

## Newington

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Newington is a fully suburban town in central Connecticut with a population of about 30,562. The Town encompasses 13.2 square miles and ranges in elevation from 40-350 feet above sea level. The northern section of Newington lies in the Park River Watershed, while the southern section is within the Mattabesset River watershed. The principal watercourses in Town include the Mill, Piper, Rockhole and Webster Brooks. Many state highways run through Newington, including the limited access Route 9, and the Berlin Turnpike (Routes 5/15). Major industries in Newington include printing and manufacturing of airplane parts, dies, gauges, tools and plumbing supplies, as well as significant retail development along the Berlin Turnpike. Newington also houses the Veterans Administration's Connecticut Health Primary Care Facility, the Connecticut Department of Transportation and the Connecticut International Skating Center. The town has recently experienced the development of three major residential complexes; Newington Ridge, Waverley Drive, and Woodland Estates. In addition, there are various elderly housing campuses around town; Cedar Village, Kelliher Park, Millbrook Village, and the newly developed New Meadow Village.

## Challenges

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The Town has not permitted any new structures in the 100 year flood zone since the adoption of the 2008 Plan and thus has not increased its vulnerability to flooding. Nonetheless, flooding is a major concern for Newington. The National Flood Insurance Program has paid 43 property damage claims in Newington totaling nearly \$665,000 to-date. There have been 17 Repetitive Loss Property claims on five properties totaling over \$643,000. A significant flood event could result in much damage. CROCOG used FEMA's Hazus-MH model to analyze the risks that the community might face from a major flood. The model estimates that economic losses to the town including residential and commercial damage and business interruptions due to a flood having a 1% chance of occurring any given year (the 100-year flood) would be nearly \$16 million. The impacts of such a flood are summarized below:

Estimated Damages from 100-Year Flood	Households Displaced	144
	People Needing Shelter	283
	Buildings at Least Moderately Damaged	23
	Total Estimated Economic Losses	\$15,730,000
	Total Residential Building & Content Losses	\$4,690,000
	Total Commercial, Industrial & Other Building & Content Losses	\$8,930,000
	Total Business Interruption Losses	\$70,000

The Town frequently experiences flooding in the Stamm Road area, which encompasses an industrial area and the Amtrak rail line. In fact, the Town contracted the Natural Resources Conservation Service to conduct a study of flood reduction alternatives for the area due to concern for the safety of residents, property owners, and Amtrak riders in light of recent flooding events. The existing flood insurance study did not factor in the potential for failures of the railroad embankment, which occur relatively frequently, therefore, a study using a more realistic flood model was needed. The NRCS study, completed in 2004, documents the flooding problems in this area and reviews several mitigation strategies. The report recommends removing the railroad spur line culvert, replacing existing culverts with box culverts sized to the 100-year flow level along the rail line, and installing various flood proofing measures for eight buildings on Stamm Rd. and Liberty St. The replacement of culverts would reduce the cost of flood

proofing measures. In addition, minor flooding conditions continue to be a problem in the following areas; at the intersection of Main and Dowd and Main and Harding, in the area of Mill Brook.

To implement the recommendations of the 2004 NRCS study would require cooperation from Amtrak, as rail service would have to be suspended while tracks are removed and replaced. Given the amount of planned activity in this area, including the Hartford-New Britain Busway, New Haven-Springfield commuter rail service and plans for the Central CT State University campus, the risks for damages to property and life appear likely to increase. Therefore, the implementation of the NRCS flood reduction recommendations is a top priority although it will require the cooperation of multiple agencies, (Town, State, and Federal), and other regulating authorities and neighboring towns.

In addition to flooding, the Town is also concerned with hurricanes and severe storms. Recently, the town has added the use of the Everbridge Notification System, providing the ability to target the whole town or selected areas.

CRCOG also used FEMA’s Hazus-MH model to analyze the risks that the Town of Newington might face from a hurricane as powerful as the 1938 hurricane. The model estimates that economic losses to the town including residential and commercial damage and business interruptions due to such a Category 3 hurricane would be almost \$169 million. The impacts of such a storm are summarized below:

Estimated Damages from a 1938 Strength Hurricane	Households Displaced	55
	People Needing Shelter	7
	Buildings at Least Moderately Damaged	1,340
	Buildings Completely Damaged	90
	Total Estimated Economic Losses	\$168,800,000
	Total Residential Building Losses	\$119,715,000
	Total Commercial, Industrial & Other Building Losses	\$30,630,000
	Total Business Interruption Losses	\$18,415,000
	Total Debris Generated	30,900 tons
	Truckloads (at 25 tons/truck) of building debris	616

According to information from the Connecticut Department of Emergency Management and Homeland Security, the three federally declared natural disasters of 2011 resulted in total expenses to the municipality and other local agencies of over \$2 million. These expenses include debris and snow removal, emergency protective measures and repairs to damaged infrastructure and buildings but do not include damages experienced by private citizens and businesses.

2011 Disasters Damage Amounts Eligible for 75% Reimbursement Under FEMA Public Assistance Program				
Applicant: Municipality	100% of Amount Eligible for 75% Reimbursement			Total Damages Eligible for Public Assistance Due to 2011 Disasters
	DR-1958-CT 2011 Snow	DR-4023-CT Irene August 2011	DR-4046-CT Severe Weather Oct 2011 Alfred)	
Town of Newington	\$65,803.73	\$140,941.77	\$1,975,847.48	\$2,182,592.98

## Goals, Objectives and Strategies

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### **GOAL: REDUCE THE LOSS OF LIFE AND PROPERTY AND ECONOMIC CONSEQUENCES AS A RESULT OF FLOODING, HIGH WINDS AND SEVERE WINTER STORMS**

#### Objective 1:

Reduce the likelihood of flooding by improving existing natural and artificial drainage systems.

#### Strategic Actions:

- 1.1 Coordinate with Central CT State University, Amtrak, CT Department of Transportation and Northeast Utilities to implement recommendations of the NRCS study of Piper Brook/Stamm Road area and/or explore other alternatives (design initiatives) to ameliorate the flooding.  
Lead: Highway, Engineering  
Priority: High  
Status: This is an established practice. Town will review and continue correspondence with the State.  
Potential Funding Source: C.I.P., State and Federal Grants  
Timeframe: 2014-2019
- 1.2 Ensure that Amtrak properly maintains existing drainage system around rail bed.  
Lead: Highway  
Priority: Medium  
Status: This is an established practice.  
Potential Funding Source: Amtrak  
Timeframe: 2014-2019
- 1.3 Ensure Town properly maintains its drainage facilities near Stamm Road/Piper Brook complex.  
Lead: Highway  
Priority: Medium  
Status: This is an established practice.  
Potential Funding Source: C.I.P., General Fund  
Timeframe: 2014-2019
- 1.4 Notify Wilbur Smith, who is conducting the New Haven-Springfield commuter rail study, of town's flooding and rail safety concerns, and of NRCS study's recommendations.  
Lead: Town Planner  
Priority: High  
Status: Completed. The NHHS rail project Environmental Assessment addresses the need to repair/replace the Piper Brook and Webster Brook stream crossings. (For the Plan Update, this strategic action will be replaced by the broader action below.)
- 1.5 Reduce the likelihood of flooding by improving existing natural and artificial drainage systems.  
Lead: Town Planner  
Priority: High

Status: This is a new Initiative for this Plan Update, however, efforts are underway. In 2013, the Town established a Low Impact Development and Stormwater Manual and in March 2014, the Zoning Regulations were revised to require use of low impact development techniques. Efforts will continue through the development review process.

Potential Funding Source: General Fund

Timeframe: 2014-2019

1.6 Continue to support Metropolitan District Commission efforts to disconnect residential tie-ins to the sewer system. MDC will provide public outreach updates by informational sheets (i.e. flyers) and community meetings.

Lead: Highway

Priority: Medium

Status: This is an established practice.

Potential Funding Source: MDC

Timeframe: 2014-2019: annual updates are expected

#### Objective 2:

Improve the ability of public works to prepare and respond to severe winter storms and other natural emergencies.

#### Strategic Actions:

2.1 Plan and implement enhanced salt road treatment technology, including storage facility construction.

Lead: Highway

Priority: Medium

Status: Completed

2.2 Continue to support CT DOT in state road treatment.

Lead: Highway

Priority: Medium

Status: This is an established practice and will continue on an as needed basis.

Potential Funding Source: general fund, state aid

Timeframe: 2014-2019

#### Objective 3:

Improve the ability of public works and parks and recreation to prepare and respond to hurricanes/high wind events.

#### Strategic Action:

3.1 Develop and implement street and public tree maintenance plan.

Lead: Parks & Grounds

Priority: Medium

Status: Efforts have begun to develop this plan  
Potential Funding Source: general fund  
Timeframe: 2014-2019: completion is expected by the end of 2019.

Objective 4:

Ensure ability of municipal departments to respond to emergencies resulting from natural hazards.

Strategic Actions:

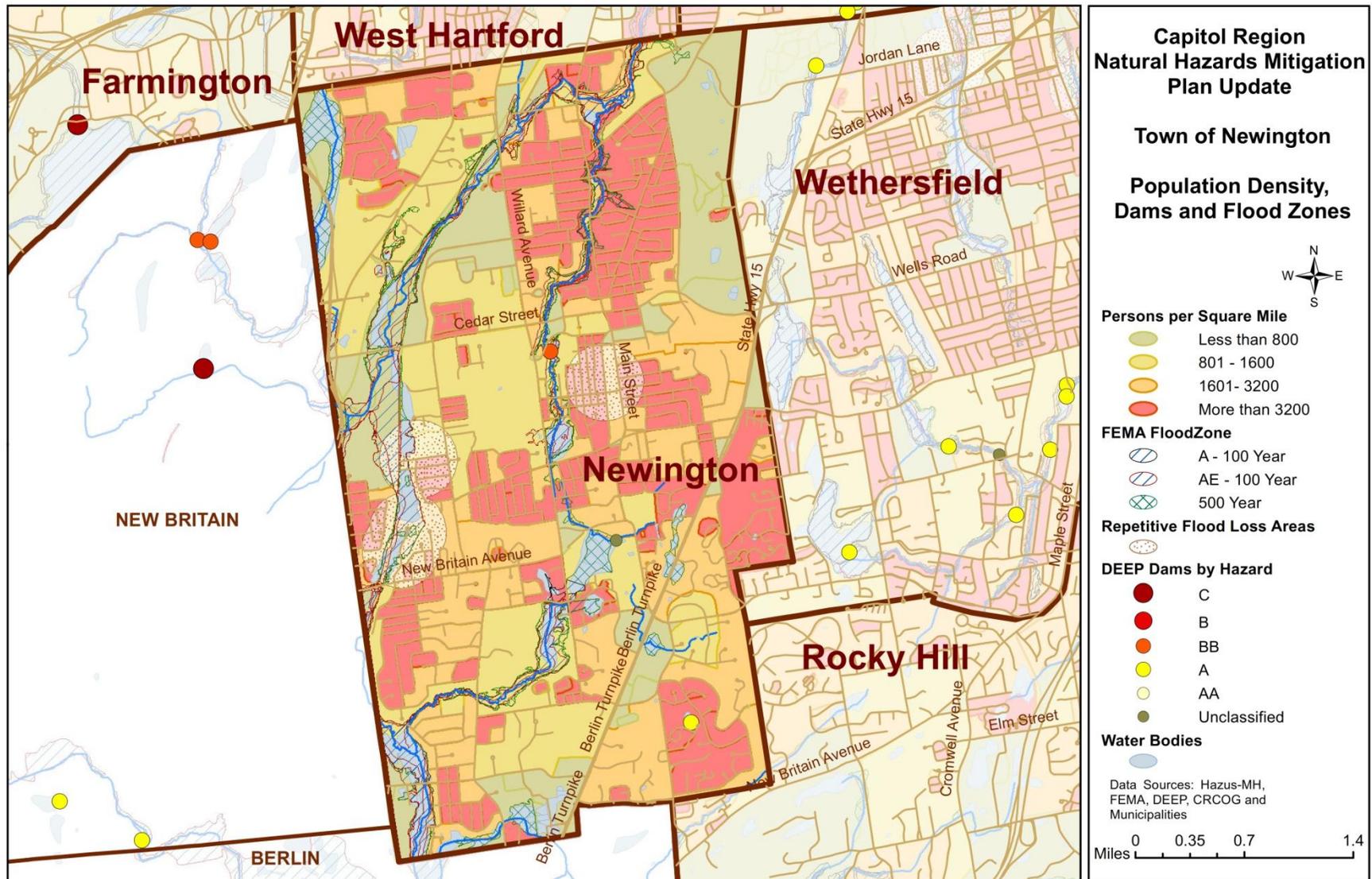
4.1 Continue training through Local Emergency Planning Committee.

Lead: Police, Fire, and other Management personnel  
Priority: High  
Status: This is an established and sustained practice.  
Potential Funding Source: general fund, grants  
Timeframe: 2014-2019: annual training is anticipated

4.2 Emergency Operations Center (EOC)

Lead: Town Manager, Fire, Police, and other Management personnel  
Priority: High  
Status: This is a newly identified initiative; however, efforts are underway to ensure that local officials are familiar with the functions and capabilities of the EOC. The EOC is located in the new Police Station. The operations of the EOC will be maintained through the annual budget process.  
Potential Funding Source: general funds  
Timeframe: 2014-2019

Map 44: Newington Population Density, Dams and Flood Zones



**Map 45: Newington Flood Plains, Repetitive Loss Areas, Dams and Important Facilities**

