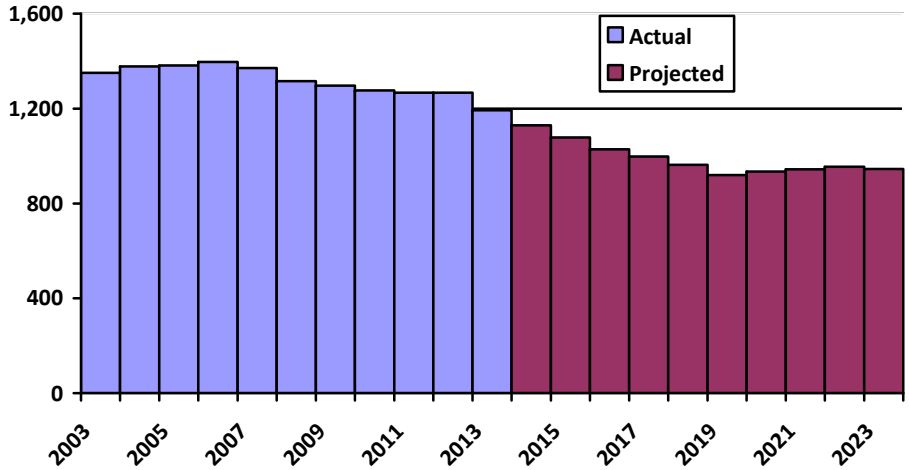
Amity School District

The school facilities of the Amity Regional School District involve residents and representatives of all three communities (Orange, Woodbridge, and Bethany) and are outside the scope of this Plan of Conservation and Development).

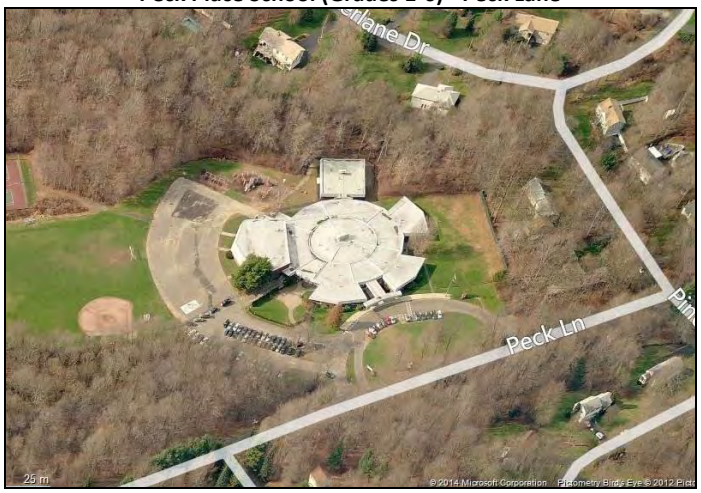
Enrollment Information

	Year	PK-6 Enroll-ment
Historic	2003	1,350
	2004	1,378
	2005	1,381
	2006	1,396
	2007	1,371
	2008	1,316
	2009	1,297
	2010	1,277
	2011	1,267
	2012	1,267
	2013	1,193
Projected	*2014*	*1,130*
	2015	*1,079*
	2016	*1028*
	2017	*998*
	2018	*963*
	2019	*919*
	2020	*934*
	2021	*943*
	2022	*955*
	2023	*945*

Local school enrollments (PK – 6) have been decreasing in recent years as a result of overall demographic trends. This enrollment decrease is expected to continue even with the addition of pre-kindergarten programs.



Peck Place School (Grades 1-6) - Peck Lane



Racebrook School (Grades 1-6) - (Grannis Road)

Based on enrollment projections and overall demographics, the time may come when Orange will no longer need four buildings for PK-6 enrollments.

During the planning period, Orange should investigate what education facilities it will need for the long term – both in terms of capacity and quality of educational programs. Each of the school buildings has some need for "refreshment" and so one possibility might be for one school to go off-line for refreshment and renovation while the other schools accommodate the educational programs. This rotating schedule could be employed until the educational facilities are "ready for the 21st century."

Consideration should also be given to the potential future use or re-use of any excess school facilities. Each site also provides recreational facilities which benefit the community. In terms of building design and location, Mary L. Tracy School may have the greatest potential for re-use.

Evaluate Consolidation Of Educational Facilities		**See inside back cover for legend**
Policies	**Leader**	**Partners**
1. Seek to maintain educational excellence.	BOE	BOS, BOF
2. Seek to use educational facilities efficiently.	BOE	BOS, BOF
Initial Tasks		
3. Investigate what education facilities Orange will need for the long term.	BOE	BOS, BOF
4. Renovate and improve schools needed for the long term.	BOE	BOS, BOF

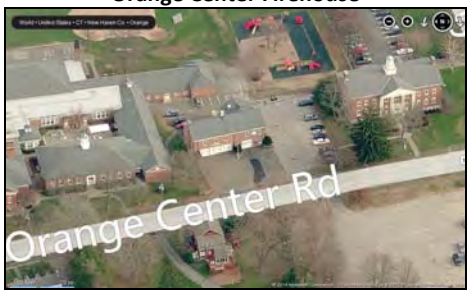
Anticipate Fire Department Needs

Orange has an all- volunteer fire department which operates out of two fire stations – the Post Road firehouse near Lambert Road and the Orange Center firehouse (adjacent to Town Hall). The Post Road station was recently built and is well configured to meet community needs for the planning period and beyond. The Orange Center firehouse was built in the 1930s and, while not well-configured for modern fire equipment, does help meet community needs.

Post Road Firehouse

Orange has a very good "ISO" rating and this benefits local residents by allowing for lower fire insurance premiums. Given that Orange is an all-volunteer department, this is especially impressive. Fire capabilities are also aided by the fact that there are water lines and hydrants in place which service much of the community. Emergency communications are reported to be adequate.

Orange Center Firehouse



Over the long term, it may become more difficult to maintain an all-volunteer fire department due to increasing training and certification requirements and a changing age composition. Orange is able to maintain effective response at present at the present time because Orange accepts volunteers from surrounding areas (who want to get experience for career positions elsewhere) and because Public Works employees assist with fire response during the day.

Orange should begin to contemplate the possible need to transition to a paid fire department or a hybrid arrangement of paid staff supplemented by volunteer staff.

Anticipate Fire Department Needs	**See inside back cover for legend**	
Policies	**Leader**	**Partners**
1. Maintain effective fire response capabilities.	FD	BOS, BOF
2. Contemplate the possible need to transition to either a paid fire department or a hybrid paid/volunteer arrangement.	FD	BOS, BOF

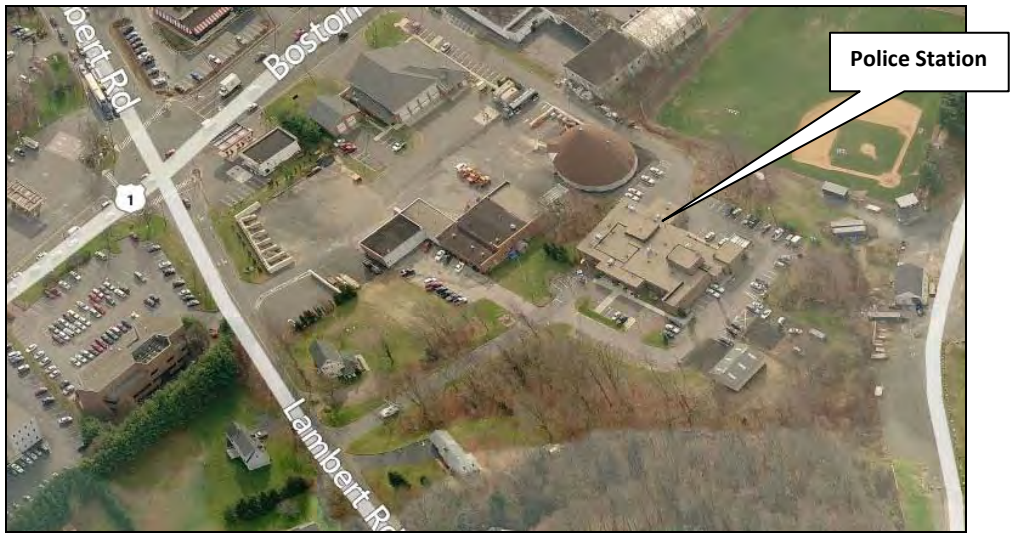
Maintain Police / Medical Response

The Orange Police Department is located on Lambert Road on a site shared with the Public Works Garage and the Post Road firehouse. The building, which was built in 1974 and added to in 2000, is expected to be adequate in size for community needs for the next 10-20 years although maintenance and repairs (roof, HVAC, etc.) may be necessary.

Emergency medical response is also provided by the Police Department as all patrol personnel are trained in medical response. A paramedic is stationed in Orange around the clock to assist with medical response.

Emergency communications are in the middle of a system-wide upgrade.

Police Station



Maintain Police / Medical Response	See inside back cover for legend	
Policies	**Leader**	**Partners**
1. Maintain effective police / medical response capabilities.	PD	BOD, BOF

Maintain And Improve Recreation Facilities

Orange has a number of recreation facilities which are appreciated by residents and enhance the overall quality of life in the community.

The main facility may be the High Plains Community Center which includes the Senior Center, a gymnasium, a fitness center, an indoor pool, and a number of rooms and classrooms used for a variety of local activities. In addition, the grounds include recreational fields and several structures which provide for a variety of events. Orange also has the Old Tavern Road Recreation Area and Wolfe Park which provide fields for outdoor sports and activities. Local schools (and the Amity Regional Junior High School) also provide indoor space for local activities and outdoor space for youth sports and other activities.

Interest has been expressed in providing additional fields for outdoor sports (soccer, lacrosse, etc.) as well as addressing needs at the community center (upgrade the gymnasium/auditorium, renovate the classroom wing, upgrade the pool area, overall refreshment of the facility, add parking).

Maintain And Improve Recreation Facilities		**See inside back cover for legend**
Policies	**Leader**	**Partners**
1. Maintain and improve outdoor recreation facilities.	PRC	BOS, BOF
2. Maintain and improve the community center.	PRC	BOS, BOF
Initial Tasks		
3. Prepare a program to improve the community center.	PRC	BOS, BOF

High Plains Community Center

Indoor Pool

Youth Sports

Old Tavern Road Recreation Area

Wolfe Park

Senior Center

Address Public Works Space Needs

The main Public Works facility is located near the intersection of Lambert Road and the Post Road (Route 1). The site is intensively used at the present time for storage and maintenance of equipment and storage of work materials. At some time during the planning period, the indication is that additional space will be required.

Over the long term, it will make sense to consider how this site can be expanded in order to meet potential future needs of all the activities conducted here (the site is shared by Public Works, the Post Road firehouse, and the Police Station). Should adjacent properties on Lambert Road become available, the Town should consider purchasing these sites in order to provide expansion room in the future for these municipal activities.

Indications are that the transfer station site (at the end of South Orange Center Road) is adequate for community needs during the planning period.

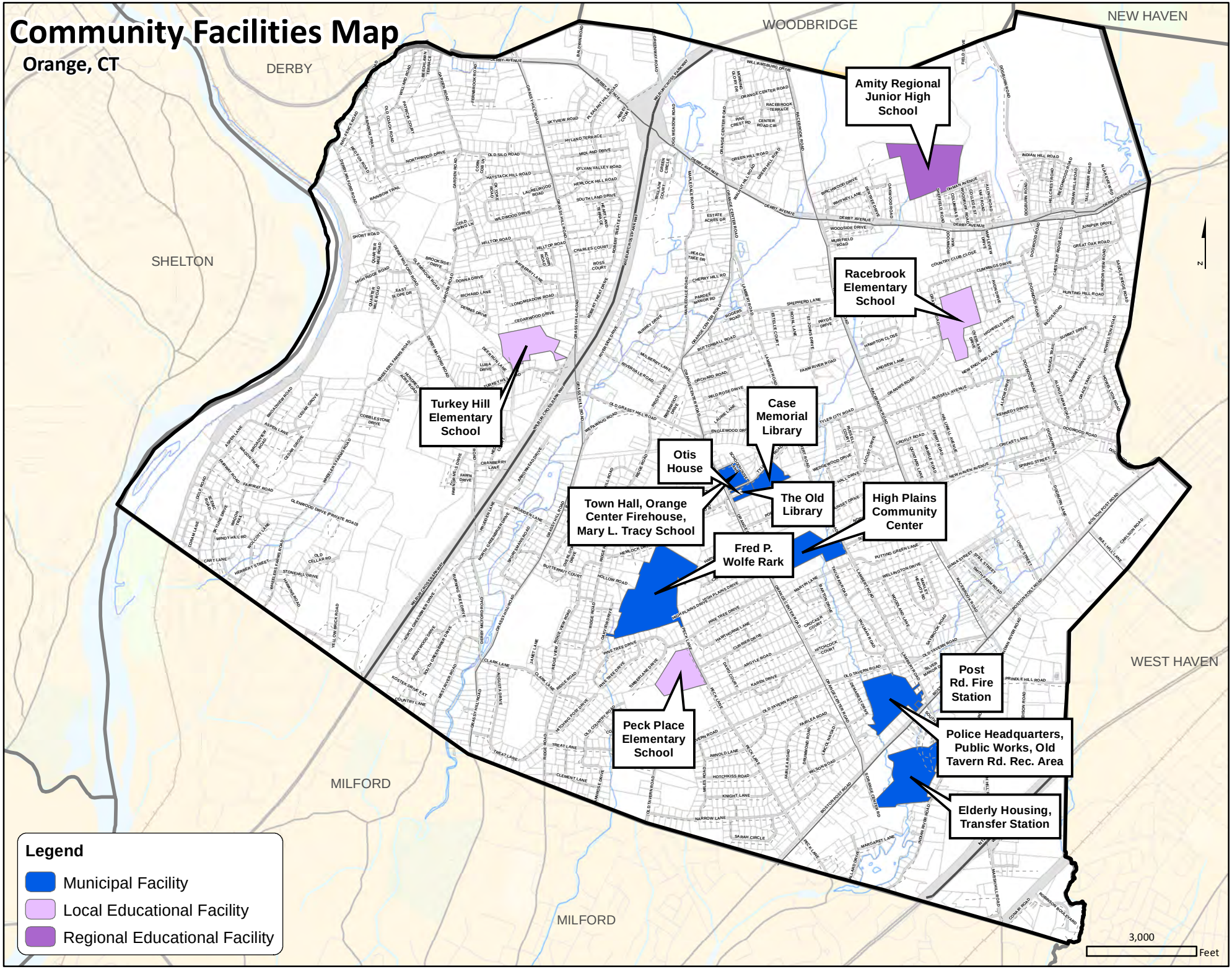
Public Works Garage

Transfer Station

Address Public Works Space Needs	See inside back cover for legend	
Policies	**Leader**	**Partners**
1. Address space needs for public works activities.	PW	BOS, BOF
Initial Tasks		
2. Make arrangements to purchase properties on Lambert Road adjacent to the Public Works facility, should these sites become available.	PW	BOS, BOF

Community Facilities Map

Orange, CT



Maintain Other Facilities

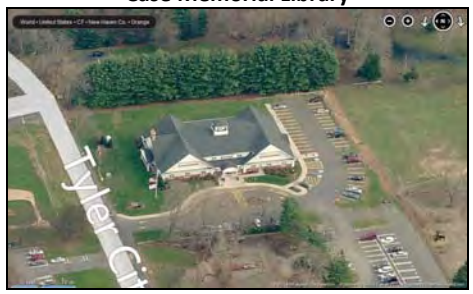
- Case Memorial Library - the library is anticipated to be adequate for community needs for some time
- Stone-Otis House – a historical building maintained by the Orange Historical Society
- Old Library (Orange Center Road)
- Elderly Housing (Red Cedar Road)
- Fairgrounds (Orange Center Road)
- Town Green (part)

Maintain Community Facilities

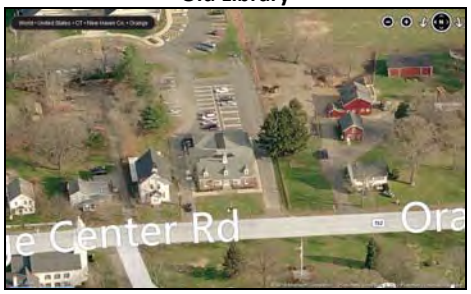
Orange has a considerable investment in existing community facilities and should strive to ensure that all buildings and properties are maintained for the long term. Preventative maintenance in the short term will save the Town considerable money in the long term.

Orange also has other community facilities which enhance the overall quality of life in the community (see sidebar). These facilities complement the other community facilities in Orange and should continue to be maintained.

Case Memorial Library



Old Library



Maintain Community Facilities		See inside back cover for legend
Policies	**Leader**	**Partners**
1. Maintain community facilities through pro-active maintenance.	Town	PW, PRC, BOE BOS, BOF, PD, FD, CMLC
2. Maintain other community facilities in Orange.	Town	PRC, LC, OHS, BOS, BOF, CMLC

TRANSPORTATION 13

Overview

The overall transportation system – roads, walkways, cycling – helps meet community needs and helps support our quality of life ...

The road system in a community like Orange is functionally important to the day-to-day life of community residents, visitors, and businesses as well as being an important component of its character and self-image. .

This section of the Plan of Conservation and Development looks at the overall configuration of the vehicular transportation network and other transportation modes (pedestrian, bicycle, bus, rail, etc.).

Roadways

Pedestrian

Bicycle

Transit

Road Classifications

These *local* road classifications are different than regional and state road classifications.

The regional and state classifications are used for road funding purposes whereas the local classifications are used for land use guidance and roadway construction/maintenance.

The two classification systems are not inconsistent.

Modify Road Classifications

The map on the facing page summarizes the recommended road classifications for Orange (as per Section 382-23 of the Subdivision Regulations):

- Expressways – *limited access highways* for regional travel
- Arterial Roads – *state highways* used for inter-community travel
- Commercial Roads – *Town roads* intended and used to service commercial and industrial developments
- Collector Roads – *Town roads* configured and used for inter-neighborhood travel
- Local Roads – *Town roads* used primarily for access to residential property and generally configured to discourage through traffic

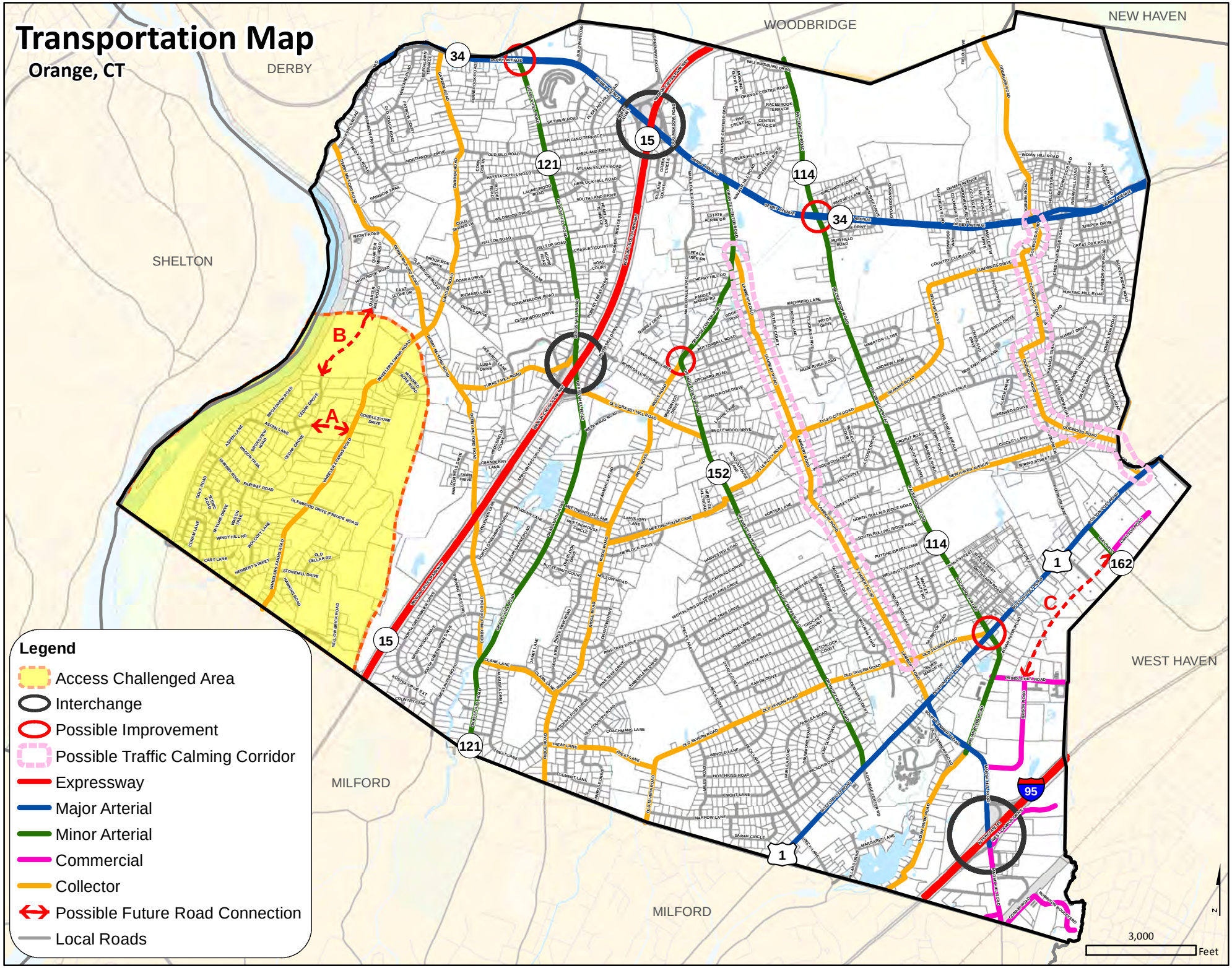
Exceptions to the above classifications occur where local roads (South Lambert Road, Marsh Hill Road, Indian River Road, and Racebrook Road) are located between major state routes and are being used essentially as State highways. Because of this, the Town will request that the Connecticut Department of Transportation consider incorporating these two roads into the State Highway system as follows:

- Designate South Lambert Road / Marsh Hill Road as part of State Route 152 (Orange Center Road) and route SR 152 over the section of Route 1 between Orange Center Road and South Lambert Road
- Designate Indian River Road / Racebrook Road as part of State Route 114 (Racebrook Road).

Modify Road Classifications	**See inside back cover for legend**	
Policies	**Leader**	**Partners**
1. Use the recommended roadway classifications for land use guidance and roadway construction/maintenance.	TPZ	PW
Initial Tasks		
2. Request that the Connecticut Department of Transportation consider incorporating South Lambert Road / Marsh Hill Road and Indian River Road / Racebrook Road into the State Highway system.	PW	BOS

Transportation Map

Orange, CT



Address Overall Roadway Issues

The overall circulation pattern in Orange is reasonable with a couple of exceptions as discussed below.

1. **Wheelers Farm Road** – The TPZ may wish to encourage or require road connections in the Wheelers Farm Road area in order to provide secondary access in the event that Wheelers Farm Road is blocked for any reason (shown as "A" and "B" on the map on the preceding page). Without such a connection, the entire southwestern part of Orange is essentially one large "cul-de-sac" accessible from the rest of Orange only by Wheelers Farm Road.

2. **Edison / Bull Hill Connection** – To enhance overall circulation in the "Economic Area", the TPZ may wish to consider encouraging or requiring this connection (shown as "C" on the map on the preceding page).

3. **Five Corners @ Old Tavern** – Relocating Old Tavern Road away from the intersection with the Post Road (Route 1) and Racebrook Road (Route 114) as part of development or redevelopment plans in this area will help address congestion in this location.

Old Tavern Road at Post Road / Racebrook Road

4. **Five Corners @ Mapledale** – There is also a five-corner intersection where Orange Center Road intersects with Ridge Road, Mapledale Road, and Buttonball Road. Traffic operations at this location are hindered by the five-corner configuration, road alignments, grade changes, and sight lines. Eliminating the Buttonball Road connection to Orange Center Road could help simplify this intersection while retaining residential access through Orchard Road, Oak Tree Road, and Lambert Road. Alternatively, installing a modern roundabout at this intersection might also be an effective solution.

5. **Derby Avenue @ Racebrook Road** – This intersection is congested during peak operations and would benefit from the addition of turn lanes, extension of storage for queues, and additional through capacity on Racebrook Road. The Town should work with the CTDOT to conduct a detailed study of intersection operations in order to identify specific lane needs and storage lengths.

Derby Road at Racebrook Road

6. **Derby Avenue @ Grassy Hill Road** – This intersection can also get congested due to the traffic volumes and would benefit from the addition of turn lanes on Route 121, and extension of storage for queues on Route 34. The Town should work with the CTDOT to conduct a detailed study of intersection operations in order to identify specific lane needs and storage lengths.

Derby Road at Grassy Hill Road

7. **Derby-Milford Road** – Overall traffic volumes and truck traffic have increased concerns about the configurations of this roadway corridor and the following strategies are recommended:
    - Work with local and state officials to designate this roadway as a non-truck route and relocate heavy truck traffic to the Grassy Hill Road (State Route 121) corridor,
    - Work with Derby and state officials to improve the intersection of Derby-Milford Road at Route 34, and
    - Continue to pursue funding at the state/regional level to widen this road to provide shoulders and bike lanes and increase safety.

8. **Pavement Management** – Pavement can be expensive to maintain and it can become exponentially more expensive if simple maintenance tasks are deferred. Orange should continue to dedicate financial resources and manpower to maintaining local roads as cost effectively as possible.

Address Overall Roadway Issues		**See inside back cover for legend**
Policies	**Leader**	**Partners**
1. Encourage or require additional road connections in the Wheeler Farms Road area in the future.	TPZ	FD, PD
2. Encourage or require a road connection between Edison Road and Bull Hill Road.	TPZ	EDC, OEDC
3. Encourage or require the relocation of Old Tavern Road away from the Post Road / Racebrook Road intersection.	TPZ	BOS, PD
4. Continue to dedicate resources to maintaining local roads as cost effectively as possible.	PW	BOS, BOF
Initial Tasks		
5. Investigate the need to simplify the intersection of Orange Center Road at Mapledale Road.	PW	PD, BOS
6. Work with CTDOT to study intersection operations at Derby Avenue at Racebrook Road.	PW	PD, BOS
7. Work with CTDOT to study intersection operations at Derby Avenue at Grassy Hill Road.	PW	PD, BOS
8. Work with local and state officials to improve Derby-Milford Road and designate it as a non-truck route.	PW	PD, BOS

Improve Route 1 Operations

Route 1 is a major commercial area in Orange and operations along the roadway are challenged by the number of driveways and the number of conflicting turning movements. Many people have expressed frustration about the challenges along Route 1.

In response to this situation, the Connecticut Department of Transportation (CTDOT) undertook a project to change the configuration of a portion of Route 1 (near the West Haven line). As a result of that project, the road cross section was changed to include turning lanes and, in some places, to add a center lane which provides for left-turns in either direction. Orange should continue to advocate for the CTDOT to make improvements to the remaining sections of Route 1 to address congestion and safety issues.

In addition, Orange will review the provisions in the zoning regulations requiring consideration of "access management" as part of plan approvals along Route 1. Such regulations can be used to encourage or require driveway sharing and/or interconnected sites in order to enable access to land uses while maintaining roadway safety and mobility. Over time, this will help create situations where people may be able to travel between sites on the same side of the road without having to exit onto Route 1 to turn into the next driveway. In addition, it may allow for the number of driveways to be reduced over time.

New 5-lane Section
(Center lane = 2-way left turn)

Older 4-lane Section
(No Center Lane)

Improve Route 1 Operations		**See inside back cover for legend**
Policies	**Leader**	**Partners**
1. Continue to advocate for CTDOT improvements to Route 1.	Town	BOS, PW
2. Manage access along Route 1 to promote safety and mobility.	TPZ	PD
Initial Tasks		
3. Review the "access management" section in the Zoning Regulations and enhance as appropriate.	TPZ	

Traffic Calming

According to the Institute of Transportation Engineers, traffic calming is the "combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users."

Traffic Calming

Lambert Road is one of the roads in Orange where "traffic calming" appears to be warranted. Traffic from the Naugatuck Valley towns can come down Orange Center Road and then use Lambert Road to get a direct connection to Marsh Hill Road and I-95. This traffic often travels at a higher rate of speed in conflict with the character of this scenic road and residential neighborhood.

Dogwood Road and Dogburn Lane are other roads where "traffic calming" may be warranted.

Consider Traffic Calming In Residential Areas

Orange is located between the Naugatuck River valley communities (Derby, Shelton, Ansonia, Seymour, etc.) and communities along and near the shore (New Haven, West Haven, Orange, and Milford). Orange also is a conduit for traffic to and from Woodbridge and Bethany. As a result, quite a bit of traffic travels to and through Orange on a regular basis and some of this traffic has chosen to go through residential neighborhoods in a way that is incompatible with the character of the roadway and/or the neighborhood (i.e. - traffic *speed* and behavior).

To help manage traffic flow through Orange, it may make sense to implement "traffic calming" techniques in the future where traffic speed is an issue. The following type of approach can help slow or reduce motor vehicle traffic and improve safety for pedestrians and bicyclists:

- Education - inform residents about how they as motorists can help to ease traffic impacts in their neighborhood through changes in behavior and attitudes, and informs them about neighborhood traffic management activities and opportunities
- Enforcement - enlist the assistance of the Police Department to focus enforcement efforts in key areas
- Engineering – the use of traditional traffic management measures as well as newer approaches, such as traffic calming

A thoughtful approach to implementing traffic calming is recommended. Without proper planning and appropriate use, some traffic calming devices can have unintended consequences and negatively impact residents, emergency responders, bicyclists and other road users.

Orange can take a pro-active approach to traffic calming, with a structured program which considers technical aspects such as traffic volumes, speeds, and proximity to neighborhood pedestrian generators, as well as public support for the project. This collaborative approach with residents seeks to preserve neighborhood character while solving traffic issues.

Consider Traffic Calming In Residential Areas		**See inside back cover for legend**
Policies	**Leader**	**Partners**
1. Consider traffic calming in residential areas.	PD	PW, FD

Possible Traffic Calming Techniques - Education

Neighborhood Meetings - A neighborhood meeting can raise awareness of the issue and involve residents in identifying possible approaches.

Neighborhood News

SEPTEMBER 2007

Board of Directors & Management

President

Vice President

Secretary

Treasurer

Directors

Disaster Preparedness – Is Your Family Ready?

Planning for a disaster has probably slipped your mind. In fact, it's probably the last thing on your "to do" list. But taking steps now to protect your family in the event of a disaster is just what the UFUCD Division of Environmental & Emergency Management (DEEM) wants you to do!

Following hurricanes Katrina and Rita, many communities took action to develop more thorough disaster preparedness plans to provide an organized response in times of crisis. But even the best response

electric can opener, utility knife, fire extinguisher, tube tent, pliers, duct tape, compass, whistle, aluminum foil, plastic storage containers, paper, pencil, needles, thread, medicine dropper, wrench, whistle, plastic sheeting, area map, toilet paper, feminine supplies, personal hygiene items, diapers (if needed), plastic garbage bags, plastic bucket with tight lid, disinfectant, household chlorine bleach, and pet supplies (if appropriate).

Clothing & Bedding – Sturdy shoes

Neighborhood Newsletter – A newsletter can share information about safety concerns, information on traffic speed and volume, and proposed responses. In addition, traffic and pedestrian safety basics can be covered.

Radar Speed Sign - These signs, which may be portable, use radar to provide motorists with an electronic display, alerting them if they are exceeding acceptable speeds increases driver awareness and motivates people to alter their behavior.

Signage – Traffic signage, if warranted, can inform drivers of school zones, pedestrian activity, school crossings, and bike routes. Installation of stop signs for speed control or unreasonably low speed limits is not recommended.

Possible Traffic Calming Techniques - Enforcement

Speed Enforcement – Enforcement of speed limits and other traffic laws in neighborhoods can help slow traffic and help police learn when and where to focus their traffic calming efforts.

Possible Traffic Calming Techniques - Engineering

Narrowing Travel Lanes - Wide travel lanes can encourage faster travel speeds. Narrowing the travel lane through the use of pavement markings, landscaping, or curbing can calm traffic and provide space for pedestrians and cyclists.

Textured/Colored Pavement – Changing the texture / color of pavement for even a small area (or another type of "gateway" feature) can send a visual cue that a driver has entered a traffic-calmed area.

Mini-Roundabouts - A mini-roundabout is a street intersection feature which requires vehicles to slow down and navigate around the island in an intersection and yield to vehicles already in the roundabout.

Temporary Constriction – Temporary constriction of the travel lanes (curb extensions, bulb-outs, chicanes, etc.) will slow traffic and deter traffic whose destination is not in the neighborhood. These could be moved around as necessary.

Permanent Constriction – Permanent constriction of travel lanes (choker, chicane, etc.) will also slow traffic and deter traffic whose destination is not in the neighborhood. However, this can be an issue for snow plowing and emergency response.

Speed Bump / Hump – Temporary or permanent raised sections of roadway which can deter speeding and cut-through traffic. However, this can also create issues for snow plowing and emergency response.

Road Closure – A partial closure (diverter) or a full closure should only be used as measures of last resort and only considered if other less restrictive physical measures have failed.

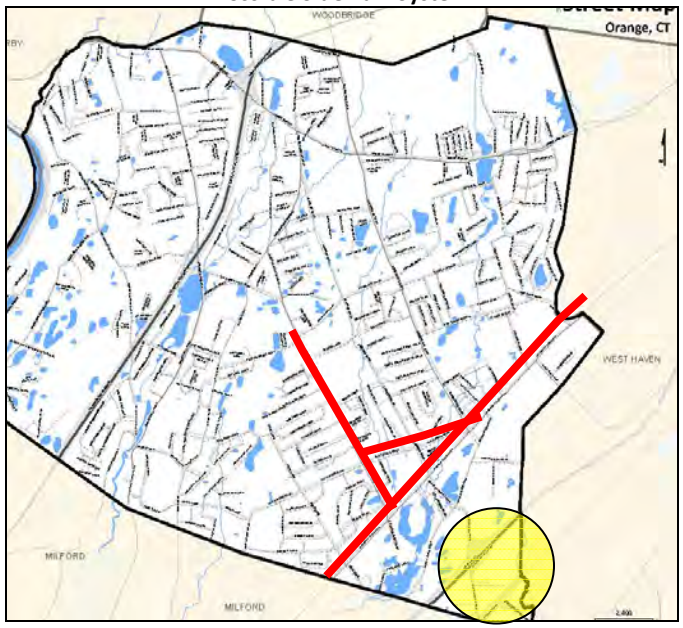
Consider Providing For Pedestrians

Orange does not presently have much in the way of an organized system of sidewalks or pedestrian trails. As a result, there is not as much pedestrian activity as can be found in similar communities.

During the planning period, Orange may wish to consider the possibility of establishing:

- A sidewalk system along both sides of Route 1 to allow for people to walk between nearby properties,
- A sidewalk connection from Route 1 to the Old Tavern Road Recreation Area and to Orange Center Road,
- A sidewalk connection from Orange Center / High Plains Community Center) to Old Tavern Road and Route 1,
- Sidewalks near the proposed train station, and/or
- A trail system within and between open space areas.

Possible Sidewalk System



Consider Providing For Pedestrians	See inside back cover for legend	
Policies	**Leader**	**Partners**
1. Consider making more provision for pedestrians.	Town	
Initial Tasks	**Leader**	**Partners**
2. Modify the zoning regulations to require sidewalks along Route 1 and the near the proposed train station.	TPZ	
3. Investigate the installation of pedestrian walkways or paths on Orange Center Road and Old Tavern Road (seasonally or year-round).	Town	BOS, BOF, PRC

Consider Providing For Cyclists

In recent years, there has also been increased interest among Connecticut residents in bicycle usage for recreation, occasional errands, and even for commuting.

The Connecticut Department of Transportation created a statewide database which classifies state highways by potential suitability for bicycle usage. That classification system considers traffic speed and the width of the roadway shoulder area to suggest potential suitability. Orange should establish a committee comprised of local cyclists to look at local streets and establish a comparable system of bicycle routes in Orange, coded by potential suitability.

Orange should also pursue designation as a bicycle friendly community. An organization called League of American Bicyclists evaluates and designates communities that apply for bicycle-friendliness. In Connecticut, Simsbury (bronze) and South Windsor (bronze) have been so designated.

Painted Bike Lane

Shared Use Path

Consider Providing For Cyclists	See inside back cover for legend	
Policies	**Leader**	**Partners**
1. Consider bicycle usage within existing pavement widths when undertaking roadway projects (including narrowing vehicle lanes if appropriate).	PW	DOT
2. Encourage provision for bicycles in public and private activities.	TPZ	PW, DOT
Initial Tasks		
3. Inventory and categorize roads for potential suitability for bicycles.	OBC	PW
4. Consider pursuing designation as a bicycle friendly community.	OBC	PW

Promote Transit

Having transit available within a community provides transportation choices for people who might not otherwise be able to get around. This can benefit local workers and local businesses as well as the young, the old, and the disabled.

CT Transit Routes

Bus Transit

At the present time, Orange is served by the Connecticut Transit system (CT Transit) as follows:

- F-6 Route– Service between New Haven and Seymour via Route 34
- O-2 Route – Service between New Haven and Milford via Route 1
- B-4 Route – Service between New Haven and West Haven via Bull Hill Road

These routes can help address transportation needs of residents and businesses and should be maintained and enhanced.

Train Service

The Metro-North Rail Line, which provides train service between New Haven and Grand Central terminal in New York City, runs through Orange. However, there is not a rail station in Orange at the present time. The Connecticut Department of Transportation recently opened a rail station in West Haven and is considering the possibility of opening a rail station in Orange. The addition of a rail station would be of significant benefit to Orange residents and businesses and will be supported.

Dial-A-Ride

The Community Services Department provides rides to the elderly and people with disabilities for medical appointments, the Senior Center, local shopping centers, and personal errands (if time allows). The three "lift-equipped" vehicles provide about 3,500 trips per year. This service should continue to be provided.

Commuter Parking / Transportation Demand Management

There is a commuter parking lot in Orange on Greenway Road (at the Route 34 / Wilbur Cross Parkway interchange). Orange will advocate for additional park and ride facilities at appropriate locations to reduce single occupancy trips.

The Town and local employers should encourage and provide incentives for carpooling, use of mass transit (including bus shelters), walking and biking, flexible working hours, compressed work weeks, and telecommuting.

Promote Transit		**See inside back cover for legend**
Policies	**Leader**	**Partners**
1. Encourage maintenance and enhancement of CT Transit bus service.	Town	EDC, OEDC
2. Support establishment of a rail station in Orange.	Town	
3. Maintain dial-a-ride services for those who need them.	CSC	PRC, BOS, BOF
4. Support establishment of additional park and ride lots.	Town	
5. Encourage carpooling, use of mass transit, walking and biking, flexible working hours, compressed work weeks, and telecommuting.	Town	
Initial Tasks		
6. Consider ways to establish bus shelters along established bus routes.	Town	EDC, OEDC

UTILITY INFRASTRUCTURE

14

Overview

Utility infrastructure helps support our overall quality of life ...

The availability of utility infrastructure – water, sewer, electricity, and communications, for example – has a significant influence on overall public health, safety, welfare, and quality of life. Even though some of these utilities may be provided by private companies, their availability is important for residents, businesses, and visitors to Orange.

The Plan of Conservation and Development looks at the availability of these utilities (both capacity and location) to ensure they are adequate for community needs.

Public Water

Public Sewer

Electrical Service

Wireless Communications

Improve Storm Drainage

Storm drainage is not often thought of as a utility (since property owners typically do not pay for it) but it is part of the infrastructure system relied upon to support development in Orange.

The challenge with the overall drainage system in Orange is that increasing development (impervious coverage) over time has increased the amount of runoff and increased the peaking of runoff. Both of these situations have resulted in downstream flooding problems and resulted in the need for expensive solutions. There has also been growing awareness of the impacts of stormwater runoff on water quality.

The "Natural Resources" chapter suggested that "low impact development" strategies would be appropriate for Orange to consider. These strategies seek to more closely mimic the way that the natural water cycle works by recharging groundwater at the place the raindrop falls rather than attempt to collect it, accumulate it, and then discharge it.

Typical Drainage Outlet

LID Approach (Rain Garden)

Improve Storm Drainage		**See inside back cover for legend**
Policies	**Leader**	**Partners**
1. Address storm drainage issues in Orange.	PW	TPZ
2. Transition to a "low impact development" drainage approach which promotes infiltration and water quality improvements.	PW	TPZ
Initial Tasks		
3. Incorporate LID stormwater management standards into land use regulations.	TPZ	PW

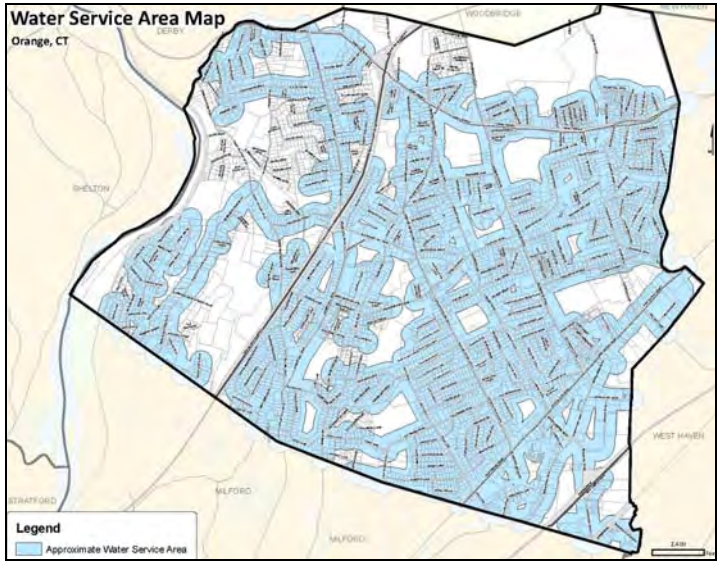
Extend Water Supply

Much of Orange is served by public water provided by the South Central Regional Water Authority (SCRWA). Water quality is reported to be good and adequate capacity exists to supply additional customers in all service areas. The availability of an adequate water supply to help meet domestic needs and fire protection needs is extremely valuable.

Expansion of water service is most likely to occur as part of new development or specific projects to address system issues. The Subdivision Regulations provide for the extension of water as part of new developments.

Although no expansion is planned by the SCRWA at the present time, opportunities to expand the service area (and interconnect water lines) should be explored.

Generalized Water Service Area



Protection of water quality, which is also important, was addressed in the "Natural Resources" chapter of the Plan.

Extend Water Supply	**See inside back cover for legend**	
Policies	**Leader**	**Partners**
1. Continue to strongly encourage and/or require the extension of public water supply in Orange.	TPZ	SCRWA

Sewage Disposal

To address sewage disposal needs, the Town of Orange entered into an Agreement with the City of West Haven in 1985 whereby the Town can send up to one million gallons per day (1.0 MGD) of sewage waste to the West Haven treatment facility for treatment and discharge.

At the present time, Orange is only using about 350,000 gallons per day to serve the uses in the "Economic Area."

As a result, Orange appears to have ample capacity to serve the buildout potential within this area and to otherwise meet community goals.

Note that the "Fieldstone Village" development at the corner of Grassy Hill Road and Route 34 entered into a private arrangement with the City of Derby. This arrangement was limited to that specific development.

Manage Sewage Treatment

Practically all residential areas in Orange utilize on-site septic systems to treat sewage waste. This arrangement is the primary reason behind the minimum lot size requirements in residential districts since a lot must be capable of accommodating a primary septic system as well as a reserve area in the event the septic system needs to be repaired or replaced.

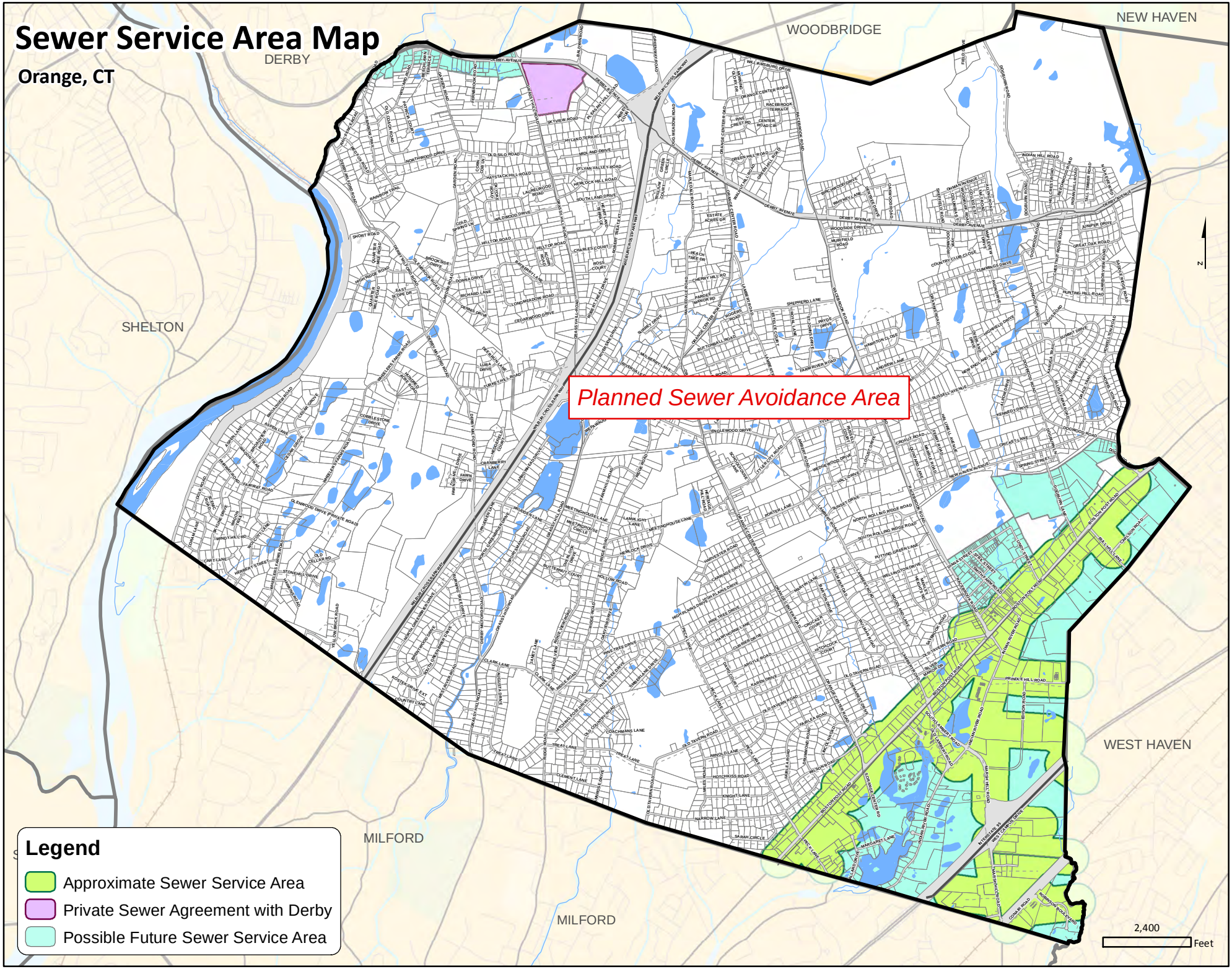
It is the long-term goal of the Town to continue this approach and ensure these septic system areas are "sewer avoidance" areas in the future. To help do this, Orange will consider establishing a septic management program whereby all septic systems in Orange are required to be pumped and inspected on a regular basis (say once every three years) to ensure they are functioning correctly (see "Natural Resources" chapter).

The "Economic Area" along the Post Road (Route 1) and areas south are served by public sewers. During the planning period, it may make sense to consider expanding the sewer service area to include areas near the Post Road in order to help accommodate new land uses or promote new development patterns. This was done in 1991 as part of an amendment to the Agreement between Orange and West Haven.

Manage Sewage Treatment		**See inside back cover for legend**
Policies	**Leader**	**Partners**
1. Continue the use of septic systems in most areas of Orange.	BPH	TPZ, WPCA
2. Promote "sewer avoidance" in most areas of Orange.	BPH	TPZ, WPCA
3. Maintain sewage capacity at the West Haven treatment facility to help accommodate land uses in the "Economic Area" and promote new development patterns where desired.	WPCA	

Sewer Service Area Map

Orange, CT



Encourage Extension Of Natural Gas Service

Natural gas service is available in some areas of Orange and service is provided by Southern Connecticut Gas (SCG). Yankee Gas Service Company provides gas service in Derby and so some of their gas lines are located along Route 34.

Natural gas is desired by more customers these days since prices have dropped in recent years. In addition, people have found that natural gas appliances can be available (heating, cooking, bathing, etc.) even when electrical service might be interrupted following a storm. Orange will encourage the extension of natural gas service within the community so that residents have a choice of energy systems.

Encourage Extension Of Natural Gas Service		**See inside back cover for legend**
Policies	**Leader**	**Partners**
1. Encourage extension of natural gas service in Orange.	Town	

Maintain Electrical System Reliability

As society has become more dependent on electrical and electronic devices, the reliability of the electrical system is an important consideration. The electrical distribution system is most vulnerable in areas where the electrical wires are overhead. While new electrical service must be underground as part of new subdivisions and other development in Orange, many of the main feeder lines and a number of areas are still served by overhead wires.

Since it is likely to be too expensive to relocate the electrical wires underground, the utility companies will seek to trim vegetation to maintain reliability. This can have an impact on the overall character of the community. Orange will continue to seek an appropriate balance between electrical reliability and community character.

Maintain Electrical System Reliability		**See inside back cover for legend**
Policies	**Leader**	**Partners**
1. Continue to seek an appropriate balance between electrical reliability and community character.	Town	TC
2. Encourage or require the extension or expansion of underground electrical service.	TPZ	Town

Continue To Improve Communications

Telephone service ("land line") and cable television service is presumed to be available to all properties in Orange. As a result, people have the ability to communicate with others and/or receive communications should they choose to do so.

In this day and age, more and more people are relying on wireless devices to communicate because of the convenience involved. It can also enhance public safety since people are more likely to be in a situation where they can call for assistance or be located. Ensuring that Orange has reasonable wireless communications service availability will be important to the overall quality of life in the community.

The Connecticut Siting Council has jurisdiction of new wireless towers except "municipal towers" (towers to be established by or for a municipality) and panel arrays established on or within existing structures.

Orange's Zoning Regulations include standards for telecommunications facilities, which provide standards for facilities *not* subject to State jurisdiction.

In the future, it is anticipated that there will be growing interest in "backfilling" between existing cellular towers in order to improve overall service availability in areas that need it and to avoid capacity constraints due to increased demands on bandwidth or tower capacity.

Orange will seek to balance the demand for wireless services and the public safety benefits with the visual and other impacts of new installations.

Continue To Improve Communications		**See inside back cover for legend**
Policies	**Leader**	**Partners**
1. Encourage the maintenance and improvement of telephone service.	Town	
2. Encourage the maintenance and improvement of cable television service.	Town	
3. Seek to balance the demand for wireless services and the public safety benefits with the visual and other impacts of new installations.	Town	