NEW MILFORD, CT
RIVERFRONT REVITALIZATION

New Milford Riverfront Revitalization

New Milford Town Council Meeting

March 23, 2026

WXY LANGAN

Agenda

01 Introduction

02 What We’ve Heard

03 Traffic Study

04 Design Studies

05 Q&A

1 Introduction

WXY and Langan are an award winning design team with extensive experience in reimagining riverfronts.

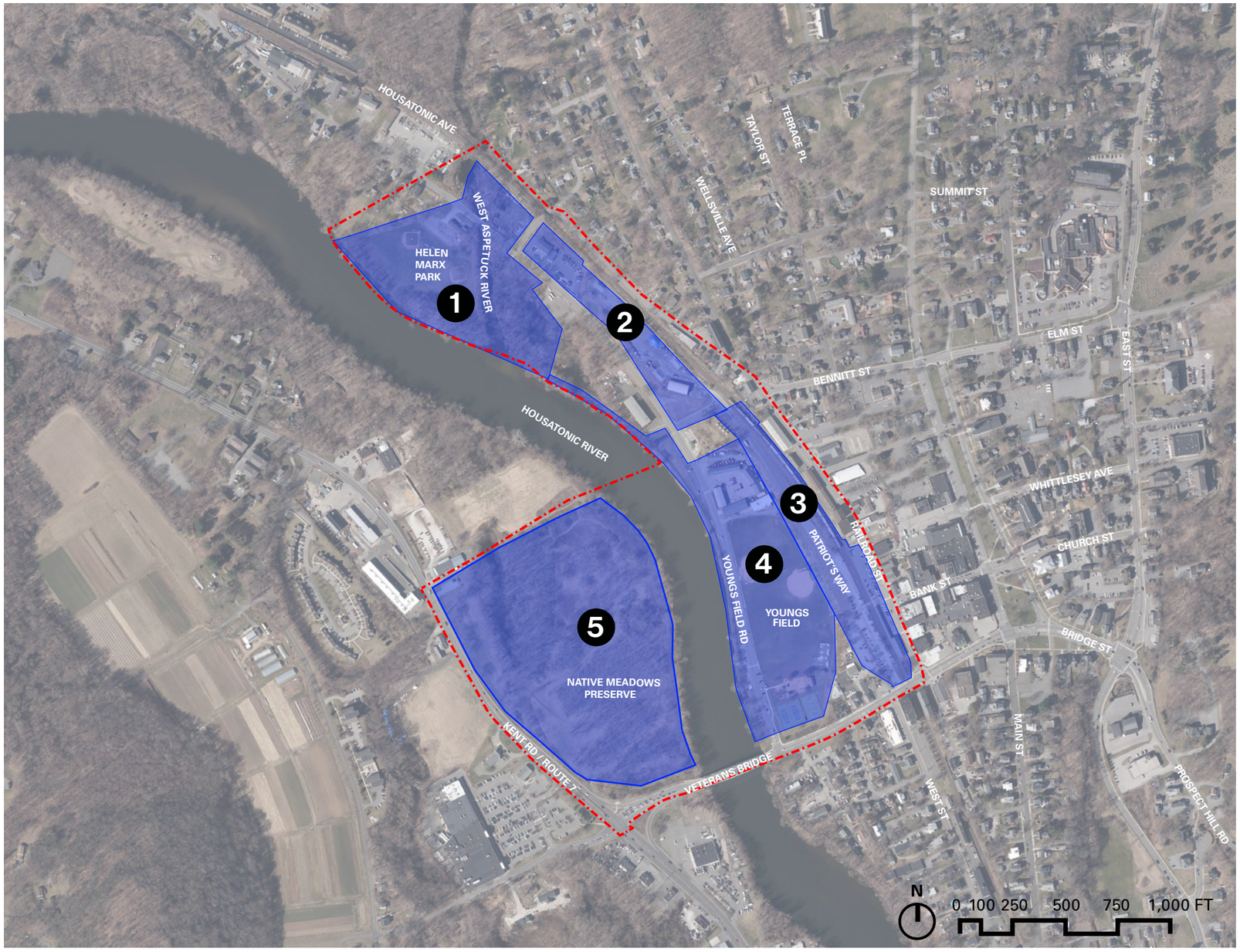
Toledo Riverwalk (under construction)

Battery SeaGlass (NYC)

Riverbend Park, Middletown (Langan)

The site: 50+ acres of publicly-owned riverfront

1. **Helen Marx Field and West Aspetuck Wetlands**
2. **Department of Public Works (DPW) Storage Area and Recycling Center**
3. **Patriot's Way**
4. **Young's Field and Department of Public Works (DPW) Site**
5. **Native Meadows Preserve**
   (Permanent conservation land)



Our Objective

Create a dynamic 21st-century riverfront integrated with New Milford's Town Center to catalyze community development, resiliency, and revenue generation for the town while protecting the Housatonic River and its ecosystem.

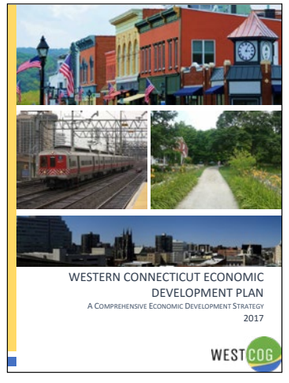
—The New Milford Riverfront Renewal Plan, 2020

Past Plans and Efforts

2010 Plan of Conservation and Development

2010

Western Connecticut Economic Development Plan

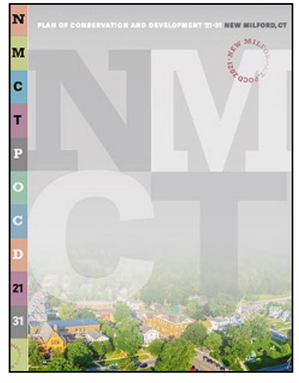


2017

Hotel Feasibility Analysis (Pinnacle)

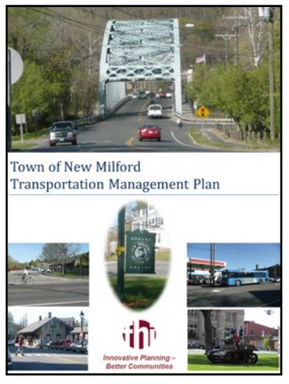
2019

2021 Plan of Conservation and Development



2021

2013



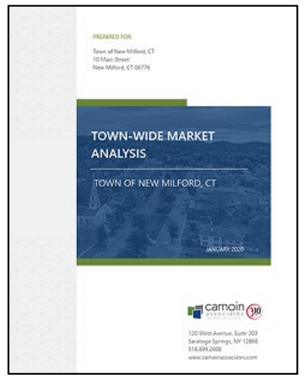
Transportation Management Plan (Fitzgerald & Halliday Inc.)

2018

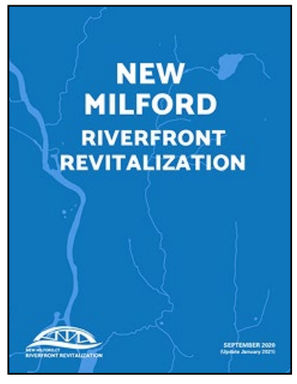
Town Facilities Utilization Sub-Committee Final Report

New Milford River Trail Alignment Study Reports (Milone & Macbroom)

2020

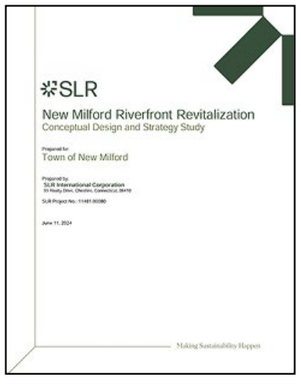


Town-Wide Marketing Study (Camoin 310)



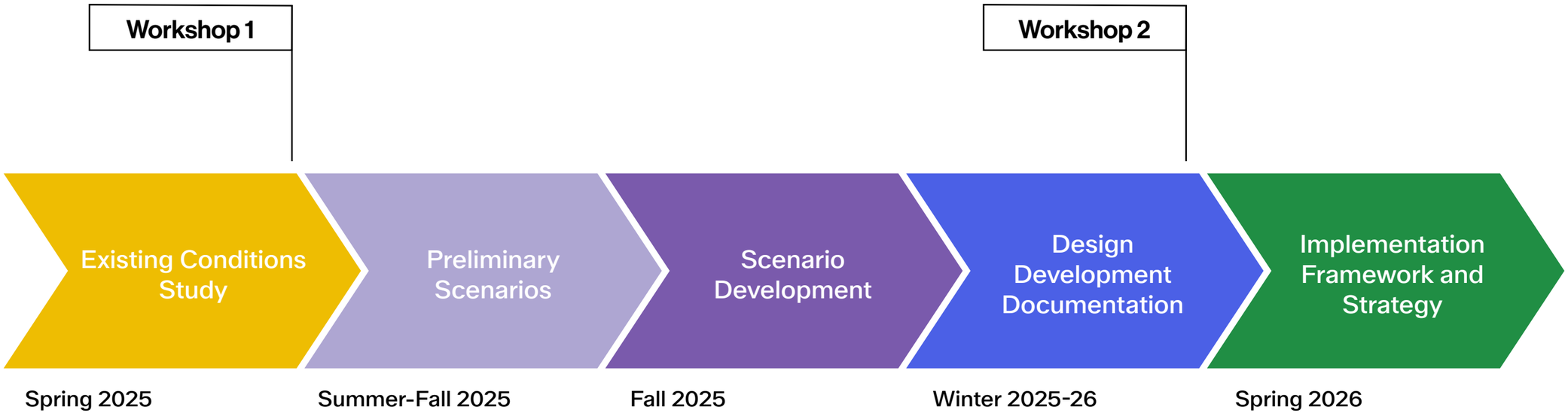
Riverfront Revitalization Master Plan (WXY)

2024



Riverfront Conceptual Design and Strategy Plan (SLR)

Project Timeline



Our Principles

Multifunctional Riverfront

Implementable and Achievable

Diverse Uses and Ecosystems

Connected and Multimodal

Accessible and Experiential

Sustainable and Innovative

New Milford has a unique opportunity to leverage and enhance its valuable Riverfront assets to unlock greater public benefit.

2 What We've Heard

Engagement To-Date

400+
Online Survey Responses

10
Public Meetings with the Riverfront Committee

2
Interactive Public Workshops

5+
Stakeholder Interviews

What We've Heard—Programming and Recreation

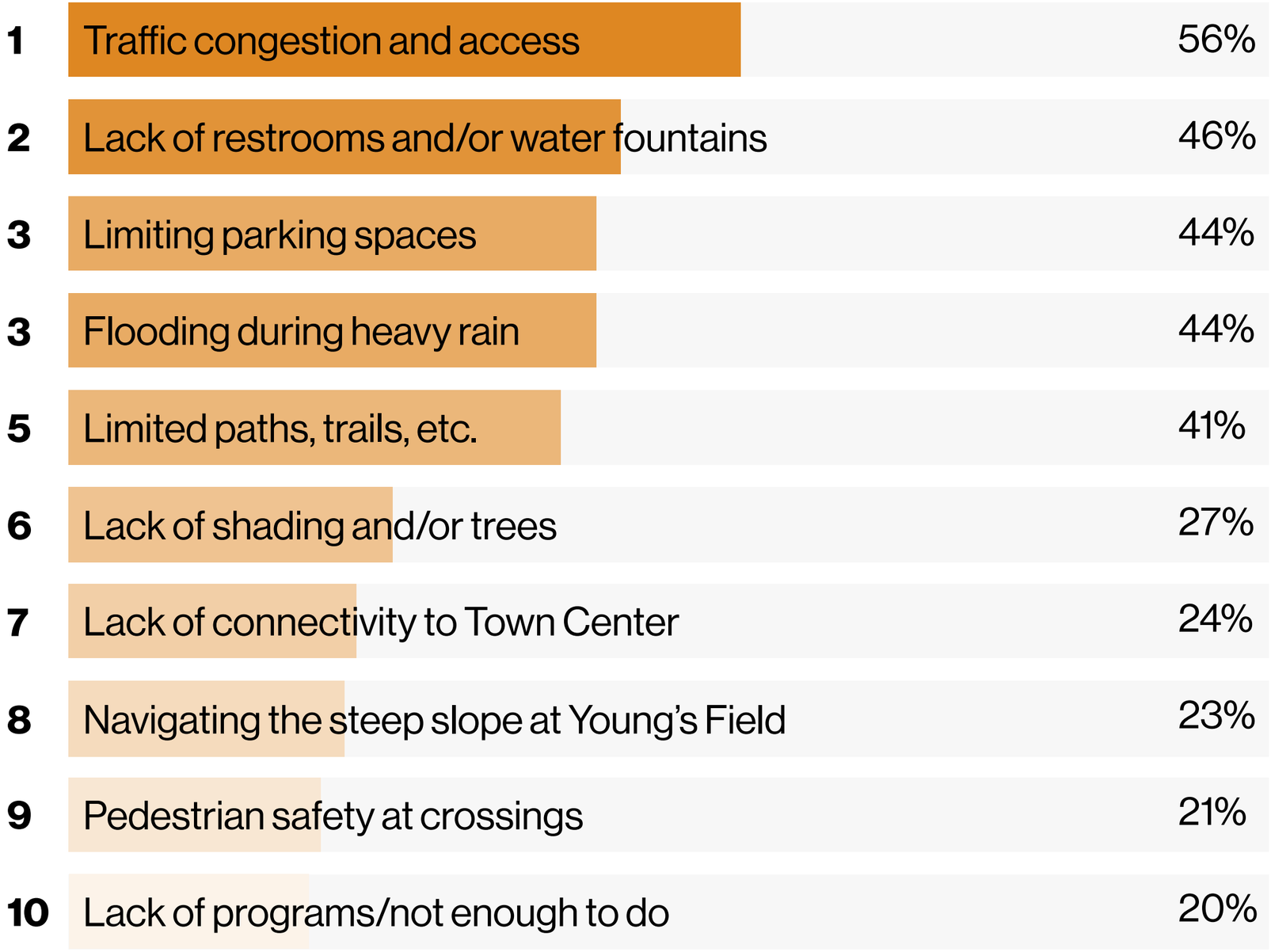
What do you see as your **top 5 programming and recreation priorities** at the Riverfront Area?

1	New natural areas or enhanced passive recreation	39%
2	Restrooms and water fountains	30%
3	Cultural programs (e.g. performances, movie, music, etc.)	24%
3	Outdoor performance venue/Amphitheater	24%
3	Riverfront overlooks	24%
3	Water features (e.g. splash pad)	24%
7	More trees	22%
8	Waterfront recreation (e.g. kayaking, canoeing, etc.)	20%
9	More seating	18%
9	Green infrastructure (e.g. stormwater management)	18%

*Only top 10 selected options are shown. For full results, please see appendix.

What We've Heard—Issues and Challenges

What do you see as the **top 5 challenges** for the Riverfront Area?



*Only top 10 selected options are shown. For full results, please see appendix.

What We've Heard

Modern vision for next 50 years. End the process with a real business execution! Accomplish the vision!

A thoughtfully developed Riverfront area can become **a destination for visitors** and would add to the bottom line of our shops.

Developing the riverfront in a sustainable and environmentally responsible way would be a huge draw for the town and create a sense of community pride.

Love the interest in **promoting this area of New Milford** and asking for feedback. Thank you.

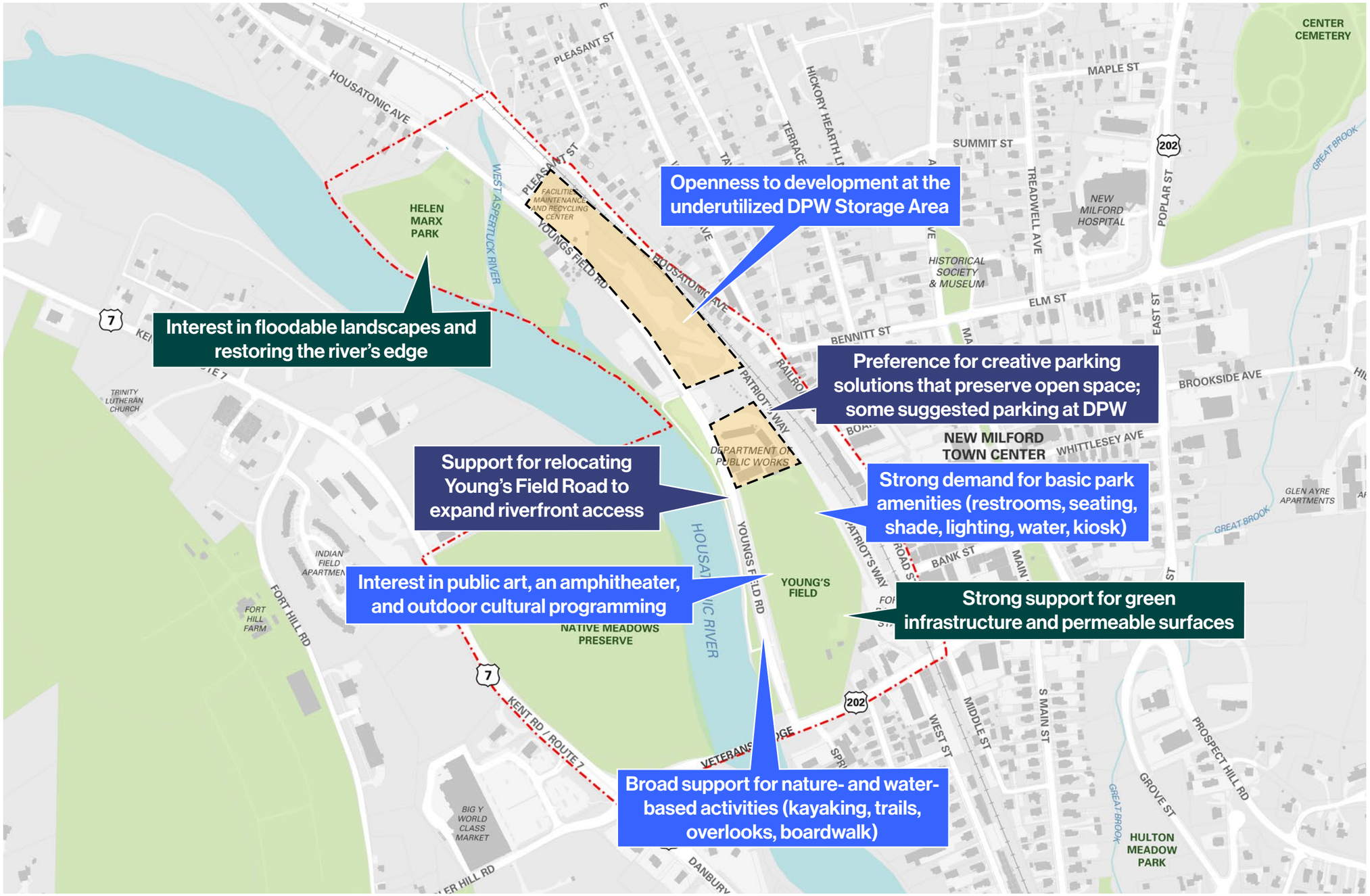
Traffic issue need to be discussed and corrected before the project construction begins.

Let's make New Milford **a more beautiful and desirable place to live and enjoy**.

Improved walking from the river to the green, and **connecting the green and river** across the bridge would be a stunning win for all New Milford!

*Quotes are selected to reflect sentiments commonly expressed across multiple responses.

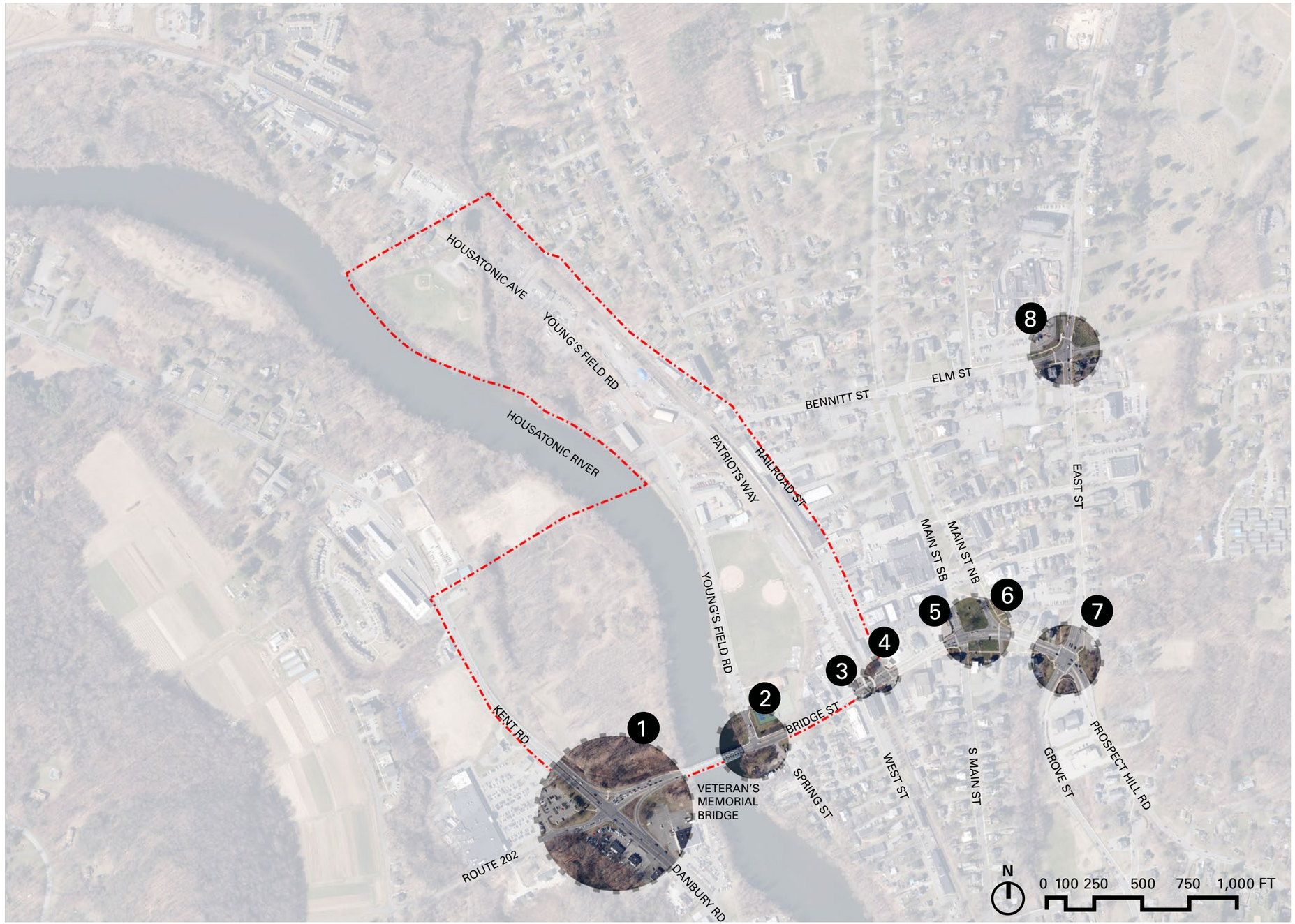
Common Community Feedback Themes



3 Traffic Study

Existing Traffic Flow—Intersections Studied

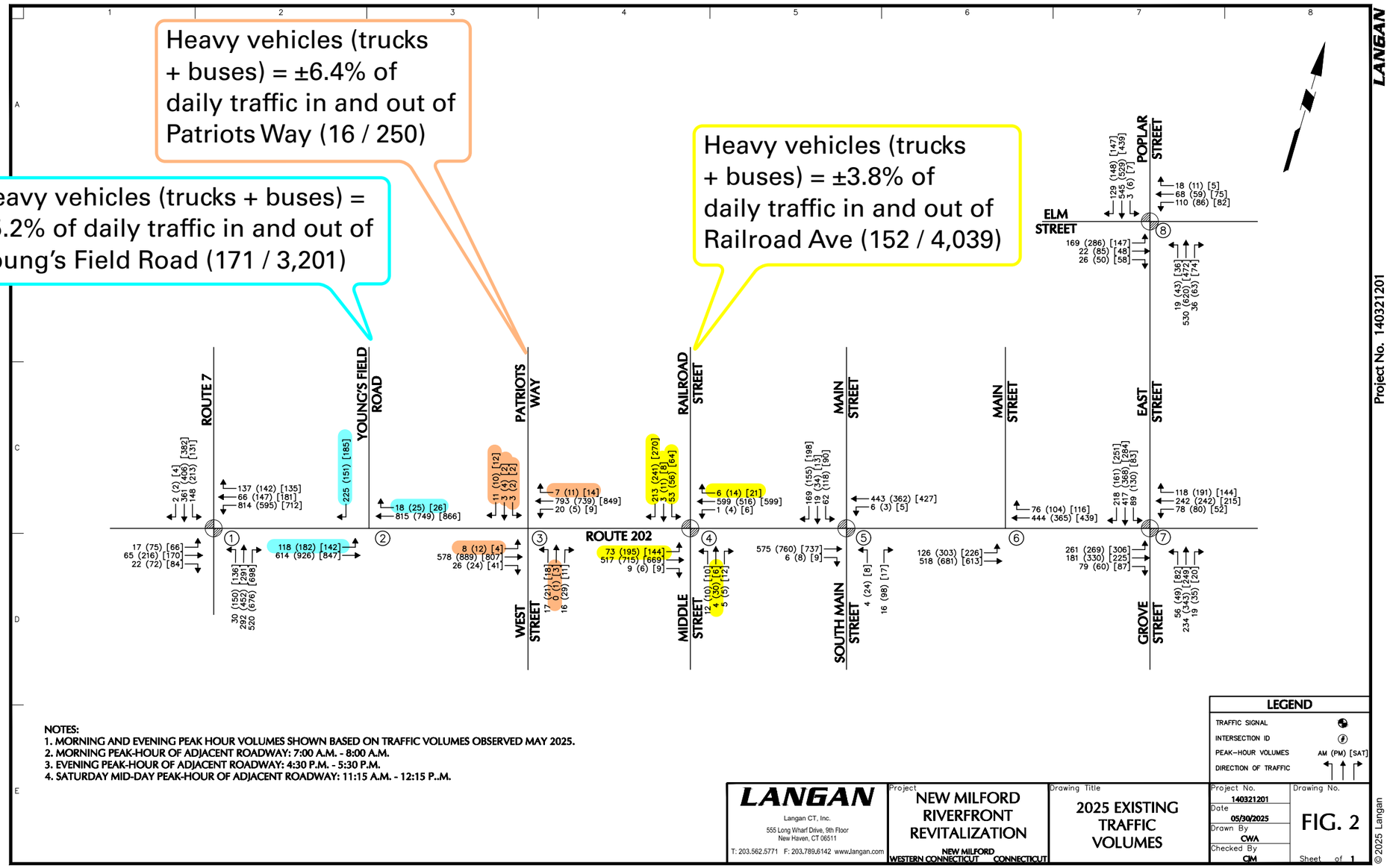
1. Route 202 & Route 7
2. Route 202 & Young's Field Rd
3. Route 202 & Patriot's Way
4. Route 202 & Railroad St
5. Route 202 & Main St (SB)
6. Route 202 & Main St (NB)
7. Route 202 & East St
8. Route 202 (East St) & Elm St



Existing Traffic Flow—Traffic Volumes

Takeaways:

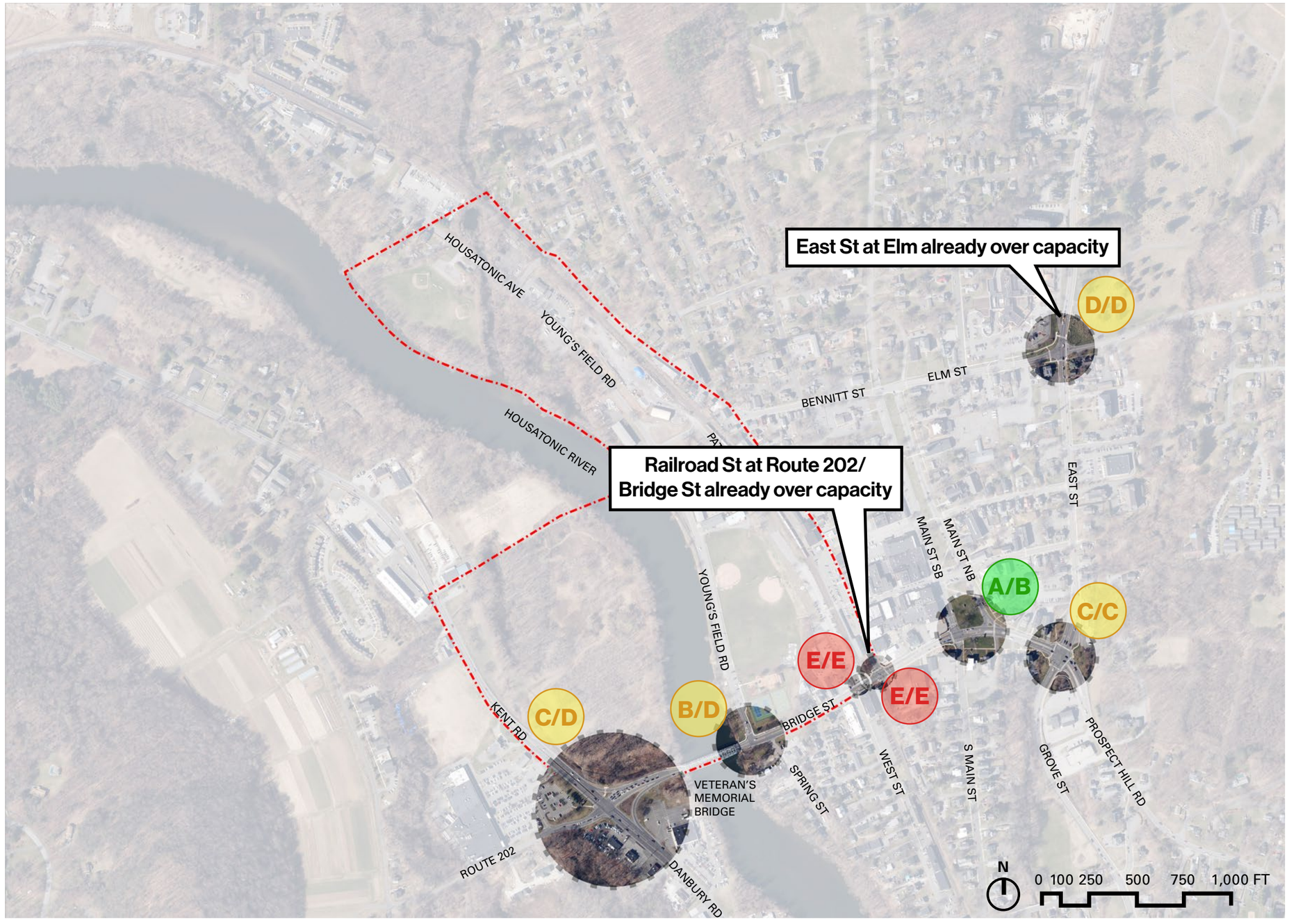
- Less than 100 vehicles in and out of Patriots Way per hour.
- 300–400 vehicles in and out of Youngs Field Road per hour.
- 300–500 vehicles in and out of Railroad St per hour.



Existing Traffic Flow—Capacity Analysis

Takeaways:

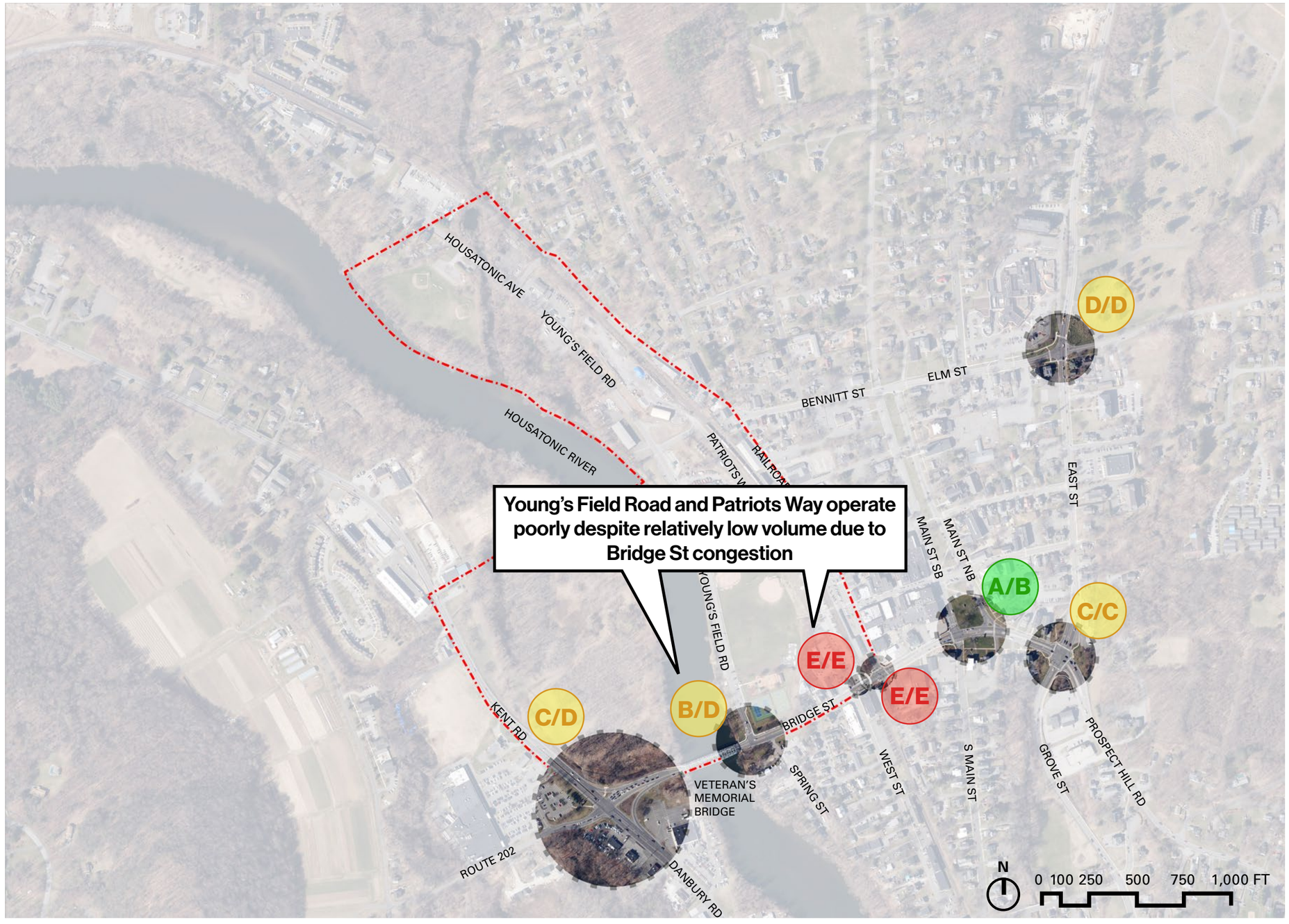
- Railroad St at Route 202/ Bridge St already over capacity
- East St at Elm already over capacity
- Existing conditions can be improved with traffic signal timing adjustments



Existing Traffic Flow—Capacity Analysis

Takeaways:

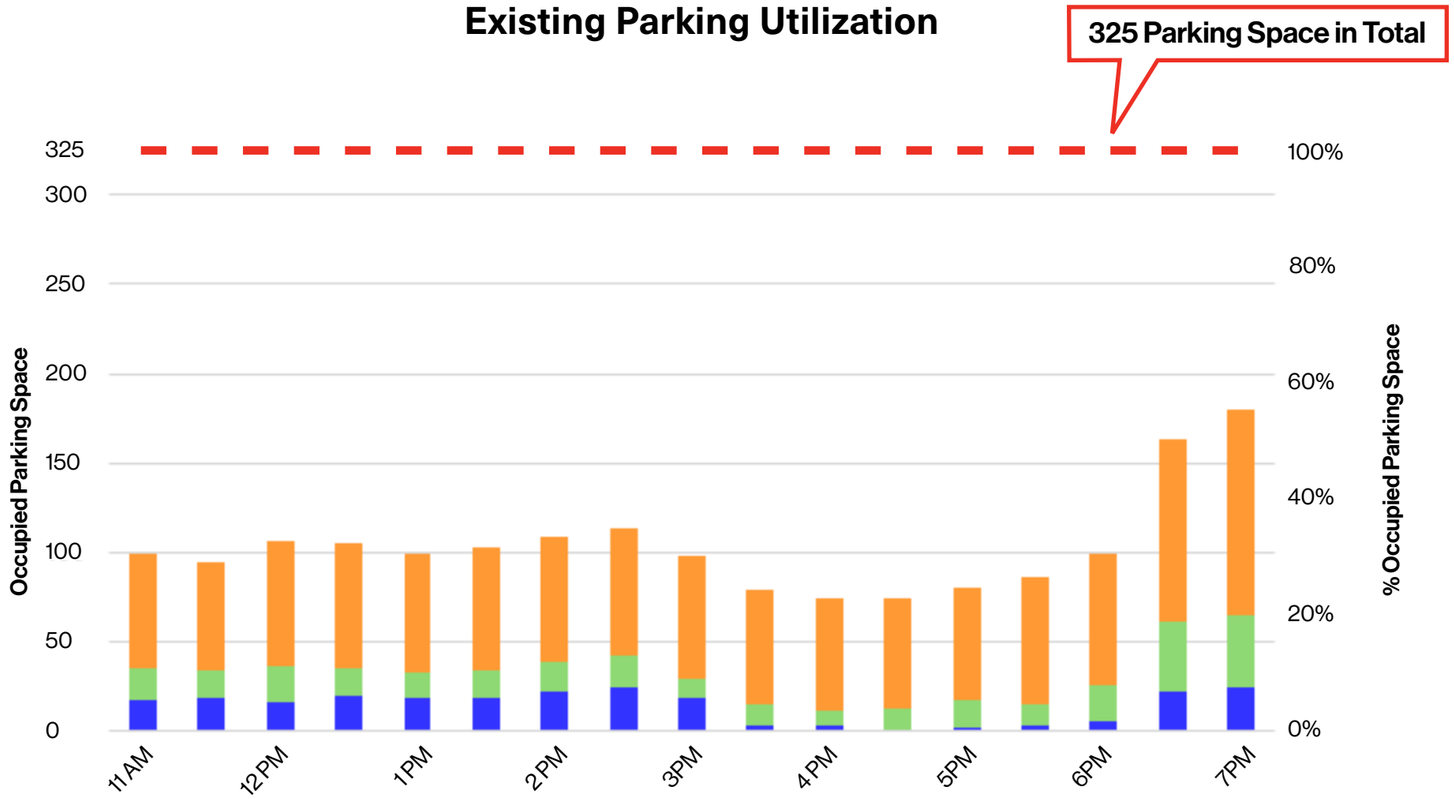
- Side streets (Young's Field Rd and Patriots Way) operate poorly despite relatively low volume due to Bridge St congestion
- Young's Field Road is unable to turn left due to limited sight lines toward the bridge and high traffic volumes



Existing Parking—Capacity Analysis

Takeaways:

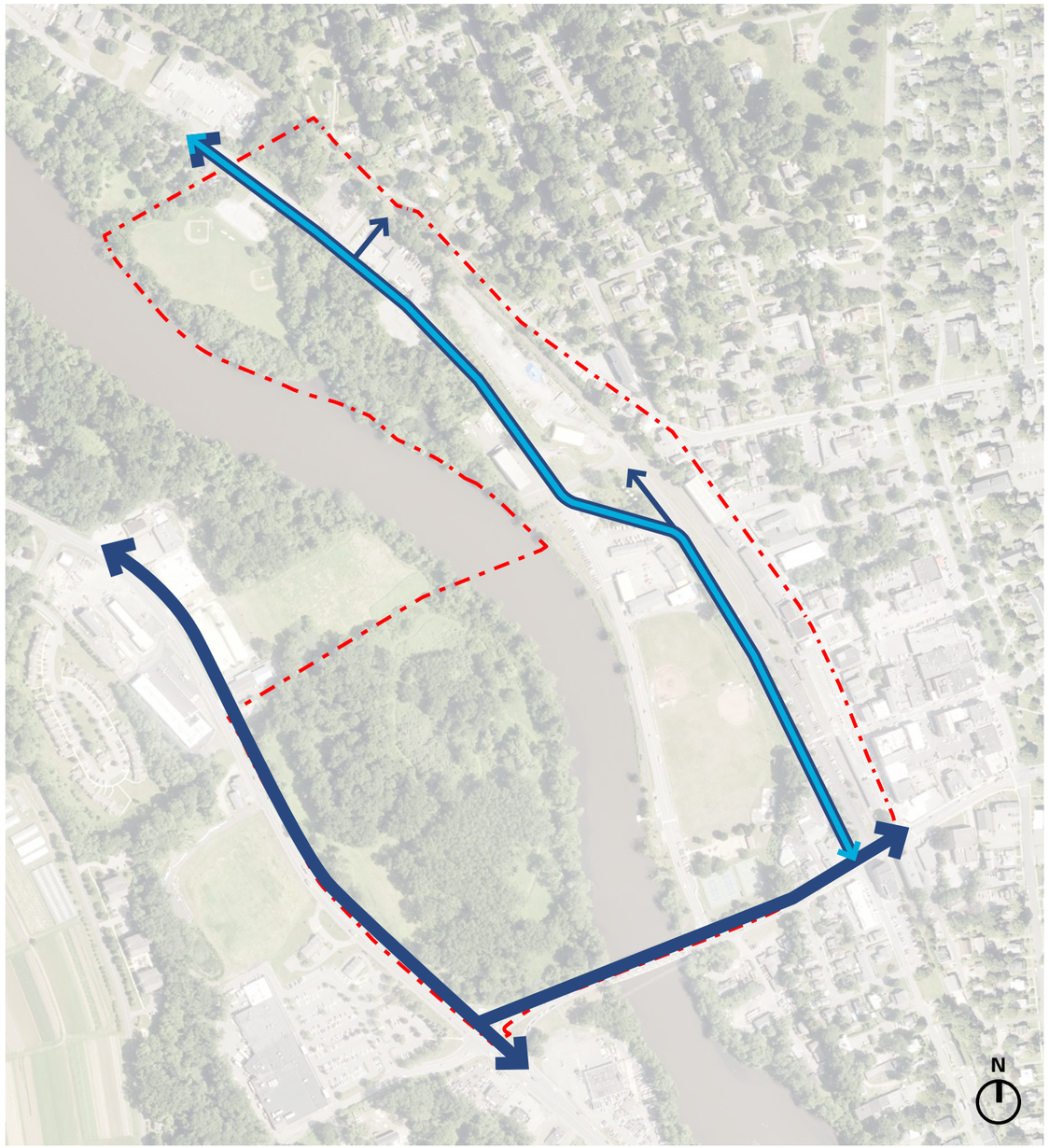
- Existing parking capacity adjacent to Young's Field is generally adequate.
- Peak utilization is during lunch and dinner time.
- The highest utilization is 56% occupied in total, mostly on Patriots Way.
- Many customers for downtown businesses use Patriots Way parking area (Parking Area "C").



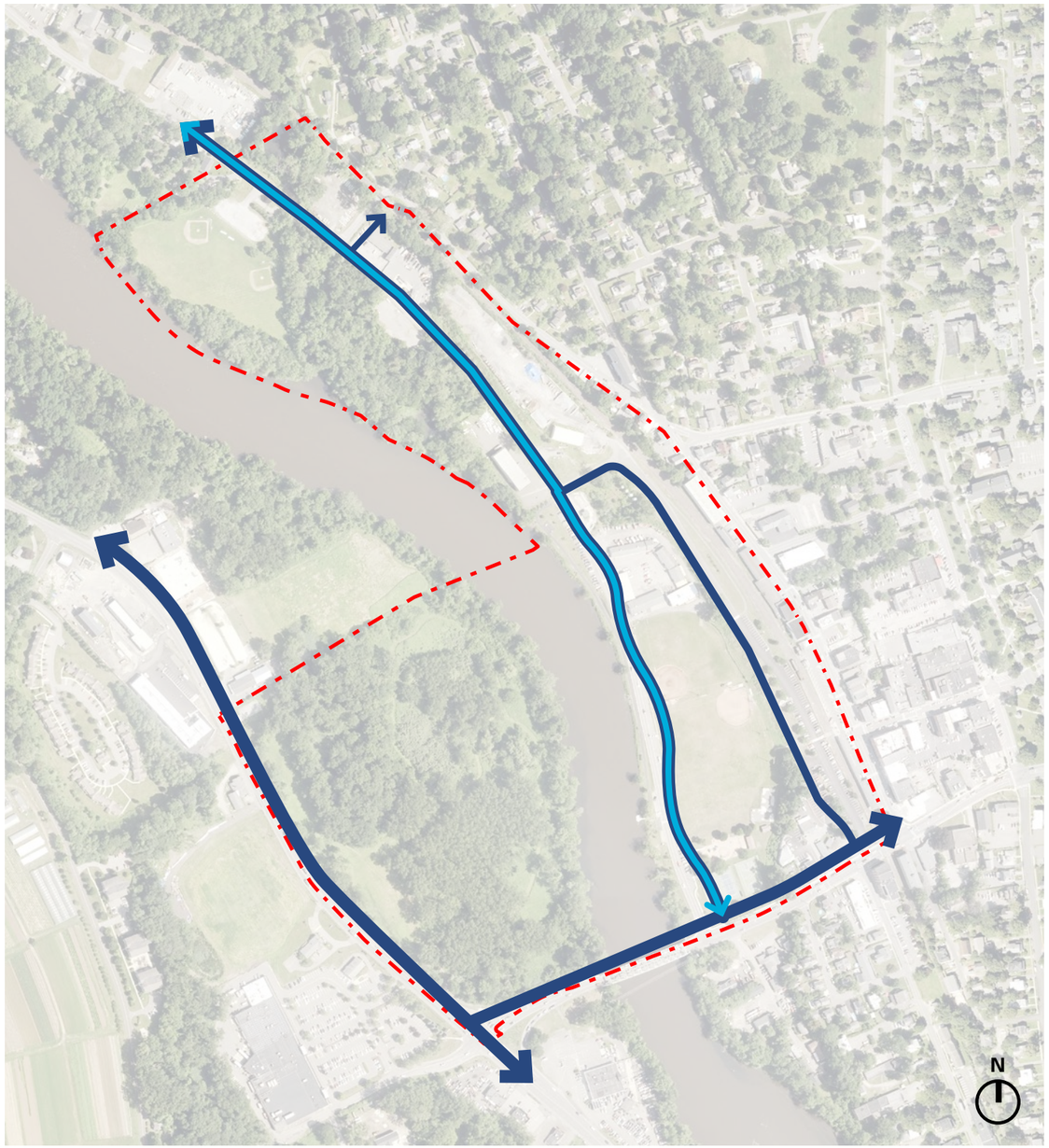
Parking Area "A" (Patriots Way)
Parking Area "B" (Park Edge of Young's Field Road)
Parking Area "B" (River Edge of Young's Field Road)

Potential Roadway Configurations

Option A: Rerouting Young's Field Road to Patriots Way

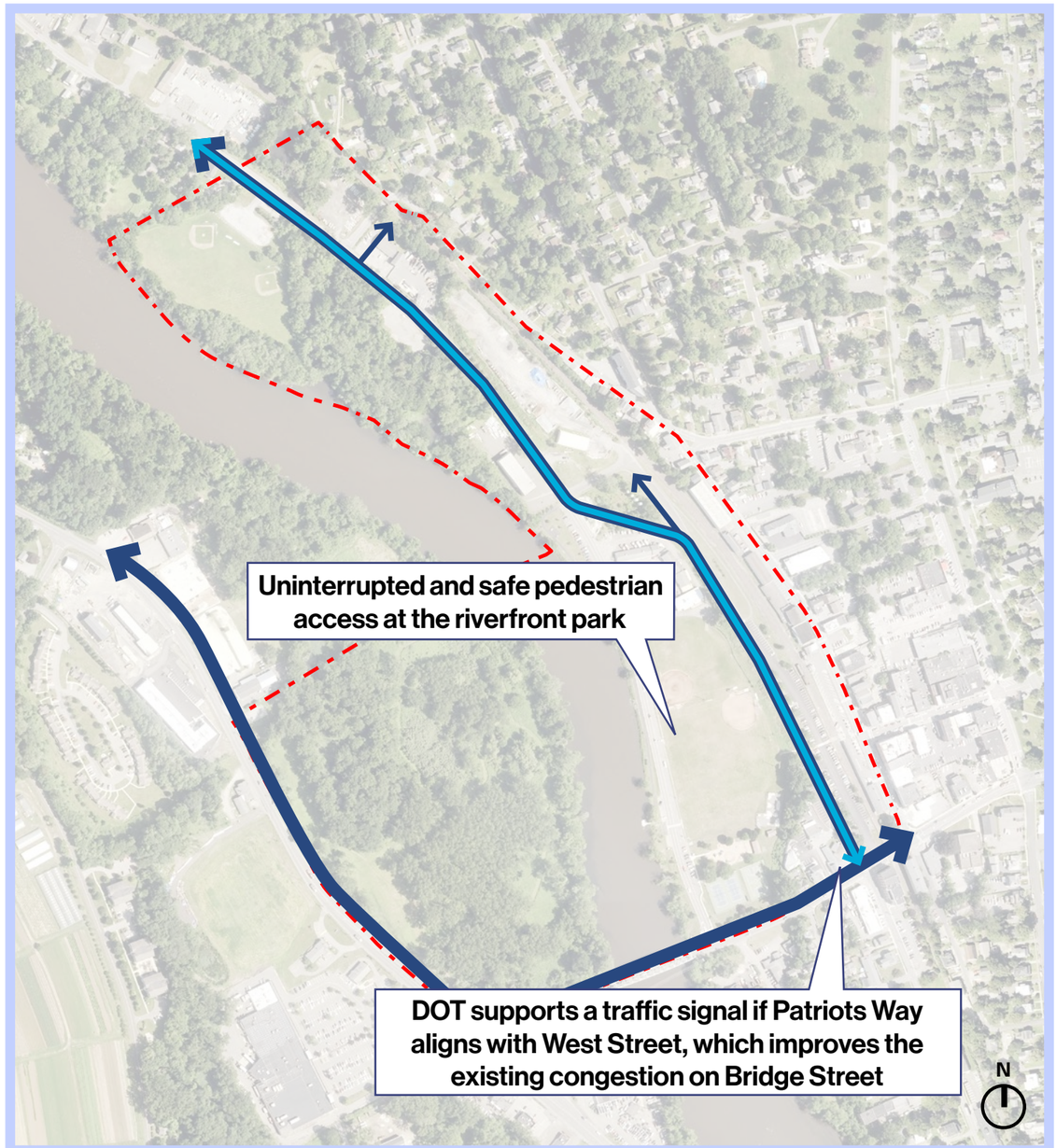


Option B: Traffic Calming on Young's Field Road

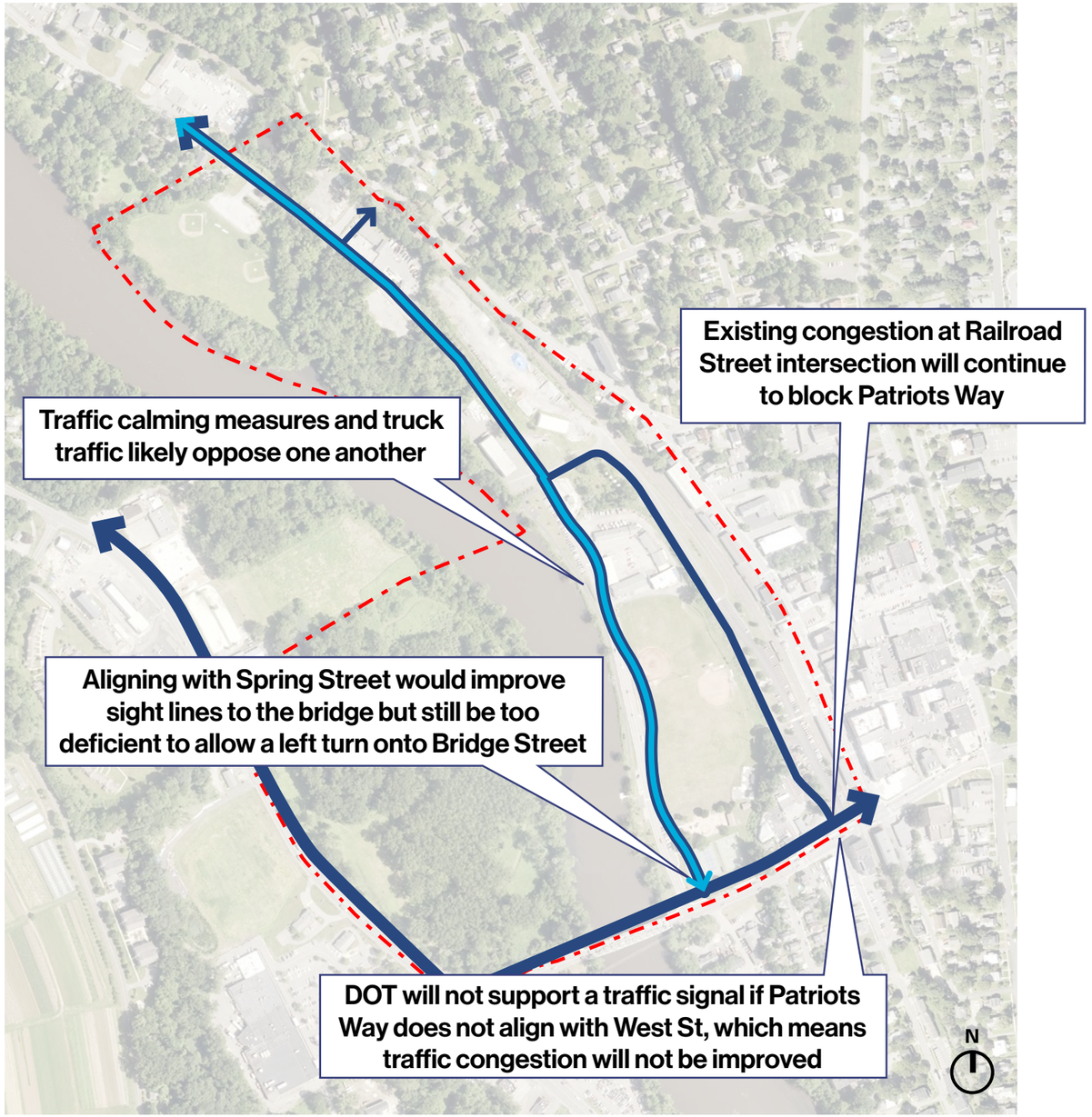


Potential Roadway Configurations—Analysis

Option A: Rerouting Young's Field Road to Patriots Way



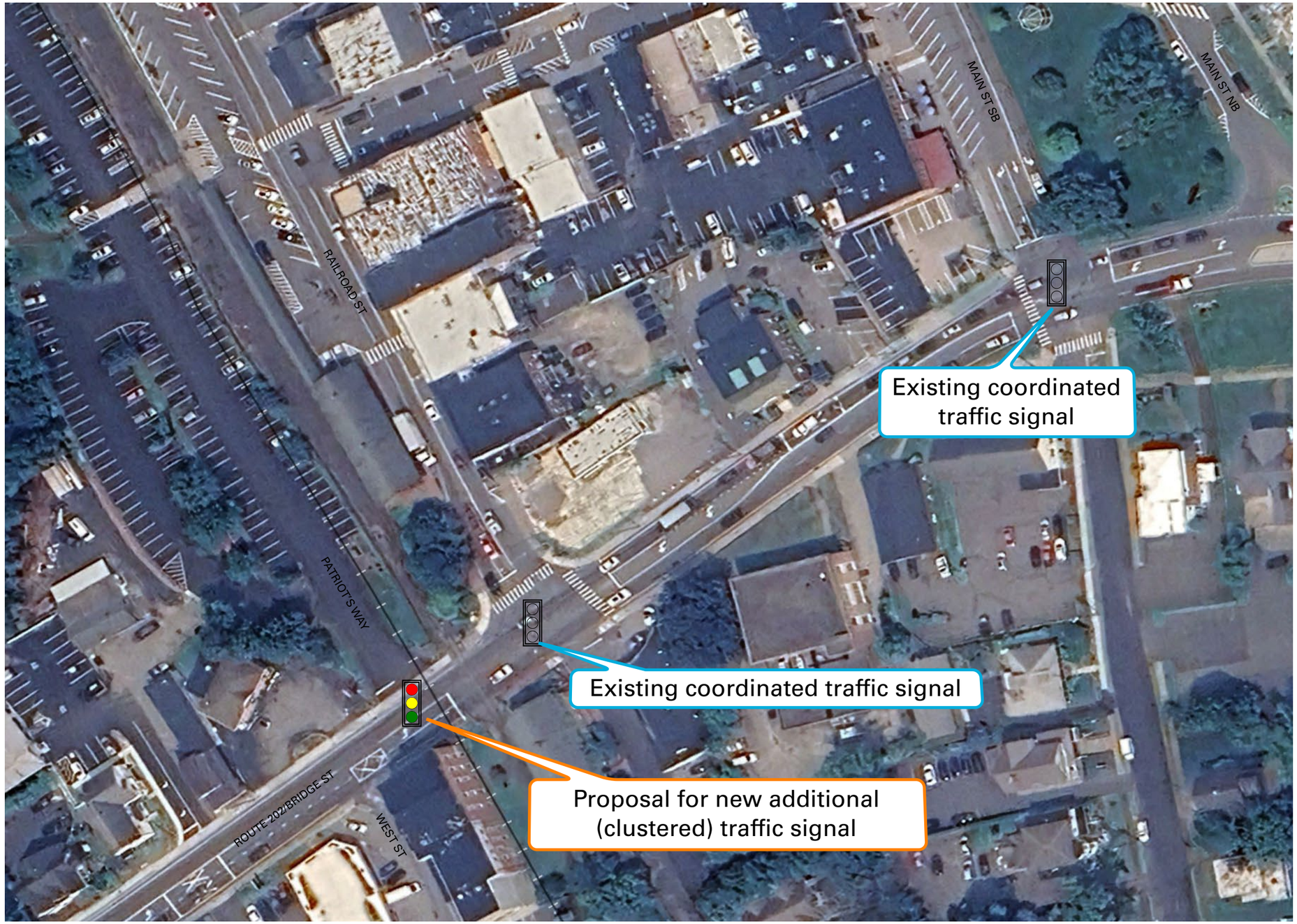
Option B: Traffic Calming on Young's Field Road



Proposed Scenario—Traffic Signal Improvement

Summary:

- An installation of a new traffic signal at Patriots Way on Bridge St will improve the existing traffic flow and alleviate congestion on Bridge Street.
- This new signal can be combined with the existing signal on Railroad St to operate as one large intersection.
- This traffic signal is supported by DOT only if Patriots Way aligns with West Street.



Proposed Scenario—Traffic Flow Analysis Summary

Summary:

- The traffic signal enabled in **Option A improves the traffic flow** from existing conditions and allow for combined traffic from Young's Field Rd and Patriots Way.
- The signal will also allow exiting traffic to turn left, which is not possible or is infeasible today.

MORNING PEAK HOUR

Intersection	Control Type	Lane Use	Storage Length (ft)	EXISTING					NEW COMBINED SIGNAL				
				LOS	Delay (sec)	V/C	Queues (50th %ile)	Queues (95th %ile)	LOS	Delay (sec)	V/C	Queues (50th %ile)	Queues (95th %ile)
Route 202 & Railroad St	ACTUATED-COORDINATED	**Overall**		**E**	**62**	**1.15**			**C**	**26**	**0.96**		
		EB-L	300'	D	46.9	0.32	49'	96'	C	14	0.46	59'	128'
		EB-TR	300'	C	24	0.63	273'	391'	C	16.2	0.6	315'	443'
		WB-L	100'	C	26	0	1'	4'	C	22	0	1'	4'
		WB-TR	350'	F	122.8	1.14	528'	750'	F	98.1	0.9	464'	740'
		NB-LTR	500'	B	15.9	0.03	7'	23'	D	41	0.11	12'	38'
		SB-LT	500'	B	19.9	0.09	24'	51'	E	75.6	0.96	175'	363'
		SB-R	75'	A	3.6	0.28	0'	45'					

EVENING PEAK HOUR

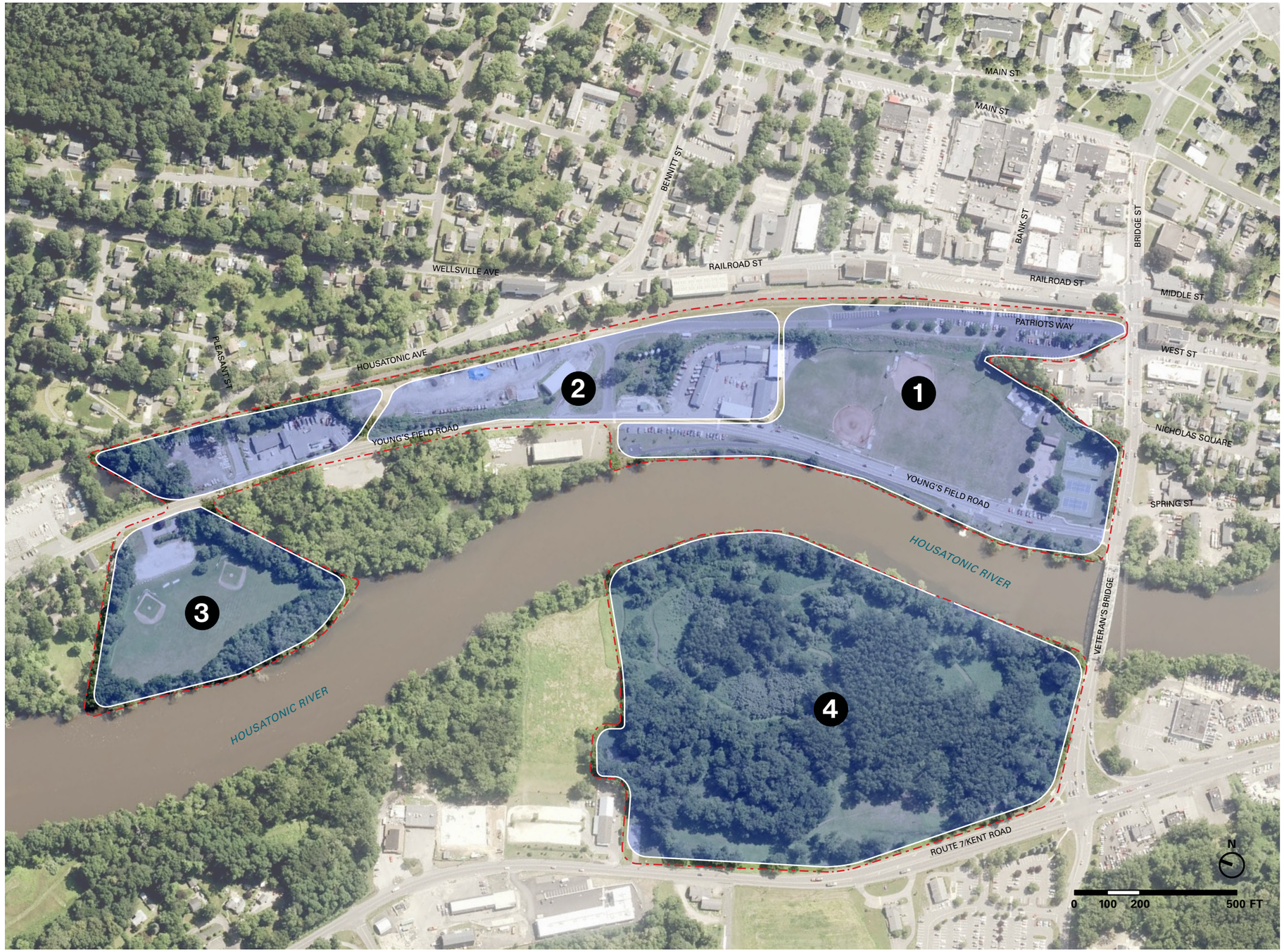
Intersection	Control Type	Lane Use	Storage Length (ft)	EXISTING					NEW COMBINED SIGNAL				
				LOS	Delay (sec)	V/C	Queues (50th %ile)	Queues (95th %ile)	LOS	Delay (sec)	V/C	Queues (50th %ile)	Queues (95th %ile)
Route 202 & Railroad St	ACTUATED-COORDINATED	**Overall**		**E**	**58.2**	**1.1**			**C**	**30.8**	**0.96**		
		EB-L	300'	F	81.5	0.89	161'	280'	C	34.7	0.65	132'	209'
		EB-TR	300'	D	40.7	0.9	527'	734'	C	27.8	0.88	619'	786'
		WB-L	100'	C	30.5	0.07	2'	12'	C	20.2	0.02	2'	12'
		WB-TR	350'	F	106.7	1.1	501'	674'	F	93.1	0.85	444'	571'
		NB-LTR	500'	B	17.9	0.07	20'	42'	D	51.4	0.26	36'	73'
		SB-LT	500'	C	20.3	0.13	33'	62'	E	64.8	0.88	113'	238'
		SB-R	75'	A	3.5	0.33	0'	41'					

SAT PEAK HOUR

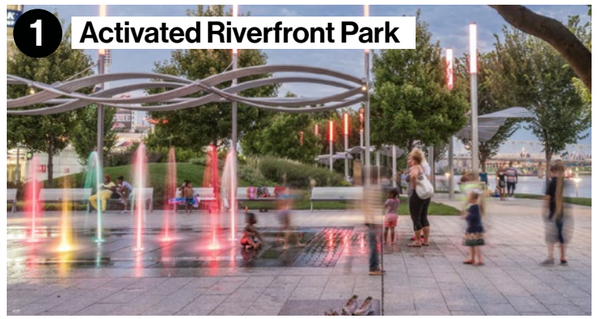
Intersection	Control Type	Lane Use	Storage Length (ft)	EXISTING					NEW COMBINED SIGNAL				
				LOS	Delay (sec)	V/C	Queues (50th %ile)	Queues (95th %ile)	LOS	Delay (sec)	V/C	Queues (50th %ile)	Queues (95th %ile)
Route 202 & Railroad St	ACTUATED-COORDINATED	**Overall**		**E**	**59.6**	**1.11**			**C**	**28.6**	**0.95**		
		EB-L	300'	F	152.2	1.11	100'	220'	C	28.3	0.55	77'	152'
		EB-TR	300'	C	32.3	0.83	347'	559'	C	22.6	0.78	478'	667'
		WB-L	100'	C	23.8	0.06	2'	12'	B	15.3	0.02	2'	12'
		WB-TR	350'	F	100.1	1.07	424'	638'	F	91.2	0.83	441'	674'
		NB-LTR	500'	A	9.6	0.03	5'	20'	C	33.8	0.15	11'	41'
		SB-LT	500'	B	14.9	0.11	24'	50'	E	69	0.91	145'	303'
		SB-R	75'	A	2.9	0.32	0'	42'					

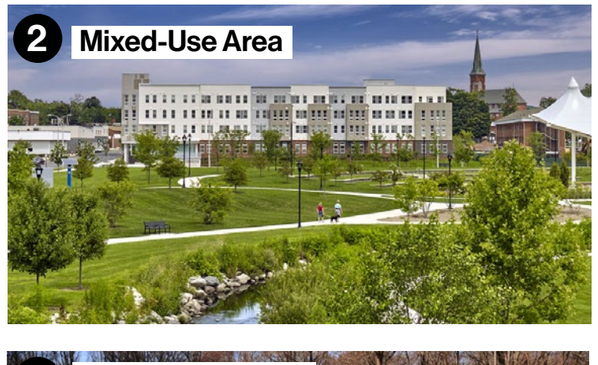
4 Design Studies

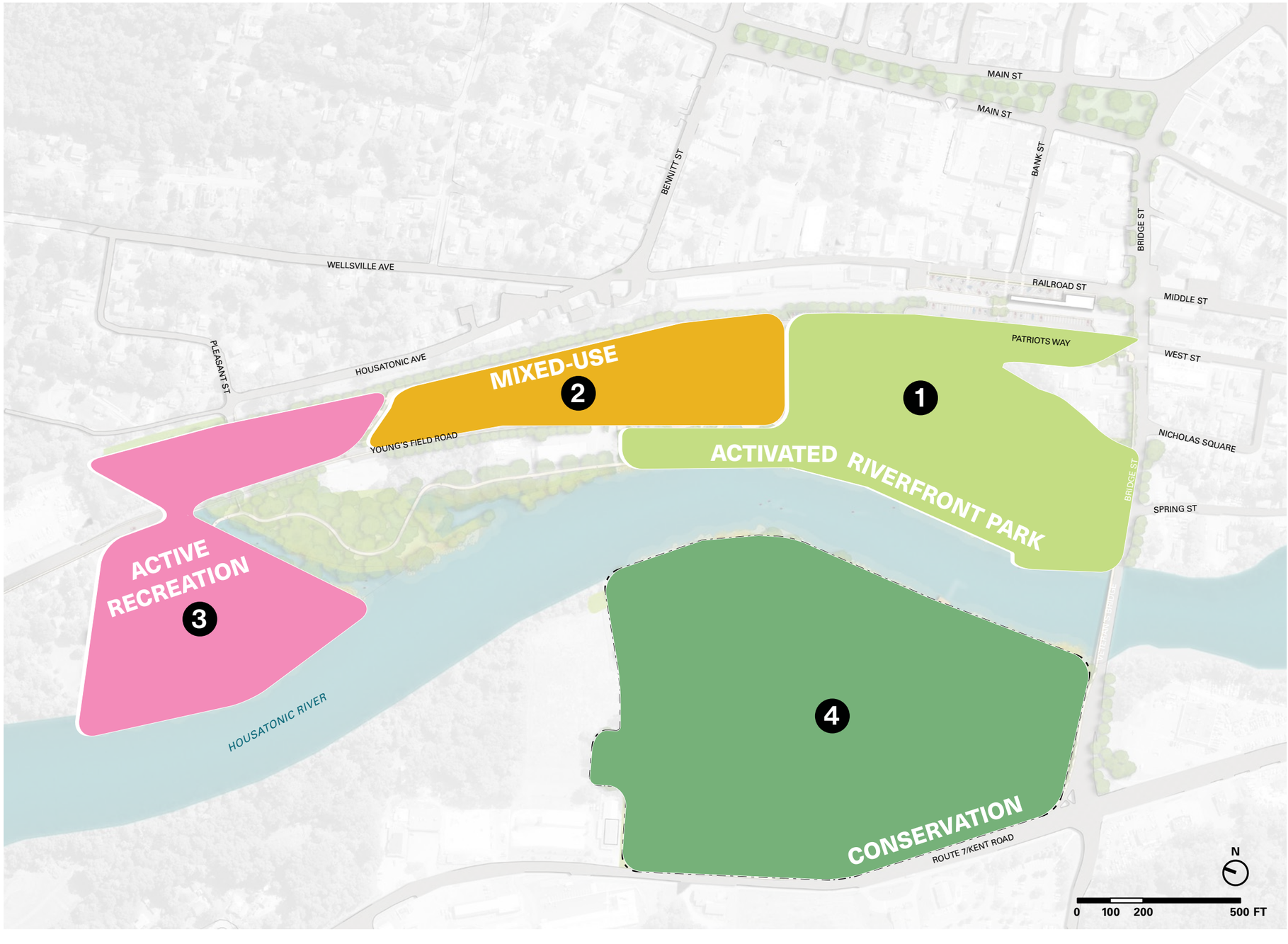
The Riverfront Today



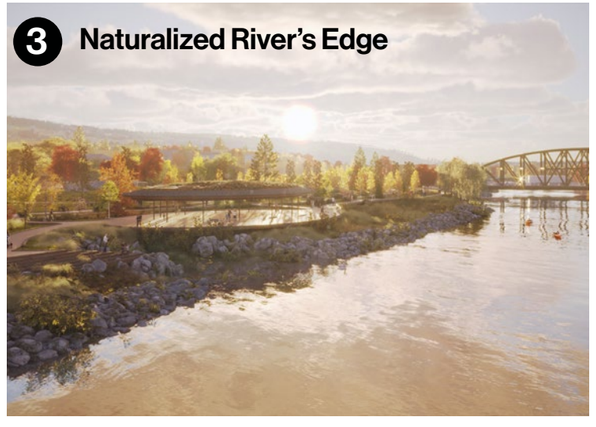
The Riverfront Districts





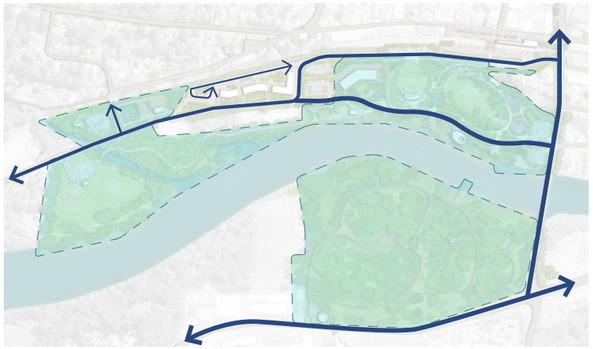


The Riverfront Design

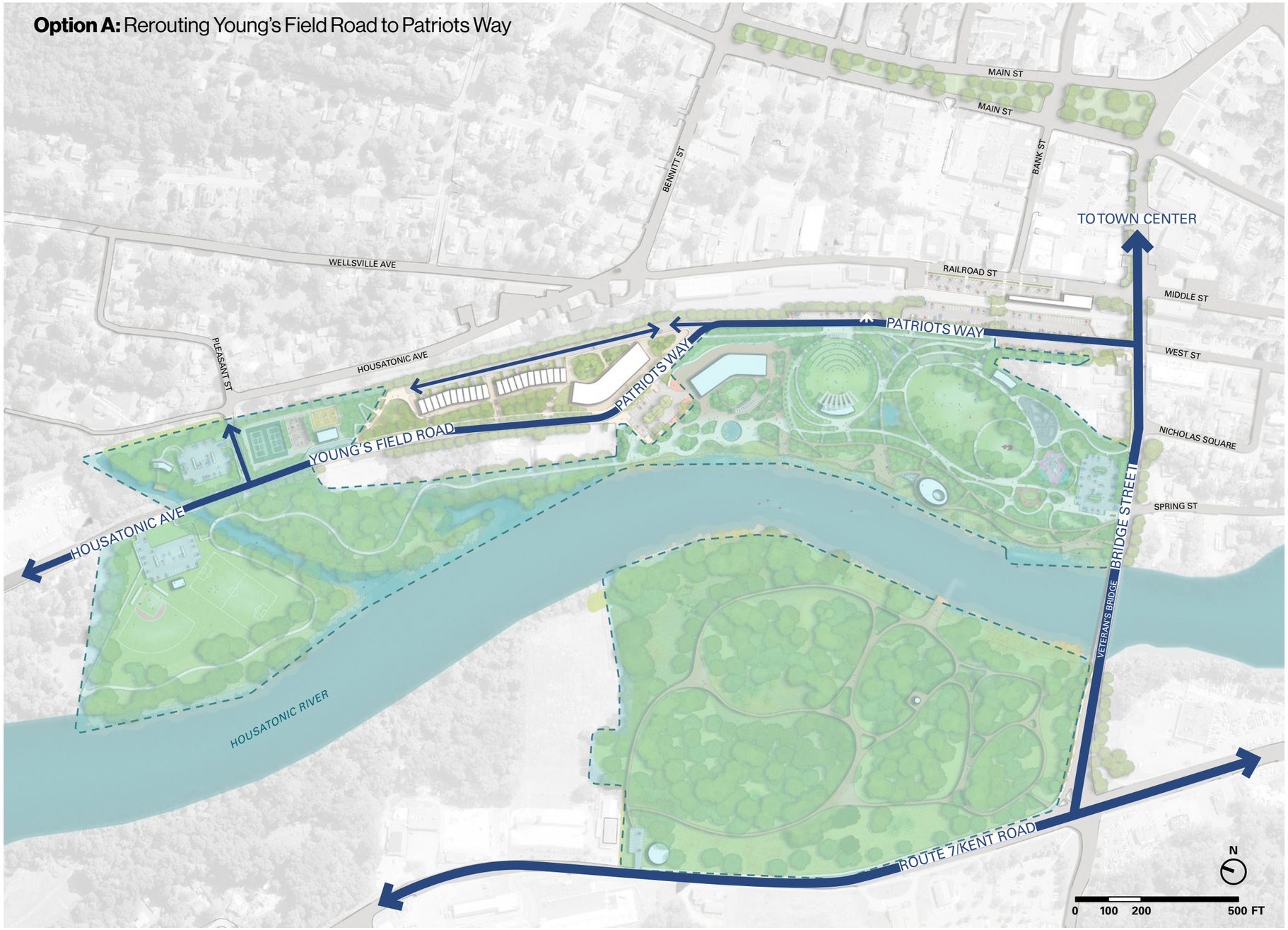


Proposed Roadway Configuration

Alternative Option:
Traffic Calming on Young's Field Road



Option A: Rerouting Young's Field Road to Patriots Way



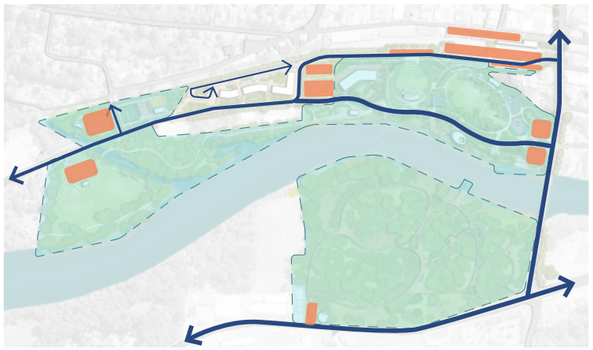
Primary Street

Secondary Street

Pedestrian-Only Area with Service Access

Proposed Parking

Alternative Option:
Traffic Calming on Young's Field Road



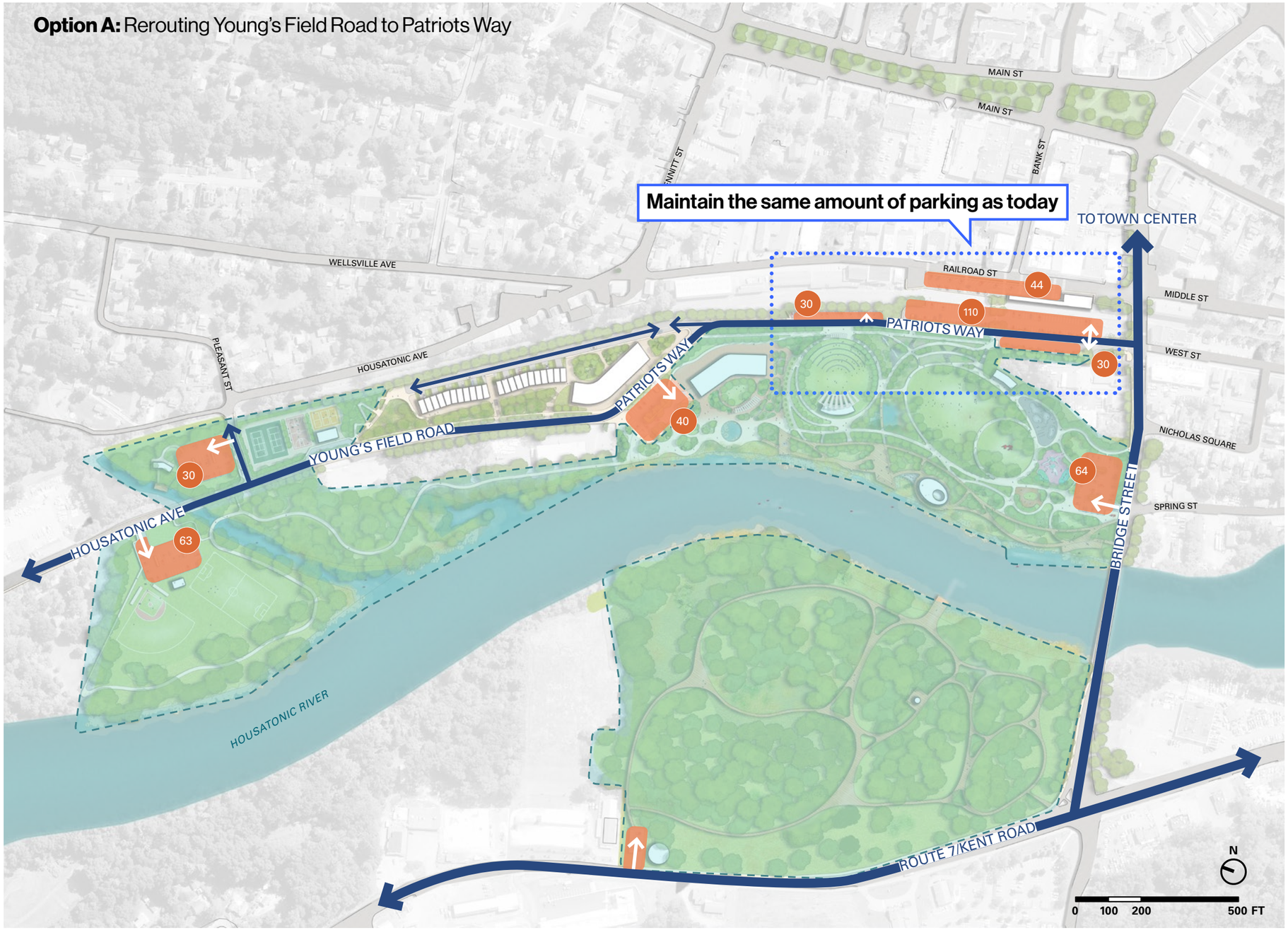
Total parking spaces:
411

Existing: **325**

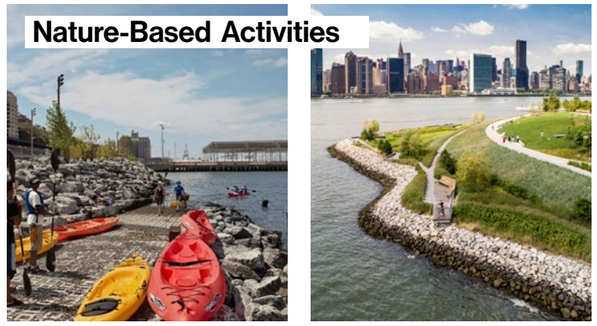
+86
parking spaces

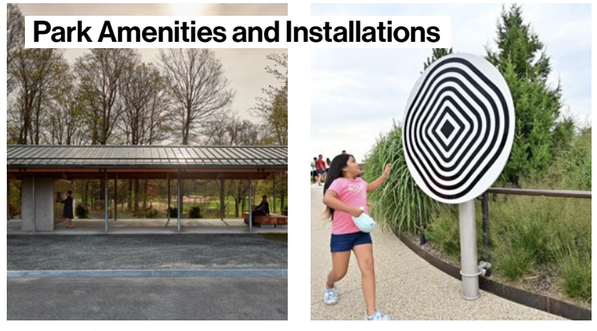
- Primary Street
- Secondary Street
- Parking
- Pedestrian-Only Area with Service Access

Option A: Rerouting Young's Field Road to Patriots Way

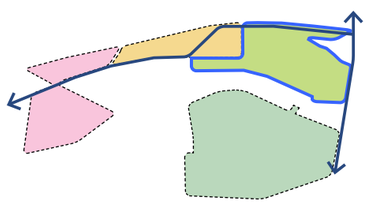


Programming and Recreation





Activated Riverfront Park

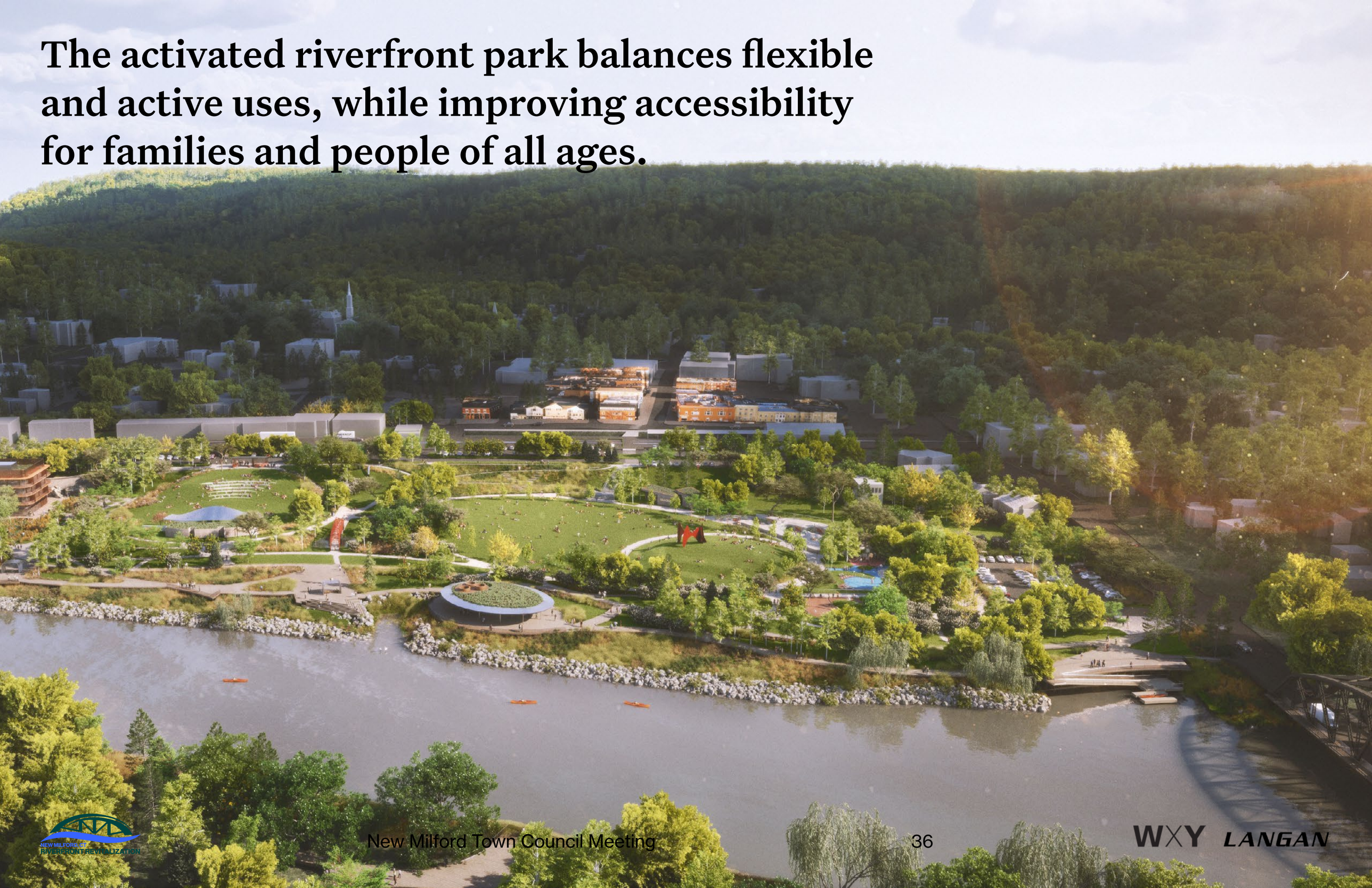


NEW MILFORD, CT
RIVERFRONT REVITALIZATION

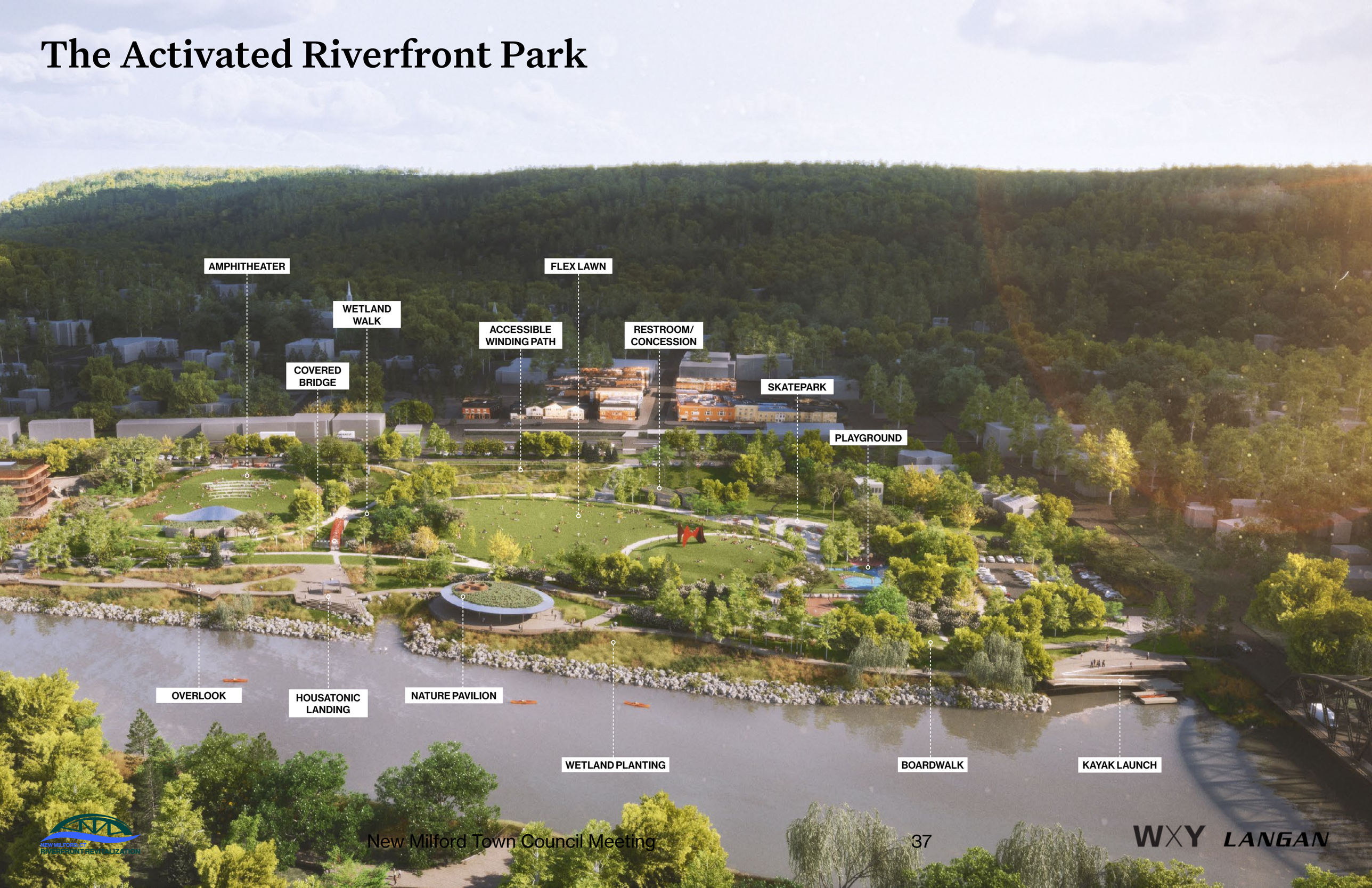
WXY LANGAN

The riverfront today is separated from the Town Center by a steep slope.

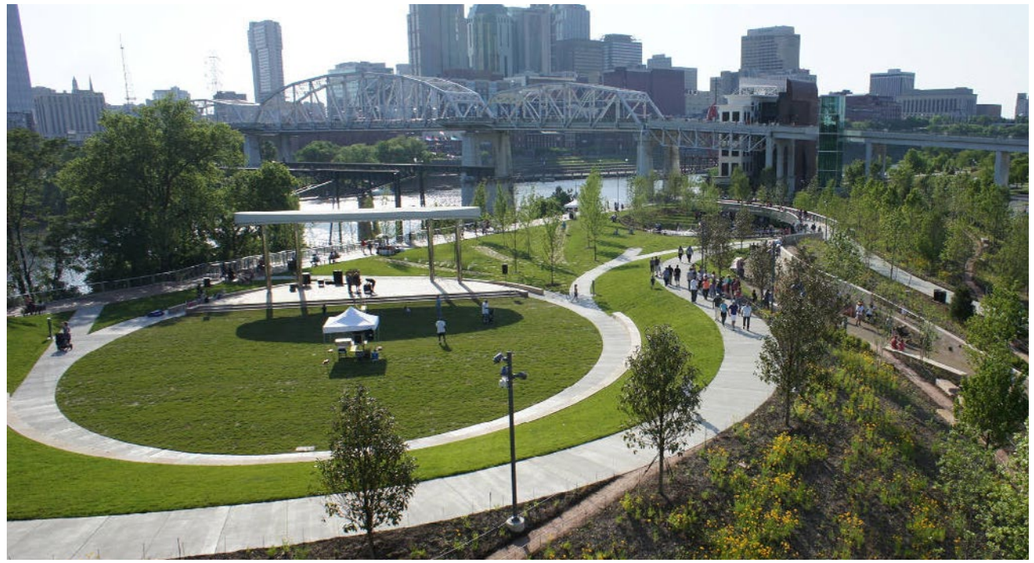
The activated riverfront park balances flexible and active uses, while improving accessibility for families and people of all ages.



The Activated Riverfront Park



Flex Lawn



Cumberland Park (Nashville, TN)

Wilmington Riverfront Park (Wilmington, NC)

Amphitheater and Stage

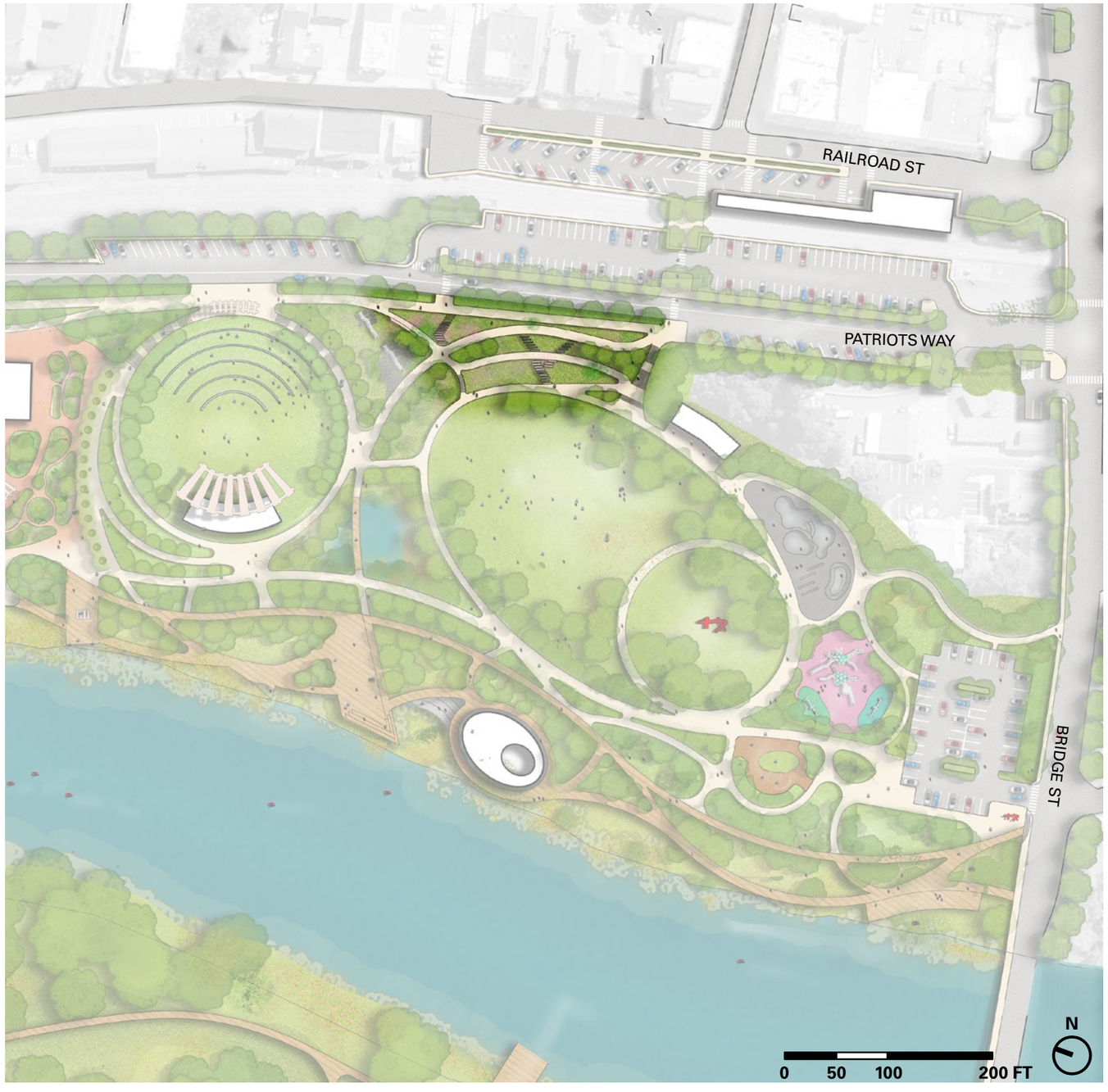
Memorial Park (Siloam Springs, AR)

Tom Hanafan River's Edge Park (Council Bluffs, IA)

Accessible Ramp on Steep Slope

Cascade Park (Chicago, IL)

Memorial Park (Houston, TX)



Slide and Rock Climbing on Steep Slope

Governors Island (New York, NY)

Sledding Hill (Danbury, CT)

Wetland Walk and Covered Bridge

Schlitz Audubon Trail (Bayside, WI)

Lovers Leap Bridge (New Milford, CT)

River Boardwalk and Overlook

Memorial Park (Houston, TX)

Great Salt Lake Shorelands Preserve (Layton, UT)

Shoreline Restoration and River Access

Brooklyn Bridge Park (Brooklyn, NY)

Hunters Point (Queens, NY)

Park Amenities

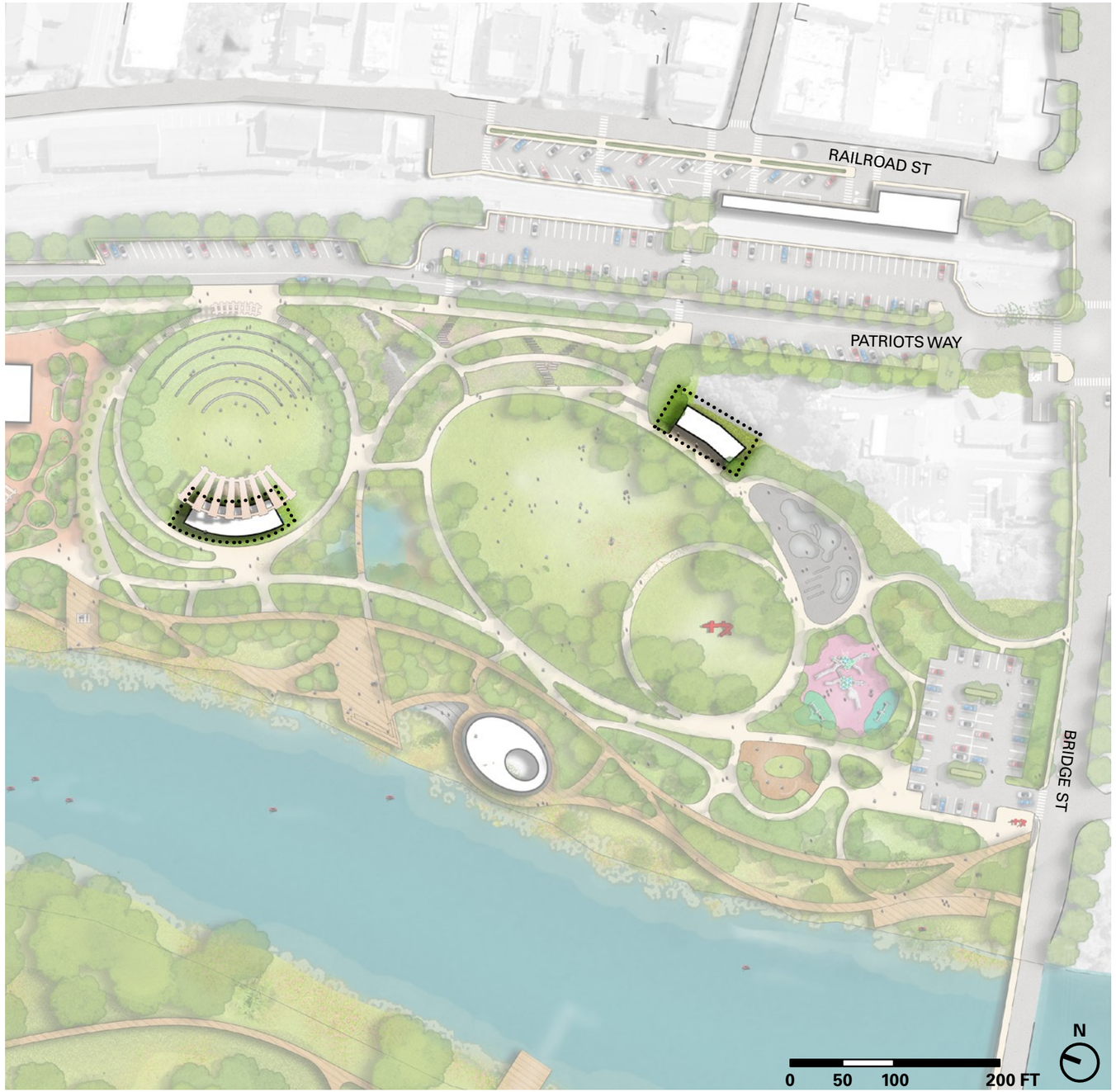
Metropark (Toledo, OH)

Smale Riverfront Park (Cincinnati, OH)

Concession, Restroom and Water Fountain

Storm King Restroom Pavilion (New Windsor, NY)

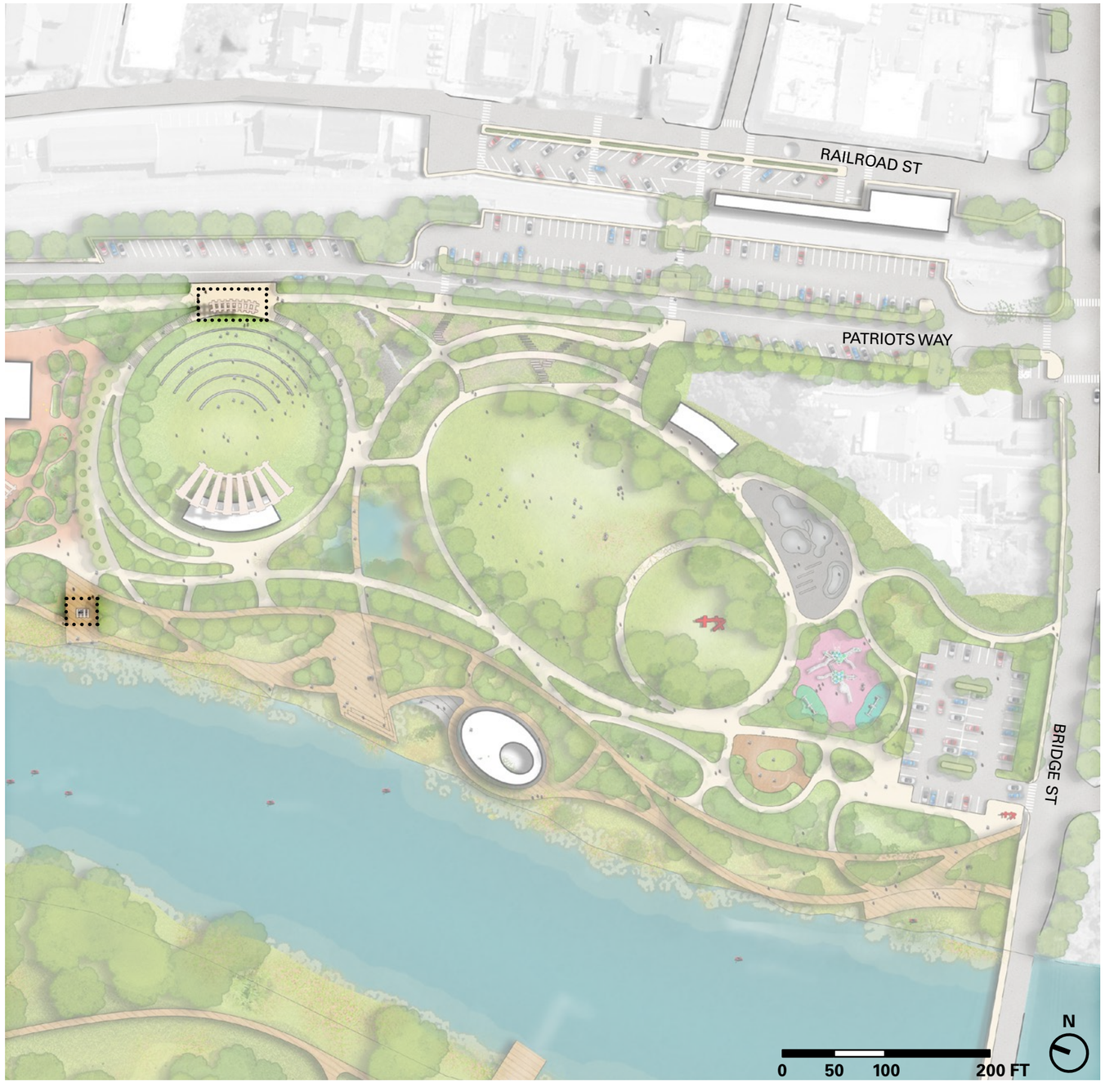
Cincinnati Zoo (Cincinnati, OH)



Shade Structure and Swings

Rockaway Boardwalk (Queens, NY)

Smale Riverfront Park (Cincinnati, OH)



Nature Pavilion

Storm King Art Center (New Windsor, NY)

Far Rockaway Park (Queens, NY)

Interactive Art Installations

Little Island (New York)

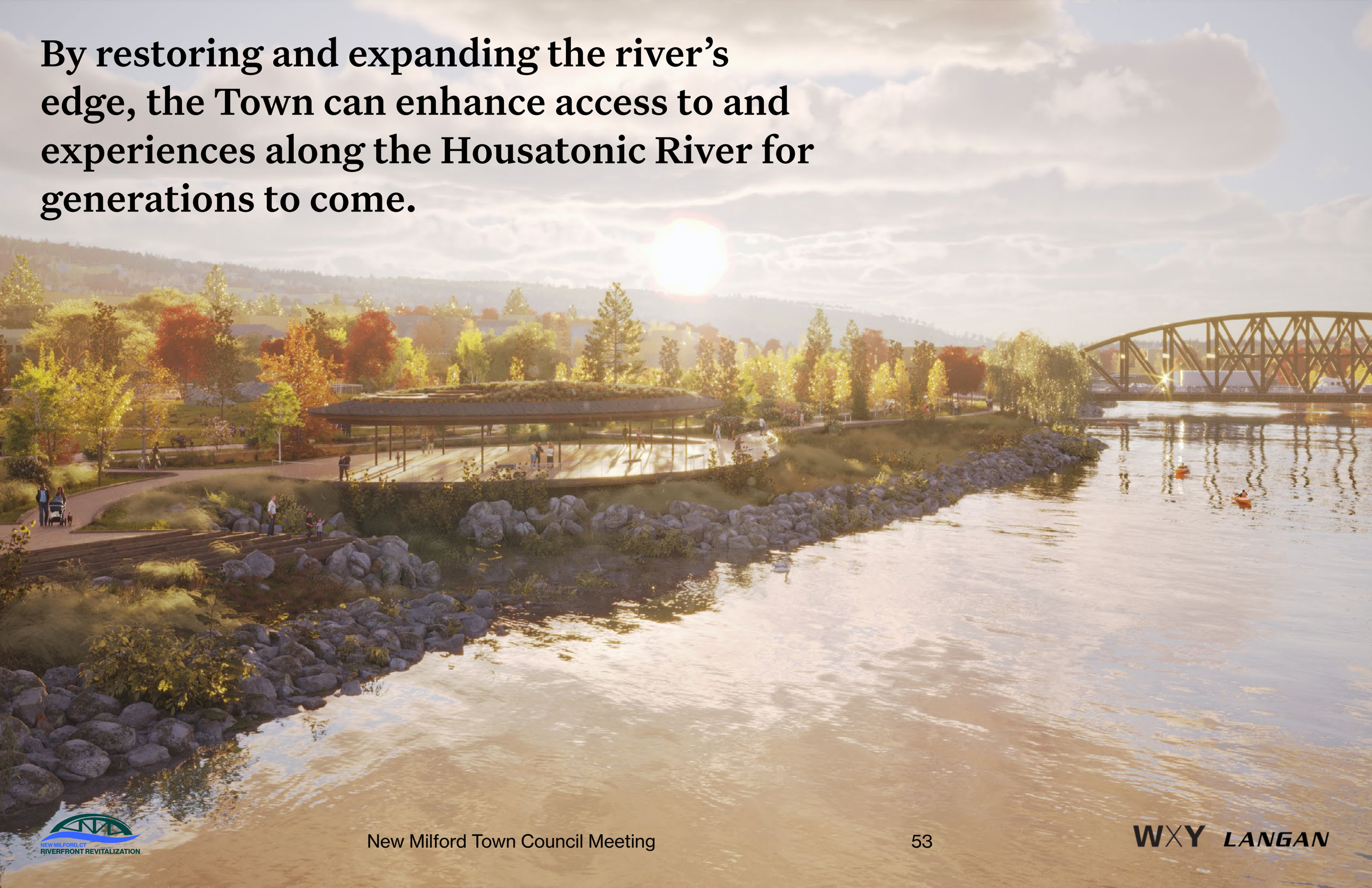
Grounds for Sculpture (Hamilton Township, NJ)

The field today serves active recreation and events between the road and the bluff.

Carved into the regraded bluff, the amphitheater creates layered seating for performances and gatherings.

The riverfront edge today faces increasing erosion and flooding.

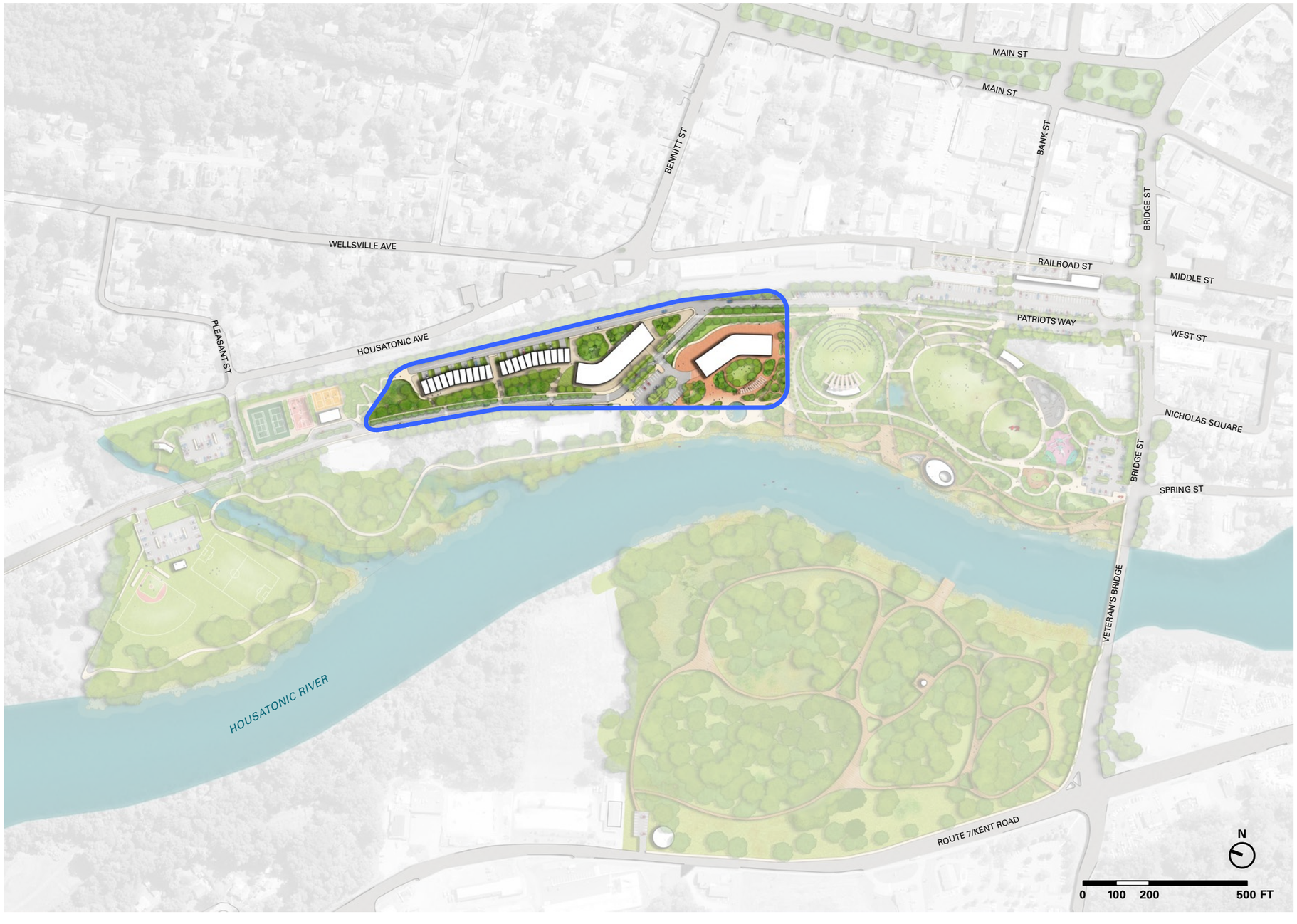
By restoring and expanding the river's edge, the Town can enhance access to and experiences along the Housatonic River for generations to come.



Mixed-Use Area

Blackbird Townhome (Portland, OR)

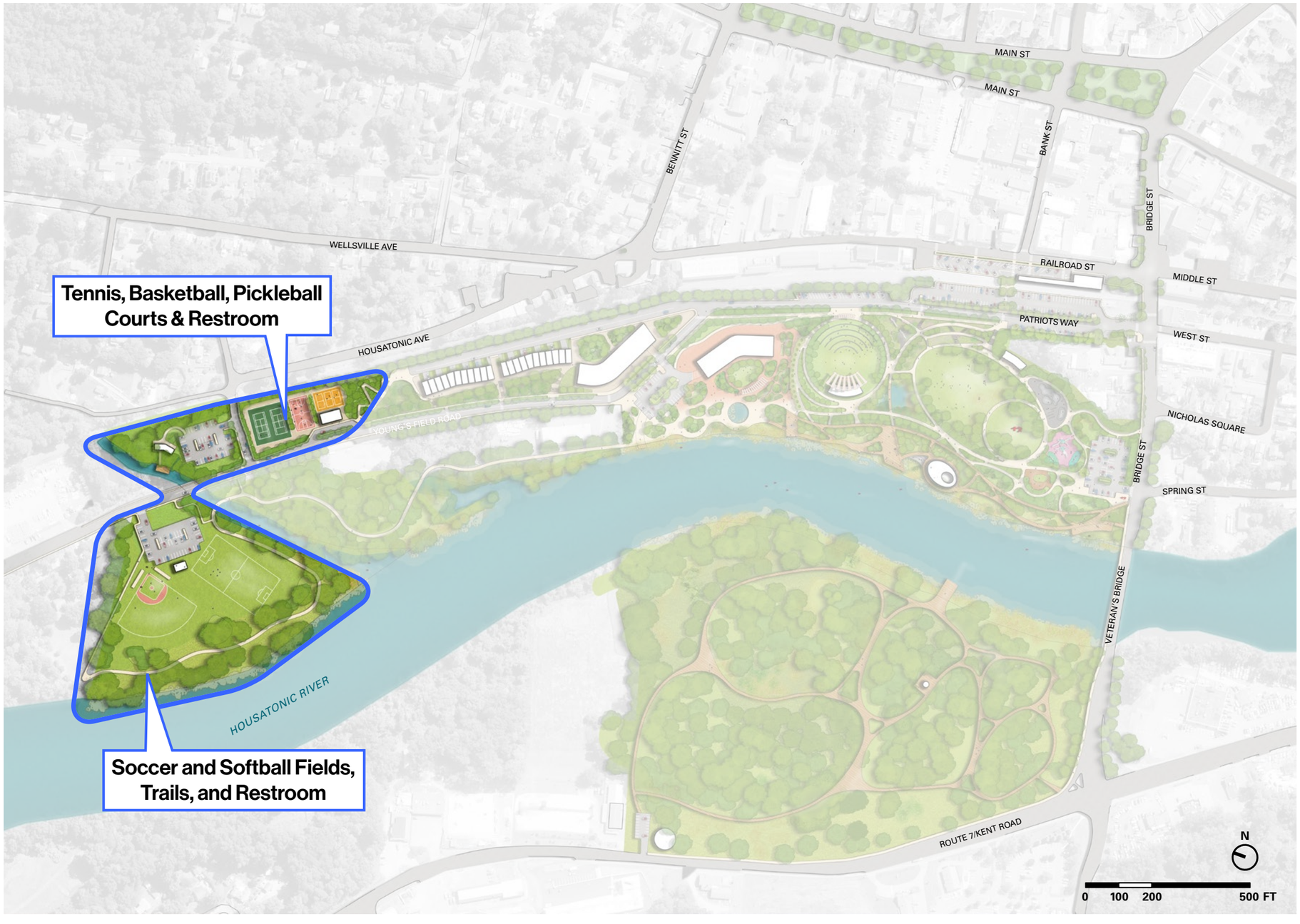
Senior Residence (Riantec, France)



Active Recreation

Eisenhower Park (Milford, CT)

Myyrmäki Sports Park (Finland)



Native Meadows

White Memorial Conservation Center (Litchfield, CT)

Talbot County's Oxford Conservation Park (Oxford, MD)

Phasing

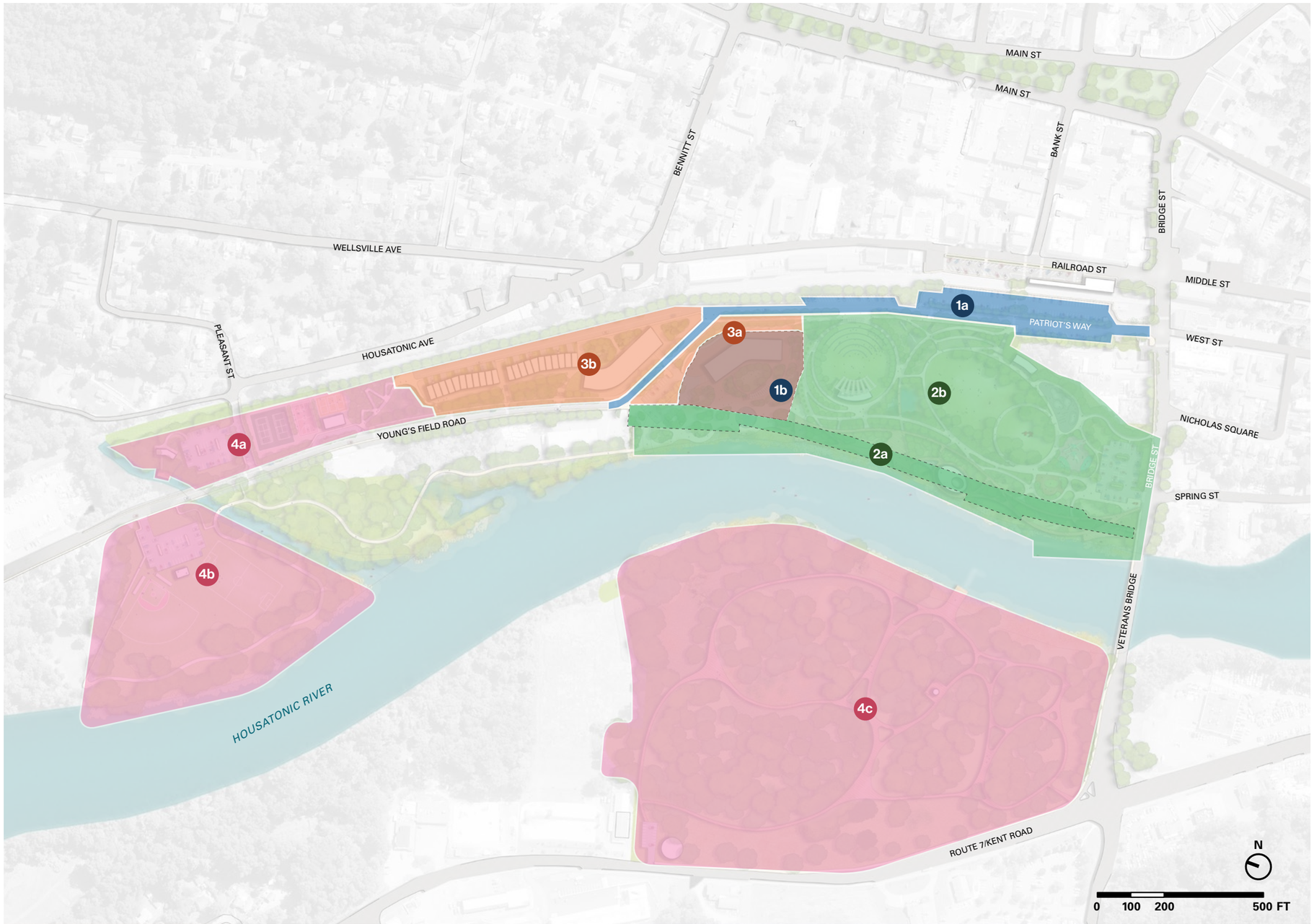
The Riverfront revitalization unfolds in **four coordinated phases**.

Phase 1 realigns Young's Field Road to shift traffic away from the park edge, establish safer downtown-to-Riverfront access, and reorganize parking to support the new circulation pattern and the early park improvements that follow. It also clears space for expanded public use through the demolition and relocation of the Department of Public Works (DPW) facilities.

Phase 2 delivers park improvements at Young's Field, including regrading the bluff, adding accessible winding paths, and naturalizing the river's edge, alongside a range of recreation and programming upgrades.

Phase 3 introduces mixed-use and townhome development alongside the acquisition of a key private parcel, leveraging private investment to support the public realm.

Phase 4 completes the transformation with new sports fields, conservation enhancements at Native Meadows, and ecological restoration that reconnects the floodplain — fulfilling the long-term vision for an ecologically robust and vibrant Riverfront park.



Phase

- 1a: Roadway Re-alignment & Construction
- 1b: DPW Demolition
- 2a: Young's Field Road Demolition
- 2b: Young's Field Park Construction
- 3a: Mixed-Use I Construction
- 3b: Mixed-Use II and Townhomes Construction
- 4a: Active Recreation Complex Construction
- 4b: Helen Marx Park Construction
- 4c: Native Meadows Trail Construction

Thank you!

Q & A

David Vega-Barachowitz
Associate Principal and Design Lead, WXY

Chris McLean
Traffic Engineer, Langan Engineering

Brian Phillips
Civil Engineer, Langan Engineering

NEW MILFORD, CT
RIVERFRONT REVITALIZATION

New Milford Riverfront Revitalization

New Milford Town Council Meeting

March 23, 2026

WXY LANGAN

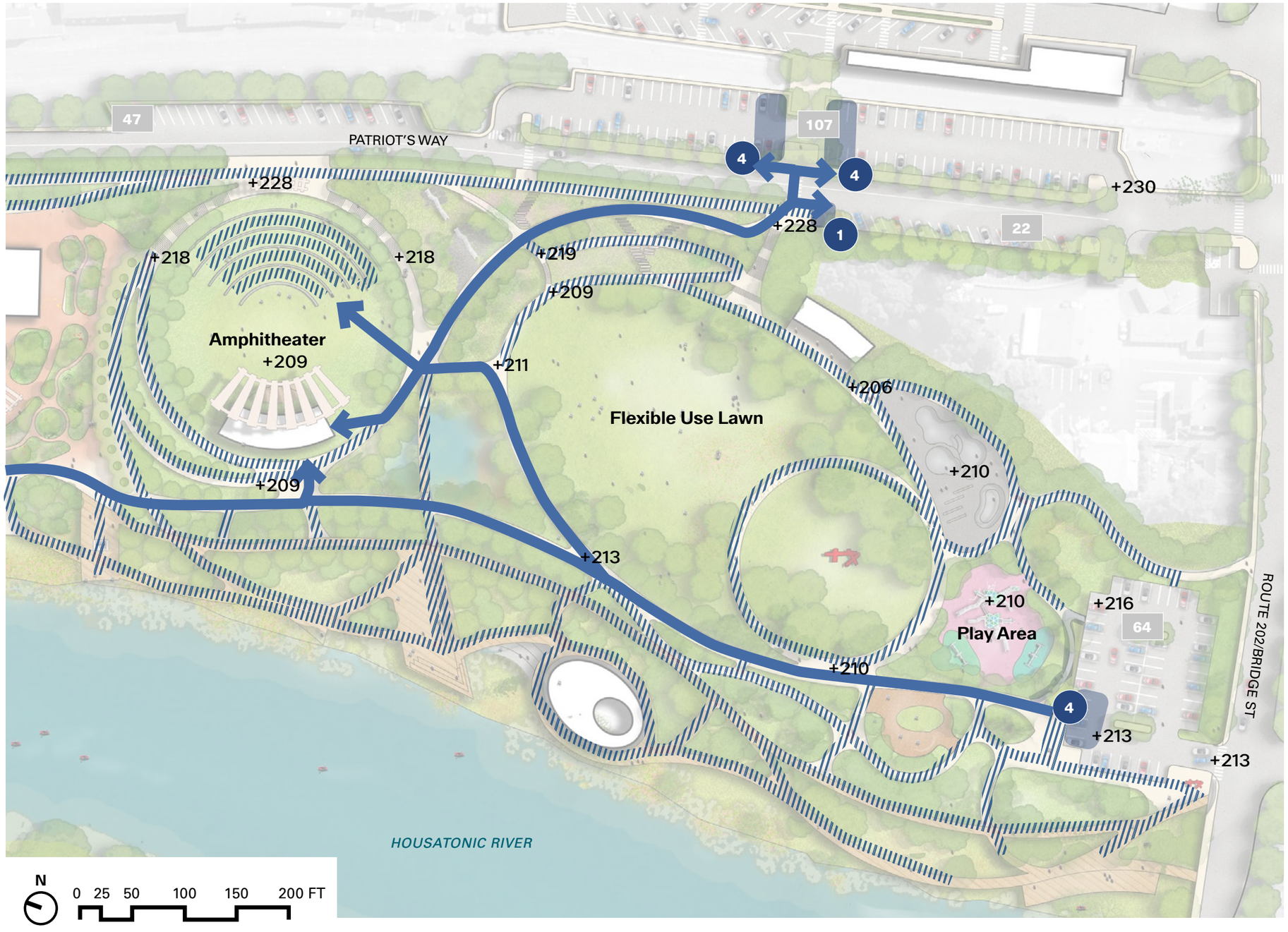
APPENDIX

New Milford Town Council Meeting

Additional Design Details

Park Accessibility

Accessibility is a fundamental organizing element of the Park—supporting inclusive use during everyday recreation as well as during events and performances. Accessible parking spaces are located closest to primary park entrances to minimize travel distance. From these spaces, fully ADA-compliant routes (slope, width, and surface) provide direct, clearly marked connections into the Park and toward the amphitheater. Path alignments prioritize gentle grades, clear wayfinding, and places to rest, ensuring that users with mobility devices can move comfortably and independently through the site.



Legend

- # Total Parking Count
- ADA Parking
- Accessible Routes to Amphitheater
- Accessible Park Paths

Pedestrian and Bike Connectivity

Enhanced accessibility for pedestrians and cyclicts is central to the reimagining of the New Milford Riverfront. New primary, secondary, and tertiary paths provide room for exploration around the park as well as multiple, overlapping dynamic experiences.

Bike access is primarily provided along two parallel routes, a winding riverfront trail, which would serve as a promenade for pedestrians and bicyclists along the reimagined footprint of current Young's Field Road, and a cycle track or bike route along Patriot's Way along the bluff connecting to the Town Center.

- Primary Path
- River Trail
- Bike Path
- Secondary Path
- Tertiary Path

Wayfinding and Informational Signage

Wayfinding and informational signage will be provided throughout the Park to ease accessibility, indicate trailheads and parking areas, and offer relevant information around natural systems and New Milford history. Multiple types of signs should be included as part of the park's design.

Wayfinding and Directional Signage
Multi-lingual, accessible signage intended to support park users in understanding the direction of paths, amenities, and spaces. Implemented at multiple scales across the site, these signs work in tandem with other design cues to guide visitors step by step through the Park.

Information Kiosks
Centralized kiosks, including maps, message boards, and other information, such as park rules and regulations. May be combined with concessions, restrooms, or other amenities.

In-pavement Signage
Subtle directional cues in pavement, such as north arrows, street names, or other indicators that are more subtle and intended for confirmation.

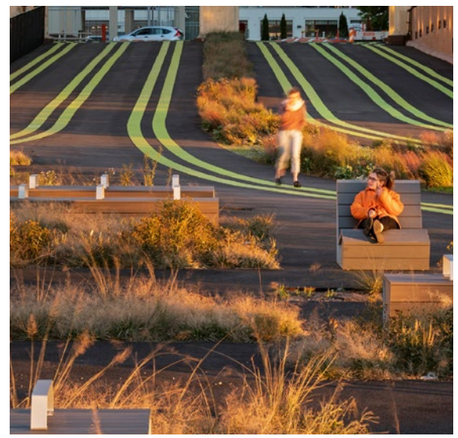
Interpretive Signage
Signage geared towards education and interpretation of historic sites. May include information on New Milford's industrial past or the Housatonic River ecosystem, among other features.

Wayfinding and Directional Signage

Information Kiosks

Interpretive Signage for Education and Learning

In-pavement signage



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- Information kiosk
- Wayfinding totem
- Directional Indicator
- Interpretive signage

Stormwater Management

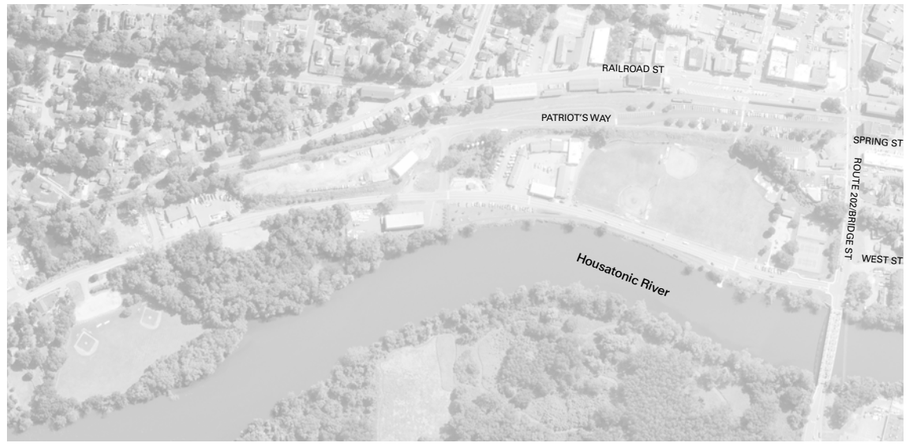
Similar to the existing condition, the proposed site has been divided into three watersheds.

Proposed watershed 1 encompasses the proposed recreational park area and parking area on Patriot's Way at the south of the site. Stormwater within this area flows through the proposed storm network and potential stormwater management features before eventually discharging towards the Housatonic River.

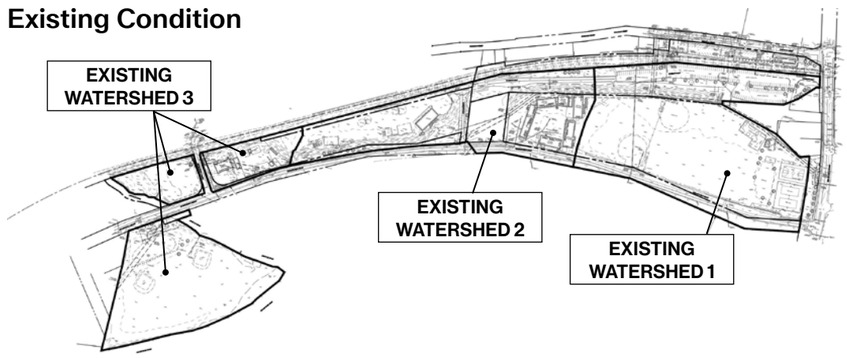
Proposed watershed 2 consists of the proposed mixed-use buildings, the associated parking and landscape areas, and the portions of Young's Field Road and Patriot's Way between and to the east of the proposed buildings. Stormwater within this area flows through the proposed storm network and potential stormwater management features before eventually discharging towards either the Housatonic River or Young's Field Road.

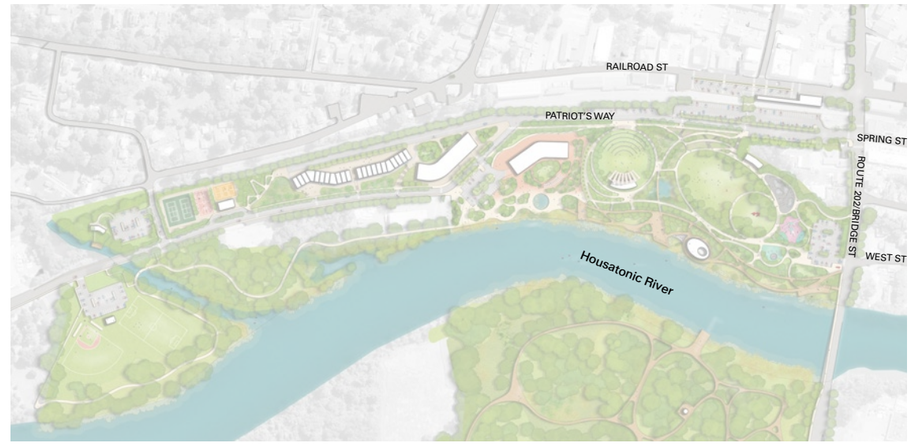
Proposed watershed 3 comprises the proposed sports facilities at the parcel on the corner of Young's Field Road and Housatonic Avenue, a proposed parking lot and small building at the corner of Housatonic Avenue, and Helen Marx Park. Stormwater within this area flows through the proposed storm network and potential stormwater management features before eventually discharging into either the existing stormwater drainage networks within Young's Field Road or towards the Aspetuck River.

The table to the right provides approximate information on the impervious areas in each of the watersheds' existing and proposed conditions. Additionally, it provides an approximate water quality volume that will likely be required for the proposed condition of each watershed. The approximate water quality volumes (WQV) were calculated using methods outlined in the 2024 CT DEEP Stormwater Quality Manual.

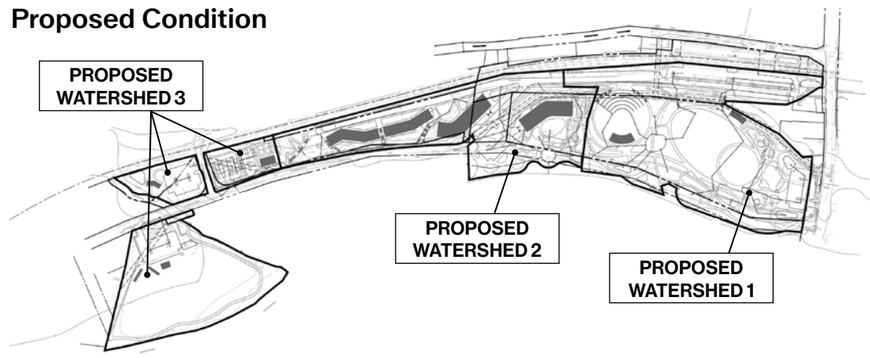


Existing Condition





Proposed Condition



	Watershed 1	Watershed 2	Watershed 3
Existing Area (sf)	±555,000	±355,000	±400,000
Existing Impervious Area (sf)	±170,000	±220,000	±110,000
Existing Impervious %	30%	62%	28%
Proposed Area (sf)	±575,000	±385,000	±382,500
Proposed Impervious Area (sf)	±220,000	±240,000	±100,000
Proposed Impervious %	38%	62%	26%
Change in Impervious %	+8%	0%	-2%
Water Quality Volume (cf)	±25,000	±26,000	±12,000
Estimated Stormwater Storage Needed (cf)	±40,000	±40,000	±20,000

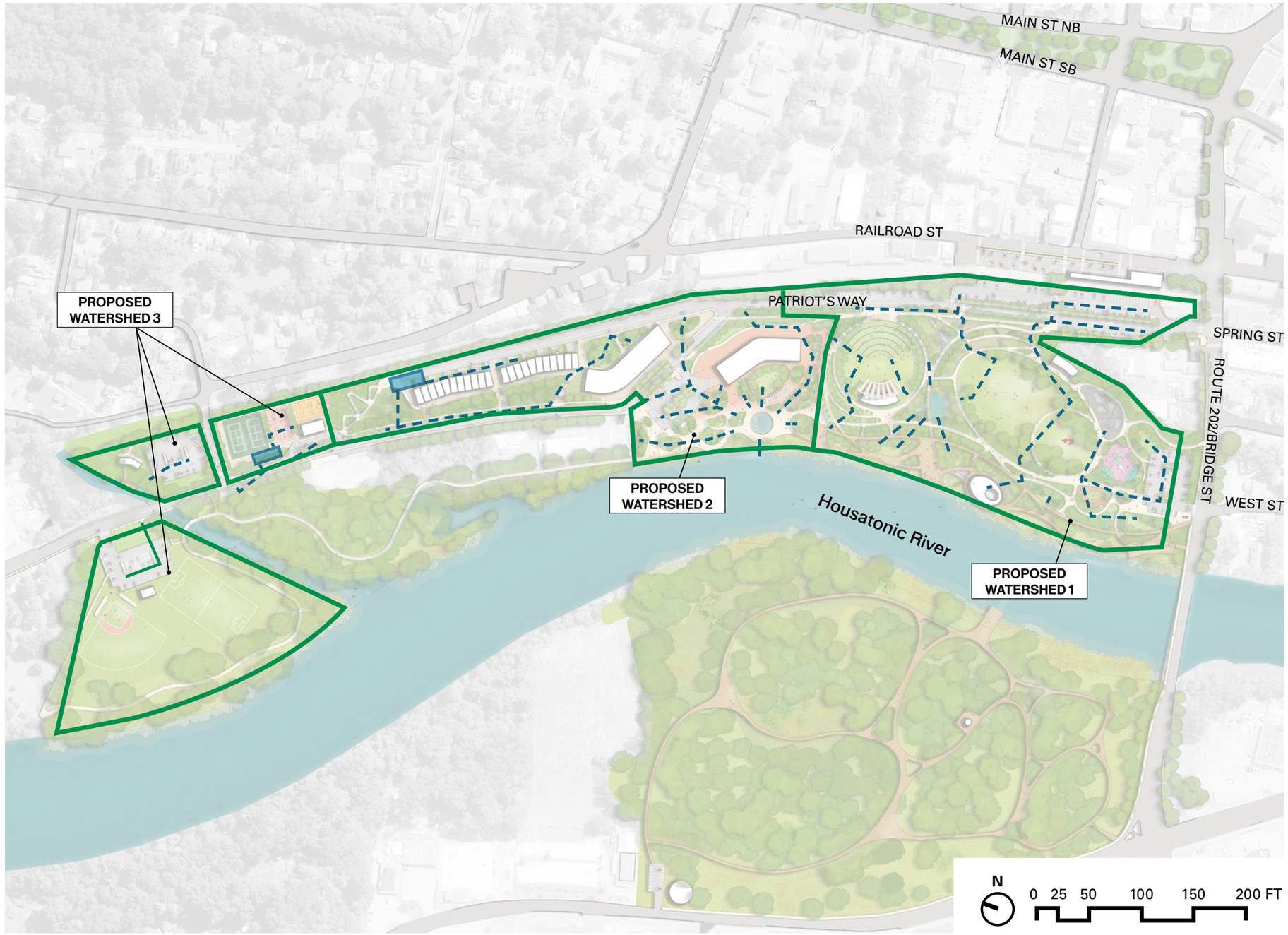
Drainage and Stormwater Management

The New Milford Riverfront Revitalization project proposes a variety of stormwater infrastructure to attenuate peak flows and improve water quality for stormwater drainage within the project area prior to discharging to downstream receiving waters. These improvements include catch basins and yard drains with deep sumps, hydrodynamic separators, and a mix of above- and below-ground stormwater detention features along with an updated drainage network. Proposed improvements will generally be designed in accordance with the requirements set by the 2024 CTDEEP Stormwater Quality Manual and the Town's regulations.

The design introduces a network of sustainable management practices to intercept and treat runoff before it reaches the river. Stormwater best management practices (BMPs), including green infrastructure, are proposed throughout the park and parking areas to guide the placement of rain gardens and bioswales.

Legend

- Watersheds
- Storm Drain Lines
- Potential Underground Detention
- Potential Green Infrastructure Locations



Stormwater Management

Stormwater is managed through naturalized systems and strategies that slow and filter runoff before it reaches the Housatonic River. These interventions improve water quality, reduce flooding impacts, and enhance ecological performance.

Stormwater Best Management Practices (BMPs)

- Bioswales, Bioretention Planters, and Rain Gardens
- Permeable Paving
- Green Roofs
- Blue Roofs
- Native Meadow Plantings
- Infiltration Trenches
- Limit Impervious Footprint
- Stormwater Water Reuse Systems
- Isolating "Clean Runoff" From Roof and Pavement
- Preparing Retrofit and Credit Applications for Agencies that Offer Relief from Stormwater Management Fees

Riparian Buffer

Native riverside vegetation stabilizes the shoreline, filters upland pollutants, and provides critical wildlife habitat. This natural zone reduces erosion while expanding the ecological corridor along the Housatonic River.

Bioswales

Shallow, gently sloped channels capture and convey stormwater from adjacent paths and lawns. These vegetated routes slow runoff and promote infiltration by directing water toward planted basins.

Retention Basins

Small depressions that temporarily hold water during high-flow events to allow sediment settlement. These micro-wetlands enhance habitat diversity and help moderate water level fluctuations.

Permeable Paving

Open-jointed paving within the park and potentially in surface parking areas reduce stormwater runoff. This system eases demand on traditional drainage infrastructure while promoting groundwater recharge.

Rain Gardens

Planted depressions collect and treat runoff from surrounding walkways. Engineered soil layers and native species filter pollutants and maximize localized infiltration.

Green Roofs

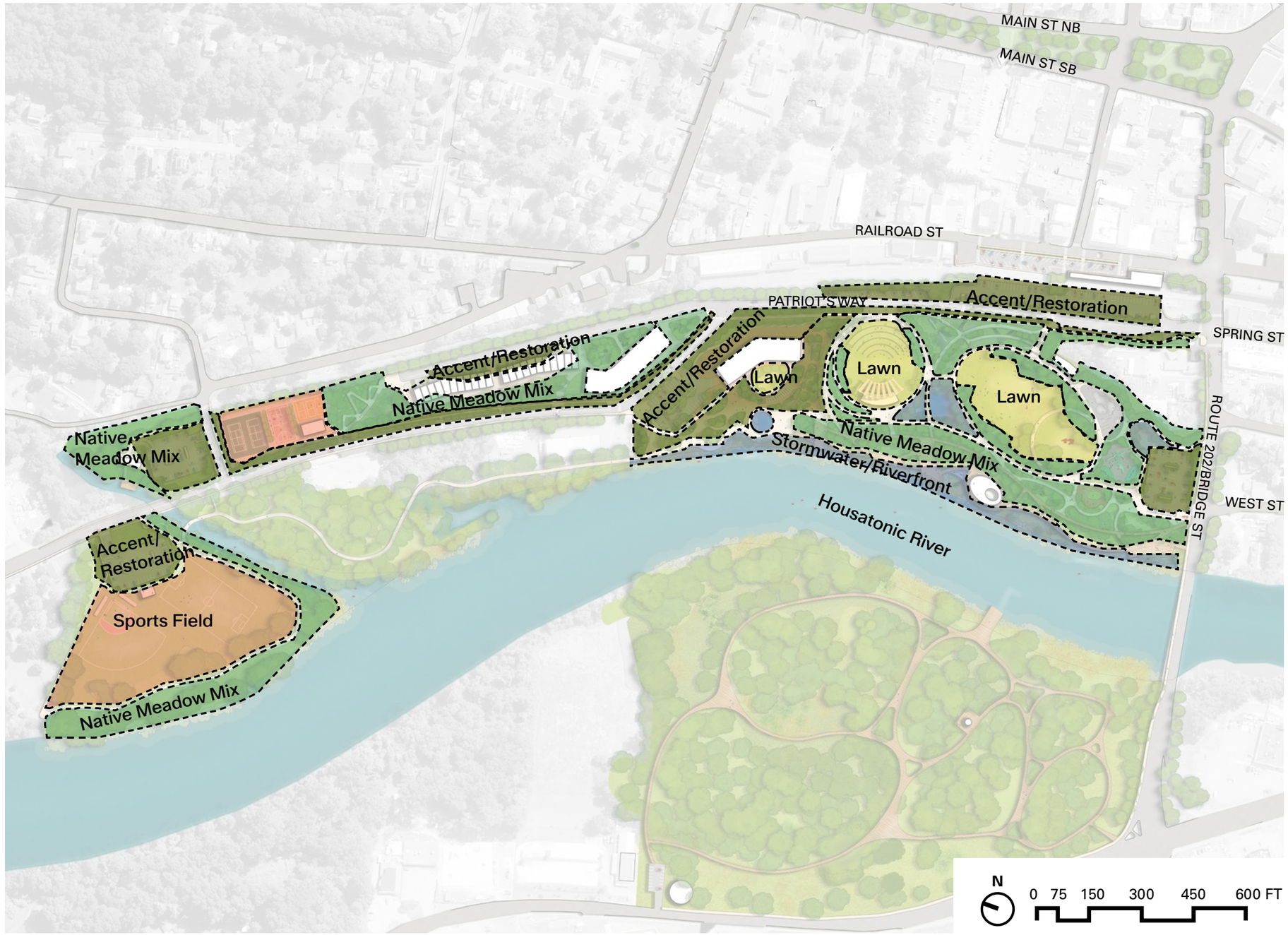
Green roofs use engineered soil and vegetation to manage stormwater, reducing runoff and infrastructure strain. They provide essential co-benefits, including improved insulation, reduced urban heat, and enhanced urban biodiversity.

Planting

The planting palette consists of typologies that support a variety of public uses and ecological functions. Lawn and Sports Field areas offer flexible, active open space, while Native Meadow Mix zones frame paths and open areas with low-maintenance, seasonal vegetation. Stormwater/Riverfront plantings stabilize the shoreline, manage flood events, and enhance wildlife habitat. Accent plantings define key edges and entrances that provide a buffer from vehicular circulation and unify the park's varied rooms and program elements.

Planting Zones

- Lawn
- Native Meadow Mix
- Stormwater/Riverfront
- Accent/Restoration
- Sports Field



Planting: Stormwater/Riverfront Palette

Strategy

Stormwater/riverfront planting stabilizes the river edge, manages fluctuating water levels, and improves water quality. Native wet-tolerant grasses, sedges, and shrubs are used to slow runoff, filter pollutants, and accommodate periodic flooding. Planting density and structure increase closer to the river to enhance habitat value, reduce erosion, and create a resilient, naturalized riverfront that can adapt over time with minimal maintenance.

Notes

1. In areas subject to periodic inundation, grasses and sedges will establish first, providing erosion control and bank stabilization.

2. In areas with less frequent flooding or seasonal drawdown, flowering perennials will become more prominent over time.

Species

- *Elymus virginicus* — Virginia wildrye
- *Andropogon gerardii* — Big bluestem
- *Carex vulpinoidea* — Fox sedge
- *Carex lurida* — Lurid sedge
- *Juncus effusus* — Soft rush
- *Panicum clandestinum* — Deertongue
- *Asclepias incarnata* — Swamp milkweed
- *Verbena hastata* — Blue vervain
- *Zizia aurea* — Golden Alexander
- *Eupatorium perfoliatum* — Boneset
- *Aster puniceus* — Purple-stem aster
- *Lobelia siphilitica* — Great blue lobelia

Planting: Native Meadow Mix Establishment & Palette

Strategy

Native meadow areas will be established through spring or fall seeding following site preparation and weed control. Meadows initially require diligent weed management and frequent watering to promote root development for the first year of seeding. After establishment, meadow areas become low-maintenance and ecologically robust landscapes with limited annual mowing. Species selection and management prioritize pollinator support, seasonal interest, and long-term resilience with mowing timed outside of peak growing and nesting seasons to maintain plant diversity and habitat value.

Maintenance

1. During the establishment year, contractor shall mow seeding if weed height exceeds meadow mix height. Mow at a height of 8”–10”. Do not mow close, as some of the meadow mix may be damaged.

2. After the first growing season, and if meadow mix is well established, the meadow mix shall be mowed only once annually. Annual maintenance mowing shall be done in late winter during the month of March.

3. During the first 2–4 years of establishment, and after establishment depending on the look desired, selective weeding with a broadleaf weed-control herbicide, over-seeding bare spots and watering to promote a uniform drought-tolerant stand of plants may be necessary.

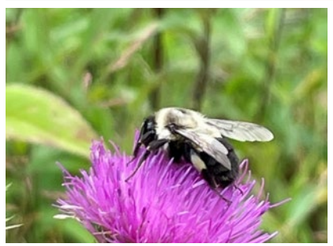
4. Fertilizers are not generally required or recommended for native meadows unless soil test results show a significant lack of nutrients.

Native Upland Wildlife Forage & Cover Mix

34.9% *Andropogon gerardii*, ‘Niagara’ — Big bluestem, ‘Niagara’
27.0% *Panicum virgatum*, ‘Cave-In-Rock’ — Switchgrass, ‘Cave-In-Rock’
21.0% *Elymus virginicus*, ‘Madison’ — Virginia wildrye, ‘Madison’
9.0% *Sorghastrum nutans*, ‘Tomahawk’ — Indiangrass, ‘Tomahawk’
3.0% *Rudbeckia hirta* — Blackeyed Susan
2.0% *Chamaecrista fasciculata* — Partridge pea
1.5% *Heliopsis helianthoides* — Oxeye sunflower
1.0% *Coreopsis tinctoria* — Plains coreopsis
0.4% *Desmodium canadense* — Showy ticktrefoil
0.1% *Asclepias syriaca* — Common milkweed
0.1% *Monarda fistulosa* — Wild bergamot

Native Steep Slope Mix

31.1% *Sorghastrum nutans*, ‘Scout’ — Indiangrass, ‘Scout’
20.0% *Lolium multiflorum* — Annual ryegrass
14.0% *Andropogon gerardii*, ‘Niagara’ — Big bluestem, ‘Niagara’
10.0% *Elymus virginicus*, ‘Madison’ — Virginia wildrye, ‘Madison’
7.0% *Elymus canadensis* — Canada wildrye
4.0% *Agrostis perennans*, Albany Pine Bush — Autumn bentgrass, Albany Pine Bush
4.0% *Panicum virgatum*, ‘Shawnee’ — Switchgrass, ‘Shawnee’
3.0% *Panicum clandestinum*, Tioga — Deertongue, Tioga
1.5% *Echinacea purpurea* — Purple coneflower
1.3% *Chamaecrista fasciculata* — Partridge pea
1.2% *Heliopsis helianthoides* — Oxeye sunflower
1.0% *Coreopsis lanceolata* — Lanceleaf coreopsis
1.0% *Rudbeckia hirta* — Blackeyed Susan
0.3% *Monarda fistulosa*, Fort Indiantown Gap — Wild bergamot, Fort Indiantown Gap
0.2% *Asclepias syriaca* — Common milkweed
0.2% *Solidago nemoralis* — Gray goldenrod
0.1% *Aster laevis* — Smooth blue aster
0.1% *Aster novae-angliae* — New England aster



Planting: Accent/Restoration Palette

Strategy

Accent/Restoration planting frame key park entrances, edges, and transitions while restoring native structure and seasonal interest. These zones are used selectively to create a visual unity across the site of over 50 acres with special attention to seasonal character.

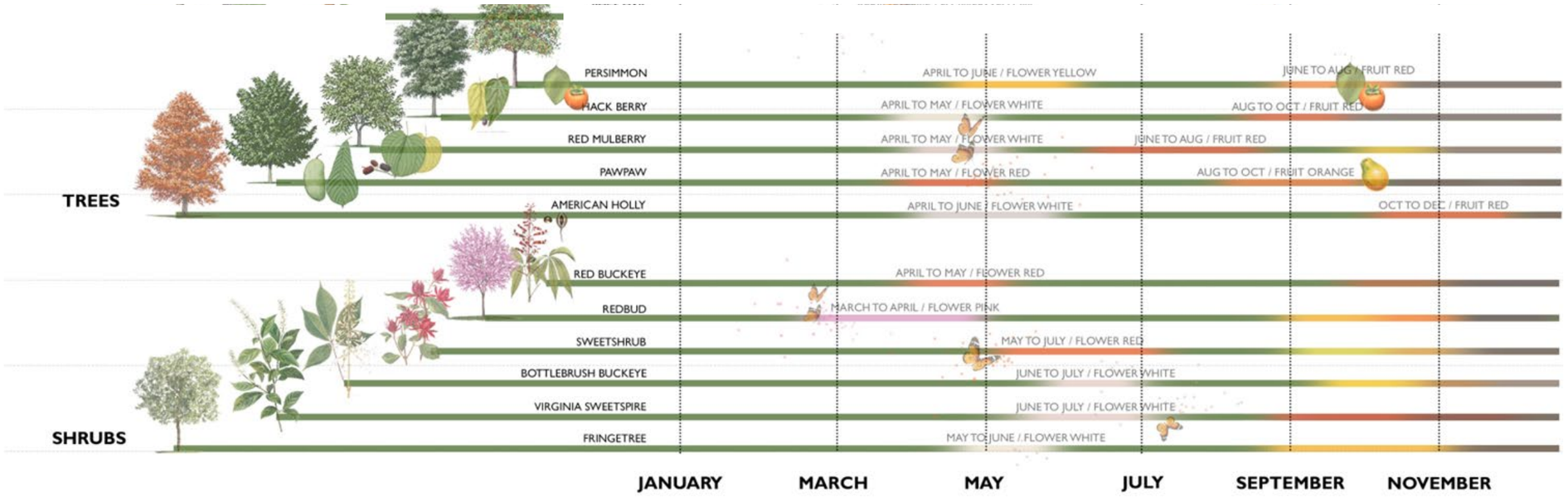
Notes

1. Accent and restoration plantings emphasize native shrubs and understory shrubs selected for multi-season interest, wildlife value, and resilience to site conditions.

2. Species are arranged to provide flowering, fruiting, and structure across seasons.

Species

- *Amelanchier canadensis* — Serviceberry
- *Ilex opaca* — American holly
- *Asimina triloba* — Pawpaw
- *Morus rubra* — Red mulberry
- *Lindera benzoin* — Spicebush
- *Itea virginica* — Virginia sweetspire
- *Fothergilla gardenii* — Dwarf fothergilla
- *Cephalanthus occidentalis* — Buttonbush
- *Cercis canadensis* — Eastern redbud

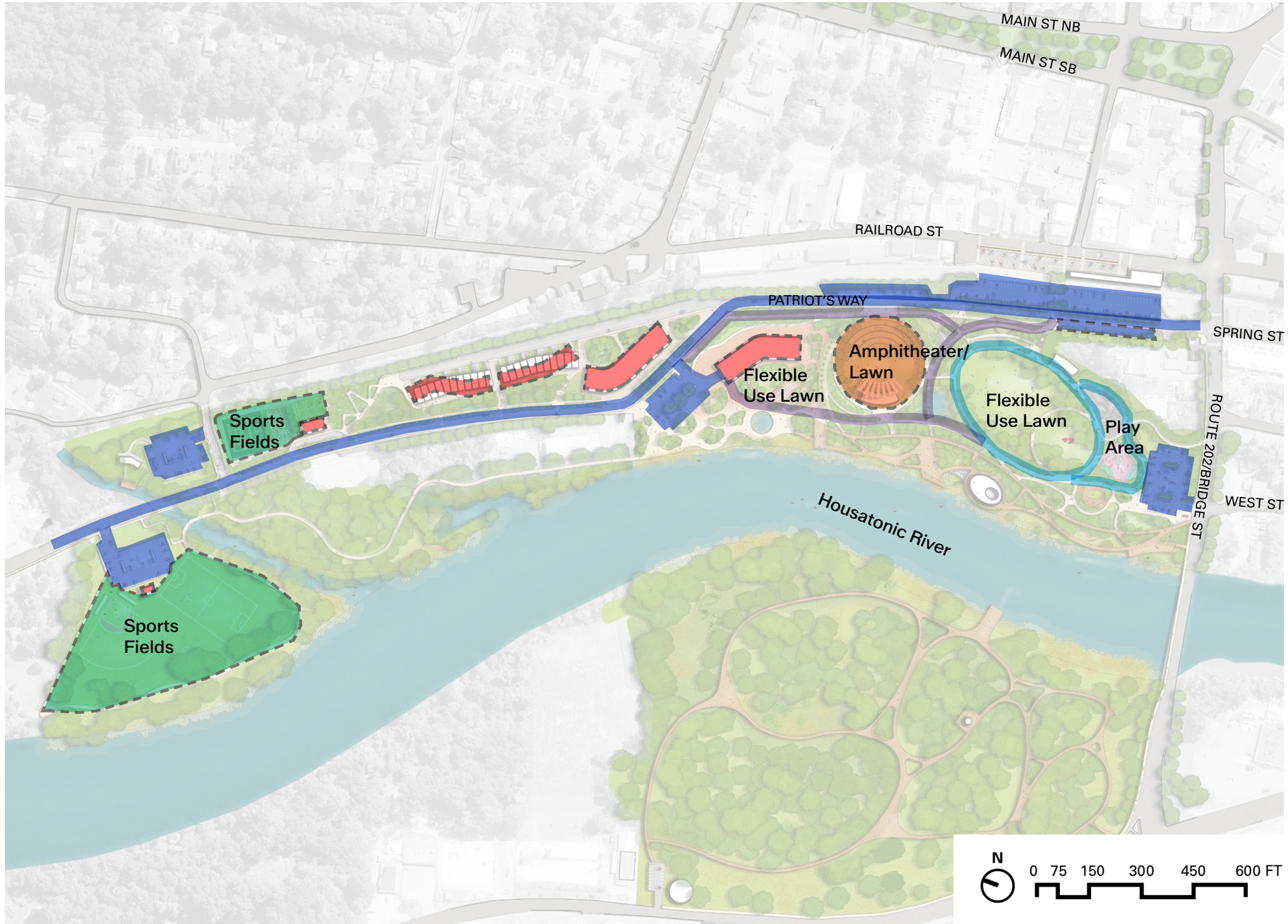


Site Lighting

The lighting design maintains current IES recommendations and is tailored to the programmed areas of the park and coordinated to ensure safe wayfinding and circulation. Roadway lighting along Patriot's Way and within parking areas provides uniform illumination. The park includes pedestrian-scale poles for primary paths, multi-head poles for gathering areas, specialized sports field lighting, and low-glare wall-recessed amphitheater lighting. Building-mounted fixtures highlight key buildings and promote safe entry and egress. Dark-sky-compliant fixtures are strategically placed and oriented to minimize light spill into the Housatonic and protect sensitive riparian habitats with shielded optics.

Lighting Types

- Roadway & Parking
- Pedestrian Pole
- Multi-Head Pole
- Building Mounted
- Amphitheater
- Sports Field Lighting



Site Lighting

Roadways and parking lots utilize efficient, streamlined fixtures to prioritize visibility and safety. In contrast, the riverfront park features traditional, pedestrian-scaled forms that create a warm and inviting character along paths and gathering spaces. Adjacent private developments may introduce contemporary lighting elements to support unique architectural expression.

Notes

1. Roadway fixtures: 20–25’ height (Public ROW), LED 3000K, spaced ±100–120’ o.c.

2. Pedestrian pole fixtures: 12-14’ height, flush base, LED 3000K, spaced ± 60–80’ o.c.

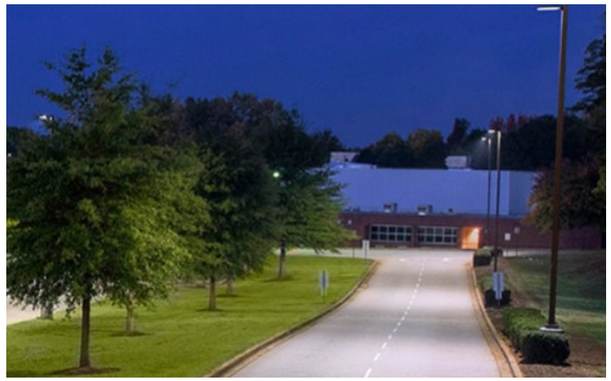
3. Multi-head pole fixtures: 12-14’ height, flush base, LED 3000K, spaced ± 90–120’ o.c.

4. Building-mounted fixtures: heights vary, LED 3000K, spaced ± 30–40’ o.c.

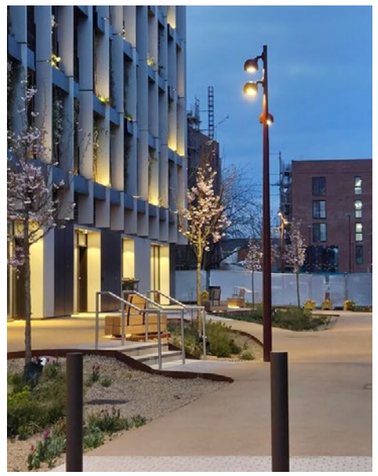
5. Amphitheater fixtures 6” height, LED, 3000K, spaced ± 20–30’ o.c.

6. Sports field fixtures: 40–50’ height, LED 3000K, shielded, spaced as required for field/ court illumination.

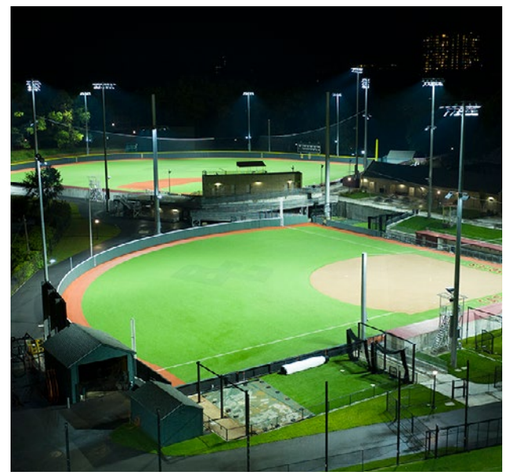
Roadway and Parking Fixtures



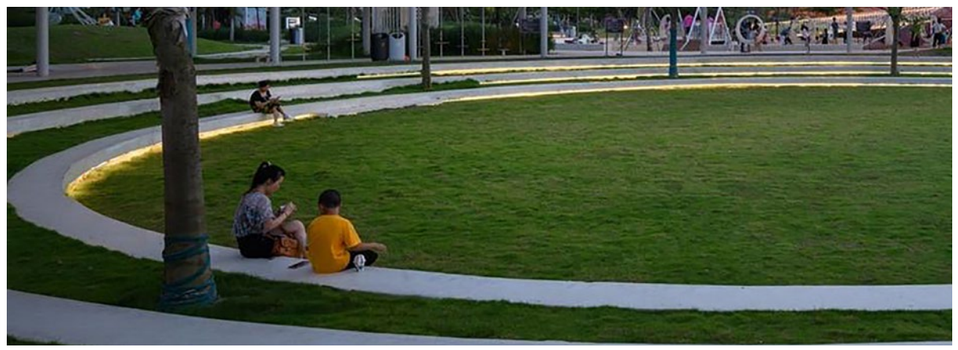
Pedestrian Pole Fixtures



Athletic Field Fixtures



Amphitheater



Park Furniture

Park furniture will be provided throughout the Riverfront Park to support comfort, accessibility, and a range of visitor experiences — from quiet relaxation to active social gathering. Furnishings should reflect the natural character of the Riverfront setting through the use of warm materials and pedestrian-scaled forms. Multiple types of furniture should be included as part of the park's design.

Seating
Individual benches and lounge seating distributed along paths, overlooks, and quiet areas to invite visitors to pause and engage with the landscape. Seating should be provided at varied scales and orientations to accommodate diverse users and activities.

Gathering Area
Picnic tables and flexible seating clusters located within social nodes and open lawn areas to support group activities, events, and informal gathering. Arrangements should encourage interaction while remaining adaptable to different group sizes.

Bike Racks
Secure, accessible bicycle parking provided at park entrances, trailheads, and key amenity locations to support multi-modal access and encourage visitors arriving by bike.

Hammocks
Recreational hammock installations situated among mature trees to offer a unique, relaxed experience within the park's more naturalistic areas.

Water Fountains
Drinking fountains and bottle-filling stations located at regular intervals throughout the park to support visitor health and comfort during extended use.

Seating




Gathering Area



Bike Racks

Hammocks

Water Fountains


Development Framework

Development Framework

Town of New Milford

Nominal-Cost Land Disposition

Development Agreement

Defines scope, standards, timing

Private Entity

Public Benefits Delivery

- *Public park construction*
- *Public realm improvements*
- *Reduced Town capital costs*

Partnership Opportunities and Benefits

1

Capture Value

Fund parks by aligning nearby development with revenue-generating tools that support long-term public space investment.

- Disposition
- Ground lease
- Public Authority / Redevelopment Agency
- Tax Increment Financing (TIF)

2

Save Time and Money

Leverage private development to efficiently deliver and maintain high-quality public space.

- Privately Owned Public Space (POPS)

3

Advance Health, Equity, and Resilience

Partner with communities to ensure parks reflect local priorities, improve access, and support long-term stewardship.

- Community Benefits Agreement (CBA)
- Maintenance & Stewardship Structure

Partnership Models

Public Land Disposition to Fund the Park

The public agency sells strategically located public land to a private developer, and the proceeds are used to fund park construction or improvements.

Pros:
Upfront revenue

Cons:
Lose land control and risk of undervaluing the land

Example:
Meriden Green
Meriden, CT

Ground Lease

A long-term lease where the public retains land ownership but leases it to a private entity to develop. The annual lease payment can be directed to public parks.

Pros:
Land control

Cons:
Requires oversight for long-term accountability

Example:
Levy Park
Houston, TX

Privately Owned Public Space (POPS)

Publicly accessible open space that is built and maintained by a private developer. The public agency can provide guidelines and enforce compliance.

Pros:
Save time and money for the public entity

Cons:
Requires oversight for long-term accountability

Example:
Domino Park
New York, NY

Public Authority / Redevelopment Agency

A quasi-public entity created by legislation to manage land, finance infrastructure, or implement development.

Pros:
Centralized coordination across parcels/phases

Cons:
Requires ongoing public funding and staffing

Example:
Brooklyn Bridge Park
New York, NY

Partnership Tools

Tax Increment Financing (TIF)

A financing tool that uses the future increase in property tax revenue within a designated area (the “increment”) to pay for infrastructure improvements that stimulate private development, without raising existing taxes.

Best Paired With:

- Public Authority / Redevelopment Agency
- Land Disposition

Community Benefits Agreement

A legally binding agreement between a public agency and a developer that outlines specific benefits the developer will provide in exchange for project approvals.

Best Paired With:

- Ground Lease
- POPS

Maintenance & Stewardship Structure

A structure that defines how, and by whom, a park or public space will be operated and maintained over the long term.

Best Paired With:

- Any model

Development Agreement

A formal agreement between a public agency and a developer that sets out mutually agreed conditions for development approval, often specifying infrastructure contributions, public space delivery, or phasing.

Best Paired With:

- POPS
- Land Disposition
- Large-scale Ground Lease Projects

Precedent Parks Delivered Through Public–Private Partnerships

Public Land Disposition to Fund the Park

Meriden Green
Meriden, CT

Public and flood control park developed on a remediated brownfield and served as a catalyst for downtown revitalization

Ground Lease

Levy Park
Houston, TX

Public park with maintenance funded by ground lease from private development

Privately Owned Public Space (POPS)

Domino Park
New York, NY

Publicly accessible private park, developed and operated by private developer with oversight by the City

Public Authority / Redevelopment Agency

Brooklyn Bridge Park
New York, NY

Public park developed and managed by a public corporation, funded through adjacent real estate revenue

Development Framework

Case Studies

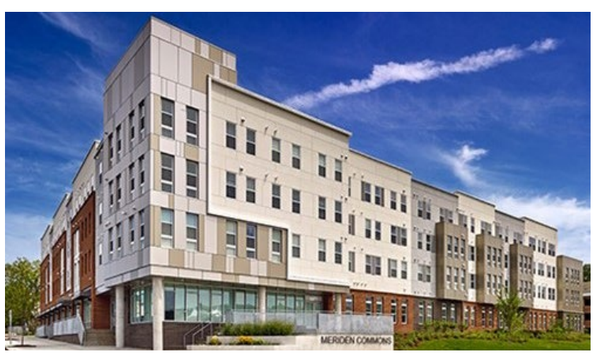
Development Framework
Case Studies

Meriden Green

The City used federal and state brownfield grants, state bond funding, and local capital bonds to finance demolition, environmental cleanup, and the construction of the flood control park.

This initial public investment attracted private development, and the City leveraged a structured **land sale agreement** ($1.25M for 3 acres) to **support long-term operations and maintenance.**

Location	Meriden, CT
Size	14.4 acres
Cost	$14 million
Park Ownership	City of Meriden
Park Developer	City of Meriden
Operations & Maintenance	City of Meriden Parks and Recreation Department
Mechanism	• Public land disposition to fund O&M • Development agreement



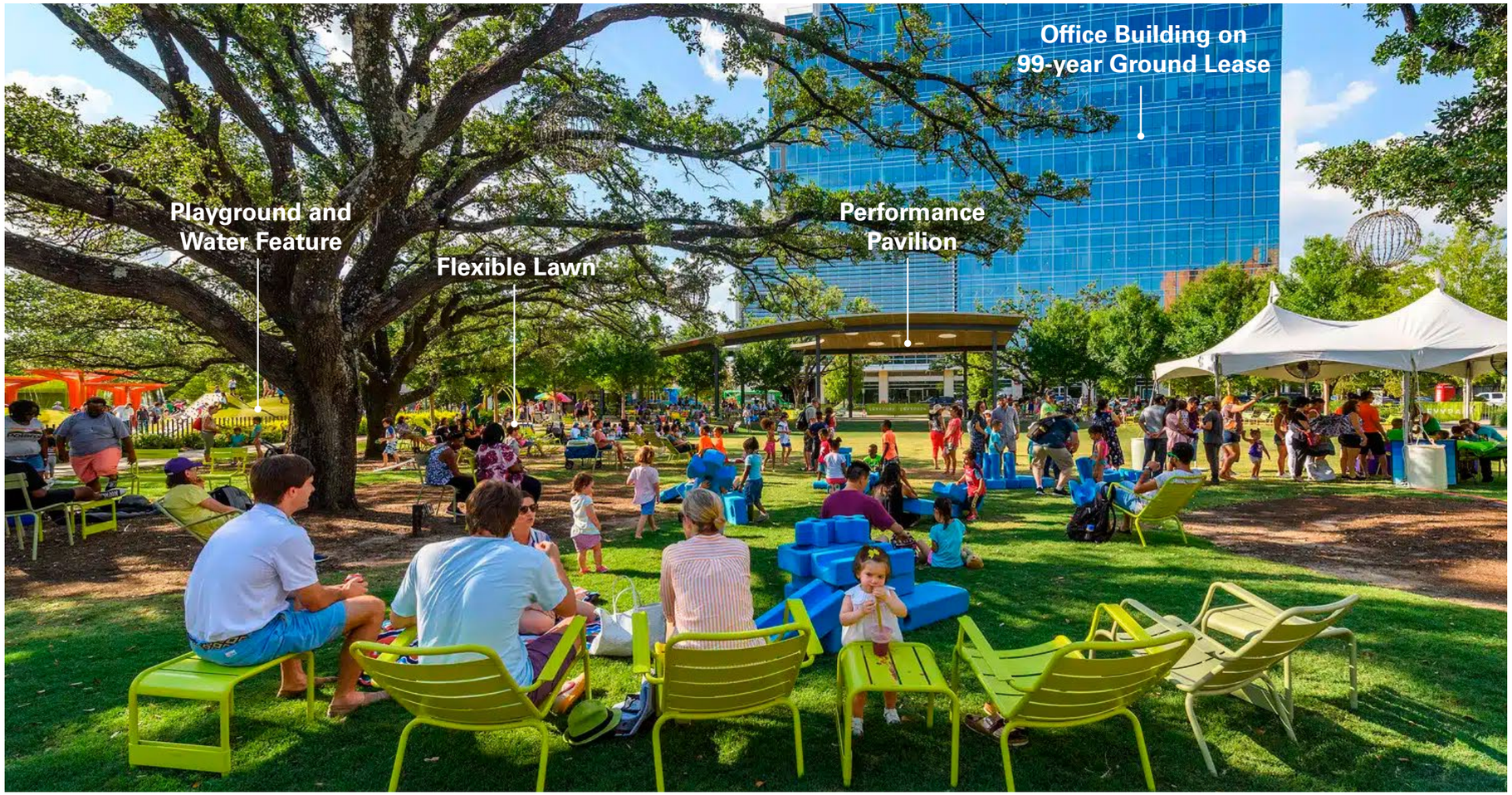
← Left: Aerial of the flood control park Meriden Green

→ Right: Meriden Commons include 151 rental housing units, 6,900 sqft retail space, a total of $50M private investment

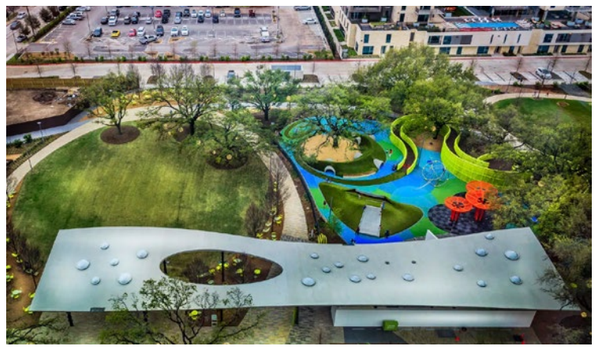
Levy Park

The park's initial $15 million redevelopment was primarily funded through Houston's Tax Increment Reinvestment Zone.

Ongoing **maintenance is funded through ground lease revenue** from adjacent private development, allowing the park to operate without relying on the City of Houston's Parks & Recreation operating budget.



Location	Houston, TX
Size	5.9 acres
Cost	$15 million
Park Ownership	City of Houston
Park Developer	Upper Kirby Redevelopment Agency
Operations & Maintenance	Levy Park Conservancy & Private Developer
Mechanism	• Ground lease on adjacent public properties • Redevelopment agency • Tax Increment Financing (TIF) • Maintenance structure



← Left: Aerial of the Levy Park, including a rain garden and a community garden to harvest stormwater

→ Right: The redevelopment authority assembled properties adjacent to Levy Park to improve park access and allow adjacent development

Development Framework
Case Studies

Domino Park

This privately owned and funded park was delivered as a condition of rezoning and completed before the private development, serving as a **destination anchor** for the site.

Its maintenance and operations are funded by the developer, with no public operating funds required. Public access is permanently guaranteed through zoning-mandated easements.

Location	New York, NY
Size	5 acres
Cost	$50 million
Park Ownership	Private developer
Park Developer	Private developer
Operations & Maintenance	Private developer under City's guidelines

Mechanism

- Privately Owned Public Space (POPS)
- Maintenance structure
- Development agreement

← Left: Water feature in the park

→ Right: The mixed-use development includes the adaptive reuse of the former industrial building and new residential buildings.

Brooklyn Bridge Park

A **non-profit development corporation** was formed to lead the planning, construction, maintenance, and operation of the park.

Operation and maintenance for parks is from the **ground lease and related revenues** such as PILOT (payment-in-lieu-of-taxes) fees generated from the development of a small portion of the project's land.

Location	New York, NY
Size	85 acres
Cost	$355 million
Park Ownership	Development Corporation
Park Developer	Development Corporation
Operations & Maintenance	Development Corporation
Mechanism	• Ground lease on adjacent public properties • Public authority • Maintenance Structure

← Left: Aerial of the park today along 1.3 mile of the waterfront

→ Right: Aerial of the industrial waterfront area before the redevelopment

Development Framework
Case Studies

Return to the Riverbend

Middletown's Return to the Riverbend was **first backed by** a $5 million local commitment from **a voter-approved bond,** and later strengthened by a $12 million grant from the **State's Community Investment Fund (CIF)** to support demolition, brownfield remediation, and schematic design.

Location	Middletown, CT
Size	200+ acres
Cost	Undisclosed

Phase 1 (planned and under construction)

- Parking garage and adjacent public plaza
- Canoe Club renovation
- Brownfield cleanup
- Mixed-use development *(tentative 258-unit apartment building and 19 rental townhouses)*

Mechanism

- State Bond
- Community Investment Fund (CIF)

← Left: A new pedestrian bridge to the riverfront is envisioned

→ Right: A mixed-use development is underway

NEW MILFORD, CT
RIVERFRONT REVITALIZATION

Case Studies Summary

Park	**Meriden Green** Meriden, CT	**Levy Park** Houston, TX	**Domino Park** New York, NY	**Brooklyn Bridge Park** New York, NY
				
Description	**Public and flood control park** developed on a remediated brownfield; catalyst for downtown revitalization	**Public park** with maintenance funded by ground lease from private development	**Publicly accessible private park**, developed and operated by private developer with oversight by the City	**Public park** developed and managed by a public corporation, integrating open space with real estate revenue
Park Ownership	**Public**—City of Meriden	**Public**—City of Houston	**Private**—Private Developer	**Public**—Development Corporation
Park Developer	**Public**—City of Meriden	**Public**—Upper Kirby Redevelopment Authority	**Private**—Private Developer	**Public**—Development Corporation
Operations & Maintenance	**Public**—City of Meriden Parks and Recreation Department	**Mixed**—Levy Park Conservancy, Private Developer	**Mixed**—funded and managed by private developer	**Public**—Development Corporation
Funding	**Public**—federal and state grants, state bond funds, local capital investment; private development supported maintenance	**Mixed**—public and private	**Private**—developer-built and maintained per city agreement	**Mixed**—revenue from ground leases, PILOTs from adjacent residential/commercial developments

Online Survey Results

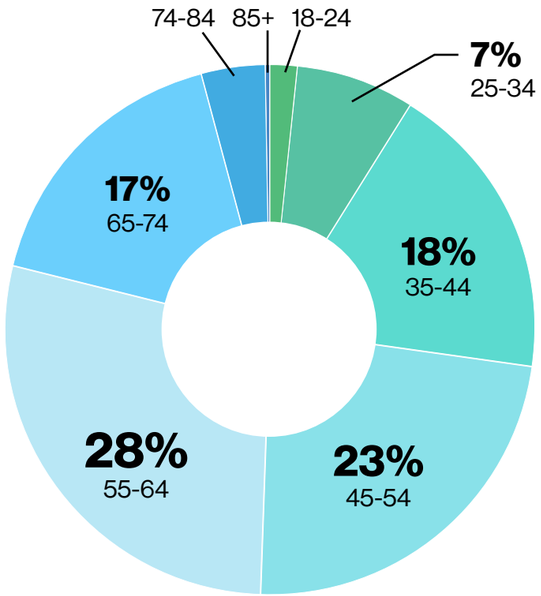
In May 2025, we released an online survey, asking residents and other stakeholders to identify challenges, issues, and opportunities for New Milford Riverfront.

The survey questions included:

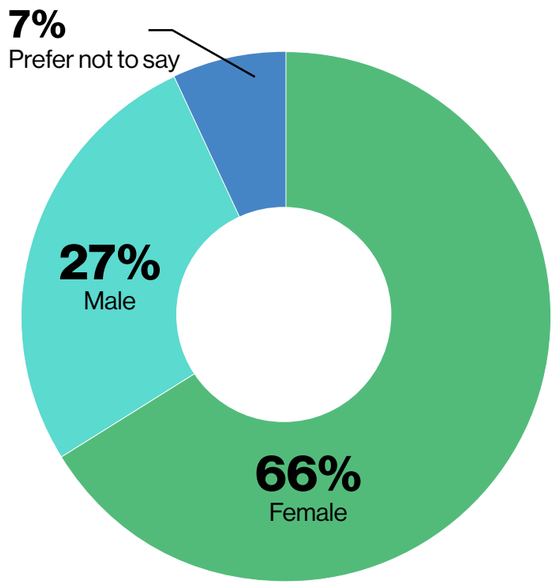
1. What typically brings you to the Riverfront Area?
2. How often do you visit the Riverfront Area?
3. What do you see as your top 5 programming and recreation priorities at the Riverfront Area?
4. What do you see as the top 5 challenges for the Riverfront Area?
5. What other uses do you envision having the most potential to support the revitalization of the Riverfront Area?
6. In general, what do you like best and/or think is working well at the Riverfront Area?
7. What would you most want to improve at the Riverfront Area?
8. Briefly describe your vision for the future of the Riverfront Area.
9. Are there any additional comments or suggestions you would like to share?
10. What is your relationship to New Milford?
11. What is your age?
12. What is your gender?
13. What is your race or ethnicity?

Between May 23 and July 15, we received 408 responses to the online survey.

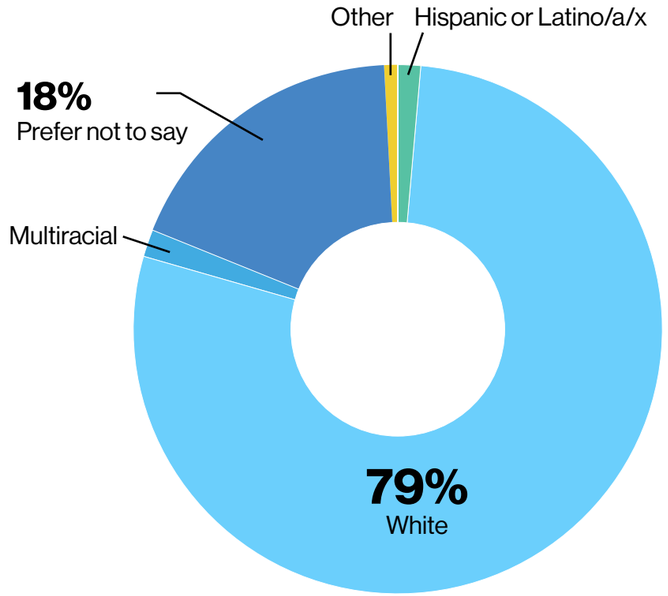
Age



Gender



Race or Ethnicity



Most respondents are full-time New Milford residents, along with others who work or run businesses in town.

1	Full-time Resident	97%
2	Work in-Town	7%
3	Local Business Owner	6%
4	Other	3%
5	Teacher or School employee	3%
6	Second Homeowner	1%
7	Student	0.5%
8	Visitor or Tourist	0.2%

Q1. What typically brings you to the Riverfront Area? (Select all that apply)

1	Special events and festivals (e.g. Riverfest, GOAT Days, etc.)	54%
2	Walking/going for a stroll	41%
3	Playground	36%
4	Jogging or walking for exercise	22%
5	Socializing and meeting friends	21%
6	Passive recreation (e.g. picnics, nature walks, etc.)	19%
7	Dog-walking	17%
8	I do not use the Riverfront	16%
9	Softball or baseball	15%
10	Tennis/pickleball courts	12%

*Only top 10 selected options are shown. For full results, please see appendix.

Q2. How often do you visit the Riverfront Area?

1	Once per month	23%
2	Once per week	17%
3	1-2 times per year	15%
4	I don't visit the Riverfront	13%
5	Multiple (2+) times per week	12%
6	Only when there is a big event	8%
7	Only on weekends	6%
8	Other	4%
9	Once per day	2%

Survey respondents show strong interest in natural landscapes, comfort amenities, and cultural programming as top priorities for the riverfront.

Q3. What do you see as your top 5 programming and recreation priorities at the Riverfront Area?

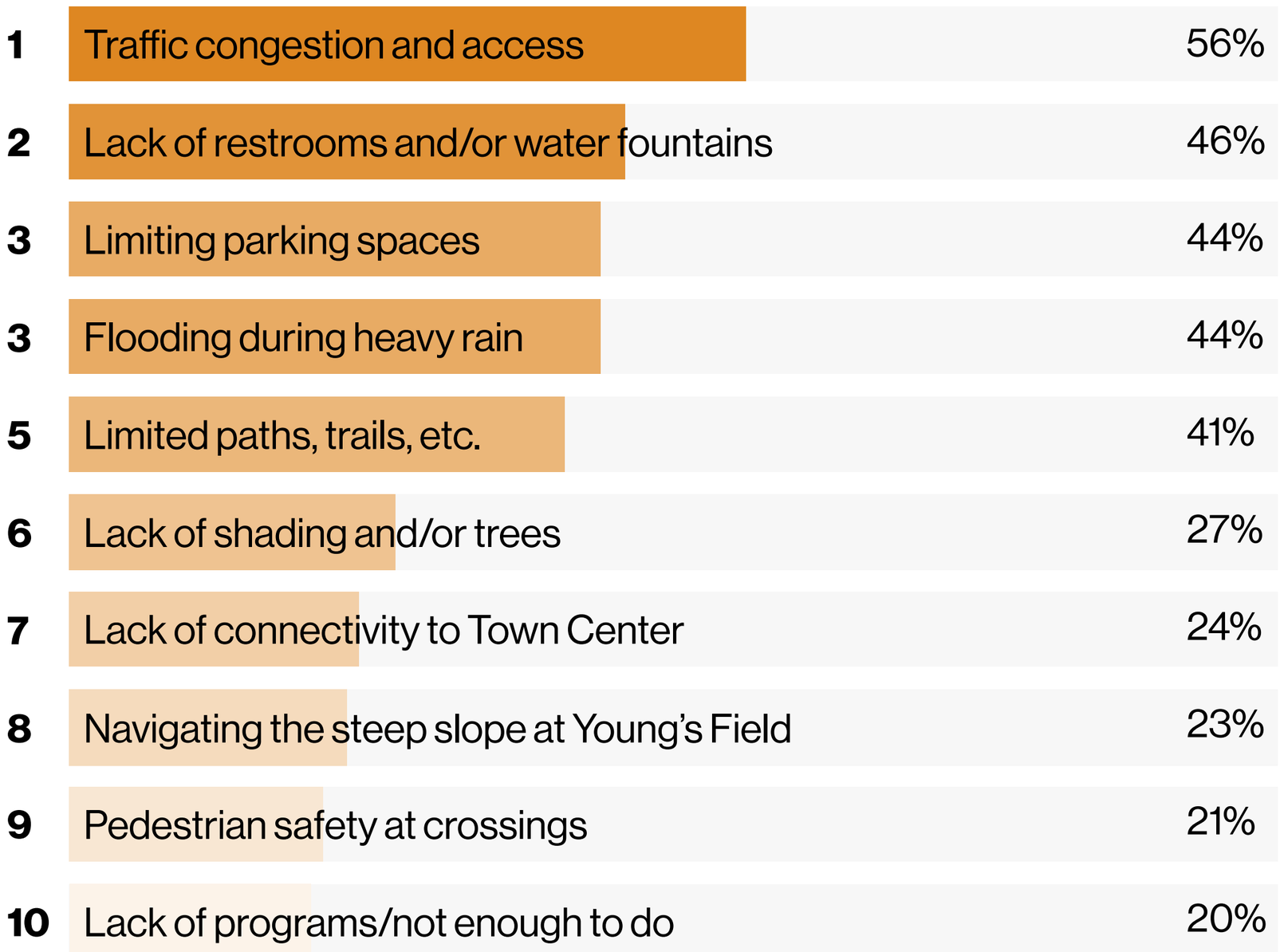
1	New natural areas or enhanced passive recreation	39%
2	Restrooms and water fountains	30%
3	Cultural programs (e.g. performances, movie, music, etc.)	24%
3	Outdoor performance venue/Amphitheater	24%
3	Riverfront overlooks	24%
3	Water features (e.g. splash pad)	24%
7	More trees	22%
8	Waterfront recreation (e.g. kayaking, canoeing, etc.)	20%
9	More seating	18%
9	Green infrastructure (e.g. stormwater management)	18%

*Only top 10 selected options are shown. For full results, please see appendix.

Q4. What do you see as the top 5 challenges for the Riverfront Area?

Survey respondents identified traffic congestion, inadequate park infrastructure, limited parking, and flooding as the most pressing challenges at the Riverfront Area.

Many emphasized in other survey responses that traffic and flooding concerns should be addressed before any development takes place.

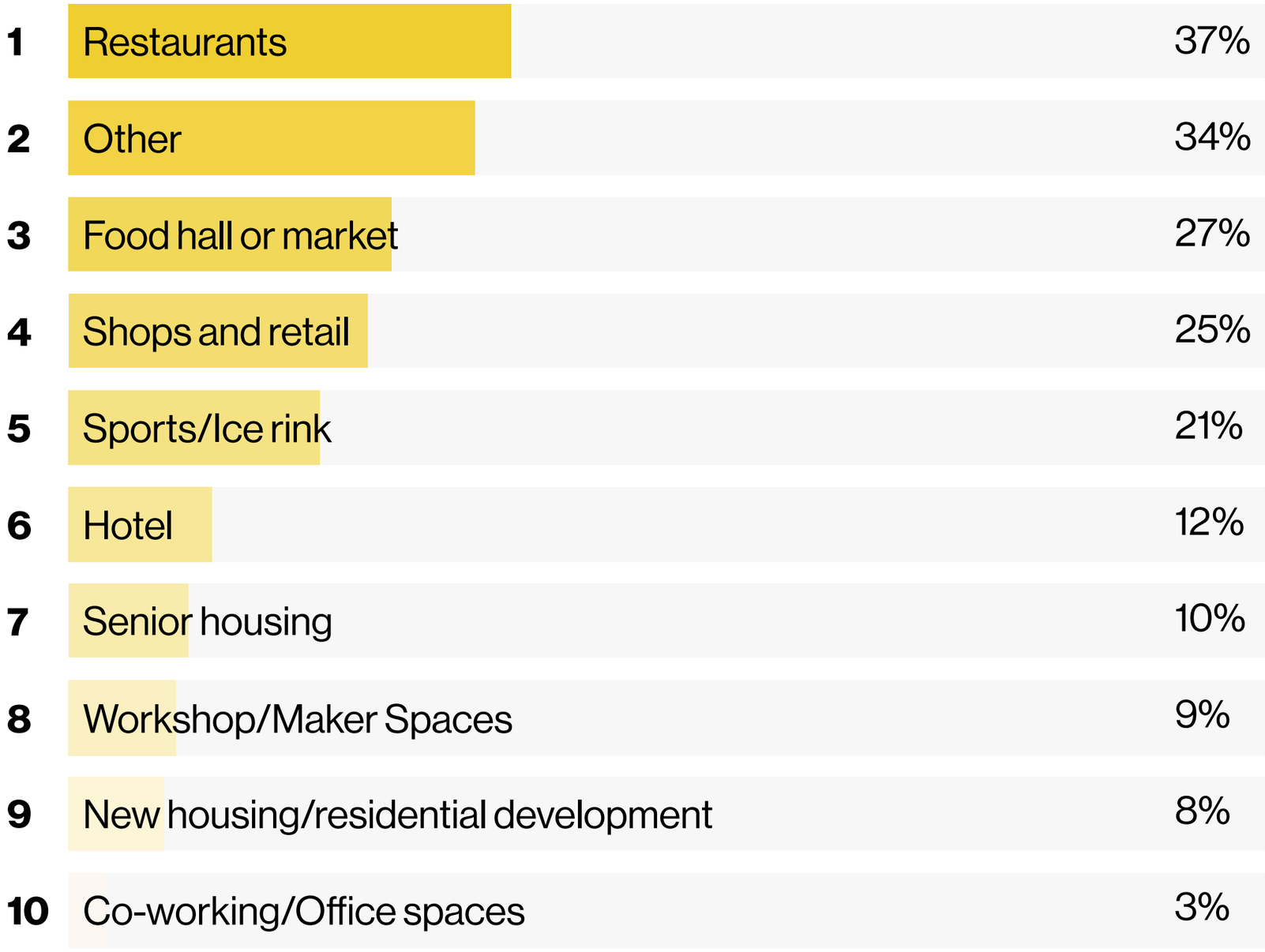


*Only top 10 selected options are shown. For full results, please see appendix.

Among the 34% of respondents who selected “Other,” ~60% expressed a preference for no development and for preserving the Riverfront as a natural, open, green space. Commonly cited concerns included traffic and safety impacts, flood zone risks, and tax implications.

Among the same group, around 15% proposed small-scale, light-touch improvements such as bike paths, pavilion, or seatings.

Q5. What other uses do you envision having the most potential to support the revitalization of the Riverfront Area? (Select all that apply)



*Only top 10 selected options are shown. For full results, please see appendix.

Q6. In general, what do you like best and/or think is working well at the Riverfront Area?

Programming and Recreation *32%*

"The updated playground is very nice for families."

"Use of the space for town events, GOAT Days, fireworks."

"Community ballfields and children's playground."

Nature and Trail/Walking Path *23%*

"Connection with nature. A place to exercise and gather."

"Lovely view of river and surrounding vistas."

"The walking path cleaned up the area nicely — but too short.""

Location and Convenience *12%*

"Riverside location is great, fairly close to downtown is also great."

"Central location, versatile uses"

"The location is the best thing right now. There is much more potential for the area if ball fields, town garage/facilities were relocated."

*Quotes are selected to reflect sentiments commonly expressed across multiple responses.

Q7. What would you most want to improve at the Riverfront Area?

Nature and Trail/Walking Path *20%*

"Extending the trails to allow for more walking, running, and biking. Overlooks and shady seating areas."

"Make a walkable path from downtown to the river front (with signage), and then make the riverfront path considerably longer (several miles) with small/kiosk information/refreshment stands."

"More trails/areas for people to actually enjoy looking at the river and natural areas."

Traffic and Parking *17%*

"No traffic on Young's field. Close the road and use Patriot's Way as left turn to reach Housatonic Road. Convert town storage facility to parking that is eliminated from Young's field..

"Trying to park for railroad street gets impossible when there's softball. I think they should play down where all the little league fields are."

"Decrease the traffic backup from Young's Field Road to/from the bridge, make it safer for people to go alone or with children."

Programming and Recreation *16%*

"I would like to see better use of the space for more diverse activities. I think gardens with walking paths and small kiosk shopping such as a coffee and pastry stand would be nice."

"Some garden features...flowers, trees, make it a PARK to picnic, wander and relax. Not just a baseball hub."

"Educational habitat signage; historical signage about the river and use."

*Quotes are selected to reflect sentiments commonly expressed across multiple responses.

Q8. Briefly describe your vision for the future of the Riverfront Area.

*The word cloud visualizes the frequency of words and phrases mentioned in respondents' submissions, with text size proportionate to their occurrence.

Q9. Are there any additional comments or suggestions you would like to share?

Modern vision for next 50 years. End the process with a real business execution! Accomplish the vision!

A thoughtfully developed Riverfront area can become a destination for visitors and would add to the bottom line of our shops.

Love the interest in promoting this area of NM and asking for feedback. Thank you.

Avoid developing it too much. It's a flood plain: it's going to flood. Plan for that, embrace it (so no housing down there; it's asking for trouble). But otherwise I really like what I see in the documents on your site.

Let's make New Milford a more beautiful and desirable place to live and enjoy.

I can't stress enough how much the traffic issue will need to be discussed and corrected before the project construction begins.

Don't make it so big or expensive that it winds up not being used by town residents

Developing the riverfront in a sustainable and environmentally responsible way would be a huge draw for the town- and create a sense of community pride.

Focus on the trail, development needs to be incremental and stop blight on properties in areas we want showcased.

Terrace the hillside near the Patriots parking lot for better accessibility and add seating with views of the park and river to create a more welcoming, functional space.

Improved walking from the river to the green, and connecting the green and river across the bridge would be a stunning win for all New Milford!

*Quotes are selected to reflect sentiments commonly expressed across multiple responses.

Traffic and Parking Study

Existing Parking Counts—Riverfront Area

Parking Within Limit of Work

1	Railroad Street Perpendicular & Parallel & Angled, Striped	44
2	Patriot's Way Perpendicular & Parallel, Striped	170
3	Young's Field Road Perpendicular, Unstriped & Striped	104
4	DPW Parking Perpendicular, Unstriped	34
5	Helen Marx Park Lot Perpendicular, Unstriped	40
	Total Parking - Public:	392


Patriot's Way Parking Lot

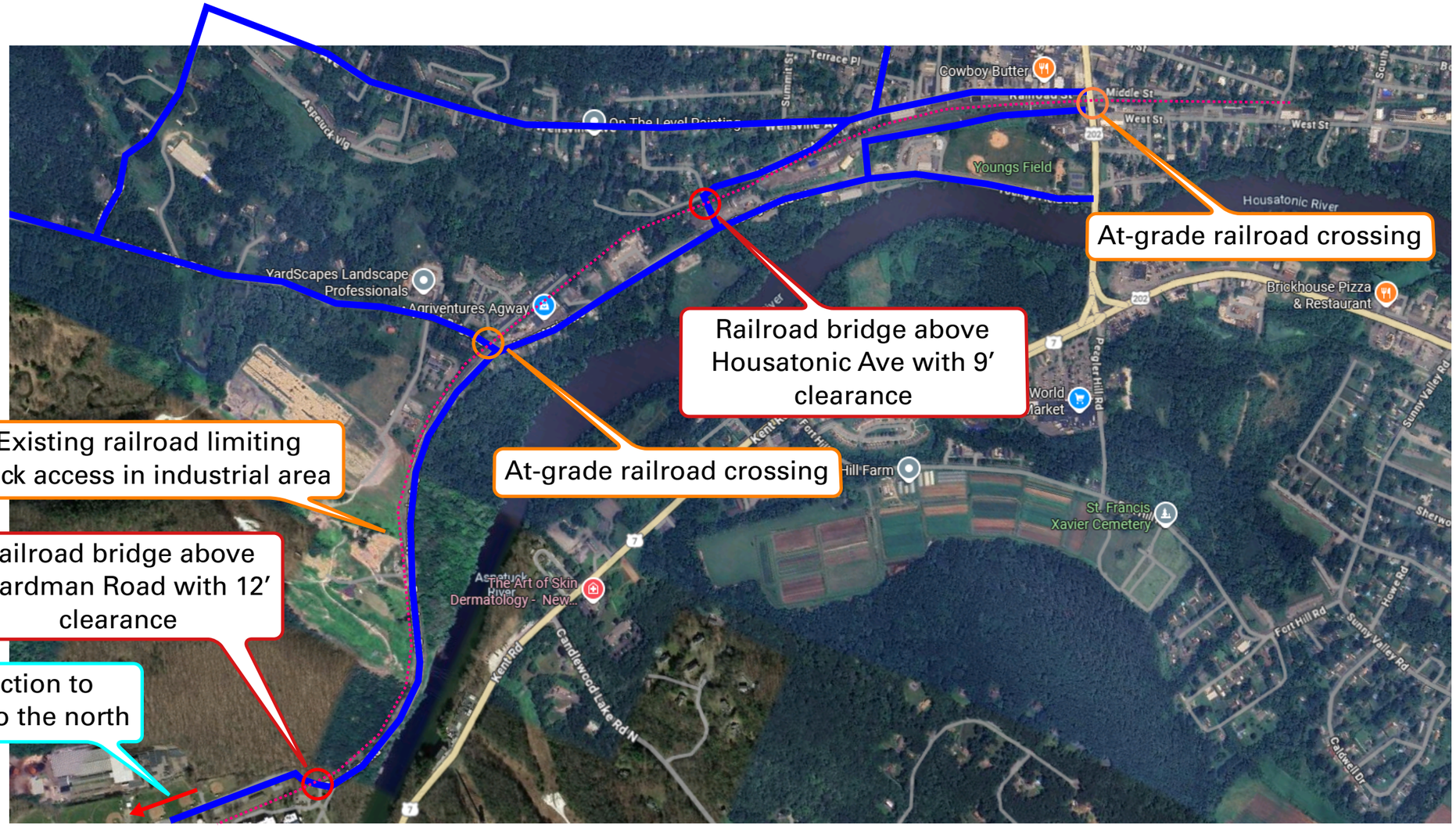

Young's Field Road Parking

Helen Marx Park Parking Lot

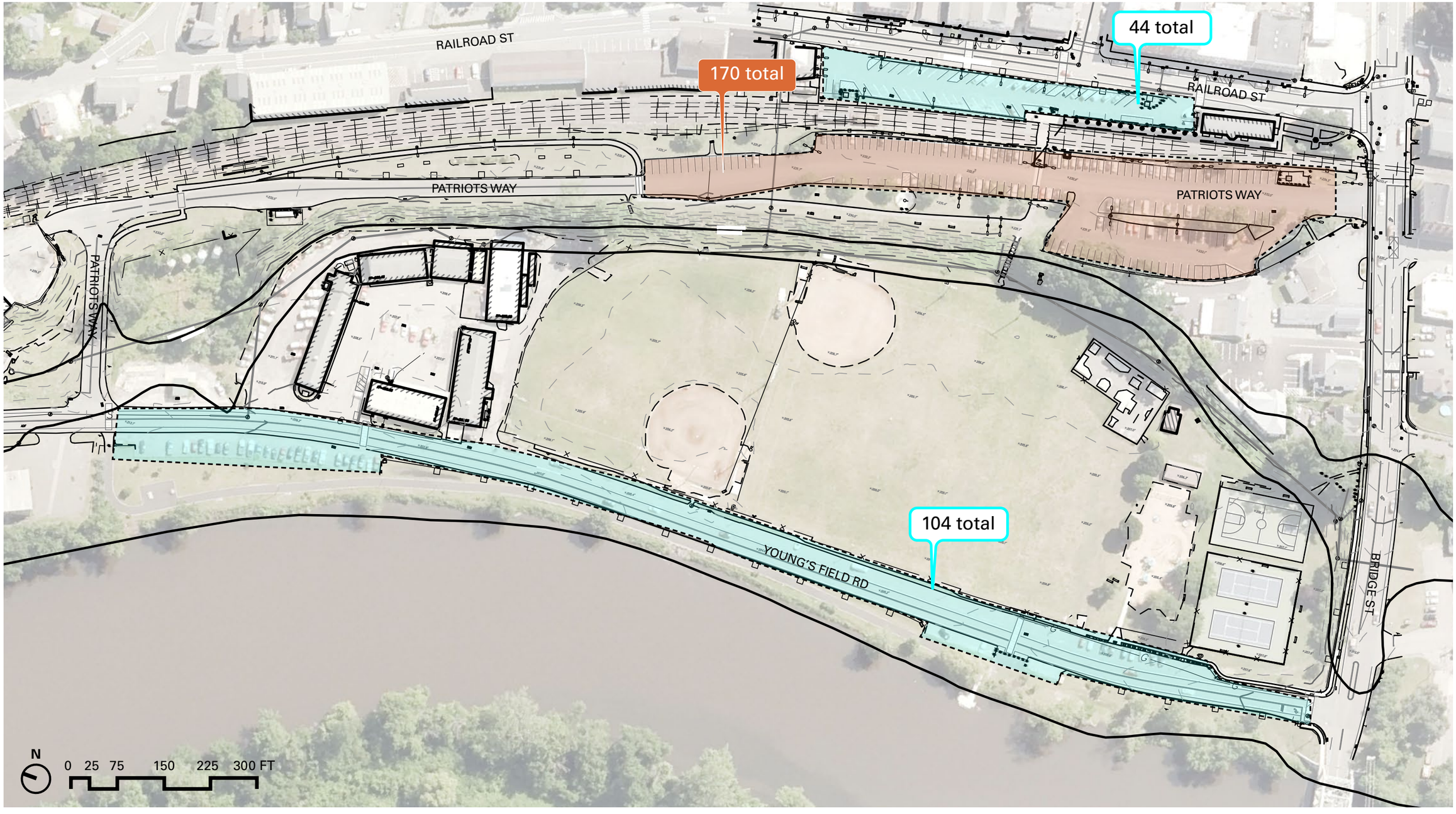
Existing Traffic Flow—Truck Circulation Study

Takeaways:

- Young's Field Road is a business and industrial service road.
- **Overall low truck volumes but there are few alternate routes.**
- Railroad crossings limit truck access to Youngs Field Road and industrial parcels.
- Truck traffic must be a consideration for the master plan and road relocation.



Existing Roadway and Parking



Roadway Option A

Roadway Option B