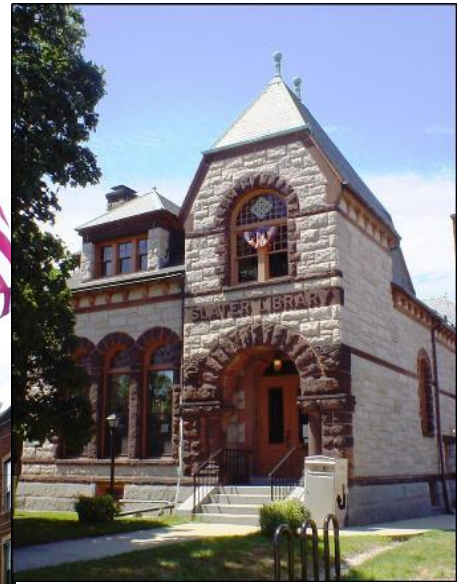




PLAN OF CONSERVATION AND DEVELOPMENT 2017– 2027

GRISWOLD, CONNECTICUT



PLAN OF CONSERVATION AND DEVELOPMENT 2017 - 2027

Town of Griswold, Connecticut
Borough of Jewett City, Connecticut

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This plan was adopted at
a legally convened Public Hearing
of the Griswold
Planning and Zoning Commission
on

January 03, 2018

Effective Date

February 05, 2018



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FOREWORD AND ACKNOWLEDGEMENTS

The 2017 Griswold Plan of Conservation and Development was produced entirely in-house through the hard work and dedication of the following municipal organizations:

The Griswold Planning and Zoning Commission

*Martin McKinney, Chairman
*Courtland Kinnie, Vice-Chairman
Charlotte Geer, Secretary
James Krueger, Member
Erik A. Kudlis, Member
Tom Palasky, Alternate
*Robert Parrette, Alternate
Peter W. Zvingilas, Alternate

Plan of Conservation and Development Sub-Committee Members

Martin McKinney,
Planning & Zoning Commission
Courtland Kinnie, Inland Wetland Commission
Lauren Churchill, Inland Wetland Commission
Robert Parrett, Inland Wetlands Commission
Anthony Cardin, Resident Member at Large
Mario Tristany, Jr., Town Planner
Donna M. Szall, Assistant to the Planner

The Griswold Board of Selectmen

Kevin Skulczyck, First Selectman
Steve Merchant, Second Selectman
Martin McKinney, Third Selectman

The Griswold Economic Development Commission

The Griswold Zoning Board of Appeals

Griswold Senior Center

Parks and Recreation

The Griswold Inland Wetlands and Watercourses Conservation Commission and Aquifer Protection Agency

Office of the Superintendent of Schools

Special thanks is given to the contributing members of various Town Departments, Boards, Commissions, Public and Private Services, and also to the citizens of the Town of Griswold and the Borough of Jewett City.



SECTION 1. INTRODUCTION

1.A INTRODUCTION

The 2017-2027 Plan of Conservation and Development is a comprehensive land use document that successfully compiles and effectuates the Town of Griswold's plan for the next ten years with respect to the seven plan content groups.

Preparation of this plan encourages participation from citizens as well as other boards and commission. The Planning and Zoning Commission held multiple workshops at regular and special meetings for discussion of sections of this plan. The draft document was submitted for a 65-day review to the Board of Selectmen who elected to conduct two combined public hearings with the Planning and Zoning Commission. Significant contributions from the public and the region were received after, which much of this public comment was incorporated into the plan. The Planning and Zoning Commission presented this document at a public hearing for enactment on January 03, 2018

1.B STATUTORY AUTHORITY AND CONTENT

The statutory authority to prepare and implement a Plan of Conservation and Development is granted to the Town of Griswold through Section 8-23 of the Connecticut General Statutes (C.G.S). This section states the following:

In preparing such plan, the Commission or any special committee shall consider the following:

- ♦ The community development action plan of the municipality, if any.
- ♦ The need for affordable housing.
- ♦ The need for protection of existing and potential public surface and ground drinking water supplies.
- ♦ The use of cluster development and other development patterns to the extent consistent with soil types, terrain and infrastructure capacity within the municipality.
- ♦ The state plan of conservation and development adopted pursuant to Chapter 297.
- ♦ The regional plan of development adopted pursuant to section 8-35a.
- ♦ Physical, social, economic and governmental conditions and trends.
- ♦ The needs of the municipality including, but not limited to, human resources, education, health, housing, recreation, social services, public utilities, public protection, transportation and circulation and cultural and interpersonal communications.
- ♦ The objectives of energy-efficient patterns of development, the use of solar and other renewable forms of energy, and energy conservation.

Such Plan of Conservation and Development shall:

- ♦ Be a statement of policies, goals and standards for the physical and economic development of the municipality.
- ♦ Be designed to promote, with the greatest efficiency and economy, the coordinated development of the municipality and the general welfare and prosperity of its people.
- ♦ Recommend the most desirable use of land within the municipality for residential, recreational, commercial, industrial, conservation and other purposes.
- ♦ Recommend the most desirable density of population in the several parts of the municipality.
- ♦ Note any inconsistencies it may have with the state plan of conservation and development adopted pursuant to Chapter 297.



- ◆ Make provision for the development of housing opportunities, including opportunities for multifamily dwellings, consistent with soil types, terrain and infrastructure capacity, for all residents of the municipality and the planning region in which the municipality is located, as designated by the Secretary of the Office of Policy and Management under section 16a-4a.
- ◆ Promote housing choice and economic diversity in housing. This may include housing for both low and moderate income households and encourage the development of housing which will meet the housing needs identified in the housing plan prepared pursuant to section 8-37t and in the housing component and the other components of the State Plan of Conservation and Development prepared pursuant to Chapter 297.

Such plan may show the Commission's and any special committee's recommendation for:

- ◆ Conservation and preservation of trap rock and other ridgelines.
- ◆ A system of principal thoroughfares, parkways, bridges, streets and other public ways.
- ◆ Airports, parks, playgrounds and other public grounds.

The general location, relocation, and improvement of public buildings

- ◆ The general location and extent of public utilities and terminals, whether publicly or privately owned, for water, sewerage, light, power, transit and other purposes.
- ◆ The extent and location of public housing projects.
- ◆ Programs for the implementation of the plan, including (a) a schedule, (b) a budget for public capital projects, (c) a program for enactment and enforcement of zoning and subdivision controls, building and housing codes and safety regulations, (d) plans for implementation of affordable housing, and (e) plans for open space acquisition and greenways protection and development.

Any other recommendations will, in the commission's or any special committee's judgment, be beneficial to the municipality. The plan may include any necessary and related maps, explanatory material, photographs, charts or other pertinent data and information relative to the past, present and future trends of the municipality.

1.C PLAN PHILOSOPHY

It is hereby the intent of this document to provide a comprehensive framework of Policies, Goals and Recommendations to guide Conservation and Development activities within the Town of Griswold and the Borough of Jewett City.

**To Promote and Implement an Appropriate Balance of Conservation and Development
within the Town of Griswold that aims to:**

- **Meet the Needs of the Community on a Local and Regional Scale**
- **Preserve the Overall Community Character of the Town of Griswold**
- **Enhance the Quality of Life**

While small refinements and amendments to the Policies, Goals, and Recommendations contained in this Plan may be necessary over time, it is anticipated that the philosophy will remain pertinent for the ten year life of this Plan of Conservation and Development.



SECTION 2. HISTORY AND POPULATION DEMOGRAPHICS

2.A HISTORY OF GRISWOLD AND JEWETT CITY

Two rivers flow through Griswold, the Pachaug River (an Indian name meaning “turning point”) and the Quinebaug River (meaning “long pond”). Nestled between beautiful hills and small mountains, most of the town’s intensive development has occurred on the level land along the Pachaug River and at the confluence of the Pachaug and Quinebaug Rivers in Jewett City, the central business district of the Town of Griswold. These streams were capable of producing waterpower that has attracted agriculture, trade and industry.

Originally a part of the Pequot, the Mohegan came from the upper Hudson River Valley in New York near Lake Champlain. Sometime around 1500, both tribes left this area and moved to the Thames River Valley in southeastern Connecticut. The Mohegan called their homeland Moheganeak and occupied portions of the Thames Valley, of what was called Pachaug the area that is now Griswold.

In 1686, the inhabitants of Preston-Griswold petitioned the legislature of the Connecticut colony for incorporation. They purchased the land from Owaneco, son of Chief Uncas, for fifty pounds in four payments. The boundary lines were vague and this led to many boundary disputes in later years. Settlers from Norwich, Stonington and southern Preston began to establish themselves in the northern part of what is now Griswold. One of the earliest settlers was Samuel Leonard who settled on the Pachaug River around 1669.

The first highway was laid out in 1691 and followed what is today the road from Preston City to Pachaug, across the river, left at the Pachaug Cemetery toward the White Schoolhouse and then to the northeast corner of Griswold.

In 1711, surveyor Stephen Gates was granted fourteen acres of land at the falls in Hopeville, for the purpose of constructing mills. He erected a saw mill and corn mill at the natural falls (now underwater) on the Pachaug River for the convenience of the inhabitants. In July that same year, Samuel Coy erected a corn mill at the falls in Glasgo. These mills became public meeting places for the community.

The first meetinghouse and church was built in 1720 in Pachaug on the site of the present Pachaug Congregational Church, and was known as the North Society Meetinghouse. A portion of northeast Norwich was annexed to North Society Church in 1762, since this church in Pachaug was closer for them to attend than their church in Norwich. In 1767, a large church was built on this site. This portion, including what is now Jewett City, was annexed to the town of Preston in 1786.

Around 1720, the population was 250 residents. Forty years later, it had increased to over 1000 residents. The leading industry was agriculture with a few saw mills, corn mills, and fulling mills (textiles to make woolen cloth bulkier by being dampened and beaten to eliminate oils, dirt, and other impurities). An iron works seems to have been the first manufactory within the bounds of Jewett City. What is now Main Street was laid out in 1768 at which time the first bridge was built across the Quinebaug River.

In 1787, North Society petitioned the state legislature to divide Preston into two towns. No further action was taken until 1815 when the town was finally divided and the North section was named Griswold, after Roger Griswold, the Federalist Governor of Connecticut. It was the last town to be incorporated under the old constitution of Connecticut. The first town meeting was held in November of 1815.



Isaac Glasko, a man of mixed Native American and African American heritage, purchased land in 1806 and established a blacksmith shop in what is now the center of Glasgo. He harnessed waterpower to a trip hammer and produced farming and carpentry tools. When the whaling industry was at its height, Glasko specialized in whaling implements, for which he held several patents. His harpoons, lances, spades, and mining knives were well known in ports of New England. His house still stands, although it has been considerably altered. The graves of Isaac Glasko and his wife are in a nearby but not easily accessible cemetery.

Jewett City is the Borough of the Town of Griswold. It was incorporated in 1895 through state legislation. The Borough of Jewett City has its own charter. It consists of one square mile. There are approximately 3,400 residents in this one square mile. The Borough of Jewett City is a government within the government of the Town of Griswold; those who live in the one square mile Borough are taxed twice. In the Borough, residents pay a low rate which pays for two resident state troopers and seventy (70) fire hydrants. The government is made up of a warden and 4 burgesses who set policy and enforce the law of charter. The government also consists of a treasurer, assessor, clerk, tax collector, and bailiff. The Board of Warden and Burgesses compile a budget and the freemen of the Borough vote to accept or reject this budget at their Annual Freemen's meeting which is held on the second Monday in May. At the Annual Meeting, the mill rate is set and the tax collector is authorized to collect said amount.

Jewett City was first known as Pachaug City. It was later named to honor Eliezer Jewett who began a settlement there in 1771. He erected a saw mill, grist mill, fulling mill, and clothiers shop with press and dye-kettle, a tavern and an irrigation plant. The residents asked the town officials if they could provide more services to them, such as police protection, and street lighting and paved roads and sidewalks to enhance their living conditions. The town fathers felt there was no need to pay for something the town as a whole did not use on their farms. So in 1895, the concentration of people proposed that they go to the Legislature in Hartford and request to become an entity of their own within the area of Griswold. This request was granted. Until 1995, the Borough of Jewett City controlled its own police department, road department, and fire department.

The freemen of the Borough of Jewett City own the electric light plant and sewer plant (Jewett City Department of Public Utilities). The Town of Griswold's mill rate pays for the roads through the highway department, the Griswold Fire Department, the A. A. Young Fire Department, and the Griswold School System.

Jewett City's post office was established on July 4, 1804. John Johnson was the first postmaster. Around 1804 a woolen mill was established in Jewett City. This mill changed hands many times and later manufactured cotton and wool. In 1815, agriculture still continued to be the leading industry with flax grown and cultivated especially in the land now covered by Pachaug Pond. Sheep were kept in large numbers.

In 1809, the manufacture of cotton was begun in Jewett City near the site of the old town hall. This was later enlarged into the Jewett City Cotton Manufacturing Company and a new mill was built at the mouth of the Pachaug River. This was purchased by John and Samuel Slater in 1823.

Around 1840, many residents planted mulberry trees for the raising of silkworms, and there was a small boom in raw silk for a number of years. A new mill was built on this site in 1845 and named Ashland after Henry Clay's estate in Kentucky. This site is now the Griswold Veterans Memorial Park.



Other cotton mills built and operated were the Hope Factory, which gave Hopeville its name; the Tucker Mill near the Voluntown town line; the Tadpole Mill near Tadpole Pond; Bromley Mill on Billings Brook; Doanville Mill on the road between Hopeville and Jewett City; and the Doane Mill near Voluntown that has given Doanville Pond its name. The first bank was incorporated in 1831, and was named the Jewett City Bank. The Jewett City Fire Engine Company was incorporated in 1832 and held its first meeting in the home of John Johnson. The Norwich and Worcester Railroad Company completed the railroad tracks in 1840.

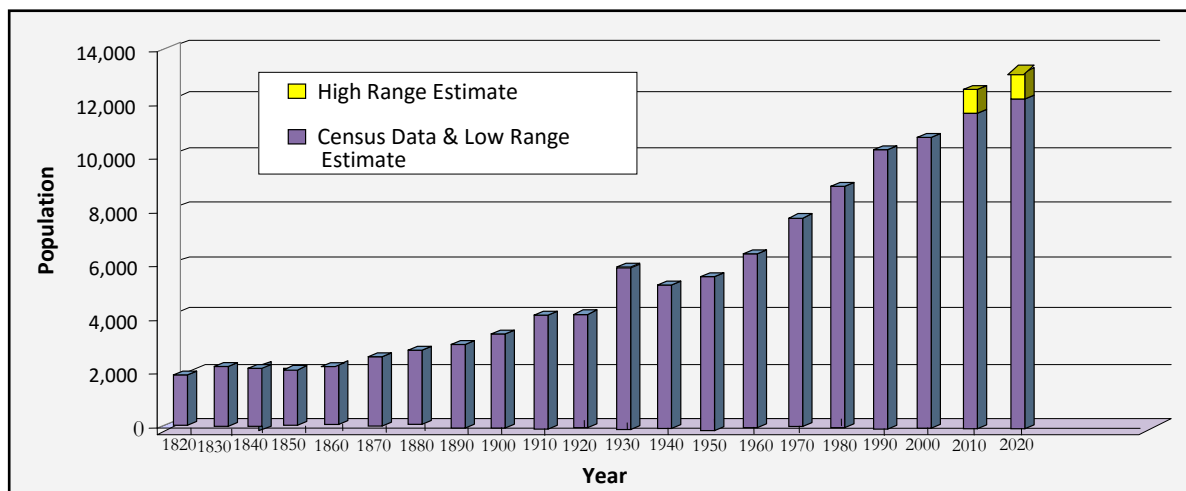
2.B POPULATION TRENDS

2.B.1 Total Population

The U.S. Census Bureau has quantified Griswold's population at 11,958 persons per the 2010 United States Decennial Census. This represents an increase of 1,145 persons from the 10,807 individuals tallied by the Census Bureau in 2000. Most recently, the population of Griswold grew at the rate of 10% between 2000 and 2010, a trend that will likely be reversed due to a weak housing market and a struggling Connecticut economy. The U.S. Census Bureau has quantified the Borough of Jewett City's population at 3,487 per the 2010 U.S. Census. This is an increase of 437 persons from the 3,053 persons in the 2000 census. The Borough population grew by 14 % between 2000 and 2010. The total population of Griswold and the Borough of Jewett City is 15,438 who live and utilize the services and infrastructure provided by the Town of Griswold.

The following figure shows the population growth in Griswold from the 1820 Census, with a range of population projections through the year 2020.

Figure 2.B.1 "Population of Griswold, CT 1820 – 2020"



Data source: U.S. Census Bureau

From the years 2000 to 2010, Griswold has experienced moderate growth, achieving a 9.94% increase in the growth rate. As compared to neighboring towns, it appears that population growth in Griswold between 2000 and 2010 has been relatively "average". Of the six towns with which Griswold shares a municipal border, three towns grew less than Griswold over the past 30 years, and three grew faster, with the lowest growth rate being experienced by Plainfield, and the highest percentage of growth being attributed to the town of Canterbury. Figure 2.B.2 depicts growth rates for Griswold and surrounding municipalities between the periods of 1970 and 2000.



To analyze Griswold's population growth during the shorter time period of 2000 to 2010 the following figure shows that, again, Griswold is in the middle of the range of regional population growth while population growth in Jewett City during this same period increased by the highest rate of 53.68%. In the same period, Preston experienced the lowest population decrease of 29.33%.

Figure 2.B.2 "Regional Population Growth Between 2000– 2010"



Data source: U.S. Census Bureau

Table 2.B.1 "Regional Estimated Population Projections-2000-2025"

	2000	2010	2015	2020	2025	% Population Change
Plainfield	14,619	15,405	15,759	15,992	16,130	10.34%
Preston	6,688	4,726	4,739	4,699	4,629	(-30.77)%
North Stonington	5,297	5,293	5,328	5,270	5,143	(-2.91)%
Griswold	10,870	11,951	12,584	13,155	13,663	25.69%
Jewett City	3,053	4,692	3,487			14%
Lisbon	4,067	4,338	4,435	4,524	4,571	13.23%
Voluntown	2,528	2,609	2,590	2,543	2,474	(-12.52)%
Canterbury	5,132	5110	5,332	5,483	5,607	19.50%

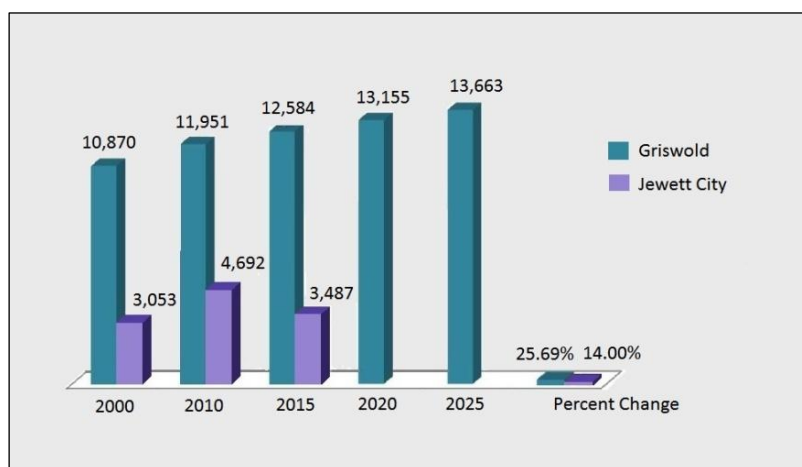
data.ct.gov/Government/CT-Town-Population-Projections-to-2025



Connecticut Town Population Projections to 2015

State of Connecticut provides estimates for municipal population growth on their website www.Data.ct.gov/Government/. The most recent data available on this website provides population estimates from 2000-2025 shows-regional growth rates for Griswold increasing by 25.69% and that Jewett City's growth increasing by 14%. Plainfield, Lisbon and Canterbury also show large growth increases while Preston, North Stonington and Voluntown show an estimated decline in population. The estimated growth for Griswold increased by 1,081 persons from 2000 to 2010 and by 633 persons from 2010 to 2015 and Jewett City showed an increase of 1,639 persons in 2010 and a decrease in population in 2015 by 1,200 persons. The projected increase to Griswold in 2020 is 13,155 and only 506 persons by 2025.

Figure 2.B.3 "Population of Griswold and Jewett City, CT 2010 – 2025"

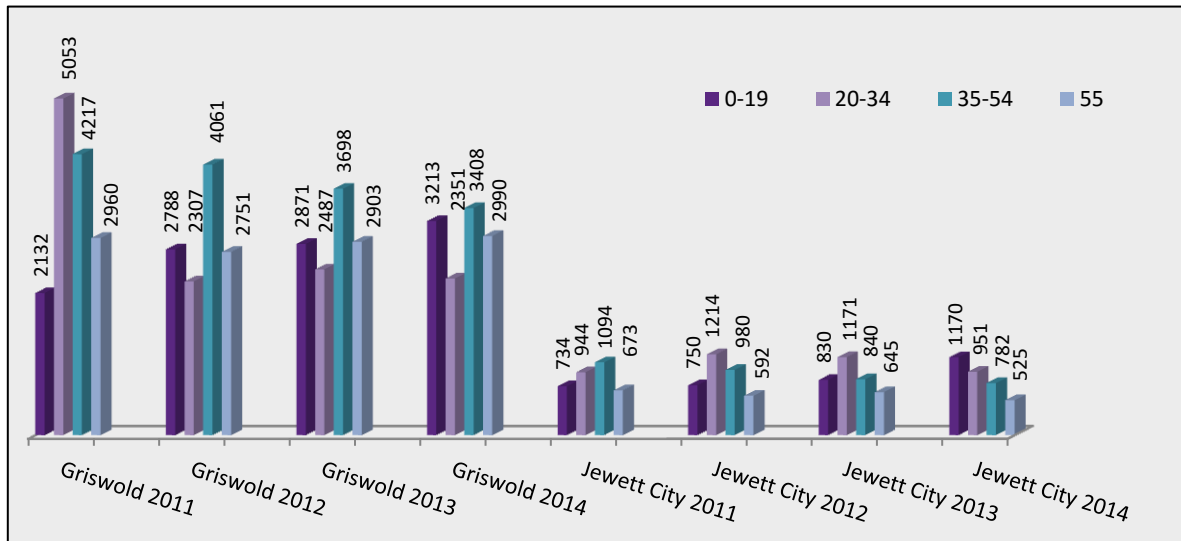


Data source: State of CT Dept. of Public Health (www.dph.state.ct.us/OPPE/popest.htm)

There were no projections for Jewett City for the same time periods. Overall the change in population for Griswold was an increase of 25.69% and 14% for Jewett City for the same time period. The aging population age 65 and older in Griswold and Jewett City has stayed relatively constant being about 10 percent to 11 percent of the population. However with the aging baby boomers, along with senior residents moving to the area, the aging population is projected to increase to more that 25 percent by 2025.

2.B.2 Age Distribution

Figure 2.B.4 represents the age distribution of Griswold's and Jewett City's population between the 2000 and 2014 Census. Growth in the 20-34 age group and the 55+ age group replaced nearly equally proportional shares of the 35-54 age group between 1990 and 2000 (7%, and 8%, respectively), while the 0-19 age group remained relatively constant (1% decrease). The population of children ages 0 to 19 is expected to decline between 2014 and 2025 according to population estimates developed by the Connecticut State Data Center that project future population based on expected births and migrations.

**Figure 2.B.4 “Age Distribution in Griswold and Jewett City 2011-2014 ”**

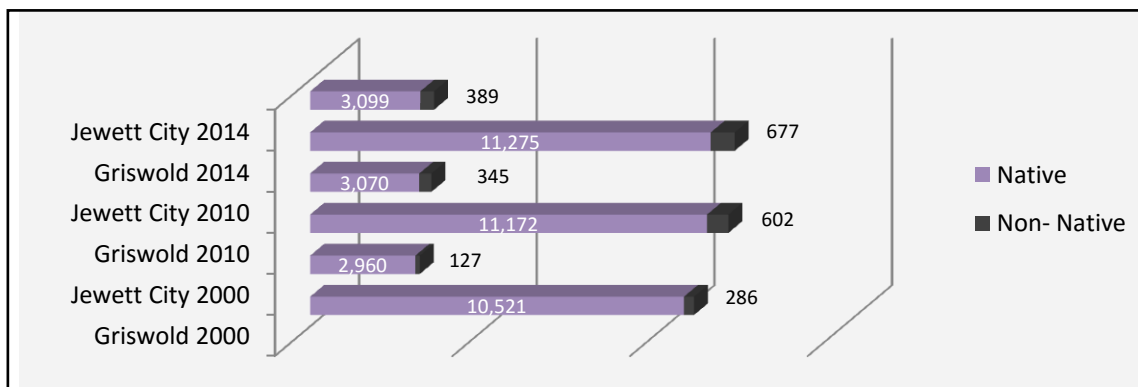
Data source: U.S. Census Bureau

2.B.3 Dynamics of Population Change

When analyzing population change in Griswold and the population change of Jewett City, it is important to quantify the number of people that were added to the population by “non-native” growth.

From this data, it may be determined that between 2000 and 2014, immigration of the non-native population increased dramatically during this time period. There were 286 persons in 2000 and increased in 2014 to 677 persons in Griswold while this population increased to 389 persons from 127 persons in the Borough of Jewett City which results in an additional 1,066 persons relocating to Griswold from other locations.

Figure 2.B.6 is a graphical representation of native vs. non-native grown in Griswold and Jewett City in 2014 based on data from the U.S. Census Bureau.

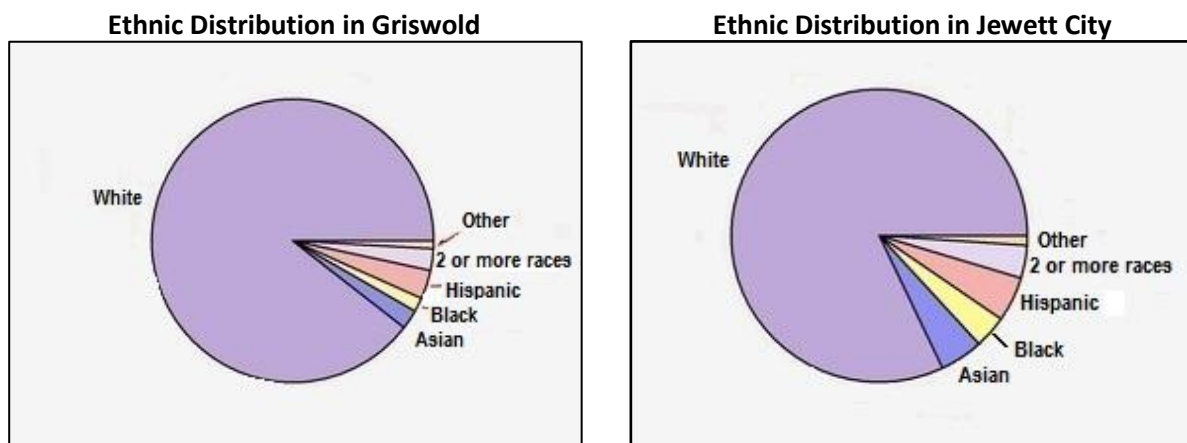
Figure 2.B.5 “ Native vs. Non-native Population Growth in Griswold and Jewett City”

Data source: U.S. Census Bureau



Ethnicity changes to Griswold and the Borough of Jewett City, and the rest of New London County have further diversified the area with an increase in Hispanic and Asian immigrants. All minorities have increased by 10 percent of Griswold's and Jewett City's population. However by comparison, Black, Hispanic and Foreign-Born population percentages are significantly below the Connecticut state average.

Figure 2.B.6 " Ethnic Distribution in Griswold and Jewett City in 2014"



Data Source: city-data.com

2.B.4 Education and Income

Few factors are more important in maintaining the Town of Griswold's and the Borough of Jewett City's attractiveness for potential employers when analyzing potential area workforce, as is education and income as well as contributing to the overall economic and educational health of the community. Table 2.B.1 shows how educational attainment has improved in Griswold over the period of 2000 and 2015.

Table 2.B.2 "Adult Educational Attainment in Griswold and Jewett City 2000– 2015"

Griswold and Jewett City Combined Educational Attainment	2000	% of total 2000	2010	% of total 2010	2014	% of total 2014	2015	% of total 2015
Total Population over 25	9308		11,200		9947		9795	
Less than 9 th Grade	557	5.9%	726	6.4%	265	.02%	287	3.5%
9 th to 12 th Grade, No Diploma	2051	2.2%	857	7.6%	4242	42.3%	1132	13.4%
High School Graduate included Equivalency	4949	1.9%	4591	40.9%	4242	42.3%	3791	39.9%
Some College; No Degree	1766	53.1%	2200	19.6%	2022	20.3%	2042	21%
Associates Degree	700	7.5%	924	8.2%	695	6.9%	852	9.3%
Bachelor's Degree	1564	16.8%	1094	9.7%	1071	10.7%	1021	11.5%
Graduate or Professional Degree	472	5.0%	808	7.2%	592	5.9%	670	7.9%

Data source: U.S. Census Bureau

U. S. Bureau of Labor Statistics in a 2015 report represented that the current labor force who are jobless, looking for jobs, and available for work, may be under represented for potential workers who have dropped out of the labor force unwillingly; and shows that there are differences in the self-reported unemployment status by those in the lowest income bracket. The unemployment in Jewett City stands at 13.5 %.



Table 2.B.3 “Household Income Attainment in Griswold 2000– 2014”

Household Income	Griswold 2000	% of Total 2000	Griswold 2010	% of Total 2010	Griswold 2014	% of Total 2014	% Change 2000- 2014
Total Households	4199		4901		4404		
Less than \$10,000	244	5.8%	228	4.7%	175	4.0%	-31.1%
\$10,000 to \$14,999	156	3.7%	239	4.9%	197	4.5%	21.62%
\$15,000 to \$24,999	441	10.5%	497	10.1%	363	8.2%	-29.9%
\$25,000 to \$34,999	506	12.1%	462	9.4%	411	9.3%	-23.14
\$35,000 to \$49,999	744	17.7%	670	13.7%	652	14.8%	-16.38
\$50,000 to \$74,999	1167	27.8%	816	16.6%	903	20.5%	-26-25
\$75,000 to \$99,999	663	15.1%	943	19.2%	532	12.1%	-19.86%
\$100,000 to \$149,999	264	6.3%	753	15.4%	742	16.8%	166.667
\$150,000 to \$199,999	30	.7%	200	4.1%	246	5.6%	700%
\$200,000 or more	14	.3%	93	1.9%	183	4.2%	1300%

U.S. Census Data American Fact Finder Survey

Based on 2015 U.S. Census Data for Griswold, the poverty rate for the population 25 years and over for whom poverty status is determined by educational attainment level showed that for those with less than high school graduate was 11.4%, those with a high school graduate (includes equivalency) is 7.8%, for those with some college or associate's degree is 7.5%, and for those with a Bachelor's degree or higher is 2.3%.

The poverty rate for Jewett City for the population 25 years and over for whom poverty status is determined by educational attainment level showed that for those with less than high school graduate was 21.1%, for those with a high school graduate (includes equivalency) is 11.0%, those with some college or associate's degree 9.7%, and for those with a Bachelor's degree or higher is 5.7%. This is based on 2015 U.S. Census Data for Jewett City.

Table 2.B.4 “Household Income Attainment in Jewett City 2000– 2014”

Household Income	Jewett City 2000	% of Total 2000	Jewett City 2010	% of Total 2010	Jewett City 2014	% of Total 2014	% Change 2000-2014
Total Households	1360		1559		1321		
Less than \$10,000	157	11.5%	123	7.9%	73	5.5%	-52.7%
\$10,000 to \$14,999	41	3%	150	9.6%	100	7.6%	153.3%
\$15,000 to \$24,999	161	11.8%	239	15.3%	163	12.3%	4.23%
\$25,000 to \$34,999	188	13.8%	211	13.5%	227	17.2%	24.6%
\$35,000 to \$49,999	340	25%	262	16.8%	257	19.5%	-22%
\$50,000 to \$74,999	278	20.4%	260	16.7%	279	21.1%	3.4%
\$75,000 to \$99,999	190	14%	140	9%	90	6.8%	51.4%
\$100,000 to \$149,999	0	0.0%	144	9.2%	100	7.6%	7600%
\$150,000 to \$199,999	5	.4%	0	0.0%	18	1.4%	250%
\$200,000 or more	0	0.0%	30	1.9%	14	1.1%	1000%

U.S. Census Data American Fact Finder Survey



SECTION 3. INVENTORY AND ANALYSIS

Section 3 of the Plan of Conservation and Development will explore the existing inventory and analyze future need(s) for planning in the following seven (7) functional areas:

3.A Transportation	3.D Economic Development	3.G Land Use
3.B Housing	3.E Open Space and Recreation	
3.C Public Services and Facilities	3.F Natural and Cultural Resources	

3.A TRANSPORTATION

3.A.1 Streets

The road network of a community has a substantial influence on its land use patterns. Many of Griswold's current town roads and state highways had their genesis as dirt cart roads serving colonial farms and settlements and early manufacturing activities.

Today, Griswold contains approximately 108.7 miles of public roads, of which 30.63 miles are State Highways and 78.07 miles are local streets. All but 2.1 miles of local streets are "improved". Of the local street total, about 7 miles are located in the Borough of Jewett City, while approximately 2 miles of the state highway total are located in the Borough.

For purposes of this Plan of Development, streets in Griswold are classified as follows: expressway, arterial, collector, local and other.

An **expressway** is a limited access, four-lane highway with a median divider, designed to carry large volumes of traffic at high speeds through municipalities, regions and states. Street intersections are separated by grade and no access is provided to adjoining properties. In Griswold, Interstate Route 395 (I-395), totaling 4.47 miles, is assigned to this category and links the community with southeastern Connecticut at its southern terminus where it connects with Interstate 95 (I-95) in East Lyme, to its northern terminus where it becomes Interstate 290 (I-290) south of Worcester, Massachusetts. Exit numbers 22 and 24 provide access to I-395 from State Routes 138, 164, and 201.

An **arterial street** is a two-lane highway intended to carry large volumes of traffic through municipalities and among important points within a municipality. Intersections with non-expressway streets are at grade, and although not its primary function, access is provided to adjacent properties. Ideally, these streets should have wide shoulders outside the travel lanes, should have appropriate vertical and horizontal curves, should have well-designed storm drainage and should have adequate sight lines with intersecting streets. In Griswold, State Routes 12, 138, 164, 165, 201, SR629 and SR630 are in this category. These arterial highways total 26.16 miles within Griswold's municipal borders. The individual mileages of these highways are shown graphically in Table 3.A.1.

A **collector street** is a two-lane thoroughfare intended to carry less traffic volumes than an arterial road. These streets connect areas served by local streets with one another and with the community's arterial system. They also provide access to abutting properties. The design standards for travel lanes, shoulders, curves, storm drainage and sight lines are important, as in the arterial category above, but are not as stringent. Bethel, Rixtown, Roode, Bitgood, Geer, Bishop Crossing, Norman, Edmond, Brewster, Ashland, Taylor Hill, Pleasant View, Lily Pond, Brown, Russell, Lester, Banjo Sullivan, Sheldon, Potts and Pine roads are in this category as well as Browning Road from Pine Road to Brewster Road, and Stone Hill Road from Banjo Sullivan Road to Route 201. These collector streets total approximately 29 miles.

A **local street** is a two-lane roadway intended to provide access to abutting properties. Local streets are not intended to serve major through traffic or for high-speed use. The balance of Griswold's accepted streets are in this category and total about 43.23 miles.

**Table 3.A.1 “Total Miles of Arterial Roadways in Griswold and Jewett City Connecticut”**

Arterial Roadway Identification	Distance in Miles
12	2.86
138	6.54
164	2.19
165	3.15
201	10.8
SR 629	0.26
SR 630	0.36

The ***unimproved, unaccepted street*** is the other category of street. These streets are usually narrow dirt roads that have evolved from one of two particular land uses. The first of these land uses is access to publicly owned lands. Griswold contains over 4,775 acres of reserved open space, most of which consists of the Pachaug State Forest. The Connecticut Department of Environmental Protection maintains approximately five miles of dirt roads providing access through the forests.

Numerous water bodies in Griswold led to the second land use, consisting of the seasonal dwellings or summer cottages dotting the edges of Glasgo, Pachaug, Hopeville, Ashland and Aspinook Ponds. Dirt roads or long driveways serving several dwellings were built but were not part of the town’s official road system. Many of these seasonal uses are now occupied year-round, so this category of street provides access to numerous residential properties.

Table 3.A.2 “Bridge Inventory (NBI) Statistics in Griswold and Jewett City”

	Griswold	Jewett City
Number of bridges	28	6
Total length	371 ft.	167 ft
Total average daily traffic	413,024	106,775
Total average daily truck traffic	56,563	2,689

National Bridge Inventory Data Base

3.A.2 Local Street Conditions

The Town of Griswold Public Works Department in 2016 went out to bid for a complete and comprehensive road study to be conducted which included street sign evaluation for compliance and sidewalk inspection. Road inventory shows that there are 71.05 miles of town accepted roads and the Borough has 7.70 miles of accepted roads for a total of 78.75 miles. In addition it is calculated that the state owns 36.93 miles of road in Griswold and there are 13.82 miles of privately owned roadways.

Pavement Management System

BETA Group Engineering developed a Pavement Management System utilizing BETA’s customized Microsoft Access application and ArcView 9x.

The primary goal of the system is to accurately predict roadway deterioration through the implementation of an automated pavement management system. This system provides the opportunity to synthesize pavement inventory and condition data with other descriptive information on a host of related roadway elements such as drainage.



In addition to developing the Pavement Management System in 2012, BETA also assessed the condition of State-Owned Sidewalks and inventoried all catch basins on town maintained streets for NPDES Reporting. The final deliverable included a series of MS-Access based reports and GIS maps representing each asset as well as a 3-Year Capital Improvement Plan regarding the Pavement Management Program.

The Town of Griswold Public Works Department utilized the Pavement Management System to perform a study of Griswold and Jewett City Roads. The study was completed and showed that there was a Road Surface Rating (RSR) for the town of 69.67 and a RSR for the Borough of 67.16. The town and Borough were split during the study so as to be able to show how much money was spent on each municipality's roads annually. The study also came back with a long term plan of \$1.0 million dollars being spent annually to maintain the current RSR Rating. Pavement management consists of three categories: maintenance, surface treatment, and structural repair all of which are included in work that is performed every year. Routine maintenance will make up 10, Preventative will make up 20, rehabilitation will make up 40 and reclamation will consist of 30 of the annual funding. Estimates that were calculated in the study show that \$1.5 million dollars a year for 5 years will raise Griswold's RSR to a 76 rating and that \$2 million a year will bring Griswold up to a rating of 80.

Roadwork that has been completed since 2006 is listed below for the following streets:

- | | | | |
|-------------|---|-------------|---|
| 2006 | <ul style="list-style-type: none">1) Culver Road, Zvingilas Court, and Quiet Cove were constructed and accepted.2) Carely Avenue was reconstructed, paved and new sidewalks installed.3) Oakville Road was paved from Norman Road to Edmond Road.4) Norman Road from Norman Road to Oakville Road. | 2009 | <ul style="list-style-type: none">1) Reconstruction of Stone Hill Road from the end of phase I to Lester Road. (Phase II) |
| | | 2010 | <ul style="list-style-type: none">1) Stone Hill Road complete top course of pavement on Phase II. |
| | | 2011 | <ul style="list-style-type: none">1) Cold process paving with chip seal top was completed on the following roads: Dawley-Road, Rillbrook Road,2) South Main Street and K of C Drive were reconstructed and paved |
| 2007 | <ul style="list-style-type: none">1) Old Shetucket Turnpike was reclaimed and paved.2) Burton Road was reconstructed and paved.3) Gilliver Road, Maple Avenue, Ruszenas Street, Goldstein Road, Annex Street, Elm Street and Banjo Sullivan Road were reconstructed and paved.4) Haley Meadow Road, Laura Jane Lane and Pauline Place were constructed and accepted. | 2012 | <ul style="list-style-type: none">1) Cold process paving with chip seal top was completed on the following roads: Chinago Road, Tatro Road, Old Voluntown Road, Popple Bridge Road2) Geer Road and Lilly Pond Road were reconstructed and paved. |
| 2008 | <ul style="list-style-type: none">1) Cross Road was reconstructed and paved.2) Stone Hill Road from Hopeville Road (Route 201) to the pond by the horse farm was reconstructed and paved. (Phase I).3) Arthur's Way, Danika Drive and Camelot Lane were constructed and accepted. | 2013 | <ul style="list-style-type: none">1) Cold process paving with chip seal top was completed on the following roads: Roger Road, Tyler Terrace, Pine Road, Fairview Avenue, George Palmer Road from Route 164 to Spencer Hollow Road.2) Spring Road, Hill Street, Clark Lane, and Potts Road were reconstructed and paved |



2014 1) Mary Street, Anthony Street, Old Bethel Road, Brown Avenue, Russell Street, Sheldon Road from Route 138 to the bridge, Bitgood Road between the bridges were all reconstructed and paved.

2015 1) Bishop Crossing Road, Roode Road and Uncas Drive were reconstructed and paved.

2016 1) Balfour Street, December Drive, Hemlock Drive, Hawkins Street, Hill Street from Hawkins Street to Balfour Street, and Totem Lane were all reconstructed and paved.

In addition to all of the above listed work, Griswold DPW also performed routine and preventative maintenance on numerous roads each year to keep the RSR rating up while still continuing to reconstruct roadways.

Future intended work for the next 10 years will exclusively depend on funding for roads each year. Current funding for last year and what is proposed for this year after cuts that take place during recent capital funding meetings, leaves Griswold DPW with about \$1 million dollars. If this path is continued, this allows Griswold DPW to maintain what the town currently has and to continue some road reconstruction.

The latest 5 year forecast shows that this funding level will raise Griswold's road RSR about 1.2 points to a total RSR of 71 for the town average. Below are roads that will be considered in the next 10 years, some depend on completion of development in the area before roadwork would be performed and all depend on future funding.

- | | | |
|--------------------------------|----------------------------|---------------------------------|
| 1) Ashland Street | 7) Faust Street | 13) Norman Road |
| 2) Pleasant View | 8) Palmer Avenue | 14) Richardson Hill Road |
| 3) Brewster Road (2017) | 9) Phillips Street | 15) Sibicky Road |
| 4) Ann Street | 10) Railroad Avenue | 16) Aspinook Street |
| 5) Campbell Road | 11) Talcott Avenue | 17) Chiou Drive |
| 6) Lenox Avenue | 12) Saint John Road | 18) Oak Street |

The above roads make up for about 30% of road funds being spent on reclamation over the next 10 years if funding is kept at current levels. The remaining percent of funds will allow for routine maintenance, preventative maintenance, and rehabilitation of existing roadways. Please remember that this list is not a fixed list and many factors can affect this list and that it is prepared randomly with no priority of order

Currently, Sheldon Road Bridge and the Norman Road Bridge are slated to be replaced in 2018. The Sheldon Road Bridge spans over an original key stone bridge; this original key stone bridge will also be removed. Norman Road Bridge span will be raised and lengthened. Bridge repairs are the most expensive work of transportation infrastructure.



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TABLE 3.A.3 "2015 Griswold & Jewett City Roadway Summary of Accepted Town Roads"

STREET NAME	STREET SEGMENT	FRONT STREET	TO STREET	LENGTH	MILES	WIDTH FEET	ADJUSTED RSR	CLASS CODE LONG
ALBEMARLE DRIVE	ALBEMARLE DR.	I-395	DEAD END	1524.053101	.0255646429	27	62.20	LOCAL CUL DE SAC/DEAN END
ALICE ROAD	ALICE RD	STATE HWY 201	STATE HWY 138	1093.609619	0.207123034	22	90.94	LOCAL
AMANDA LAINE	AMANDA LN	BMW DR	CUL DE SAC	860.6860962	0.163008727	28	89.94	LOCAL CUL DE SAC/DEAD END
AMY ROAD	AMY ROAD	MYRTLE ROAD	STATE HWY 201	851.3861084	0.161247371	26	23.19	LOCAL
ANN STREET	ANN ST	STATE HWY 138	PLEASANT VIEW ST	600.6192627	0.113753646	26	45.24	LOCAL
ANNEX STREET	ANNEX ST	MAPLE ST	ELM ST	234.3297729	0.044380638	20	64.24	LOCAL
ANTHONY STREET	ANTHONY ST	S MAIN ST	DEAD END	574.215271	0.10875.289	26	97.24	LOCAL CUL DE SAC/DEAD END
ARBOR ROAD	ARBOR RD-01	QUINEBAUG CAMP RD	MINZY DR	628.821106	0.119094901	22	72.24	LOCAL
ARBOR ROAD	ARBOR RD-02	MINZY DR	MINZY DR	497.5472717	0.094232436	22	79.24	LOCAL
ARROWHEAD DRIVE	ARROWHEAD DR-01	STONE HILL ROAD	BOW LN	1361.831299	0.25792259	30	12.21	LOCAL
ARROWHEAD DRIVE	ARROWHEAD DR-02	BOW LN	TOTEM LN	1463.822144	0.277239048	30	24.21	LOCAL
ARROWHEAD DRIVE	ARROWHEAD DR-03	TOTEM LN	STONE HILL ROAD	455.1341858	0.086199654	30	28.21	LOCAL
ARTHURS WAY	ARTHURS WAY	STATE HWY 138	CUL DE SAC	1023.163383	0.193782196	28	93.21	LOCAL CUL DE SAC/DEAD END
ASH STREET	ASH STREET-01	RUSSELL ST	CENTRAL AVE	235.4544373	0.044593642	28	73.94	LOCAL
ASH STREET	ASH STREET-02	CENTRAL AVE	COLUMBUS AVE	234.3978119	0.044393524	28	90.94	LOCAL
ASH STREET	ASH STREET-03	COLUMBUS AVE	DEAD END	228.5701752	0.043289805	28	85.94	LOCAL CUL DE SAC/DEAD END
ASHLAND STREET	ASHLAND STREET-01	STATE HWY 12	HILL ST	377.4090576	0.07147899	40	58.24	LOCAL
ASHLAND STREET	ASHLAND STREET-02	HILL ST	BURLESON LN	549.4498901	0.104062481	40	49.24	LOCAL
ASHLAND STREET	ASHLAND STREET-03	BURLESON LN	CARELY AVE	459.7064925	0.087064925	40	47.24	LOCAL
ASHLAND STREET	ASHLAND STREET-04	CARELY AVE	ELM ST	189.8954163	0.03596504	40	62.24	LOCAL
ASHLAND STREET	ASHLAND STREET-05	ELM ST	MAPLE ST	251.4622498	0.047625426	40	62.24	LOCAL
ASHLAND STREET	ASHLAND STREET-06	MAPLE ST	PLEASANT VIEW ST	427.5747375	0.080980065	40	59.24	LOCAL
ASPINOOK STREET	ASPINOOK ST	STATE HWY 12	MATHEWSON ST	1011.868286	0.191641723	22	10.24	LOCAL
BACA DRIVE	BACA DR	BERGENDAHL DR	CUL DE SAC	648.5762629	0.122836407	28	59.20	LOCAL CUL DE SAC/DEAD END
BALFOUR STREET	BALFOUR ST.	STATE HWY 201	HILL ST	732.97729	0.138820505	28	98.94	LOCAL
BANJO SULLIVAN ROAD	BANJO SULLIVAN RD-01	STONE HILL RD	DRIVEWAY	499.6384888	0.094628499	23	78.94	LOCAL
BANJO SULLIVAN ROAD	BANJO SULLIVAN RD-02	DRIVEWAY	JIM BROWN ROAD	4141.611328	0.78436912	23	89.94	LOCAL
BARBER ROAD	BARBER ROAD	STATE HWY 164	DEAD END	670.6201172	0.127011385	20	98.94	LOCAL CUL DE SAC/DEAD END
BAY MOUNTAIN DRIVE	BAY MOUNTAIN DR-01	RICHARDSON HILL RD	JUNIPER LN	461.0804443	0.08732584	36	54.19	LOCAL
BAY MOUNTAIN DRIVE	BAY MOUNTAIN DR-02	JUNIPER LN	LYNN DR	630.3359375	0.119381803	36	51.19	LOCAL
BAY MOUNTAIN DRIVE	BAY MOUNTAIN DR-03	LYNN DR	JUNIPER LN	846.4476929	0.160312064	36	66.19	LOCAL
BEAULIEU AVENUE	BEAULIEU AVE	RUSSELL ST	DEAD ED	462.7015596	0.087633439	20	11.24	LOCAL CUL DE SAC/DEAD END
BEECHWOOD TERRACE	BEACHWOOD TER	BENTON HILL1	CUL DE SAC	1149.115313	0.214897967	30	33.19	LOCAL CUL DE SAC/DEAD END
BELVEDERE AVENUE	BELVEDERE AVE	BROWN AVE	STATE HWY 12	837.963501	0.158705207	20	98.94	LOCAL
BENTON HILL ROAD	BENTON HILL RD-01	RICHARDSON HILL RD	BEECHWOOD TER	972.7838745	0.184239369	15	47.19	LOCAL



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STREET NAME	STREET SEGMENT	FRONT STREET	TO STREET	LENGTH	MILES	WIDTH FEET	ADJUSTED RSR	OWNER	ACCEPTED	CLASS CODE LONG
BENTON HILL ROAD	BENTON HILL RD-02	BEECHWOOD TER	PRESTON TL	2147.675293	.0406756678	15	29.19	TOWN	ACCEPTED	LOCAL
BERGENDAHL DRIVE	BERGENDAHL DR-01	PINE RD	VANDY DR	961.133728	0.182032907	28	46.20	TOWN	ACCEPTED	LOCAL
BERGENDAHL DRIVE	BERGENDAHL DR-02	VANDY DR	BMW DR	1009.366394	0.191167873	28	66.20	TOWN	ACCEPTED	LOCAL
BERGENDAHL DRIVE	BERGENDAHL DR-03	BMW DR	BACA DR	586.2158813	0.111025735	28	77.21	TOWN	ACCEPTED	LOCAL
BERGENDAHL DRIVE	BERGENDAHL DR-04	BACA DR	CUL DE SAC	365.32724	0.069190767	28	57.20	TOWN	ACCEPTED	LOCAL CUL DE SAC/DEAD END
BETHEL ROAD	BETHEL RD-01	STATE HWY 1654	DRIVEWAY	2570.173096	0.486775222	26	88.21	TOWN	ACCEPTED	MINOR COLLECTOR
BETHEL ROAD	BETHEL RD-02	DRIVEWAY	DUTKA LN	441.6629639	0.083648288	26	93.21	TOWN	ACCEPTED	MINOR COLLECTOR
BETHEL ROAD	BETHEL RD-03	DUTKA LN	CEDAR LN	1741.763308	0.329879404	26	93.21	TOWN	ACCEPTED	MINOR COLLECTOR
BETHEL ROAD	BETHEL RD-04	CEDAR LN	QUIET COVE LN	1929.661255	0.365466145	26	88.21	TOWN	ACCEPTED	MINOR COLLECTOR
BETHEL ROAD	BETHEL RD-05	QUIET COVE LN	OSGA LN	542.3850098	0.102724431	26	93.21	TOWN	ACCEPTED	MINOR COLLECTOR
BETHEL ROAD	BETHEL RD-06	OSGA LN	GRISWOLD F-G CLUB RD	1292.615845	0.244813598	26	83.21	TOWN	ACCEPTED	MINOR COLLECTOR
BETHEL ROAD	BETHEL RD-07	GRISWOLD F & G CLUB RD	COLONEL BROWN RD	678.515171	0.12850711	26	93.21	TOWN	ACCEPTED	MINOR COLLECTOR
BETHEL ROAD	BETHEL RD-08	COLONEL BROWN ROAD	KENWOOD ESTATES	1697.226685	0.3214445	26	98.21	TOWN	ACCEPTED	MINOR COLLECTOR
BETHEL ROAD	BETHEL RD-09	KENWOOD ESTATES	KENWOOD ESTATES	909.6151123	0.172275591	26	88.21	TOWN	ACCEPTED	MINOR COLLECTOR
BETHEL ROAD	BETHEL RD-10	KENWOOD ESTATES	DRIVEWAY	712.741333	0.134988891	26	89.21	TOWN	ACCEPTED	MINOR COLLECTOR
BETHEL ROAD	BETHEL RD-11	DRIVEWAY	STETSON RD	1342.083618	0.254182494	26	80.21	TOWN	ACCEPTED	MINOR COLLECTOR
BETHEL ROAD	BETHEL RD-12	STETSON RD	GRISWOLD DR	895.286377	0.169561813	26	88.21	TOWN	ACCEPTED	LOCAL
BETHEL ROAD	BETHEL RD-13	GRISWOLD DR	RILLBROOK RD	527.6149902	0.099927084	26	80.21	TOWN	ACCEPTED	LOCAL
BETHEL ROAD	BETHEL RD-14	RILLBROOK RD	STATE HWY 138	1598.904419	0.302822807	20	81.21	TOWN	ACCEPTED	LOCAL
BEVERLY DRIVE	BEVERLY DR	MCKENNA AVE	FOGARTY AVE	493.7088318	0.09250546	12	40.24	TOWN	ACCEPTED	LOCAL
BISHOP CROSSING ROAD	BISHOP CROSSING RD-01	STATE HWY 201	I 395 OVERPASS	3663.863281	0.693913523	22	14.23	TOWN	ACCEPTED	LOCAL
BISHOP CROSSING ROAD	BISHOP CROSSING RD-02	I 395 OVERPASS	GEER RD	4718.94873	0.893740318	22	0.00	TOWN	ACCEPTED	LOCAL
BISHOP CROSSING ROAD	BISHOP CROSSING RD-03	GEER RD	PLAINFIELD TOWN LINE	1540.929688	0.291842745	22	97.44	TOWN	ACCEPTED	LOCAL
BITGOOD ROAD	BITGOOD RD-01	STATE HWY 138	GARAND DR	1953.656516	0.370010725	23	93.23	TOWN	ACCEPTED	LOCAL
BITGOOD ROAD	BITGOOD RD-02	GARAND DR	YURECHKO DR	232.390796	0.233464165	23	93.23	TOWN	ACCEPTED	LOCAL
BITGOOD ROAD	BITGOOD RD-03	YURECHKO DR	FORTINS COVE RD	1587.027865	0.300573464	23	90.23	TOWN	ACCEPTED	LOCAL
BITGOOD ROAD	BITGOOD RD-04	FORTINS COVE RD	DELOGE DR	526.9124756	0.099794025	23	93.23	TOWN	ACCEPTED	LOCAL
BITGOOD ROAD	BITGOOD RD-05	DELOGE DR	CAMPBELL RD	663.56424	0.125675056	23	93.23	TOWN	ACCEPTED	LOCAL
BITGOOD ROAD	BITGOOD RD-06	CAMPBELL RD	DAWLEY RD	1523.994141	0.288635248	23	83.23	TOWN	ACCEPTED	LOCAL
BITGOOD ROAD	BITGOOD RD-07	DAWLEY RD	STATE HWY 201	2871.483398	0.543841548	23	83.23	TOWN	ACCEPTED	LOCAL
BLOSSOM LANE	BLOSSOM LN	FELIX ST	RUSSELL ST	713.5119019	0.135134827	30	62.24	TOWN	ACCEPTED	LOCAL
BMW DRIVE	BMW DR-01	BERGENDAHL DR	AMANDA LN	728.2837524	0.137932528	28	88.94	TOWN	ACCEPTED	LOCAL
BMW DRIVE	BMW DR-02	AMANDA LN	CHESTNUT HILL RD	690.1674805	0.130743544	28	84.94	TOWN	ACCEPTED	LOCAL
BMW DRIVE	BMW DR-03	CHESTNUT HILL RD	STATE HWY 138	1754.335327	0.332260483	28	54.94	TOWN	ACCEPTED	LOCAL
BONNIE STREET	BONNIE ST	LEHA AVE	CUL DE SAC	966.6383719	0.183075507	30	65.21	TOWN	ACCEPTED	LOCAL CUL DE SAC/DEAD END



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STREET NAME	STREET SEGMENT	FRONT STREET	TO STREET	LENGTH	MILES	WIDTH FEET	ADJUSTED RSR	OWNER	ACCEPTED	CLASS CODE LONG
BOW LANE	BOW LN	ROODE RD	ARROWHEAD DR	1472.024048	0.278792424	30	1.21	TOWN	ACCEPTED	LOCAL
BREWSTER ROAD	BREWSTER RD	STATE HWY 164	BROWNING RD	7293.490723	1.381342969	18	0.00	TOWN	ACCEPTED	LOCAL
BROWN AVENUE	BROWN AVE-01	STATE HWY 201	DRIVEWAY	443.2629395	0.083951312	36	83.94	TOWN	ACCEPTED	LOCAL
BROWN AVENUE	BROWN AVE-02	DRIVEWAY	TALCOTTE AVE	149.9509888	0.028399808	28	87.34	TOWN	ACCEPTED	LOCAL
BROWN AVENUE	BROWN AVE-03	TALCOTT AVE	BELVEDERE AVE	268.7265002	0.050900853	28	91.94	TOWN	ACCEPTED	LOCAL
BROWN AVENUE	BROWN AVE-04	BELVEDERE AVE	RUSSELL ST	251.2950287	0.047593756	28	89.94	TOWN	ACCEPTED	LOCAL
BROWN AVENUE	BROWN AVE-05	RUSSELL ST	TIFT ST	225.7384949	0.042753502	28	97.24	TOWN	ACCEPTED	LOCAL
BROWN AVENUE	BROWN AVE-06	TIFT ST	STATE HWY 12	514.6318359	0.09746815	28	97.24	TOWN	ACCEPTED	LOCAL
BROWNING ROAD	BROWNING RD-01	BETHEL RD	GOLDSTEIN RD	277.1850586	0.052497172	21	93.20	TOWN	ACCEPTED	LOCAL
BROWNING ROAD	BROWNING RD-02	GOLDSTEIN RD	PINE RD	3031.216309	0.574093684	21	88.20	TOWN	ACCEPTED	LOCAL
BROWNING ROAD	BROWNING RD-03	PINE RD	BREWSTER RD	959.326602	0.181630652	21	88.20	TOWN	ACCEPTED	LOCAL
BROWNING ROAD	BROWNING RD-04	BREWSTER RD	CRARY RD	3164.330078	0.599304929	21	83.20	TOWN	ACCEPTED	LOCAL
BROWNING ROAD	BROWNING RD-05	CRARY RD	TERRY RD	274.0502319	0.051903452	21	93.20	TOWN	ACCEPTED	LOCAL
BROWNING ROAD	BROWNING RD-06	TERRY RD	PRESTON TOWN LINE	1261.811035	0.23897936	21	83.20	TOWN	ACCEPTED	LOCAL
BURLESON LANE	BURLESON LN	ASHLAND ST	DEAD END	533.0678101	0.100959808	18	40.23	TOWN	ACCEPTED	LOCAL CUL DE SAC/DEAD END
BURTON ROAD	BURTON RD-01	STATE HWY 164	DRIVEWAY	2279.69238	0.4317599	20	93.20	TOWN	ACCEPTED	LOCAL
BURTON ROAD	BURTON RD-02	DRIVEWAY	GEORGE PALMER RD	1189.386475	0.225232597	20	93.20	TOWN	ACCEPTED	LOCAL
BUSINESS PARK WAY	BUSINESS PARK WAY 01	EDMOND RD	COMMERCE CIR	290.1585999	0.05495428	28	97.21	TOWN	ACCEPTED	LOCAL
BUSINESS PARK WAY	BUSINESS PARK WAY 02	COMMERCE CIR	STATE HWY 138	437.9780884	0.82950397	28	97.21	TOWN	ACCEPTED	LOCAL
CAMPBELL ROAD	CAMPBELL RD 01	STATE HWY 138	BRIDGE	1468.170288	0.27856256	16	97.21	TOWN	ACCEPTED	LOCAL
CAMPBELL ROAD	CAMPBELL RD 02	BRIDGE	BITGOOD RD	3740.135742	0.708359043	16	34.21	TOWN	ACCEPTED	LOCAL
CARELY AVENUE	CARELEY AVE	ASHLAND ST	CUL DE SAC	972.8986206	0.184261106	22	93.24	TOWN	ACCEPTED	LOCAL CUL DE SAC/DEAD END
CARROLL ROAD	CARROLL RD	SHELDON RD	VOLUNTOWN TOWN LINE	692.5645752	0.131167533	22	54.19	TOWN	ACCEPTED	LOCAL
CATHCART DRIVE	CATHCART DR	STATE HWY 201	DEAD END	427.9253845	0.081046474	21	90.94	TOWN	ACCEPTED	LOCAL CUL DE SAC/DEAD END
CENTRAL AVENUE	CENTRAL AVE	ASH ST	DEAD END	456.55975.4	0.086469649	26	65.24	TOWN	ACCEPTED	LOCAL
CHARLES STREET	CHARLES ST-01	STATE HWY 138	DEY ST	351.693634	0.06660864	30	47.24	TOWN	ACCEPTED	LOCAL
CHARLES STREET	CHARLES ST-021	DEY ST.	VICTORIA ST.	220.4030304	0.041742999	30	61.24	TOWN	ACCEPTED	LOCAL
CHENETTE ROAD	CHENETTE RD	LAKE RD	LAKE RD	373.4546504	0.070730044	12	39.54	TOWN	ACCEPTED	LOCAL
CHESTNUT HILL ROAD	CHESTNUT HILL RD	BMW DR	CUL DE SAC	1215.36145	0.230182082	28	67.20	TOWN	ACCEPTED	LOCAL CUL DE SAC/DEAD END
CHINGO ROAD	CHINGO RD	STTE HWY 138	STATE HWY 201	956.3786499	0.18118914	23	97.19	TOWN	ACCEPTED	LOCAL
CHIOU DRIVE	CHIOU DR	LESTER RD	LESTER RD	3059.824951	0.57951281	28	13.21	TOWN	ACCEPTED	LOCAL
CLARK LANE	CLARK LN-01	ASHLAND ST	PAVEMENT CHANGE	290.613678	0.055040467	30	64.23	TOWN	ACCEPTED	LOCAL CUL DE SAC/DEAD END
CLARK LANE	CLARK LN-021	PAVEMENT CHANGE	DEAD END	430.860321	0.081602332	30	97.23	TOWN	ACCEPTED	LOCAL CUL DE SAC/DEAD END
COLONEL BROWN ROAD	COLONEL BROWN RD-01	BETHEL RD	PATRICK RD	1060.949829	0.200937469	20	92.21	TOWN	ACCEPTED	LOCAL
COLONEL BROWN ROAD	COLONEL BROWN RD-02	PATRICK RD	OLD VOLUNTOWN RD	6390.786621	1.210376299	20	92.21	TOWN	ACCEPTED	LOCAL



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STREET NAME	STREET SEGMENT	FRONT STREET	TO STREET	LENGTH	MILES	WIDTH FEET	ADJUSTED RSR	OWNER	ACCEPTED	CLASS CODE LONG
COLUMBUS AVENUE	COLUMBUS AVE	ASH ST	DEAD END	415.3992615	0.078674101	26	79.94	TOWN	ACCEPTED	LOCAL CUL DE SAC/DEAD END
COMMERCE CIRCLE	COMMERCE CIR	BUSINESS PARK WAY	CUL DE SAC	281.5675659	0.053327196	28	93.21	TOWN	ACCEPTED	LOCAL CUL DE SAC/DEAD END
COOK HILL ROAD	COOK HILL RD-01	STATE HWY 201	RUDY CIR	440.1612549	0.083363872	20	93.20	TOWN	ACCEPTED	LOCAL
COOK HILL ROAD	COOK HILL RD-02	RUDY CIR	OLD COOK HILL RD	327.0664673	0.061944406	20	93.20	TOWN	ACCEPTED	LOCAL
COOK HILL ROAD	COOK HILL RD-03	OLD COOK HILL RD	DRIVEWAY	1570.041626	0.29735636	20	88.20	TOWN	ACCEPTED	LOCAL
COOK HILL ROAD	COOK HILL RD-04	DRIVEWAY	CROSS RD	1181.049438	0.223683597	20	83.20	TOWN	ACCEPTED	LOCAL
COOK HILL ROAD	COOK HILL RD-05	CROSS RD	SHELDON RD	1708.275024	0.323536946	20	88.20	TOWN	ACCEPTED	LOCAL
CRARY ROAD	CRARY RD-01	BROWNING RD	DRIVEWAY	1546.114868	0.292824795	180	28.20	TOWN	ACCEPTED	LOCAL
CRARY ROAD	CRARY RD-02	DRIVEWAY	CUL DE SAC	614.7647705	0.116432726	18	37.20	TOWN	ACCEPTED	LOCAL CUL DE SAC/DEAD END
CROSS ROAD	CROSS RD	COOK HILL RD	SHELDON RD	830.9063721	0.157368636	20	93.19	TOWN	ACCEPTED	LOCAL
CULVER ROAD	CULVER RD	STATE HWY 201	CUL DE SAC	1073.469049	0.203308675	22	39.19	TOWN	ACCEPTED	LOCAL
DANIKA WAY	DANIKA WAY	STONEHILL RD	CUL DE SAC	1163.16272	0.220295979	28	97.21	TOWN	ACCEPTED	LOCAL CUL DE SAC/DEAD END
DAWLEY ROAD	DAWLEY RD	BITGOOD RD	STATE HWY 201	2426.865479	0.459633607	18	97.21	TOWN	ACCEPTED	LOCAL
DEANNA DRIVE	DEANNA DR	STATE HWY 201	CUL DE SAC	996.0344238	0.188642889	29	42.21	TOWN	ACCEPTED	LOCAL CUL DE SAC/DEAD END
DECEMBER DRIVE	DECEMBER DR	MONROE AVE	FELIX ST	1429.830566	0.240801242	2	98.94	TOWN	ACCEPTED	LOCAL
DEY STREET	DEY ST	WEDGEWOOD DR	CHARLES ST	606.959*609	0.114954539	20	40.24	TOWN	ACCEPTED	LOCAL
DINA LAINE	DINA LN 01	STETSON RD	HANES LN	560.8060303	0.106213263	28	41.21	TOWN	ACCEPTED	LOCAL
DINA LAINE	DINA LN 02	HANES LN	JANICE LN	556.6652222	0.105429021	58	77.21	TOWN	ACCEPTED	LOCAL
DINA LAINE	DINA LN 03	JANICE LN	CUL DE SAC	1079.11792	0.204378401	28	32.21	TOWN	ACCEPTED	LOCAL CUL DE SAC/DEAD END
DUDEK ROAD	DUDEK RD	EDMOND RD	DEAD END	2154.56665	0.408061845	16	59.21	TOWN	ACCEPTED	LOCAL CUL DE SAC/DEAD END
DWYER STREET	DWYER ST	MECHANIC ST	DEAD END	180.1248627	0.034114556	22	51.24	TOWN	ACCEPTED	LOCAL CUL DE SAC/DEAD END
EDMOND ROAD	EDMOND RD-01	STATE HWY 138	BUSINESS PARK WAY	359.6490479	0.068115347	22	75.23	TOWN	ACCEPTED	LOCAL
EDMOND ROAD	EDMOND RD-02	BUSINESS PARK WAY	NORMAN RD	2102.409912	0.398183676	22	83.23	TOWN	ACCEPTED	LOCAL
EDMOND ROAD	EDMOND RD-03	NORMAN RD	LEHA AVE	454.2137146	0.086025324	22	83.23	TOWN	ACCEPTED	LOCAL
EDMOND ROAD	EDMOND RD-04	LEHA AVE	HEMLOCK DR	386.2198792	0.073147703	22	88.23	TOWN	ACCEPTED	LOCAL
EDMOND ROAD	EDMOND RD-05	HEMLOCK DR	SNYDER LN	1074.487915	0.203501496	22	86.23	TOWN	ACCEPTED	LOCAL
EDMOND ROAD	EDMOND RD-06	SNYDER LN	OAKVILLE RD	314.566803	0.059577044	22	88.23	TOWN	ACCEPTED	LOCAL
EDMOND ROAD	EDMOND RD-07	OAKVILLE RD	DUDEK RD	876.4660034	0.165997348	22	88.23	TOWN	ACCEPTED	LOCAL
EDMOND ROAD	EDMOND RD-08	DUDEK RD	NOWAKOWSKI RD	3850.207764	0.729205999	22	83.23	TOWN	ACCEPTED	LOCAL
EDMOND ROAD	EDMOND RD-09	NOWAKOWSKI RD	LAROSE RD	737.8589478	0.139746045	22	87.23	TOWN	ACCEPTED	LOCAL
EDMOND ROAD	EDMOND RD-10	LAROSE RD	STATE HWY 201	823.2335815	0.155915452	22	88.23	TOWN	ACCEPTED	LOCAL
EDWARD AVENUE	EDWARD AVE	STATE HWY 201	UNNAMED STREET	1033.182617	0.195678537	26	80.19	TOWN	ACCEPTED	LOCAL
ELAINE STREET	ELAINE ST	MCKENNA AVE	FOGARTY AVE	486.7063293	0.091611049	24	40.24	TOWN	ACCEPTED	LOCAL
ELIZABETH LAINE	ELIZABETH LN	FOGARTY AVE	CUL DE SAC	1009.046326	0.191107256	30	45.24	TOWN	ACCEPTED	LOCAL
ELM STREET	ELM ST	ASHALDN ST	ANNEX ST	855.2051392	0.167652491	58	76.23	TOWN	ACCEPTED	LOCAL



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FAIRVIEW AVENUE	FAIRVIEW AVE-01	QUINEBAUG CAMP RD	COUGHLIN DR.	693.9517212	0.131430246	20	97.24	TOWN	ACCEPTED	LOCAL
FAIRVIEW AVENUE	FAIRVIEW AVE-02	COUGHLIN DR	JOHNSON COVE RD	788.402075	0.149318224	20	97.24	TOWN	ACCEPTED	LOCAL
FAIRVIEW AVENUE	FAIRVIEW AVE-03	JOHNSON COVE RD	ASSMAR AVE	409.3520508	0.077528799	20	87.24	TOWN	ACCEPTED	LOCAL
FAUST STREET	FAUST ST	STATE HWY 201	LENOX AVE	527.492981	0.099903973	30	57.24	TOWN	ACCEPTED	LOCAL
FELIX STREET	FELIX ST-01	MONROE AVE	BLOSSOM LN	278.2316284	0.052695386	28	86.24	TOWN	ACCEPTED	LOCAL
FELIX STREET	FELIX ST-02	BLOSSOM LN	PARKER AVE	260.9634705	0.049424901	28	80.24	TOWN	ACCEPTED	LOCAL
FOGARTY AVENUE	FOGARTY AVE-01	STATE HWY 12	BEVERLY ST	1175.829346	0.222694953	22	45.24	TOWN	ACCEPTED	LOCAL
FOGARTY AVENUE	FOGARTY AVE-02	BEVERLY ST	ELAINE ST	210.5699921	0.039880679	22	58.24	TOWN	ACCEPTED	LOCAL
FOGARTY AVENUE	FOGARTY AVE-03	ELAINE ST	CUL DE SAC	950.0476392	0.179927578	22	38.24	TOWN	ACCEPTED	LOCAL CUL DE SAC/DEAD END
GEER ROAD	GEER RD-01	BISHOP CROSSING RD	HAVEY RD	2961.40332	0.560871854	20	97.23	TOWN	ACCEPTED	LOCAL
GEER ROAD	GEER RD-02	HAVEY RD	HALEY MEADOW RD	972.9708862	0.184274787	20	97.23	TOWN	ACCEPTED	LOCAL
GEER ROAD	GEER RD-03	HALEY MEADOW RD	LILLY POND RD	3303.168457	0.625600098	20	97.23	TOWN	ACCEPTED	LOCAL
GEER ROAD	GEER RD-04	LILLY POND RD	STATE HWY 201	1601.581787	0.303329873	20	93.23	TOWN	ACCEPTED	LOCAL
GEORGE PALMER ROAD	GEORGE PALMER RD-01	STATE HWY 164	DRIVEWAY	1693.250244	0.320691326	19	92.94	TOWN	ACCEPTED	LOCAL
GEORGE PALMER ROAD	GEORGE PALMER RD-0	SPENCER HOLLOW RD	BURTON RD	2421.376221	0.458593973	19	84.94	TOWN	ACCEPTED	LOCAL
GILBERT COURT	GILBERT CT	STATE HWY 138	DEAD END	391.2507935	0.074100527	16	86.94	TOWN	ACCEPTED	LOCAL CUL DE SAC/DEAD END
GILL DRIVE	GILL DR-01	WOODCREST DR	WOOD CREST DR	241.7484741	0.041578569	23	71.24	TOWN	ACCEPTED	LOCAL
GILL DRIVE	GILL DR-02	WOODCREST DR	STATE HWY 12	252.3331329	0.047790025	23	71.24	TOWN	ACCEPTED	LOCAL
GILLIVER ROAD	GILLIVER RD	STATE HWY 201	VOLUNTOWN TOWN LINE	3531.685547	0.668879816	22	85.19	TOWN	ACCEPTED	LOCAL
GOLDSTEIN ROAD	GOLDSTEIN RD	STATE HWY 138	BROWNING RD	1171.04541	0.221788911	22	89.94	TOWN	ACCEPTED	LOCAL
GREEN AVENUE	GREEN AVE-01	STATE HWY AS	MATHEWSON ST	404.2354736	0.076557921	26	55.24	TOWN	ACCEPTED	LOCAL
GREEN AVENUE	GREEN AVE-02	MATHEWSON ST	MECHANIC ST	338.9607544	0.064197114	26	74.24	TOWN	ACCEPTED	LOCAL
GRISWOLD DRIVE	GRISWOLD DR-01	BETHEL RD	LAUREL LN	1455.866089	0.275732205	28	66.21	TOWN	ACCEPTED	LOCAL
GRISWOLD DRIVE	GRISWOLD DR-02	LAUREL LN	CUL DE SAC	1237.685791	0.234410188	28	65.21	TOWN	ACCEPTED	LOCAL CUL DE SAC/DEAD END
HALEY MEADOW ROAD	HALEY MEADOW RD-01	GEER RD	LAURA JANE RD	1169.442791	0.221485359	28	93.23	TOWN	ACCEPTED	LOCAL
HALEY MEADOW ROAD	HALEY MEADOW RD-02	LAURA JANE RD	LILLY POND RD	2246.24292	0.425424794	28	83.23	TOWN	ACCEPTED	LOCAL
HANES LANE	HANES LN-01	DINA LN	JANICE LN	1114.64563	0.213001066	28	32.21	TOWN	ACCEPTED	LOCAL
HANES LANE	HANES LN-02	JANICE LN	CUL DE SAC	749.5550537	0.14196118	58	52.21	TOWN	ACCEPTED	LOCAL CUL DE SAC/DEAD END
HARRY HALL DRIVE	HARRY HALL DR	OLD VOLUNTOWN RD	CUL DE SAC	6350967448	0.120448567	2	41.21	TOWN	ACCEPTED	LOCAL CUL DE SAC/DEAD END
HARRY ROAD	HARRY RD	SPRING RD	DEAD END	426.1916504	0.080718114	21	26.24	TOWN	ACCEPTED	LOCAL CUL DE SAC/DEAD END
HAWKINS STREET	HAWKINS ST	HILL ST	STATE HWY 201	564.1015625	0.106837415	26	98.94	TOWN	ACCEPTED	LOCAL
HEMLOCK DRIVE	HEMLOCK DR	EDMOND RD-05	CUL DE SAC	1165.290405	0.22069894	31	98.94	TOWN	ACCEPTED	LOCAL CUL DE SAC/DEAD END
HENNESSEY COURT	HENNESSEY CT	STONE HILL RD	CUL DE SAC	362.0276794	0.038565851	28	20.31	TOWN	ACCEPTED	LOCAL CUL DE SAC/DEAD END
HENRY ROAD	HENRY RD	SPRING RD	DEAD END	469.4728821	0.088858502	17	55.24	TOWN	ACCEPTED	LOCAL CUL DE SAC/DEAD END
HIGH STREET	HIGH ST	STTE HWY 201	HILL ST	466.1669006	0.088289187	22	40.24	TOWN	ACCEPTED	LOCAL



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HILL STREET	HILL ST-01	ASHLAND ST	HIGH ST	611.6074219	0.115834742	28	98.94	TOWN	ACCEPTED	LOCAL
HILL STREET	HILL ST-02	HIGH ST	WILSON ST	334.2131958	0.063297952	28	98.94	TOWN	ACCEPTED	LOCAL
HILL STREET	HILL ST-03	WILSON ST	HAWKINS ST	387.6398315	0.073416635	28	98.94	TOWN	ACCEPTED	LOCAL
HILL STREET	HILL ST-04	HAWKINS ST	PARK ST	223.8556824	0.041828728	28	98.94	TOWN	ACCEPTED	LOCAL
HILL STREET	HILL ST-05	PARK ST	GEORGE ST	237.5038757	0.044981795	28	98.94	TOWN	ACCEPTED	LOCAL
HILL STREET	HILL ST-06	GEORGE ST	JENNINGS ST	240.552063	0.045559104	28	98.94	TOWN	ACCEPTED	LOCAL
HILL STREET	HILL ST-07	JENNINGS ST	BALFOUR ST	212.8876953	0.04031964	28	98.94	TOWN	ACCEPTED	LOCAL
HILLVIEW HEIGHTS	HILLVIEW HTS	STATE HWY 201	DEAD END	610.112854	0.11551681	18	61.19	TOWN	ACCEPTED	LOCAL CUL DE SAC/DEAD END
HOWE ROAD	HOWE RD	STATE HWY 12	CANTERBURY TOWN LINE	492.3634644	0.093250657	20	95.24	TOWN	ACCEPTED	LOCAL
JANICE LANE	JANICE LN-01	BETHEL RD	HANES LN	598.8497925	0.113418522	28	37.21	TOWN	ACCEPTED	LOCAL
JANICE LANE	JANICE LN-02	HANES LN	DINA LN	1304.302539	0.247083806	28	35.21	TOWN	ACCEPTED	LOCAL
JARVIS ROAD	JARVIS RD	STATE HWY 201	DEAD END	744.203125	0.140947557	16	66.19	TOWN	ACCEPTED	LOCAL CUL DE SAC/DEAD END
JENNIFER LANE	JENNIFER LN-01	MACKIN DR	WALTER DR	620.8178101	0.117579135	26	58.19	TOWN	ACCEPTED	LOCAL
JENNIFER LANE	JENNIFER LN-02	WALTER DR	CUL DE SAC	1089.019165	0.206253619	24	50.19	TOWN	ACCEPTED	LOCAL CUL DE SAC/DEAD END
JUNIPER LANE	JUNIPER LN	BAY MOUNTAIN DR	BAY MOUNTAIN DR	2222.373291	0.120904017	36	50.19	TOWN	ACCEPTED	LOCAL
K OF C DRIVE	K OF C DR	STATE HWY 12	S. MAIN ST	339.5040594	0.064300014	20	93.24	TOWN	ACCEPTED	LOCAL
KELCI CIRCLE	KELCI CIR	KENWOOD ESTATES	CUL DE SAC	197.0947876	0.03732856	28	83.20	TOWN	ACCEPTED	LOCAL CUL DE SAC/DEAD END
KENWOOD ESTATES	KENWOOD EST-01	BETHEL RD	ROOKE POINT RD	1554.848633	0.29478897	28	64.20	TOWN	ACCEPTED	LOCAL
KENWOOD ESTATES	KENWOOD EST-02	ROOKE POINT RD	KELCI CIR	2031.327515	0.384121117	28	60.20	TOWN	ACCEPTED	LOCAL
KENWOOD ESTATES	KENWOOD EST-03	KELCI CIR	BETHEL RD	2929.955078	0.554915744	28	64.20	TOWN	ACCEPTED	LOCAL
KINNIE ROAD	KINNIE RD	STATE HWY 165	VOLUNTOWN TOWN LINE	639.362915	0.121038784	20	25.19	TOWN	ACCEPTED	LOCAL
LAKE ROAD	LAKE RD-01	STATE HWY 201	CHENETTE RD	663.362915	0.125636911	26	30.24	TOWN	ACCEPTED	LOCAL
LAKE ROAD	LAKE RD-02	CHENETT RD	CHENETTE RD	2092.519043	0.396310416	26	4.24	TOWN	ACCEPTED	LOCAL
LATHAM DRIVE	LATHAM DR-01	STATE HWY 138	LEWIS AVE	727.8119507	0.137843176	32	65.20	TOWN	ACCEPTED	LOCAL
LATHAM DRIVE	LATHAM DR-02	LEWIS AVE	MARGARETTA AVE	243.8143005	0.046176952	32	33.20	TOWN	ACCEPTED	LOCAL
LATHAM DRIVE	LATHAM DR-03	MARGARETTA AVE	MARTHA AVE	242.1824646	0.04586789	32	40.20	TOWN	ACCEPTED	LOCAL
LATHAM DRIVE	LATHAM DR-04	MARTHA AVE	SUSAN AVE	233.3346252	0.044192164	32	43.20	TOWN	ACCEPTED	LOCAL
LATHAM DRIVE	LATHAM DR-05	SUSAN AVE	RUTH AVE	234.236618	0.044362995	32	45.20	TOWN	ACCEPTED	LOCAL
LATHAM DRIVE	LATHAM DR-06	RUTH AVE	LORETTA AVE	408.5932322	0.077385093	32	34.20	TOWN	ACCEPTED	LOCAL
LATHAM DRIVE	LATHAM DR-07	LORETTA AVE	ALVINA AVE	266.6821594	0.050507982	32	35.20	TOWN	ACCEPTED	LOCAL
LATHAM DRIVE	LATHAM DR-08	ALVINA AVE	JAMES AVE	338.3909912	0.064089202	32	62.20	TOWN	ACCEPTED	LOCAL
LATHAM DRIVE	LATHAM DR-09	JAMES AVE	LATHAM DR	195.1215668	0.036954843	32	72.20	TOWN	ACCEPTED	LOCAL
LATHAM DRIVE	LATHAM DR-10	LATHAM DR	MIHAILIDES AVE	399.5155029	0.075665813	32	62.20	TOWN	ACCEPTED	LOCAL
LATHAM DRIVE	LATHAM DR-11	MIHAILIDES AVE	MILDRED AVE	444.6483765	0.084213705	32	60.20	TOWN	ACCEPTED	LOCAL
LATHAM DRIVE	LATHAM DR-12	MILDRED AVE	LEE AVE	384.4819641	0.072818551	32	65.20	TOWN	ACCEPTED	LOCAL



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LATHROP ROAD	LATHROP RD	JIM BROWN RD	PLAINFIELD TOWN LINE	660.3265381	0.125061845	23	83.21	TOWN	ACCEPTED	LOCAL
LAURA JANE ROAD	LAURA JANE RD	HALEY MEADOW RD	CUL DE SAC	529.8624268	0.100352731	30	88.23	TOWN	ACCEPTED	LOCAL CUL DE SAC/DEAD END
LAUREL LANE	LAUREL LN	GRISWOLD DR	RILLBROOK RD	863.0185547	0.163450483	28	83.21	TOWN	ACCEPTED	LOCAL
LEHA AVENUE	LEHA AVE-01	EDMOND RD	BONNIE ST	454.8345032	0.086142898	30	75.21	TOWN	ACCEPTED	LOCAL
LEHA AVENUE	LEHA AVE-02	BONNIE ST	LISA AVE	438.0264282	0.08295955	30	72.21	TOWN	ACCEPTED	LOCAL
LEHA AVENUE	LEHA AVE-03	LISA AVE	EDMOND RD	2110.055176	0.399631644	30	67.21	TOWN	ACCEPTED	LOCAL
LENOX AVENUE	LENOX AVE-01	STATE HWY 12	PHILLIPS ST	249.0879211	0.047475742	30	35.24	TOWN	ACCEPTED	LOCAL
LENOX AVENUE	LENOX AVE-02	PHILLIPS ST	FAUST ST	501.6494141	0.095009361	30	50.24	TOWN	ACCEPTED	LOCAL
LESTER ROAD	LESTER RD-01	STATE HWY 201	BREAKNECK HILL RD	1825.811523	0.345794638	22	75.23	TOWN	ACCEPTED	LOCAL
LESTER ROAD	LESTER RD-02	BREAKNECK HILL RD	CHIOU DR	3696.037358	0.700007081	22	74.23	TOWN	ACCEPTED	LOCAL
LESTER ROAD	LESTER RD-03	CHIOU DR	CHIOU DR	1601.437866	0.303302617	22	81.23	TOWN	ACCEPTED	LOCAL
LESTER ROAD	LESTER RD-04	CHIOU DR	STONE HILL RD	2044.83728	0.387279792	22	73.32	TOWN	ACCEPTED	LOCAL
LILY POND ROAD	LILY POND RD-01	STTE HWY 12	BRIDGE	627.5299072	0.118850361	24	93.24	TOWN	ACCEPTED	LOCAL
LILY POND ROAD	LILY POND RD-02	BRIDGE	HALEY MEADOW RD	750.1446533	0.142072854	24	85.23	TOWN	ACCEPTED	LOCAL
LILY POND ROAD	LILY POND RD-03	HALEY MEADOW RD	GEER RD	2941.432373	0.557089783	24	92.23	TOWN	ACCEPTED	LOCAL
LINCOLN SQUARE	LINCOLN SQ	STATE HWY 138	PULSASKI ST	313.6102295	0.059395874	26	77.24	TOWN	ACCEPTED	LOCAL
LISA AVENUE	LISA AVE	LEHA AVE	CUL DE SAC	514.3887695	0.097421916	30	77.21	TOWN	ACCEPTED	LOCAL CUL DE SAC/DEAD END
LYNN DRIVE	LYNN DR	RIXTOWN RD	BAY MOUNTAIN DR	497.9802551	0.09431444	36	83.19	TOWN	ACCEPTED	LOCAL
MAPLE STREET	MAPLE ST	ASHLAND ST	DEAD END	1002.35996	0.189847724	23	86.94	TOWN	ACCEPTED	LOCAL CUL DE SAC/DEAD END
MARY STREET	MARY ST-01	STATE HWY 201	DRIVEWAY	408.9550784	0.077453611	32	92.24	TOWN	ACCEPTED	LOCAL
MARY STREET	MARY ST-02	DRIVEWAY	DEAD END	181.623642	0.034398481	32	97.24	TOWN	ACCEPTED	LOCAL CUL DE SAC/DEAD END
MATHEWSON STREET	MATHEWSON ST-01	SOULE ST	MECHANIC ST	511.4327698	0.096862269	30	57.94	TOWN	ACCEPTED	LOCAL
MATHEWSON STREET	MATHEWSON ST-02	MECHANIC ST	TRACY AVE	197.0687408	0.037323626	30	68.94	TOWN	ACCEPTED	LOCAL
MATHEWSON STREET	MATHEWSON ST-03	TRACY AVE	GREEN AVE	852.2851563	0.161417645	30	51.94	TOWN	ACCEPTED	LOCAL
MATHEWSON STREET	MATHEWSON ST-04	GREEN AVE	ASPINOOK ST	619.2733154	0.117286616	30	82.4	TOWN	ACCEPTED	LOCAL
MCKENNA AVENUE	MCKENNA AVE-01	FOGARTY AVE	BEVERLY ST	825.7352295	0.156386253	22	50.24	TOWN	ACCEPTED	LOCAL
MCKENNA AVENUE	MCKENNA AVE-02	BEVERLY ST	ELAINE ST	223.2348785	0.04227933	22	78.24	TOWN	ACCEPTED	LOCAL
MCKENNA AVENUE	MCKENNA AVE-03	ELAINE ST	PARKER AVE	580.3946533	0.109923228	22	58.24	TOWN	ACCEPTED	LOCAL
MECHANIC STREET	MECHANIC ST-01	MATHEWSON ST	DWYER ST	442.152771	0.083741054	22	91.94	TOWN	ACCEPTED	LOCAL
MECHANIC STREET	MECHANIC ST-02	DWYER ST	GREEN AVE	577.1420288	0.109307197	22	81.94	TOWN	ACCEPTED	LOCAL
MICHAEL AVENUE	MICHAEL AVE	SHELDON RD	SHORE DR	694.2029419	0.131477828	24	32.19	TOWN	ACCEPTED	LOCAL
MOHEGAN DRIVE	MOHEGAN DR-01	STATE HWY 201	PACHAUG RIVER DR	615.9119263	0.116649981	30	58.23	TOWN	ACCEPTED	LOCAL
MOHEGAN DRIVE	MOHEGAN DR-02	PACHAUG RIVER DR	CUL DE SACK	762.3476563	0.14438403	30	42.23	TOWN	ACCEPTED	LOCAL CUL DE SAC/DEAD END
MONROE AVENUE	MONROE AVE-01	STATE HWY 201	RUSSELL ST	434.4252625	0.082277513	26	92.24	TOWN	ACCEPTED	LOCAL
MONROE AVENUE	MONROE AVE-02	RUSSELL ST	DECEMBER DR	425.0653381	0.080504802	26	93.24	TOWN	ACCEPTED	LOCAL



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MONROE AVENUE	MONROE AVE -03	DECEMBER DR	FELIX ST	287.9433286	0.054534721	26	93.24	TOWN	ACCEPTED	LOCAL
MYRTLE ROAD	MYRTLE RD-01	AMY RD	CUL DE SAC	773.9725352	0.146585724	22	26.19	TOWN	ACCEPTED	LOCAL CUL DE SAC/DEAD END
MYRTLE ROAD	MYRTLE RD-02	AMY RD	MCCRACKAN RD	481.2463001	0.091208262	22	39.19	TOWN	ACCEPTED	LOCAL
MYRTLE ROAD	MYRTLE RD-03	MCCRACKAN RD	DEAD END	563.3280029	0.106690908	22	64.19	TOWN	ACCEPTED	LOCAL CUL DE SAC/DEAD END
NORMAN ROAD	NORMAN RD-01	STATE HWY 201	JEROME PKWY	877.8865356	0.166266386	20	42.24	TOWN	ACCEPTED	LOCAL
NORMAN ROAD	NORMAN RD-02	JEROME PKWY	JEROME PKWY	680.7944336	0.138938342	20	29.24	TOWN	ACCEPTED	LOCAL
NORMAN ROAD	NORMAN RD-03	JEROME PKWY	GEER CEMETERY	849.9153442	0.160968811	20	2.24	TOWN	ACCEPTED	LOCAL
NORMAN ROAD	NORMAN RD-04	GEER CEMETERY	I-395	2288.37085	0.433403576	20	2.24	TOWN	ACCEPTED	LOCAL
NORMAN ROAD	NORMAN RD-05	I-395	OAKEVILLE RD	3520.655762	0.666790848	20	86.23	TOWN	ACCEPTED	LOCAL
NORMAN ROAD	NORMAN RD-06	OAKEVILLE RD	EDMOND RD	2238.145264	0.123891145	20	83.23	TOWN	ACCEPTED	LOCAL
OAK STREET	OAK ST	STATE HWY 138	DEAD END	545.4614258	0.103397086	30	7.24	TOWN	ACCEPTED	LOCAL CUL DE SAC/DEAD END
OAKVILLE ROAD	OAKVILLE RD-01	STATE HWY 138	TAYLOR HILL RD	494.2459106	0.093607181	26	75.23	TOWN	ACCEPTED	LOCAL
OAKVILLE ROAD	OAKVILLE RD-02	TAYLOR HILL RD	NORMAN RD	2468.116211	0.437446238	26	56.23	TOWN	ACCEPTED	LOCAL
OAKVILLE ROAD	OAKVILLE RD-03	NORMAN RD	EDMOND RD	1447.282715	0.274103574	26	83.23	TOWN	ACCEPTED	LOCAL
OLD BETHEL ROAD	OLD BETHEL RD	STATE HWY 138	BETHEL RD	1468.25354	0.278078329	28	97.21	TOWN	ACCEPTED	LOCAL
OLD COOK HILL ROAD	OLD COOK HILL RD	COOK HILL RD	DEAD END	415.7481995	0.078740191	20	92.19	TOWN	ACCEPTED	LOCAL CUL DE SAC/DEAD END
OLD SHETUCKET TPKE	OLD SHETUCKET TPKE	RKTOWN RD	STATE HWY 165	702.1965942	0.132611782	22	93.19	TOWN	ACCEPTED	LOCAL
OLD VOLUNTOWN ROAD	OLD VOLUNTOWN RD-01	STATE HWY 165	HARRY HALL DR	1702.179199	0.302038242	20	97.21	TOWN	ACCEPTED	LOCAL
OLD VOLUNTOWN ROAD	OLD VOLUNTOWN RD-02	HARRY HALL DR	COLONEL BROWN RD	932.8743896	0.17668076	20	97.21	TOWN	ACCEPTED	LOCAL
OLD VOLUNTOWN ROAD	OLD VOLUNTOWN RD-03	COLONEL BROWN RD	PRESTON TOWN LINE	1843.434814	0.349135377	20	97.21	TOWN	ACCEPTED	LOCAL
PACHAUG RIVER DRIVE	PACHAUG RIVER DR-01	STATE HWY 12	PEQUOT TRL	2498.186279	0.473141355	30	32.23	TOWN	ACCEPTED	LOCAL
PACHAUG RIVER DRIVE	PACHAUG RIVER DR-02	PEQUOT TRL	MOHEGAN DR	2268.680908	0.429674399	30	35.23	TOWN	ACCEPTED	LOCAL
PALMER AVENUE	PALMER AVE	STATE HWY 12	STATE HWY 201	742.4531372	0.140559304	28	38.23	TOWN	ACCEPTED	LOCAL
PAULINE PLACE	PAULINE PL	ROODE RD	CUL DE SAC	568.163239	0.107606681	58	93.31	TOWN	ACCEPTED	LOCAL CUL DE SAC/DEAD END
PEQUOT TRAIL	PEQUOT TRL	PACHAUG RIVER RD	CUL DE SAC	847.5878596	0.160528001	30	36.23	TOWN	ACCEPTED	LOCAL CUL DE SAC/DEAD END
PHILLIPS STREET	PHILLIPS ST.	STATE HWY 12	LENOX AVE	621.5825195	0.114423966	22	23.24	TOWN	ACCEPTED	LOCAL
PINE ROAD	PINE RD-01	STATE HWY 138	BERGENDAHL DR	1215.043091	0.230121799	22	82.20	TOWN	ACCEPTED	LOCAL
PINE ROAD	PINE RD-02	BERGENDAHL DR	BROWNING RD	2141.773926	0.405639011	22	82.20	TOWN	ACCEPTED	LOCAL
PLEASANT VIEW STREET	PLEASANT VIEW ST-01	STATE HWY 183	ANN ST	1025.592041	0.194240924	26	53.24	TOWN	ACCEPTED	LOCAL
PLEASANT VIEW STREET	PLEASANT VIEW ST-02	ANN ST	PEVNER DR	302.6613025	0.057384718	26	62.24	TOWN	ACCEPTED	LOCAL
PLEASANT VIEW STREET	PLEASANT VIEW ST-03	PEVNER DR	TAYLOR HILL RD	1444.650391	0.273608032	26	45.24	TOWN	ACCEPTED	LOCAL
POPPLE BRIDGE ROAD	POPPLE BRIDGE RD	STATE HWY 201	DEAD END	4021.205811	0.761592022	21	97.19	TOWN	ACCEPTED	LOCAL
POTTS ROAD	POTTS RD	BISHOP CROSSING RD	PLAINFIELD TOWN LINE	874.0286255	0.165535728	20	97.24	TOWN	ACCEPTED	LOCAL
PULASKI STREET	PULASKI ST	STATE HWY 138	LINCOLN SQ	822.2490845	0.155728895	18	44.24	TOWN	ACCEPTED	LOCAL
QUINEBAUG CAMP ROAD	QUINEBAUG CAMP RD-01	STATE HWY 12	FAIRVIEW AVENUE	500.0466309	0.094705803	20	97.24	TOWN	ACCEPTED	LOCAL



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RAILROAD AVENUE	RAILROAD AVE	S. MAIN ST	SOULE ST	742.1003418	0.140549302	20	43.24	TOWN	ACCEPTED	LOCAL
RHEA STREET	RHEA ST	ANTHONY ST	DEAD END	484.2225952	0.091708827	20	97.24	TOWN	ACCEPTED	LOCAL CUL DE SAC/DEAD END
RICHARD AVENUE	RICHARD AVE-01	STATE HWY 201	EDWARD AVE	1237.864746	0.234444083	26	80.19	TOWN	ACCEPTED	LOCAL
RICHARDSON HILL ROAD	RICHARDSON HILL RD-01	RIXTOWN RD	OLD NORWICH RD	2917.496338	0.552556113	20	3.20	TOWN	ACCEPTED	LOCAL
RICHARDSON HILL ROAD	RICHARDSON HILL RD-02	OLD NORWICH RD	BENTON HILL RD	2399.39209	0.454430338	20	6.20	TOWN	ACCEPTED	LOCAL
RICHARDSON HILL ROAD	RICHARDSON HILL RD-03	BENTON HILL RD	BAY MOUNTAIN DR	2957.288818	.0560092557	20	7.20	TOWN	ACCEPTED	LOCAL
RICHARDSON HILL ROAD	RICHARDSON HILL RD-04	BAYMOUNTAIN DR	RIXTOWN RD	477.1970215	0.090378225	20	56.20	TOWN	ACCEPTED	LOCAL
RILL BROOK ROAD	RILL BROOK RD -01	BETHEN RD	LAUREL LN	1294.347534	0.245144577	22	92.21	TOWN	ACCEPTED	LOCAL
RILL BROOK ROAD	RILL BROOK RD-02	LAUREL LN	DEAD END	1728.649536	0.32739574	22	97.21	TOWN	ACCEPTED	LOCAL CUL DE SAC/DEAD END
RIVER STREET	RIVER ST	STATE HWY 201	DEAD END	4773016967	0.090344122	20	55.19	TOWN	ACCEPTED	LOCAL CUL DE SAC/DEAD END
RIVERVIEW AVENUE	RIVERVIEW AVE-01	CAMP RD	RIVERVIEW AVE	256.0713806	0.048498367	20	92.24	TOWN	ACCEPTED	LOCAL
RIVERVIEW AVENUE	RIVERVIEW AVE-02	RIVERVIEW AVE	DEAD END	449.6468201	0.085160382	20	92.24	TOWN	ACCEPTED	LOCAL CUL DE SAC/DEAD END
RIXTOWN ROAD	RIXTOWN RD-01	STATE HWY 165	OLD SHETUCKET TPKE	224.6062317	0.04253906	34	41.20	TOWN	ACCEPTED	LOCAL
RIXTOWN ROAD	RIXTOWN RD-02	OLD SHETUCKET TPKE	RICHARDSON HILL RD	1058.968994	0.200532302	28	51.20	TOWN	ACCEPTED	LOCAL
RIXTOWN ROAD	RIXTOWN RD-03	RICHARDSON HILL RD	LYNN DR	1330.712524	0.252028895	28	44.20	TOWN	ACCEPTED	LOCAL
RIXTOWN ROAD	RIXTOWN RD-04	LYNN DR	SIBICKY RD	1825.167969	0.345675752	28	57.20	TOWN	ACCEPTED	LOCAL
RIXTOWN ROAD	RIXTOWN RD-05	SIBICKY RD	RICHARDSON HILL RD	4226.958984	0.800560408	28	25.20	TOWN	ACCEPTED	LOCAL
RIXTOWN ROAD	RIXTOWN RD-06	RICHARDSON HILL RD	STATE HWY 201	3340.60791	0.632690888	28	18.20	TOWN	ACCEPTED	LOCAL
ROBERT STREET	ROBERT ST	STATE HWY 164	STOTT DR	912.1466105	0.172754419	30	40.20	TOWN	ACCEPTED	LOCAL
ROGER ROAD	ROGER RD	STONE HILL RD	CUL DE SAC	1434.643311	0.271712746	31	97.21	TOWN	ACCEPTED	LOCAL CUL DE SAC/DEAD END
ROODE ROAD	ROODE RD-01	STATE HWY 201	BOW LN	4040.633789	0.765271568	16+	97.44	TOWN	ACCEPTED	LOCAL
ROODE ROAD	ROODE RD-02	BOW LN	STONE HILL ROAD	857.7041016	0.162443956	16	97.44	TOWN	ACCEPTED	LOCAL
ROODE ROAD	ROODE RD-03	STONE HILL ROAD	TYLER TER	1243.17041	0.235448938	16	97.44	TOWN	ACCEPTED	LOCAL
ROODE ROAD	ROODE RD-04	TYLER TER	DRIVEWAY #495	1842.175171	0.348896804	16	97.44	TOWN	ACCEPTED	LOCAL
ROODE ROAD	ROODE RD-05	DRIVEWAY #495	DRIVEWAY #521	662.0723877	0.125392495	16	97.44	TOWN	ACCEPTED	LOCAL
ROODE ROAD	ROODE RD-06	DRIVEWAY #521	ZVINGILAS CT	1795.321777	0.340023073	16	97.44	TOWN	ACCEPTED	LOCAL CUL DE SAC/DEAD END
ROODE ROAD	ROODE RD-07	ZVINGILAS CT	PAULINE PL	218.2608643	0.041337285	16	97.44	TOWN	ACCEPTED	LOCAL
ROODE ROAD	ROODE RD-08	PAULINE PL	I-395	2216.499512	0.419791574	16	97.44	TOWN	ACCEPTED	LOCAL
ROODE ROAD	ROODE RD-09	I-395	BISHOP CROSSING RD	1161.772583	0.220032687	16	97.44	TOWN	ACCEPTED	LOCAL
ROOKE POINT ROAD	ROOKE POINT RD	KENWOOD EST	CUL DE SAC	457.2815857	0.086606363	28	71.20	TOWN	ACCEPTED	LOCAL CUL DE SAC/DEAD END
RESERVIOR HILL ROAD	RESEVOR HILL RD	STONE HILL ROAD	DEAD END	2421.476807	0.458613046	13	16.21	TOWN	ACCEPTED	LOCAL CUL DE SAC/DEAD END
RUSSELL STREET	RUSSELL ST-01	ASH ST	WILLIAM ST	688.8287964	0.130460004	26	97.24	TOWN	ACCEPTED	LOCAL
RUSSELL STREET	RUSSELL ST-02	WILLIAM ST	BEAULIEU AVE	235.8188934	0.044662668	26	97.24	TOWN	ACCEPTED	LOCAL
RUSSELL STREET	RUSSELL ST-03	BEAULIEU AVE	BORDELEAU CT	104.5003433	0.019791432	26	97.24	TOWN	ACCEPTED	LOCAL
RUSSELL STREET	RUSSELL ST-04	BORDELEAU CT	PARKER AVE	134.3153992	0.025438521	26	97.24	TOWN	ACCEPTED	LOCAL



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RUSSELL STREET	RUSSELL ST-05	PARKER AVENUE	BLOSSOM LN	362.7431946	0.049761968	26	93.24	TOWN	ACCEPTED	LOCAL
RUSSELL STREET	RUSSELL ST-06	BLOSSOM LN	MONROE AVE	274.1561279	0.051923511	26	93.34	TOWN	ACCEPTED	LOCAL
RUSZENAS STREET	RUSZENAS ST.	STATE HWY 138	DEAD END	395.1653442	0.074841919	26	84.94	TOWN	ACCEPTED	LOCAL CUL DE SAC/DEAD END
SOUTH MAIN STREET	SOUTH MAIN ST-01	STATE HWY 12	RAILROAD AVE	240.4989319	0.045549041	28	80.94	TOWN	ACCEPTED	LOCAL
SOUTH MAIN STREET	SOUTH MAIN ST-02	RAILROAD AVE	ANTHONY ST	157.4542236	0.029820877	28	98.94	TOWN	ACCEPTED	LOCAL
SOUTH MAIN STREET	SOUTH MAIN ST-03	ANTHONY ST	K OF C DR	519.6535645	0.098419238	28	94.94	TOWN	ACCEPTED	LOCAL
SAINT JOHN ROAD	SAINT JOHN RD	TAYLOR HILL RD	DEAD END	2112.604736	0.100114516	17	2.23	TOWN	ACCEPTED	LOCAL CUL DE SAC/DEAD END
SAM CHIKAN ROAD	SAM CHIKAN RD-01	BETHEL RD	DRIVEWAY #135	3289.223633	0.622959011	16	25.21	TOWN	ACCEPTED	LOCAL
SAM CHIKAN ROAD	SAM CHIKAN RD-02	DRIVEWAY #135	PATRICK RD	2537.963623	0.480674949	16	27.21	TOWN	ACCEPTED	LOCAL
SAM CHIKAN ROAD	SAM CHIKAN RD-03	PATRICK RD	PRESTON TOWN LINE	2837.445313	0.537394966	16	11.21	TOWN	ACCEPTED	LOCAL
SCHOOL STREET	SCHOOL ST	STATE HWY 12	DEAD END	496.1272888	0.0939635	26	86.94	TOWN	ACCEPTED	LOCAL CUL DE SAC/DEAD END
SHELDON ROAD	SHELDON RD-01	STATE HWY 165	SHORE DR	1469.798462	0.276476978	26	87.19	TOWN	ACCEPTED	LOCAL
SHELDON ROAD	SHELDON RD-02	SHORE DR	MICHAEL AVE	241.1365509	0.0456698	26	92.19	TOWN	ACCEPTED	LOCAL
SHELDON ROAD	SHELDON RD-03	MICHAEL AVE	SHELDON CIR	594.9335327	0.112676803	26	92.18	TOWN	ACCEPTED	LOCAL
SHELDON ROAD	SHELDON RD-04	SHELDON CIR	SHELDON CIR	790.5339355	0.149722334	26	97.19	TOWN	ACCEPTED	LOCAL
SHELDON ROAD	SHELDON RD-05	SHELDON CIR	CROSS RD	498.4540405	0.094404173	26	97.19	TOWN	ACCEPTED	LOCAL
SHELDON ROAD	SHELDON RD-06	CROSS RD	CARROLL RD	1147.600708	0.217348624	26	97.19	TOWN	ACCEPTED	LOCAL
SHELDON ROAD	SHELDON RD-07	CARROLL RD	COOK HILL RD	727.4002808	0.137708386	26	97.19	TOWN	ACCEPTED	LOCAL
SHELDON ROAD	SHELDON RD-08	COOK HILL RD	STATE HWY 138	390.3753967	0.073934732	26	97.19	TOWN	ACCEPTED	LOCAL
SHORE DRIVE	SHORE DR-01	SHELDON RD	MICHAEL AVE	872.4036255	0.165227962	24	31.19	TOWN	ACCEPTED	LOCAL
SHORE DRIVE	SHORE DR-921	MICHAEL AVE	DEAD END	376.7998047	0.0713636	24	22.19	TOWN	ACCEPTED	LOCAL CUL DE SAC/DEAD END
SIBICKY ROAD	SIBICKY RD	STT HWY 201	RIXTOWN RD	4026.842285	0.762659536	15	10.19	TOWN	ACCEPTED	LOCAL
SOULE STREET	SOULE ST	STATE HWY 12	MATHEWSON ST	530.989563	0.1005662	24	86.94	TOWN	ACCEPTED	LOCAL
SPENCER HOLLOW ROAD	SPENCER HOLLOW RD	GEORGE PALMER RD	CUL DE SAC	898.8098755	0.170229147	28	98.94	TOWN	ACCEPTED	LOCAL CUL DE SAC/DEAD END
SPRING ROAD	SPRING RD-01	STATE HWY 12	HENRY RD	383.6637268	0.072663582	22	92.24	TOWN	ACCEPTED	LOCAL
SPRING ROAD	SPRING RD-02	HENRY RD	HARRY RD	257.9935913	0.048862422	22	97.24	TOWN	ACCEPTED	LOCAL
SPRING ROAD	SPRING RD-03	HARRY RD	DEAD END	225.2415314	0.04265938	22	97.24	TOWN	ACCEPTED	LOCAL CUL DE SAC/DEAD END
STETSON ROAD	STETSON RD-01	BETHEL RD	DINA LN	702.184021	0.132989369	28	66.21	TOWN	ACCEPTED	LOCAL
STETSON ROAD	STETSON RD-02	DINA LN	DEAD END	742.4313965	0.140612009	28	66.21	TOWN	ACCEPTED	LOCAL CUL DE SAC/DEAD END
STONE HILL ROAD	STONE HILL RD-01	STATE HWY 201	DANIKA WAY	3884.22876	0.7356494	21	89.23	TOWN	ACCEPTED	LOCAL
STONE HILL ROAD	STONE HILL RD-02	DANIKA WAY	UNCAS DR	1049.913574	0.198847275	21	93.23	TOWN	ACCEPTED	LOCAL
STONE HILL ROAD	STONE HILL RD-03	UNCAS DR	ROODE RD	44.8962402	0.076684895	21	97.23	TOWN	ACCEPTED	LOCAL
STONE HILL ROAD	STONE HILL RD-04	ROODE RD	ARROWHEAD DR	374.3895569	0.070907115	21	97.23	TOWN	ACCEPTED	LOCAL
STONE HILL ROAD	STONE HILL RD-05	ARROWHEAD DR	TOTEM LN	615.7006226	0.116609967	21	93.23	TOWN	ACCEPTED	LOCAL
STONE HILL ROAD	STONE HILL RD-06	TOTEM LN	ROGER RD	586.6871338	0.111114992	21	93.23	TOWN	ACCEPTED	LOCAL
STONE HILL ROAD	STONE HILL RD-07	ROGER RD	ARROWHEAD DR	684.9033813	0.129716546	21	93.23	TOWN	ACCEPTED	LOCAL



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STONE HILL ROAD	STONE HILL RD-08	ARROWHEAD DR	LESTER RD	1011.496033	0.191571213	21	93.23	TOWN	ACCEPTED	LOCAL
STONE HILL ROAD	STONE HILL RD-09	LESTER RD	RESERVOIR HILL RD	805.5923462	0.152574309	21	88.23	TOWN	ACCEPTED	LOCAL
STONE HILL ROAD	STONE HILL RD-10	RESERVOIR HILL RD	BREAKNECK HILL RD	5537.976074	1.04885909	21	86.23	TOWN	ACCEPTED	LOCAL
STOTT DRIVE	STOTT DR	WILLIAM DR	ROBERT ST	438.1844177	0.082989471	26	45.20	TOWN	ACCEPTED	LOCAL
TALCOTT AVENUE	TALCOTT AVE	STATE HWY 12	BROWN AVE	959.9473267	0.1818082	30	38.23	TOWN	ACCEPTED	LOCAL
TATRO ROAD	TATRO RD	STONE HILL RD	DEAD END	1557.700806	0.295019084	26	97.23	TOWN	ACCEPTED	LOCAL CUL DE SAC/DEAD END
TAYLOR HILL ROAD	TAYLOR HILL RD-01	STATE HWY 138	OAKVILLE ROAD	567.3239746	0.107447718	24	79.26	TOWN	ACCEPTED	LOCAL
TAYLOR HILL ROAD	TAYLOR HILL RD-02	OAKVILLE RD	I-395	2778.522217	0.526235279	24	65.23	TOWN	ACCEPTED	LOCAL
TAYLOR HILL ROAD	TAYLOR HILL RD-03	I-395	SAINT JOHN RD	1565.94751	0.296580974	26	83.24	TOWN	ACCEPTED	LOCAL
TAYLOR HILL ROAD	TAYLOR HILL RD-04	SAINT JOHN ROAD	DENIS LN	805.6246948	0.152580438	26	72.24	TOWN	ACCEPTED	LOCAL
TAYLOR HILL ROAD	TAYLOR HILL RD-05	DENIS LN	PLEASANT VIEW ST	1262.32019	0.239075794	26	72.24	TOWN	ACCEPTED	LOCAL
TERRY ROAD	TERRY RD	STATE HWY 164	BROWNING RD	3141.626465	0.595004999	20	75.20	TOWN	ACCEPTED	LOCAL
TIFT STREET	TIFT ST	BROWN AVE	STATE HWY 12	994.017334	0.188260857	26	22.24	TOWN	ACCEPTED	LOCAL
TOTEM LANE	TOTEM LN	ARROWHEAD DR	STONE HILL RD	1360.61431	0.257692679	30	98.94	TOWN	ACCEPTED	LOCAL
TRACY AVENUE	TRACY AVE	STATE HWY 12	MATHEWSON ST	46.0585938	0.087700491	22	98.94	TOWN	ACCEPTED	LOCAL
TYLER TERRACE	TYLER TER	ROODE RD	CUL DE SAC	1286.157104	0.239802476	32	97.21	TOWN	ACCEPTED	LOCAL CUL DE SAC/DEAD END
UNCAS DRIVE	UNCAS DR	STONE HILL RD	ROODE RD	1279.269775	0.242285943	30	97.11	TOWN	ACCEPTED	LOCAL
VANDY DRIVE	VANDY DR	BERGENDAHL DR	DEAD END	1266.870576	0.239931922	28	98.94	TOWN	ACCEPTED	LOCAL CUL DE SAC/DEAD END
VICTORIA STREET	VICTORIA ST	WEDGEWOOD DR	CHARLES ST.	491.1387024	0.093018696	24	58.24	TOWN	ACCEPTED	LOCAL
WALTER DRIVE	WALTER DR-01	STATE HWY 201	JENNIFER LN	1468.235962	0.248075003	30	51.19	TOWN	ACCEPTED	LOCAL
WEDGEWOOD DRIVE	WEDGEWOOD DR-01	STATE HWY 138	DEY ST	299.7221375	0.056765556	22	55.24	TOWN	ACCEPTED	LOCAL
WEDGEWOOD DRIVE	WEDGEWOOD DR-02	DEY ST	VICTORIA ST	226.8062439	0.042955728	22	55.24	TOWN	ACCEPTED	LOCAL
WEDGEWOOD DRIVE	WEDGEWOOD DR-03	VICTORIA ST	DEAD END	1042.006348	0.197349678	22	43.24	TOWN	ACCEPTED	LOCAL CUL DE SAC/DEAD END
WILLIAM DRIVE	WILLIAM DR-01	STATE HWY 164	STOTT DR	999.0023804	0.188447424	30	45.20	TOWN	ACCEPTED	LOCAL CUL DE SAC/DEAD END
WILLIAM DRIVE	WILLIAM DR-02	STOTT DR	DEAD END	363.5319519	0.068850749	30	43.20	TOWN	ACCEPTED	LOCAL
WILLIAM STREET	WILLIAM ST	RUSSELL ST	DEAD END	482.8557434	0.091449953	18	22.24	TOWN	ACCEPTED	LOCAL CUL DE SAC/DEAD END
WILSON STREET	WILSON ST-01	STATE HWY 201	HILL ST	509.4426575	0.09648535	26	52.24	TOWN	ACCEPTED	LOCAL
WILSON STREET	WILSON ST-02	HILL ST	DEAD END	528.9840698	0.100186379	26	19.24	TOWN	ACCEPTED	LOCAL CUL DE SAC/DEAD END
WOODCREST DRIVE	WOODCREST DR-01	STATE HWY 12	GILL DR	942.3300171	0.178471598	23	62.24	TOWN	ACCEPTED	LOCAL
WOODCREST DRIVE	WOODCREST DR-02	GILL DR	GILL DR	942.300141	0.178471598	23	62.24	TOWN	ACCEPTED	LOCAL
ZVINGILAS COURT	ZVINGILAS CT	ROODE RD	DEAD END	737.2722778	0.139634898	30	93.21	TOWN	ACCEPTED	LOCAL CUL DE SAC/DEAD END



3.A.3 Traffic and Accidents

2014 Traffic Volumes

The Traffic Log lists the estimated Average Daily Traffic volumes (ADT) for segments of highway where significant traffic volume changes occur. Town lines are shown for reference purposes.

The ADTs shown in this Traffic Log are estimates of the number of vehicles passing through the defined section of highway on an average day in 2014 for both directions of travel combined, except where a ramp serves as the main line of a route or where the highway, or a portion thereof, has been designated as one way.

In addition to the ADT and the length of the highway section to which it applies, the entry "OVLP" appears in the body of this log. The term "OVLP" means, "overlap" and is used to indicate that the ADT volumes will be found on the route being overlapped.

The ADTs shown should not be used for point-specific locations. Information regarding estimated ADTs for specific locations may be obtained by contacting the Traffic Monitoring and Data Analysis Section at (860) 594-2093.

Table 3.A.4 "Average Daily Traffic by Location and Year"

B = Both Directions

N = Northbound

E = Eastbound

S = Southbound

W = Westbound

Missing values for ADT Years are due to the State Bureau of Policy and Planning inconsistent use of locations for the Planning Inventory and Data Traffic Recorder Data for yearly ADT reports.

RTE	DIR	ACF	FROM LOCATION TO	2014 ADT	2011 ADT	2008 ADT
			INTERSTATE I-395			
I-395	B		Exit 22 NB From Griswold Town Line To Exit 22 Route 164	39000	7287	8161
I-395	B		Exit 22 Exit NB To Route 164 To Access From Route 138	25800		
I-395	B		Exit 22 NB Access From Route 138 To Exit 86 To Route 201	31100		
I-395	B		Exit 22 SE Off I-395 Off Ramp		8670	9094
I-395	B		Exit 22 NW of Route 164		6326	
I-395	B		Exit 22 NW of SR 629		5200	
I-395	B		Exit 24 NB Access To Route 201 SB Access From Route 201	28500		
I-395	B		Exit 24 NB Access From Route 201 SB To Route 201	29200		
I-395	B		Exit 24 SB To Route 201 To Griswold – Plainfield Town Line	30000		
SR 629	B		SB Route 138 Voluntown Road	3600		
SR 629	B		SB Route 138 Voluntown Road To 164 Preston Road	6800	5665	
SR 629	B		SB On SR 629 To SR 630 North Bound	8000		
SR 629	S		East of Route 164		7201	7435
SR 630	B		Route 164 Preston Road NB To Route 138 Voluntown Road	7000	7190	7579
SR 630	B		SR 630 East NB On Route 138 To Oakville Road	11900	6186	12819
I-395	B		Exit 22 NB On Ramp From Route 138 (Voluntown Road)	3296	3764	4042
I-395	B		Exit 22 SB Off Ramp To Route 138 (Voluntown Road)	3023	3649	3962
I-395	B		Exit 22 SB On Ramp From Route 164 (Preston Road)	7369	7049	6661
I-395	B		Exit 22 NB Off Ramp To Route 164 (Preston Road)	7440	7528	7245
I-395	B		Exit 22 NB On Ramp From Route 201 (Hopeville Road)	740	776	750
I-395			Route 201 At Exit 86			



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RTE	DIR	ACF	FROM LOCATION TO	2014 ADT	2011 ADT	2008 ADT
I-395	B		Exit 24 NB Off Ramp to Route 201	1394	1361	1331
I-395	B		Exit 24 NB On Ramp From Route 201 (Hopeville Road)	1505	766	750
I-395	B		Exit 24 SB Off Ramp to Route 201	785	887	864
I-395	B		Exit 24 SB On Ramp From Route 201	740	1448	1482
			Route 138			
138	B		NB SR 630 NB to SR 629 South Bound	6800		
138	B		Oakville Road E on Route 138 to Bethel Road	10400	5190	9049
138	B		Bethel Road E on Route 138 to Bitgood Road	9300	10767	10652
138	B		Bitgood Road E on Route 138 to Campbell Road	8100		7806
138	B		Campbell Road E on Route 138 to Route 201 Glasgo Road	7300		7248
138	B		Route 201 Glasgo Road E to Griswold-Voluntown Town Line	6400		6193
138	B		SE Of Oakville Road on Route 138 (Voluntown Road)		5190	11696
138	B		SE Of Route 12 on Route 138 (Slater Avenue)		14696	6875
			Route 12			
12	B		Town of Lisbon at Griswold Town Line	10791	10775	11471
12	B		Lisbon-Griswold Town Line NB to Route 164 Preston Road	4700		
12	B		Lisbon-Griswold Town Line N to JCT Route 138 Slater Avenue	10200	11490	11706
12	B		JCT Route 138 Slater Avenue N to Route 201 East Main Street	10900		
12	B		Route 201 East Main Street N to Green Avenue	6900	7225	7720
12	B		Green Avenue N to Brown Avenue	5700	5975	5961
12	B		Brown Avenue N to McKenna Avenue	5200	5383	5339
12	B		McKenna Avenue WB to N Lilly Pond Road	4700	4870	4837
12	B		Lily Pond Road to N Griswold-Canterbury Town Line	4600	4211	4280
12	B		Griswold-Canterbury Town Line to N Butts Bridge Road	4600		
			Route 164			
164	B		North of I-395 NB off Exit 85 Ramp			8161
164	B		NB Preston – Griswold Town Line to Burton Road	8300		
164	B		North of SR 629		3815	4804
164	B		N Burton Road to Brewster Road	9100	9622	
164	B		N Brewster Road to SR 630 North Bound	10000		
164	B		SB Route 164 Preston Road To SR 629	5300		
164	B		South of SR 630		10536	10820
164	B		South of Brewster Road		9622	10282
164			Route 164 at Preston Town Line		8756	9418
			Route 201			
201	B		SE of Richard Avenue		1899	2069
201	B		NW of Chinigo Road		2103	2082
201	B		West of I-395 off Exit 24 Ramp		3197	2915
201	B		NE of Brown Avenue		2578	2768
201	B		SE of Stone Hill Road		1259	1043
201	B		East of Route I-395 off Exit 24 Ramp		3348	3033
201	B		NE of Route 12		3304	3182
201	B		West of Route I-395 SB off Exit 24 Ramp		2999	2673
201	B		North of Route 165		1174	1009
201	B		South of Route 165		1363	1274
201	B		NW of Route 138		1635	1354



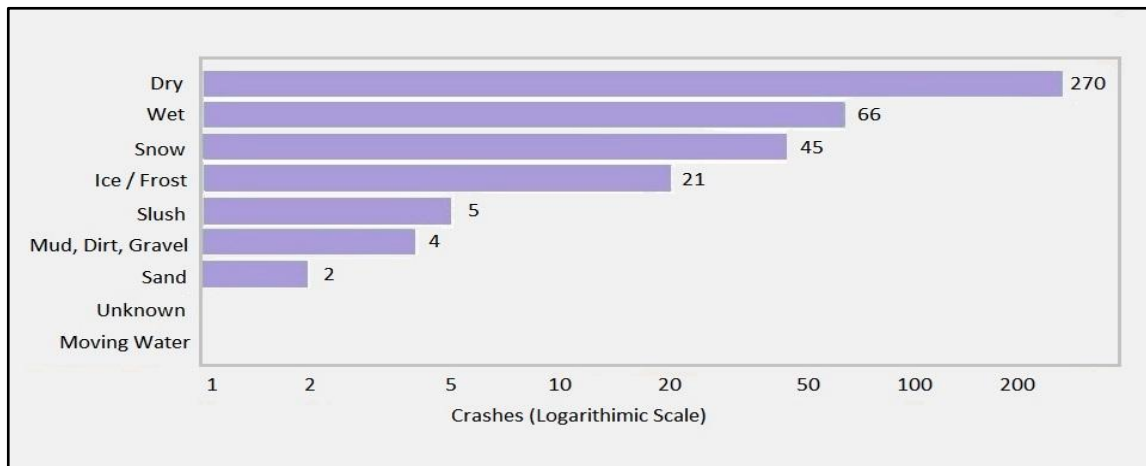
RTE	DIR	ACF	FROM LOCATION TO	2014 ADT	2011 ADT	2008 ADT
Route 165						
165	B		E Preston-Griswold Town Line	2400		
165	B		E Preston-Griswold Town Line to Bethel Road	2400		
165	B		E Bethel Road to Rixtown Road	2700		
165	B		E Rixtown Road to Route 201 Glasgo Road	2200		
165	B		E Route 201 Glasgo Road to Griswold-Voluntown Town Line	2600		
165	B		West of Route 201		2289	2111
165	W		East of Route 201		1302	1295
165	E		East of Route 201		1232	1267
164	B	0.99	East of Bethel Road			2637
165	W		East of Bethel Road		1556	
165	E		East of Bethel Road		1229	
165	B	0.99	At Voluntown Town Line			
165	S		At Voluntown Town Line		1401	
165	N		At Voluntown Town Line		1348	

**Table 3.A.5 “Fatal Car Accidents and Road Traffic Accident Statistics
for Griswold and Jewett City from 2015 to 4/28/17”**

Crash Severity	Number of Crashes	Percent of Total Crashes
Fatal Injury	2	0.48%
Suspected Minor Injury	54	13.03%
Possible Injury	46	11.08%
No Apparent Injuries	311	74.94%
Grand Total	415	100%

UCONN Connecticut Crash Data Repository

Figure 3.A.1 “Traffic Accident Surface Conditions from 2015 to April 28, 2017”



UCONN Connecticut Crash Data Repository



3.A.4 Mass Transit

The Southeast Area Transit District (SEAT), the regional transit system was created in January 1975, under the provisions of Chapter 103A of the Connecticut General Statutes. Presently, ten member towns participate in SEAT. In addition to Griswold, they include East Lyme, Groton, Ledyard, Lisbon, Montville, New London, Norwich, Stonington and Waterford.

SEAT began operating regional bus transit in May 1980. Prior to that, public transit in Southeastern CT was limited to one bus each, operating in Norwich and New London. Griswold did not officially vote to join SEAT until July 1, 1981. Service between Norwich and Jewett City began on August 17, 1981. SEAT's facility and much of the equipment and rolling stock is owned by the State of Connecticut Department of Transportation. Going forward, SEAT's rolling stock and equipment will be titled to the District. SEAT's capital program is funded with 80% Federal Transit dollars and 20% State of Connecticut dollars, and requires no contribution for the member towns. The State has an annual contract with SEAT to operate the service. Under the terms of the contract, the ten participating towns in SEAT are required to underwrite a portion of the annual operating costs in the event the District, as a whole, fails to generate enough revenue from fares to cover the operating deficit after State grant funds are applied.

In order to participate in this contractual agreement, SEAT must anticipate what its financial shortfall is likely to be for the upcoming fiscal year. Historically, this shortfall is around 8% of SEAT's operating budget. Subsequently, the ten member towns are then each billed a proportionate share to the annual number of service hours and service miles to be provided in the next fiscal year; the number of passenger boardings generated in each member town for the prior fiscal year; and the population density for each member town. Under this arrangement, Griswold has no obligation to generate any actual amount of revenue for the District during the year. This arrangement allows the small towns in SEAT, such as Griswold, to remain part of a regional transit system despite generating proportionately less ridership than the larger towns.

Service to Griswold presently consists of Route/Run 8 which circulates in Jewett City/Lisbon Crossing/Lisbon Landing. This line connects to SEAT Route/Run 9 (funded by Norwich and Lisbon) at Lisbon Landing to enable free transfers to Norwich via Route/Run 9. Once in Norwich, customers can access the entire SEAT system via free transfers at the Norwich Intermodal Transportation Center. The Route/Run 8 and Route/Run 9 service operates on Monday-Saturday between 6:30 AM and 9:30 PM with a 60 minute frequency. There is no Sunday service. In addition, under Federal law, SEAT provides through the Americans with Disabilities Act, door-to-door demand responsive service (matching the fixed route service coverage) for citizens, who because of a certified disability, are unable to access the fixed-route service.

Under a recently approved service plan, SEAT intends to modify its entire service (Service Plan B), and the current Route/Runs 8 and 9 would be replaced by a combined new route, 613, operating every 60 minutes, Monday – Saturday, between 6:30 AM and 9:30 PM. This new route would eliminate the need for transfers at Lisbon Landing by providing through-routing between Norwich and Jewett City. However, State funding reductions for transit districts may affect SEAT's ability to provide this level of service in FY18 and beyond.

Service to Griswold presently consists of Jewett City/Lisbon Landing/ Lisbon Crossing that operates between Norwich and Jewett City. The first trip arrives at Wal-Mart in Lisbon Landing at 6:25 a.m. and has stops at the Senior Center, McCluggage Manor, Rite Aid, Indian Ridge, Ocean State Job Lot, Better Value, Lisbon Crossing and Lisbon Landing at 9:25 pm. returning to Norwich.

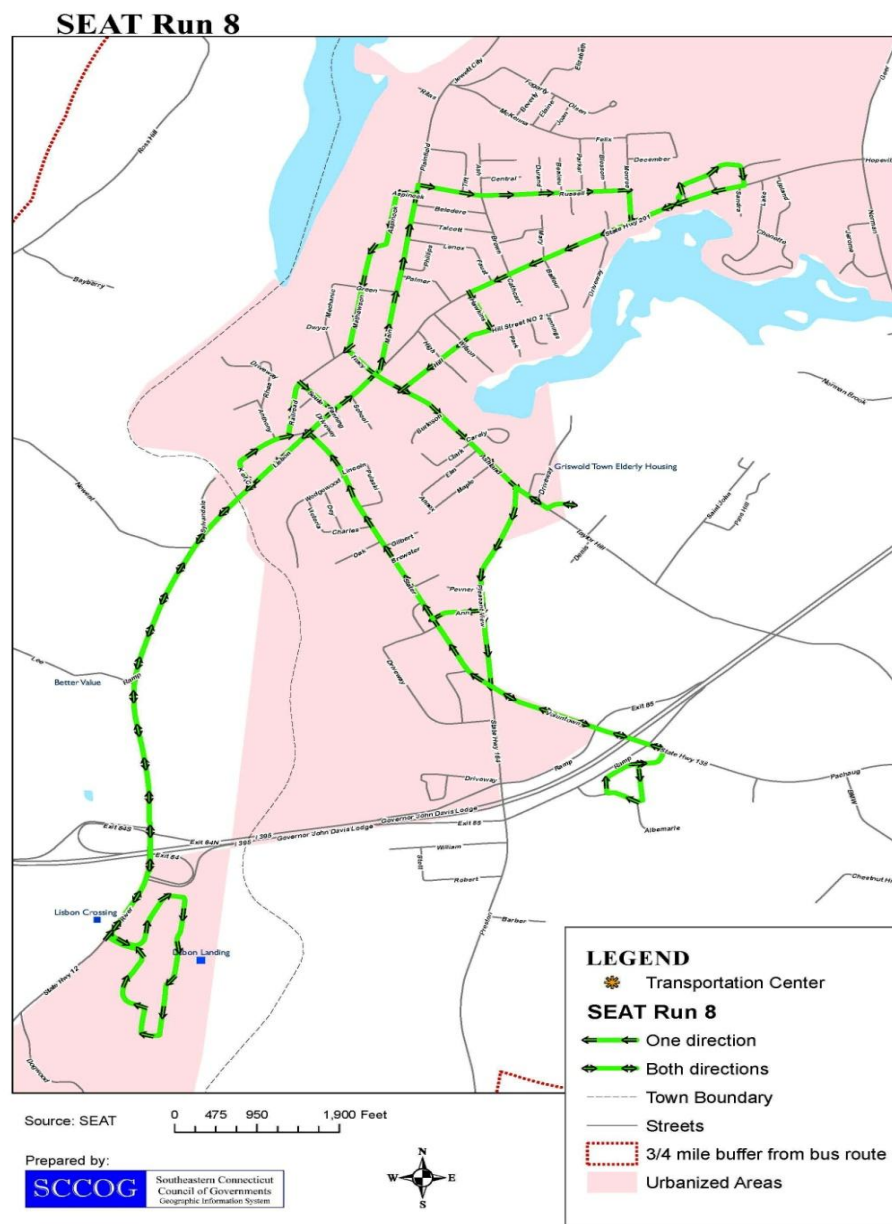


The bus runs every hour, five days per week. Saturday service has limited trips during the day. There is no Sunday service. This schedule provides 15 trips daily entering/leaving Jewett City.

From downtown Norwich, patrons may transfer to any of the other local buses serving Norwich, New London, Groton and the Casinos. Patrons may also use transfers to a bus that connect with bus routes to complete a ONE-WAY trip. Transfers can be made anywhere in the system.

Further information regarding the usage of the SEAT Transit system, timing of pick-ups and drop offs, and current fares are available at the following web address: <http://www.seatbus.com/>

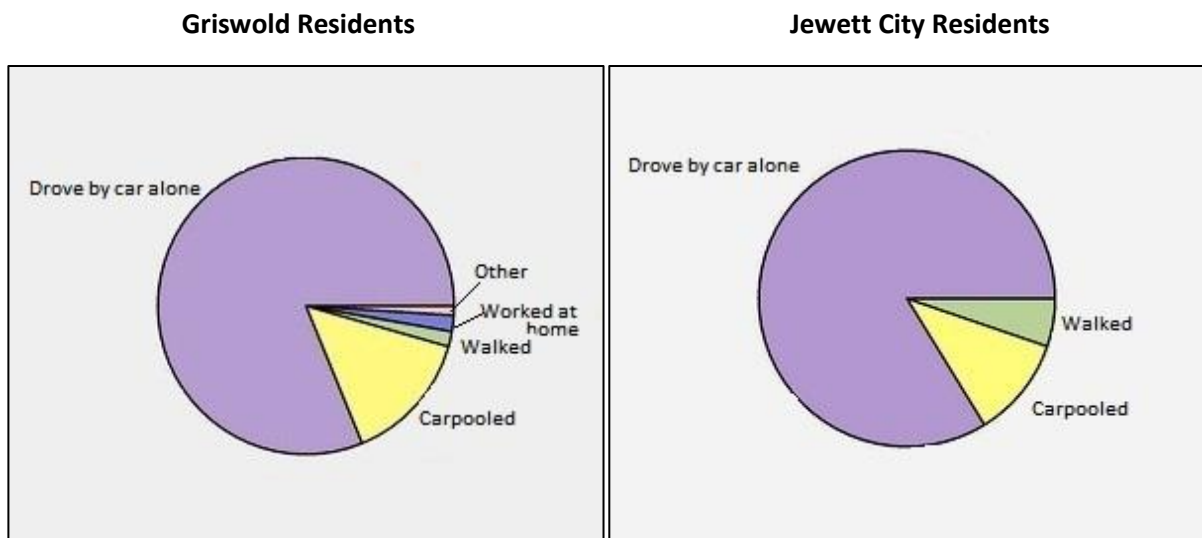
Figure 3.A.2 “S.E.A.T. Service Area and Transfer Locations – Run 8”





While Jewett City residents and some of Griswold residents do benefit from using the SEAT public transportation services to go to work, some workers utilize the State of Connecticut van pooling and car pooling service to travel to their jobs, the majority of workers in both communities use their personal cars to travel to work.

Figure 3.A.3 “Modes of Transportation to Work Used By Residents of Griswold and Jewett City”



City-Data.com

The majority of residents of Griswold and Jewett City drive to work alone. Figure 3.A.3 for Griswold shows that carpooling is the next most used mode of transportation followed by walking, working from home and other. Table 3.A.6 shows that of the 5,723 workers in Griswold, 5,005 workers drive by car, truck or van, drive to work alone.

Table 3.A.6 ‘Griswold Commuting To Work’

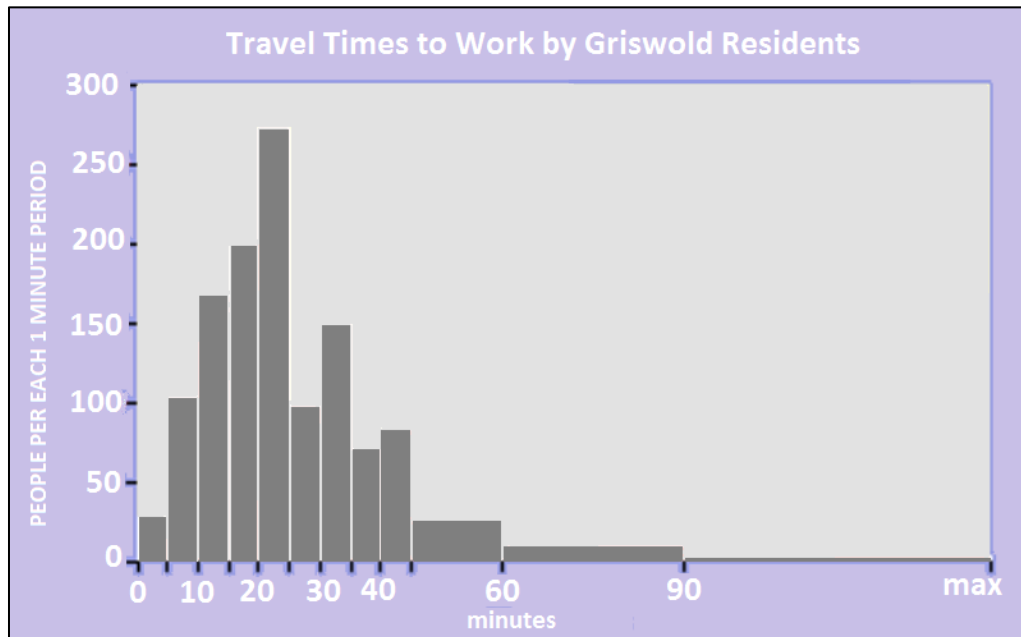
Griswold Residents Commuting To Work				
Workers 16 years and over	5,726	+/-385	5,726	
Car, truck, or van -- drove alone	5,005	+/-435	87.4%	+/-4.0
Car, truck, or van -- carpooled	525	+/-203	9.2%	+/-3.6
Public transportation (excluding taxicab)	0	+/-19	0.0%	+/-0.6
Walked	62	+/-57	1.1%	+/-1.0
Other means	47	+/-73	0.8%	+/-1.3
Worked at home	87	+/-69	1.5%	+/-1.2
Mean travel time to work (minutes)	24.8	+/-1.6		

City-Data.com



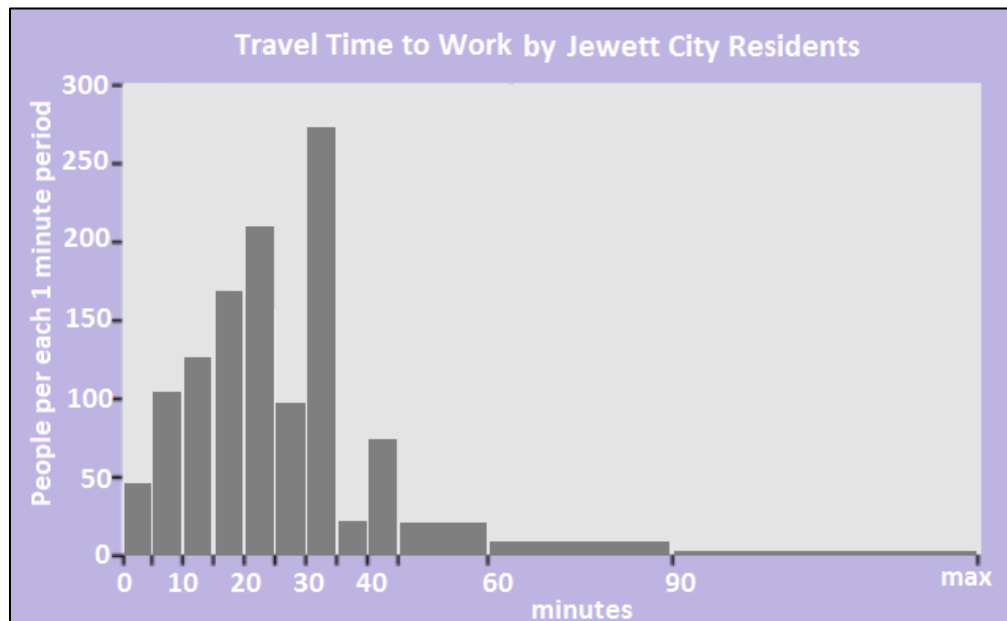
Residents of Griswold and Jewett City have similar travel time commuting to work and Figures 3.A.4 and 3.A.5 show that approximately half of the residents travel 30 minutes or less to their jobs. However, Griswold and Jewett City combined, nearly half of commuters travel to work 30 minutes or more to their jobs.

Figure 3.A.4 “Travel Times To Work By Residents of Griswold”



City-Data.com

Figure 3.A.5 “Travel Time To Work By Residents of Jewett City”



City-Data.com



Table 3.A.7 below shows the numbers of workers over the age of 16 living in Jewett City who use various transportation modes to go to work. Of the 1,519 workers, the majority of workers, 1,232 workers drive a car, truck or van, drove to work alone.

Table 3.A.7 “Jewett City Commuting To Work”

Jewett City Residents Commuting To Work				
Workers 16 years and over	1,519	+/-246	1,519	(X)
Car, truck, or van -- drove alone	1,232	+/-229	81.1%	+/-8.9
Car, truck, or van -- carpooled	262	+/-143	17.2%	+/-8.9
Public transportation (excluding taxicab)	0	+/-12	0.0%	+/-2.1
Walked	25	+/-43	1.6%	+/-2.7
Other means	0	+/-12	0.0%	+/-2.1
Worked at home	0	+/-12	0.0%	+/-2.1
Mean travel time to work (minutes)	25.4	+/-3.5	(X)	(X)

City-Data.com

3.A.5 Pedestrian Access

Due to the rural nature of the Town of Griswold, the presence of infrastructure dedicated to pedestrian access is generally limited to the Borough of Jewett City and the immediately surrounding areas of the Town of Griswold. The Board of Selectmen provides for improvement of the condition of existing sidewalks and provides for the construction of sidewalks in places where pedestrian traffic is prevalent.

3.A.6 Other Transportation Modes

Rail transportation facilities are available on a limited basis in Griswold. A north to south rail line owned and operated by the Providence and Worcester Railroad runs along the western edge of Griswold and totals about three miles in length. Only freight services are available. Use of the railroad at other sites both within and outside of the Borough should be explored.

Air transportation is available approximately 50 miles from Griswold at Bradley International Airport located in Windsor Locks, Connecticut (Hartford); approximately 40 miles away is T.F. Green International Airport in Warwick, Rhode Island (Providence). There are smaller airports that service smaller private planes at Groton/New London Airport, Windham Airport and Danielson Airport.



3.B HOUSING

3.B.1 Housing Characteristics

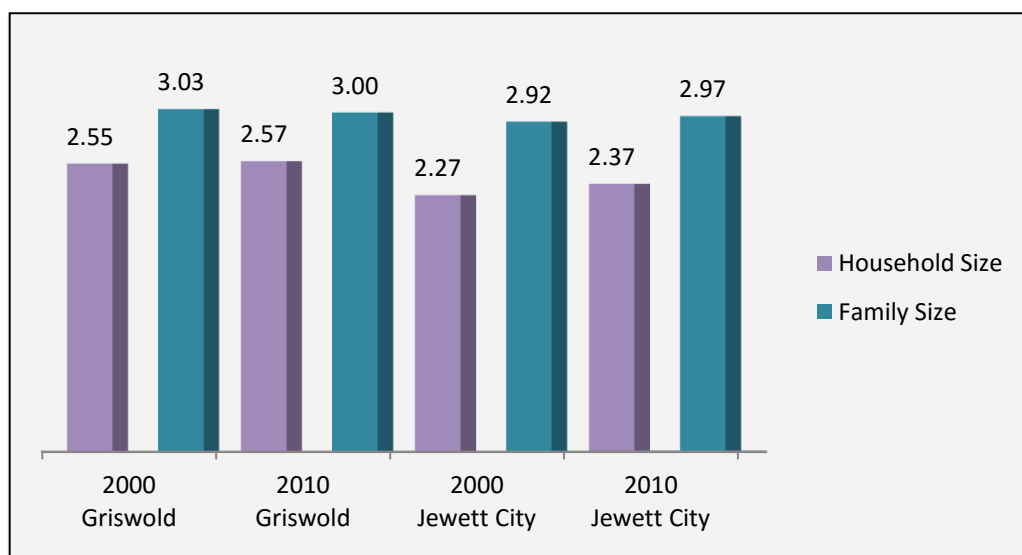
Between 2000 and 2010, occupied housing units in Griswold increased by 452 units or 10.77% but from 2010 to 2015, the occupied housing units dropped from 4646 in 2010 to 4,487 occupied housing units in 2015 or 3.42% decrease.

In 2010, the Jewett City occupied housing units was 1466 which was a 9.64% increase for 1337 occupied units of 129 occupied units in 2000. But in 2015 there were 1362 occupied units which was a decrease of 104 occupied units from the 1466 occupied units of 2010. This is a decrease of 7%.



The average household size in Griswold actually increased from 2.55 persons in 2000 to 2.57 persons in 2010. Jewett City also saw an increase from 2.27 personas in 2000 to 2.37 in 2010. Family Size increased in Jewett City slightly from 2.92 persons to 2.97 persons in 2010. Griswold's family size decreased slightly from 3.03 persons in 2000 to 3.00 persons in 2010.

Figure 3.B.1. "Average Household Size in Griswold and Jewett City– 2010"



Data source: U.S. Census Bureau

According to the 2000 U.S. Census, 65.2% of the total housing units in Griswold were detached single-family structures; 1.5% of the housing units were attached single-family structures (condominiums); 28.3% housing units were located in multi-family structures; and approximately 5% of housing structures were mobile homes. In the 2010 U.S. Census, 63.2% of the total housing units were detached single family structures; 1.9 % of the housing units were attached single-family structures (condominiums); 28% housing units were located in multi-family structures and approximately 6.9 percent were mobile homes.



Based on the American Community Survey of the U.S. Census Bureau, in 2015 the total housing units for detached single family structures in Griswold was 66.6% of which 3.1% were mobile homes; 3.9 percent of the housing units were attached single family structures; 26.8% were located in multi-family structures.

While in the Borough of Jewett City, according to the 2000 U. S. Census, 24% of the total housing units were detached single family structures; 3 % of the housing units were attached single family structures (condominiums); 71% were multi-family structures and less than 1% were mobile homes. Based on the American community Survey of the U.S. Census Bureau, in 2015 the total housing units for detached single family structures in Jewett City was 30.19% of which there were no mobile homes; 12.5% of the housing units were attached single family structures (condominiums); 56.8.8% were located in multi-family structures

Due to the desirability of the suburban and rural qualities of Griswold, the limited availability of water and sewer service and Griswold's existing Zoning Regulations, it is likely that detached single-family structures will continue to represent a larger proportion of Griswold's total housing units as time progresses. Because of the limits of the Borough to approximately one square mile and its' housing density, Jewett City falls within medium and high density for residential qualities where there are few larger parcels for residential development.

Table 3.B.1 and Figure 3.B.2 represent the change in the total number of housing units in Griswold and the six surrounding Municipalities:

Table 3.B.1 "Comparative Changes in Total Housing Units 2000-2014"

Town	2000	2010	2011	2012	2013	2014	Change 2000-2014	Change 2010-2014	Change 2011-2014	Change 2012-2014	Change 2013-2014
Griswold	3530	5118	5451	5221	5154	4959	40.48%	-3.10%	-9.01%	5.02%	-3.78%
Jewett City	1464	1824	1695	1650	1753	1549	5.80%	15.07%	8.61%	-6.12%	11.63%
Plainfield	5376	6229	6345	6336	6464	6460	6.12%	3.70%	1.81%	1.95%	-0.06%
North Stonington	2052	2306	2379	2329	2259	2256	24.56%	10.84%	7.44%	9.74%	13.14%
Preston	1901	2019	1961	1943	1952	2086	9.73%	3.31%	6.37%	7.35%	6.86%
Canterbury	1762	2043	2071	2188	2087	2031	15.26%	-0.58%	-1.93%	-7.17%	2.68%
Lisbon	1563	1730	1856	1753	1702	1757	12.41%	1.56%	5.33%	0.22%	3.23%
Voluntown	1091	1127	1166	1140	1115	1123	2.93%	-0.35%	-3.68%	-1.49%	0.71%

Data source: U.S. Census Bureau

The total housing units in Griswold is 5, 474; approximately 573 units or 10 % were vacant as of the 2010 Census. Of the remaining 4,901 occupied units, 73.7% are owner-occupied; and approximately 1,287 occupied unit or 26.3% are renter-occupied. In the American Community Survey of the U.S. Census Bureau taken in 2015, the total housing units in Griswold was 4,936 with 449 vacant units or roughly 9 percent vacancy. Of the 4,487 occupied units, 3,165 are single family detached units with 3,110 being owner occupied representing 98 percent; and 1,377 units are renter occupied or approximately 43% of rented units.

The Borough of Jewett City had 1,824 total housing units as of the 2010 Census. Of these units, 1,559 units or 85.5% were occupied and only 265 units or 14% were vacant during this time period. Jewett City had 687 units representing 44.1% owner-occupied housing units. The Borough's renter-occupied units were 872 units or 55.9%. In the American Community Survey of the U.S. Census Bureau taken in



2015, the total housing units in Jewett City was 1,581 with 219 vacant units or roughly 14 percent vacancy. Of the 1,362 occupied units, 489 are single family detached units with 559 being owner occupied representing 87 percent; and 803 units are renter occupied or approximately 59% of rented units.

3.B.2. Housing Cost and Affordability

In 2010, U.S. Census data indicated that the median value of an owner-occupied housing unit in Griswold was \$237,600 which represents a 93.48% increase from the 2000 U.S. Census figure of \$122,800, representing an \$111,500 dollar increase. Jewett City also saw an increase of 44.17% in median value from \$129,700 in 2000 to \$187,000 in 2010.

In the American Community Survey taken in 2015, in Jewett City, the median value was \$157,700 which is a 15.6% decrease in median value for \$187,000 in 2010. In the same 2015 survey, Griswold also saw a decrease in median value of \$237,600 to \$206,100 which is 13 %.

As of the 2010 Census, the median value of an owner-occupied unit in Griswold and all other surrounding Towns with the exception of North Stonington remains well below the New London County median value of \$142,200. Table 3.B.2 displays median values for owner-occupied units for Griswold and surrounding towns and includes the latest American Survey of the U.S. Census Bureau completed in 2015:

Table 3.B.2 “Comparative Median Value of Owner-Occupied Housing Units 2000 - 2015”

TOWN	2000	2010	2015	% Change 2000 - 2010	% Change 2010 - 2015
Griswold	\$122,800	237,600	206,100	93.48%	-13.0%
Jewett City	\$129,700	187,000	157,700	44.17%	-15.6%
Canterbury	\$106,900	259,800	234,200	75.69%	-9.8%
Plainfield	\$124,200	211,700	171,600	70.45%	-18.9%
Voluntown	\$133,500	279,400	229,00	109.28%	17.8%
Preston	\$139,300	295,800	244,400	112.34%	-24.0%
North Stonington	\$151,400	289,800	292,800	91.41%	1.0%
New London County	142,200	268,900	224,00	89.09%	-16.7%

Data source: U.S. Census Bureau

Table 3.B.2 reveals that as of the 2000 Census, North Stonington had the highest median value of the surrounding towns, and that Canterbury, Preston, Lisbon and Voluntown had higher median owner-occupied housing unit values than Griswold and Jewett City. Plainfield represents the only neighboring municipality having a lower median value. The 2010 census showed that median values of the entire surrounding towns saw an increase in median values. A review of the 2000 Census value data for all owner-occupied housing units indicates that only 210 of the 2,965 owner-occupied units, or approximately 7%, were valued at more than \$200,000.

The table above shows that the median value of all the neighboring municipalities increased in 2010 U.S. Census. Preston and Voluntown saw the largest increases of 109% and 112% bringing the median value in line with median value of New London County. Even though the median value increase by 93.48 % for Griswold and Plainfield increase by more than 75%, those values still remain below the New London County median value. The median value of homes in Jewett City rose by more than 44 percent during this same time period.



In the American Community Survey taken in 2015, the median values of all of the surrounding towns, except for North Stonington, showed a decrease in median values for owner occupied homes from 2010 to 2015. Griswold and Jewett City, as well as Plainfield, are below the New London County median value of \$224,000.

3.B.3 Subsidized Housing



The Griswold Housing Authority operates 60 units of elderly housing in two income-restricted, subsidized developments. The Griswold Housing Authority is established under Section 8-40 of the Connecticut General Statutes. The development of Ashland Manor and the William A. McCluggage Memorial Manor projects were funded by the Connecticut Department of Housing.

Ashland Manor was the first elderly housing to be developed in the Borough of Jewett City and consists of 30 living units for elderly aged 65 and older and totally disabled younger residents. Over the last few years, upgrades have been performed to increase the efficiency apartments to one-bedroom units and the installation of air conditioning units.

McCluggage Manor was the second housing facility. It too has 30 one-bedroom units that were developed for elderly aged 65 and older and totally disabled younger residents. This facility is also in the process of being upgraded and expanded to include some two-bedroom units for a live-in caregiver.



The Griswold Housing Authority has obtained Small Cities Block Grants to update and expand twelve of the current housing units at McCluggage Manor to include a second bedroom for a live-in caregiver. Grants were also obtained for Ashland Manor to convert eight efficiency units into one bedroom units and to create additional parking and emergency access. Plans are in place to build 3,452 square foot building consisting of three levels and 25 units at McCluggage Manor. This proposed development was presented under Connecticut's Government-Subsidized Affordable Multifamily Housing (CGS 8-30g).



Ledgewood Apartments is a privately owned by S. K Properties. It is a two-story subsidized housing facility on Pleasant View within the Borough of Jewett City. Ledgewood Apartments are for elderly and totally disabled younger residents who pay 30 percent of their adjusted gross income for monthly rental. There are 27 650 square foot, one-bedroom units. This facility is equipped with an elevator, on-site laundry and a community room.



Income-Restricted Affordable Housing

Under Connecticut's Government-Subsidized Affordable Multifamily Housing (CGS 8-30g), developers are provided a mechanism by which to building mixed-income housing to bypass local zoning restrictions (in some cases) in towns where less than 10 percent of housing qualifies as to households earning 80% or less of the area median income though assistance from Government subsidies, financing programs, or other deed restrictions.

Table 3.B.3 "Affordable Housing Units in Griswold and Jewett City – 2016"

From the CT Department of Housing			Housing Program in Use			
	Number of Affordable Units	Percent of Total Housing to Meet Affordability Criteria	Government Assisted	Tenant Assistance	CHFA/USDA Mortgages	Deed Restrictions
Griswold	380	7.42%	148	58	174	0
Jewett City	77	1.0%	13	57	19	0

The Griswold Housing Authority is proposing to develop a 25 unit two-story complex under the Affordable Multi-Family House Law SCG 8-30G. The main entry level of the new building will have 10 one bedroom units with a community room and a small kitchen with table and chair storage and two lavatories. There is a trash chute and janitor closet, a telephone, electrical and internet room. The second level, accessed by an elevator and a stair wells, has 10 one-bedroom apartments. There is a janitor closet, and a telephone, electrical and internet room. There is a trash chute for residents' convenience.

The lower level is a walk out basement that will have five, one-bedroom apartments with access to the elevator and stairwell. There is tenant parking for the lower level. The lower level will have a trash room, a laundry room and tenant storage. There is a large maintenance room with a lavatory as well as a mechanical room with a service sink.





In the 2000 U. S. Census, there were 332 persons in Jewett City who were age 65 and over which was 12.8%. Based on this figure in 2010, there was a .18% increase in persons age 65 and over to 393 persons. According to the U.S. Census American Fact Finder Survey done in 2015, there were 337 people age 65 and over or 9.7% of Jewett City's population.

Based on the 2000 U.S. Census, there were 1222 persons who were age 65 and over which was 11.3% of Griswold's population. In the 2010 U. S. Census, however, there were 1,577 elderly persons over the age of 65 years which represents 13.4 %. According to the U.S. Census American Fact Finder Survey done in 2015, there were 1,383 people age 65 and over or 11.6 % of Griswold's population. The decreases in population of Griswold and Jewett City can be attributed to many factors; one of which is relocation to other towns in Connecticut or regions of the country.

LaFlamme-Kusek American Legion Housing

The LaFlamme-Kusek American Legion Post sponsored American Legion Veterans Housing Inc Project (TALVI) has restored its existing building in Jewett City into 18 permanent supportive housing units to create a Pilot Project for a regional facility for homeless Veterans in Eastern Connecticut.





American Legion Veterans Housing Supportive Services

A team of case managers offer a wide range on on-site services that are designed to help residents meet the challenges of daily living including:

- Daily life skills training.
- Vocational support, job training and employment
- Money management; crisis intervention
- Relapse prevention educational services

Additional services for Veterans are available through the VA Connecticut New London Community Based Outpatient Clinic and the West Haven VA. Services will be offered to all tenants. Offices for case management staff are also located on site.

3.C PUBLIC SERVICES AND FACILITIES

Public Services and Facilities are supported by tax dollars and function primarily to serve the citizens of Griswold and Jewett City. As a community grows, its facility and service needs grow and change accordingly. The following subsections briefly summarize Griswold's present public facilities, utilities and services and, where appropriate, recommend changes or improvements that may be needed over the next ten years.

Information and opinions contained in the following subsections were provided by those local officials responsible for the oversight of specified public services and facilities. It is primarily based on correspondence and conversations between the Commission and numerous local officials. Contributing local officials include Griswold Town Planner; Superintendent of Roads; Griswold Fire Marshal, Fire Chief; Superintendent of Griswold Public Schools; Griswold Youth Services Director; Director of the Griswold Senior Center, and the Executive Director of the Griswold Housing Authority.

3.C.1 Public Administration Facilities



Griswold Town Hall

In 2000, the Town has relocated its Municipal Offices from the former Town Hall/Riverside Grammar School at 32 School Street which was destroyed by fire in 2003, to its current location at 28 Main Street. The building was retrofitted to function as a Town Hall, and is now an efficient, fully-accessible facility that contains all municipal administrative offices for the Town and Borough of Jewett City. As an added benefit, the Town Hall is now located within a complex that serves to centralize several public services and facilities in one area.

This complex consists of the Town Hall, Slater Library, and the Griswold Senior Center. The Board of Selectmen anticipate that only maintenance and some minor cosmetic improvements will be necessary to maintain the high level of functionality that the current Town Hall provides over the next ten years.

Possible uses for the current senior center when a new senior center is built on Taylor Hill Road include a location for classes of the Center for Performing Arts or an ADA compliant location for the Griswold Historical Society Museum.



Griswold Department of Public Works and Transfer Station

Located at 1148 Voluntown Road, the Griswold Department of Public Works is responsible for the maintenance of Griswold and Jewett City Streets including paving, repairing road shoulders, pot holes, catch basin and culverts, sweeping, tree and roadside trimming, road signs and snow plowing and snow removal.

The Public Works complex serves to centralize several functions of the Public Works Department. The main building serves as the primary storage and maintenance facility for all Public Works Equipment, and accommodates all municipal public works functions. The DPW facility consists of over 19,000 square feet of floor area. It is primarily heated using waste motor oil collected on-site from the DPW and area residents.



The DPW grounds supports the outdoor storage of seasonal equipment and supplies, such as snowplows, large vehicles and earth moving equipment, sand, loam, and mulch. Winter road treatment product is stored on site in the salt storage shed for dispersion on Griswold and Jewett City streets during winter precipitation events.

The Griswold Transfer Station, located at the DPW, is open Wednesdays and first and third Saturdays for bulky waste collection, recycling, and periodic household hazardous waste collection programs. Transfer Station passes are required by residents who may purchase them on site during normal Transfer Station hours. Additionally, RLB Memorial Field is located in front lawn of the Public Works complex and serves as practice and game space at for Griswold's recreational organizations such as soccer and youth football. This facility is anticipated to be adequate to meet the needs of the Town of Griswold for the next ten years



NECCOG Animal Services and Shelter

The Town of Griswold recently contracted with the Northeastern Council of Governments to be part of their regional animal shelter program.

The NECCOG program provides the full range of animal control services as directed by Connecticut Statutes for the health and well being of domestic animals and will operate

the kennel facility in Griswold where animals are housed for potential adoption, quarantine or to be reunited with their owner. Each year NECCOG receives in excess of 7,000 calls, conducts approximately 300 investigations and places approximately 350 animals.

To date, the NECCOG Animal Services has placed more than 4,200 animals and no animal has been euthanized due to lack of space. An Animal Control Officer (ACO) is on duty. Calls, during regular business hours (8:30 a.m. to 4:30 p.m.), are taken by the NECCOG switchboard and then processed to provide a timely response. Calls taken after hours and on weekends are taken by our answering service. Based on the nature of the call the ACO may be called immediately (animal hit by car) or it may be held for action (barking dog) during regular business hours.

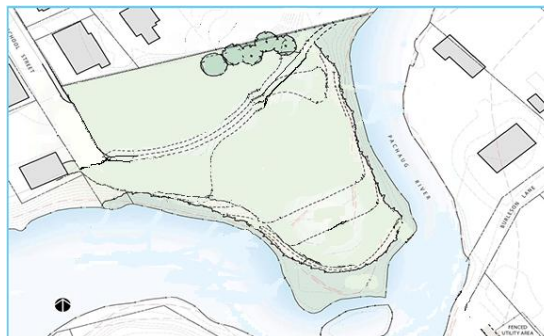


NECCOG Animal Services **ONLY** address wildlife if they interact with domestic animals. Please contact the Department of Energy and Environmental Protection, Wildlife Division for all other wildlife issues at (860 424-3011).

While the program is paid by the participating towns, They are always in need of donations (cash or items) to cover expenses such as veterinarian services, food and other items to make our animals more comfortable. Persons wanting to donate can do so directly with NECCOG. Animal Services is always in need of volunteers with a passion for animals and welcomes their participation.

32 School Street Site of former Riverside Grammar School and the Old Town Hall

Destroyed by fire in 2003, the now vacant 1.64 acre parcel is centrally located within the Borough of Jewett City and will be the future home of a church community center.



The Historic Pachaug Town Hall

Located at 879 Voluntown Road in the Pachaug section of Griswold, the “Pachaug Town Hall” was constructed on land owned by the First Congregational Church of Griswold to serve as the Municipal hall in 1853. Over the years, the building has served as a Town Hall, a library, a meeting place, and a storage garage for ambulance and fire equipment. Griswold has recently completed rehabilitation and restoration of the structure through the “Pachaug Town Hall Restoration Project” which was a cooperative effort funded by the Town of Griswold, the State of Connecticut Office of Historic Preservation, and the Quinebaug-Shetucket Heritage Corridor. The Pachaug Town Hall serves as the polling place for the 2nd Voting District for the Town of Griswold

WJGP Wolverine Radio 1690

New to Griswold is WJGP Wolverine Radio 1690 delivering local news, sports, weather, and GRISWOLD WOLVERINE SPORTS from the Jewett City Savings Bank Studios on Main Street in Jewett City. Wolverine Radio began streaming online in late October of 2014 playing 80's hits and One Hit Wonders air signal.. Wolverine Radio launched an FCC Certified PART 15 transmitter in Jewett City on the frequency of 1690. Since then, Wolverine Radio has installed 2 additional transmitters throughout town to increase the on-air signal. Being low power AM Radio, WJGP is looking for other options of delivery such as on air, and streaming at www.mygriswold.com.



3.C.2 Public Safety Facilities

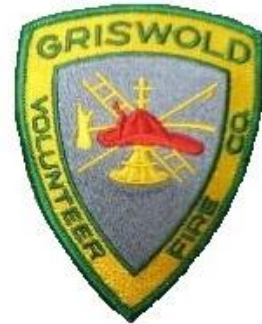


The Town of Griswold Department of Fire and Rescue consists of two Fire Companies under the direction of a town-wide Fire Chief. Their mission is to provide to the citizens and visitors of the First and Second Districts of the Town of Griswold a comprehensive and professional program of fire safety education, fire prevention, emergency response to fire, medical and other emergencies for the protection of life, property and the environment. The Department of Fire and Rescue provides mutual aid and automatic aid to the

surrounding towns of Griswold through county and state mutual aid agreements. Between the two stations, the fire companies respond to over 830 emergency calls per year of which 600 are medical or vehicle accident related. Griswold Volunteer Fire Co., Inc.

Griswold Volunteer Fire Department, Inc.

The Griswold Volunteer Fire Department, Station 55, is located at 883 Voluntown Road in Griswold. This station has a primary response area being the second district of the Town of Griswold. The area covered is East of Interstate 395 while still covering the north and south lanes of Interstate 395. The response area contains approximately 30 square miles with the population of Griswold residents. The station was built by the membership in the mid 1960's and has had a couple additions built onto the building since. An annex building was built in 2010 as the current building was cramped for space. All of the additions and the annex building were built by the membership, using donations made to the department and not costing the Town of Griswold any additional monies. The firehouse sits on approximately 1.25 acres with the front apron of the building owned by the First Congregational Church and the remainder is owned by the fire department.



Master Planning Station Location

In order to provide adequate protection to the residents and visitors to the Town of Griswold it is recommended of construction of two additional sub stations in areas not adequately protected by the station on Voluntown Rd. Potential areas could be the vicinity of Stone Hill Road and Lester Road and the other being Shetucket Turnpike and Rixtown Road. If these stations were to be built the national insurance company that rates fire departments may lower the rating for the Town of Griswold which in turn would lower the homeowner's insurance premium saving tax payer's money

The building is approximately 4000 square feet, of concrete block having four bays for the apparatus, a kitchen and a meeting room. The department's annex building is approximately 1,756 square feet, housing additional equipment and storage for the department. Thirty volunteers make up the department, operating out of the station which also is the location of the Town's Emergency Operation Center and one of the town's emergency shelters during disaster situations.



Water Supplies

An adequate and convenient source of water for firefighting purposes is critical to fire department operations. The existing water supply provided by the Jewett City Water Company has improved as new developments along the Stone Hill Road, Hopeville Road, and Voluntown Road have made the demands for water greater. As future development continues so will the demand on the water system. The water company will need to make more improvements to the system in the way of larger mains and installment of hydrants. As the development continues down Route 164, Preston Road, it will be crucial that the water company be involved with running a large water main to supply water for this area. This area still may need additional storage tanks and sub stations, as the increase in the demand grows and the ability for firefighting will be greater following the new code as adopted by the State of Connecticut. In the rural areas of town, the fire departments will continue to look at larger ponds where Dry Hydrants may be installed to assist with water capabilities that are needed for firefighting operations during fires.



Jewett City Volunteer Fire Co., Inc. (A.A. Young)

The Jewett City Fire Department, Station 56 is located at 105 Hill Street in the Jewett City Borough section of Griswold. The primary response area of this station is West of Interstate 395.

This area contains 5 square miles with a population of 4,000 residents. This station was built by the Borough of Jewett City in 1960. The site is a 1 +-acre parcel owned by the Borough of Jewett City.

Goals and Objectives

- Continually review Griswold's emergency service needs and current facilities to ensure proper service and protection to our citizens.
- Ensure the effectiveness of Department apparatus to meet current and anticipated needs
- Continue to work with Developers and the Planning and Zoning Commission to ensure adequate water supply throughout Town.
- Continue to look for additional methods to retain and recruit volunteer personnel

American Ambulance

American Ambulance Service, Inc. is proud to be serving the Town of Griswold including the Borough of Jewett City. Until American Ambulance can solidify a home for their service, they have been operating out of the Jewett City Volunteer Fire Co., Inc. (A.A. Young) station, in the colder months, 20 Soule Street garage, and the Griswold Recreation Center in the warmer months. American Ambulance is currently in year two of a ten year agreement with the Town of Griswold.





American Ambulance has been active within the community by being at high school sporting events, a variety of community events, and every Friday at the Griswold Senior Center taking blood pressures.

American also played an integral part in writing the Town EMS Plan as required by the State of Connecticut Department of Public Health. American has set the following as a list of goals that they would like to achieve in the coming years:

- Move into 20 Soule Street (temporarily)
- Locate and purchase property to erect a building to suit
- Relocate rolling assets to Griswold and get on the tax roll
- Establish Griswold as a HEARTsafe Community (www.heartsafe-community.org)
- Provide community outreach and education

3.C.3 Health Care Facilities

United Community and Family Services opened a health center at 70 Main Street in 2008 in order to meet the increased needs of the residents of Griswold and Jewett City. Since 2009, UCFS has seen an increase of 203% in patient visits and a 112% increase in clients and the current Griswold Health Center is beyond capacity.

During fiscal year 2016, the UCFS Griswold Health Center provided 12,032 visits to 2,088 clients. One in every 7.6 residents, more that 13 % of Griswold and Jewett City utilize the programs and services of UCFS.



UCFS Griswold Health Center has started construction at their new location at 226 East Main Street working with Point One Architects. This will be a multiple phase project with Phase One construction of a 12,000 square foot building with the build out of the first floor. Phase Two will include the build out of the second floor and Phase Three will be the construction of a two story addition.

The UCFS expansion project will continue to promote the establishment of a medical home for our county's most vulnerable residents and increase access for patients who would not otherwise have access to medical, dental or behavioral health services. The expansion project will include twelve medical treatment rooms, four dental operatories, and fourteen new behavioral health offices. Renovations will include patient focused waiting areas, a community conference room for educational seminars, enhanced flow design to accommodate staff and patients, expanded parking and handicapped accessible space.



Upon completion of the project, health care capacity at this location will increase by 190%. Medical visit capacity will increase by 200%, dental visits will increase by 300% and behavioral health visits will increase by 100%. At a time when the need for UCFS services is increasing, the added capacity will benefit the region's medically-underserved population.

Backus Hospital and Day Kimball Hospital have urgent care facilities located in nearby Plainfield.

3.C.4 Home Health Care Services

Day Kimball HomeCare

Day Kimball HomeCare's mission, as a hospital-based home health care agency, is to provide comprehensive, high quality and individualized home care services to the greater Northeastern Connecticut area. Day Kimball HomeCare is a Medicare certified home care agency providing skilled care in patient homes in northeastern CT. Services include IV therapy, Wound Care, Telemonitoring, and Acute and Chronic Care Management. Programs include Care of the Sick, Wellness, Maternal Child Health and Behavioral Health.

Day Kimball HomeCare skilled homecare professionals in CT include Registered Nurses, Licensed Practical Nurses, Physical, Occupational and Speech Therapists. Medical Social Workers provide long term planning, short-term counseling and supportive care in dealing with illness. Home Health Aides provide supportive hands-on care, including assistance with bathing, carrying out home exercise programs and supporting patient safety.

Each patient's individualized care plan is coordinated by experienced nurses and therapists who work closely with the patient's integrated multi-disciplinary care team including primary care and specialty physicians, nurses, therapists and technicians to ensure the highest level of care and, when appropriate, a seamless transition from hospital care to homecare.

Acute and chronic disease management is offered 24 hours a day, seven days a week, scheduled daily, weekly or as needed. Home visits are coordinated in advance with the appropriate clinician based on which services are needed to manage a patient's condition.

As with all homecare services, a registered nurse is on call seven days a week to provide telephone consults to patients and their families to conduct medical triage and to recommend a home visit or immediate medical attention should an issue arise.

3.C.5 Educational Facilities



The Griswold Public Schools are located on a 90 acre tract of land that is conveniently situated near Interstate 395 and the business center of the community. Griswold Public Schools provides education to the Town of Griswold and the Borough of Jewett City.

As of October 1, 2016, Griswold Public Schools enrolled 1,819 students who are educated in three buildings that include Griswold Elementary School (grades PreK-4), Griswold Middle School (grades 5-8) and Griswold High School (grades 9-12).



In addition to the main campus, a small satellite school on Glasgo Road provides for an alternative educational setting for middle school and high school students. Based on Education expenditures per pupil from the State of Connecticut Department of Education Report, the net expenditure per pupil in Griswold was \$13, 898 as of January 2017

Griswold Elementary School

The first Griswold Elementary School opened its doors in 1963 as a Kindergarten through Eighth Grade elementary school. Griswold Elementary School then became a Pre K school along with elementary grades Kindergarten through Fourth grade while also housing the district's central offices.



It is important to note that the Griswold Public Schools have made a commitment to early childhood education. The district has not only provided preschool education to disabled children as required by law, the district has also sought to make high quality preschool education available to non-disabled children. While there are opportunities for children to attend preschool at Griswold Elementary School, the district has successfully introduced a School Readiness Program that supports preschool opportunities in other settings through grant funding. Approximately 80% of incoming kindergarten students now have at least some preschool education. The district is interested in capitalizing on additional preschool opportunities should grant funding become available.

In 2009 due to congestion within and outside the building, the Griswold Elementary School was demolished in two phases in order for the construction of to be less disruptive to the students. The new elementary school has a main level that is home to the General Office and to Pre-K, Kindergarten through Second Grade as well as the gymnasium, cafeteria, choral room and faculty room, media center, and art room. The upper level of the elementary school contains Grades 3 and 4. A new configuration of entrances to the school grounds for vehicles was designed to create a better traffic flow for buses as well as for student drop of by parents, This new configuration also included additional parking for faculty and staff. The heating, airflow, and electrical systems were upgraded to state-of-the art technologies, including installation of geothermal wells to supplement the heating system and the use of solar energy. The Elementary School also has state of the art security systems and as well as a supplemental telecommunications antenna to allow better access between the school, students and parents. All the classrooms have state of the art smart boards and new furniture, flooring and fixtures. New play areas were added as well as full handicapped accessibility to the elementary school complex.



Griswold Middle School

Griswold Middle School anchors the tradition of the Griswold Public School campus. The building was constructed as a public works project in the 1930's. The facility served as the community's high school until 1993 when it was remodeled and redefined as a grade 4-6 intermediate school. The building experienced a new assignment of students in 2003 when it transitioned to a middle school for grades 5-8.



The Griswold Middle School underwent a major renovations as well as the construction of new spaces to the three-floor structure in 2009. The first floor had a number of renovated spaces that included a new classroom, two new science classrooms and a guidance office, new office space, choral room, faculty room and new boys and girls locker rooms.

New space to the Middle School includes a health suite, technology education room, and computer room, two art rooms, building storage, music room and a new kitchen and cafeteria space. The second floor of the middle school also saw some changes with a new addition of twelve new classrooms and, storage space and renovations that contains a computer space, and classroom. The third floor has two new classroom additions as well as four new classrooms. Griswold Middle School also houses the district Central Office which includes the Office of the Superintendent and the Special Education Department.

Griswold High School

Griswold High School opened its doors in 1992 as a junior/senior high school, serving students in grades 7 through 12.

A decade later, the building transitioned to a facility dedicated to a comprehensive high school for students in grades 9 through 12. This transition relieved the building of severe crowding that had forced more than a half dozen teachers to become itinerant teachers working from carts.

Based on the 2015 American Fact Finding Survey of the U.S. Census Bureau, the enrollment at Griswold High School was 760 students. Griswold High School includes students from the following sending towns: Canterbury, Lisbon, Sprague and Voluntown. During the 2016-2017 school year, there were approximately 120 tuition students who attended Griswold High School. In addition, Griswold Public Schools has been approached by other communities in the region to send their students to Griswold High School. For the 2016-2017 school year, the district brought in over 1.8 million dollars in



tuition revenue to the Town of Griswold. Equally important to reducing the overall per pupil cost, tuition students allow for broader program offerings and additional opportunities for Griswold students to interact with a wider segment of the region's population.

Griswold High School was designed with recognition for emerging technology, special education needs, and common space uses. All programs and student needs can be accommodated effectively and efficiently in the facility. Wrap around service roads and parking facilitates favorable traffic and access patterns. Some shortage of storage for athletic equipment is noted.



While maximum capacity at the High School may well be pushed as high as 1000 students problems similar to those being experienced at both Griswold Middle and Griswold Middle School would result. Ideal capacity at Griswold High School would not exceed 900 students.

After a decade of service, the building has proven to be a solid design for twenty-first century education. Normal maintenance and repair can be anticipated. In 2016 in order to provide the State of the Art telecommunication services in the event of an emergency, the Griswold School Campus has received its' own telecommunications mast to provide uninterrupted cellular services for parents, teachers and students.

Griswold Alternative School

The Griswold Alternative School relocated its program to 1553 Glasgo Road (Route 201) in Griswold as of September 2001. This 2.5-acre site is located approximately 4.5 miles from the main campus. The program had previously occupied rented space in Norwich. Based on increasing rents and the desirability of creating closer links to campus programs, the Griswold site was purchased. The Alternative Program is designed to accommodate the educational needs of Special Education students who have not previously had success in a typical school environment.



As of November 2004, the grade range at the Alternative School was revised to include grades 9-12. The number of students at the facility at a given time varies from mid teens to early twenties. This enrollment is reasonable given the building design and program needs. The maximum capacity of this building is 25 persons.



Because the building is a wooden structure, only the first floor can be used for student programs. The potential to renovate a portion of the second floor exists. Its use would be limited to office or storage space. Although the first floor of the building was adapted and renovated for use prior to occupancy, as an older structure some continuing maintenance work will be necessary.

Summary of Key Issues at Griswold Alternative School:

- **Second floor of building is of limited use and would require code work if it were to be used.**

Community Use of Buildings and Grounds

The collective campus buildings and grounds have evolved as a center of community activity. Recreation, scouting, and club activity are just a sampling of citizen activity. Youth and adult athletic activities dominate the volume. Nominal fees help to offset the costs of custodial and scheduling costs but by no means address all real costs of extended building and ground use.

Outdoor activities present a special problem with restroom facilities and trash. The scheduling of these activities and building security make it necessary to rent portable restroom facilities. Portable units are not only expensive but service agreements do not cover weekends when their use is heaviest. Trash disposal problems vary according to the citizenship qualities of the users.

The volume of community use of school buildings and grounds is unusually high in Griswold. Shortened life expectancies on field surfaces are the most apparent consequence of extended use and general use of all facilities does accelerate depreciation. Some groups have actively sought to help with maintenance tasks and expenses. Extended building use does expose the district to some compromised security as buildings are open for long hours. Responsible use depends on the intentions of visitors as there is very limited ability to provide security and monitoring.

Summary of Issues with Community Use of School Buildings and Grounds

- **Expansion of the parking spaces directly in front of Griswold Elementary School to accommodate parents and other visitors.**
- **Restoration of the tennis courts which are in disrepair and closed to the general public; or relocation of the courts to allow campus visitors and the general public use of the tennis courts.**
- **Because the School Campus functions as a community center, updated portable toilets for use by campus visitors may added to the facility all year round for a variety of activities.**
- **New "internal" signage on campus to help visitors to campus buildings.**
- **Updates to athletic field concession stands for public school athletic events as well as youth division athletic events.**
- **The addition of a school campus electric sign on Slater Avenue as an added feature to welcome visitors and to advertise events.**



Concluding Remarks on the Educational Facilities in Griswold

The Griswold Public Schools have an outstanding campus plan. The concentration of all school levels on a single campus contributes to efficiencies of scale, equity and convenience for families of Griswold and Jewett City. The school district has been able to restructure its grade levels to take advantage of this campus arrangement.

3.C.6 Youth and Family Services and Recreation

Griswold Youth Services Center

Griswold Youth Services Center's new home is located on Ashland Street and has unlocked unlimited potential with its proximity to the Veterans Memorial Park and local public parks. In addition, the Board of Finance allowed the budget to reallocate funding from the prior rental property to implementing new dynamic programming called Afterschool in the School Clubs, working side by side with the Superintendent's Office, the Youth Center Staff now offer programming on the Griswold Public School's Campus for all three schools. Doubling enrollment for programming within one school year, this is the first step to providing more opportunities to residents without increasing.



Griswold Youth and Family Services will continue its mission of outreach to Town residents to include more services outside of the Youth Center. These might include an expanded counseling program, additional partnership with the school system, and to bring educational outreach programs to a larger audience. With current attendance numbers, it will be necessary within the next five years to look at yet a larger facility to house the Griswold Community Youth-Center. As the numbers of participating youth continues to grow, the need for a more inclusive, multi-purpose space becomes needed.

Griswold Youth and Family Services –2026 Goals

- Provide the town of Griswold and the Borough of Jewett City with before and after school care programs for grades K-8.
- Provide Monday through Friday, afterschool clubs and social outlets for youth and teens to participate in a variety of extracurricular education, recreation, wellness and entertainment options.
- Provide leadership and life-skills development curriculums and educational options for all ages while connecting youth and teens with in-house experiences working with civic, businesses and local non-profits.
- Supply at-risk youth with employment and internship opportunities in order to find a creative or business outlet to help vent excess energy or to peak interest in future career paths.



- Increase Juvenile Review Board's influence by expanding its caseload to 6-10 cases per month.
- Additionally, include families with service needs within Youth and Family Services caseloads referrals by streamlining a process through in conjunction with the Griswold Public Schools and the Youth Service Borough.
- Supply at-risk youth with employment and internship opportunities in order to find a creative or business outlet to help vent excess energy or to peak interest in future career paths.
- Increase Juvenile Review Board's influence by expanding its caseload to 6-10 cases per month.
- Additionally, include families with service needs within Youth and Family Services caseloads referrals by streamlining a process through in conjunction with the Griswold Public Schools and the Youth Service Borough.

Griswold Recreation Department

The Griswold Recreation Department continues to grow. Past programs such as baseball, basketball, soccer and other sports continues to flourish in the town. The Griswold Summer Recreation Program becomes larger and better structured every year with additional parent and participant enthusiasm. Programs in the school such as karate and adult exercise programs run smoothly.

Griswold Park and Recreation – 2026 Goals

- Complete a boundless and sensory inclusive play system, in which all populations regardless of disability or limitations could participate and enjoy.
- Eliminate all subsidies of recreational programming and make all activities self-sufficient without utilizing taxpayer funding/
- Improve playground area located in Babe Gauthier Park with a better playscape and basketball court by working directly with the neighborhood residents through fundraising, planning and development.
- Complete an outdoor full court, state of the art basketball court within our community then introduce leagues and competitions opportunities for our residents.
- Complete the recreational line up with a series of wellness and exercise specific programming for residents of all ages within a community center or town owned facility within the Town of Griswold and the Borough of Jewett City.
- Improve RLB Memorial Park with an irrigation system, walking track and Fitness Park that would supply youth, teen and adult athletes, just like Griswold Alumni Richard L. Bronson whom the park is named after, a training facility within our community.



3.C.7 Senior Citizen and Social Services

Griswold Senior Center



The Senior Center has operated in the same 3,800 square-foot building since its opening in 1984. Located at 22 Soule Street in Jewett City, it operates on a Monday through Friday schedule (with frequent evening and weekend programs) under the guidance of the Director, an Assistant and a Senior Bus/Van Driver. The membership also has an elected President, Vice President, Secretary, Treasurer and Assistant Treasurer.

These officers operate under a set of By-Laws and they work closely with the Director on all Senior Center matters. The mission and the goal of the Senior Center have always been to provide services to the elderly and disabled that enhance all aspects of life and well being. This objective continues to be achieved through diverse programming that is tailored to suit various levels of ability and agility. Some programs, classes, clinics are designed as educational to promote self awareness and well being. Other programs are designed to enhance social life and enjoyment. Many of our core classes have remained through the past 10 years, and will certainly be maintained through our next 10 years. However, new programs have been introduced (Tai Chi, Walking Clubs, Book Club, Meditation,) - this new type of programming is essential for our new "baby boomer" generation of members. All Center classes and programming continue to be FREE.

The Senior Center consistently has 400 plus memberships per year. Membership fees continue to be \$3.00 per year; this has not changed in over 10 years. In addition, our sign-in system records over 13,000 plus signatures of visitors to the Senior Center consistently each year; a trend that continues to increase. Other outside programming/workshops/clinics that are offered are AARP Tax Preparation, AARP Quarterly Safe Drive classes, Foot Care Clinics, Blood Pressure Clinics, Flue Shot and other vaccination clinics, and Hearing Clinics, Nutrition Guidance and much more.

The Senior Center continues to work with TVCCA serving as a Meals on Wheels site and serving Cafe meals at the Senior Center and providing Homebound Deliveries. With three drivers, meals are delivered throughout the Borough and Town, as well as Voluntown. Our 2015 statistics show that nearly 11,000 meals were delivered to homebound elderly, and over 2,500 on-site cafe meals were served.

The Senior Center transportation program continues to thrive. Elderly and disabled are able to schedule rides to medical appointments, as well as other destinations. Additionally, the Senior Center is now involved with the ECTC Dial-a-Ride program which provides a 24 hour service, seven days a week for transportation services at times when the Senior Center cannot accommodate a request. The Senior Center transportation service is now operating with a new six passenger van (funded through Capital Improvement) and a new 20 passenger bus (funded through a 5310 DOT grant). Weekly shopping trips are scheduled as well as leisure trips throughout the year (beach, sporting events, holiday events, cultural programming, restaurants and many others). There are plans to apply for future 5310 grant funding for a new van with increased passenger capacity.



The Senior Center has seen tremendous growth in the area of Municipal Agent services to the elderly as well as social services to the Community at large. The Senior Center Staff provides full-service advice for Medicare, Medicare Savings Plans, Insurance, and Social Security issues. The Senior Center provides a site for Energy Assistance applications, SNAP (food stamp) applications, Rental Rebate program, and all other assistance programs as needed.

The Senior Center Future

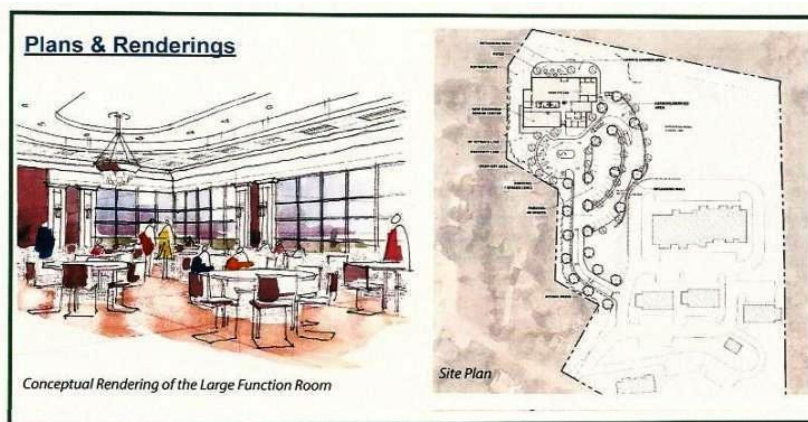
The current Senior Center facility has become ineffective with the grown of the senior population in Jewett City and Griswold; and the senior citizen population is projected to grow resulting in an increased need for programs, services and space. Currently, programming schedules overlap, making it necessary to locate programs in other buildings throughout Town. Plans are underway for construction of a new center. A formal Building Committee has been established to work toward achieving this goal.

A parcel of land located at the McCluggage Manor has been identified as new site location. With monies granted through the State Bonding Commission (\$343,000 -- one third of that amount will be matched by the Town through a referendum that was held on November 29, 2017), Kaestle-Boos Architects will develop shovel ready plans allowing the Committee to move forward in seeking funds for this project. If successful, a new 13,000 square foot single-story facility will become a reality. Studies show that newly-constructed centers have had increases in membership and attendance by up to 25 and more. This new facility will provide all programming within the Center. Multiple events as well as classes can be held simultaneously. This is not possible at the current location of the Senior Center.

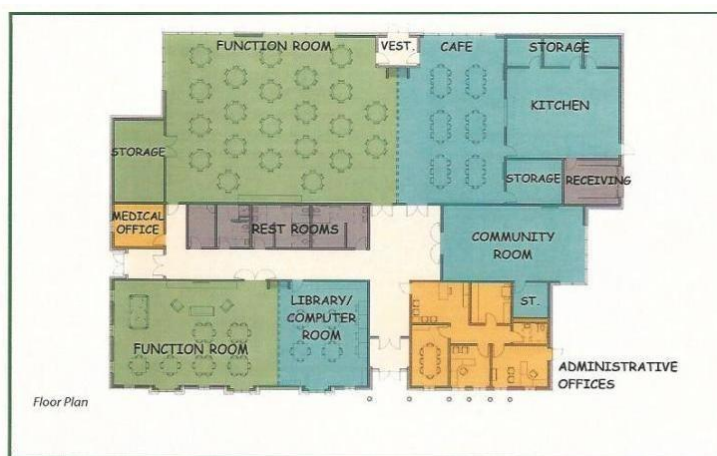
Senior Center Goals

The needs of the elderly population in Griswold and Jewett City will constantly change. A broad range of ages require a broad range of appropriate programming. Constant changes in Medicare and Social Security require staff to continuously train and counsel appropriately. Statewide budget cuts are continuous resulting in municipalities being impacted. This will mandate that the Senior necessary services with creative budgeting as well as in-house fundraising. Staff shall continue to investigate grant opportunities, and any other available funding assistance. In any event, and given any set of circumstances, dedicated staff and Senior Center members will ensure that the Town of Griswold and the Borough of Jewett City can remain confident that senior and disabled services will continue to thrive.

Plans have been developed for the creation of a new Senior Center. The proposed Griswold Senior Center project includes the design and construction of a new 13,000 square foot, single story facility that will be located on a two-acre parcel on Taylor Hill Road within the McCluggage Manor Housing neighborhood and in close proximity to Ashland Manor and Ledgewood Senior Housing on Pleasant View.



Key features of the proposed senior center will include adequate space of Senior Center activities, amenities such as a library, computer room, multiple multi-purpose function rooms, a medical office and administrative offices. A large kitchen will accommodate Thames Valley Council for Community Action's (TVCCA) Elderly Nutrition Program that provides a luncheon meal at the senior center; and their Meals on Wheels program that provides a hot meal to homebound residents of Griswold and Jewett City. The kitchen will have separate loading and service areas.



Ashland Manor Elderly Housing

The Griswold Housing Authority operates two senior housing facilities. Ashland Manor on the southerly side of Ashland Street between Burleson Lane and Elm Street which contains 8 single efficiency units and 22 one bedroom units. This complex is the oldest of the town's senior housing facilities

The Griswold Housing Authority began Phase 1 at the Ashland Manor in 2009. Phase one included interior and exterior renovations that included the installation of Makita heating/air conditioning units in all units. The photograph below shows those areas with enough to accommodate the new additions as well as new parking areas.



Phase 2 of the project included expanding ten efficiency units into one-bedroom units as well as increasing the existing parking of Ashland Manor. An additional 10 spaces were added to the southwest side of the facility accessed from Clark Lane.

Griswold Elderly Housing has age limits for occupancy at age 62, monthly rental determined at 30 percent of annual adjusted gross income. Individuals who are deemed to be totally disabled are also eligible as residents of these units. Currently, the waiting list for occupancy in a Griswold Housing Authority facility is a year to a year and a half.

McCluggage Manor Elderly Housing

The Griswold Housing Authority is the recipient of a Small Cities Block Grant to renovate 28 of the existing 30 units at McCluggage Manor.

Funding will be essential for future plans to enlarging 12 of the units for a one bedroom addition as for a caregiver.

When funding is received, new one-bedroom units will be located in a new, single building consisting of 25 units to be built on property located behind the existing McCluggage Manor location.

McCluggage Manor will have additional parking on the backside of Building 6 and Building 7 when the new planned construction is begun. Currently, residents must walk around the buildings to the single parking area for the whole site



This new building will have three stories at the rear and two stories at the front due to the hillside. The new building will also contain the office of the Griswold Housing Authority, a community Room with a residential style kitchen for the residents, maintenance facilities with storage space and as well as an elevator and trash room. Sufficient parking will be provided for the proposed new building.

3.C.8 Slater Library and Fanning Annex



The Slater Library, located at 26 Main Street in Jewett City, serves the residents of both Griswold and Lisbon. A beautiful old structure, built in 1884, the library is listed on The National Register of Historic Places. It houses the Griswold Historical Society on the upper floor.

The Library collection includes more than 30,000 items for patrons to borrow including DVDs, CDs, printed books, audio books and magazines. On site, the library offers computer use, Wi-Fi, newspapers, reference materials, historic research and Ancestry.com. Multiple programs are available to the community throughout the year for children, youth and adults. These programs are funded by grants from businesses such as Kohl's, Wal-Mart last year as well as our own Friends of Slater Library.



Enhancing many of these programs is the large screens and projector purchased through a grant from Eastern Savings Bank. Past improvements to the building include repair of the slate roof and re-pointing the mortar on the exterior. Interior improvements include installation of carpeting, the addition of a handicap lift servicing the library floors and the completion of the lower floor Children's Library. A grant from Jewett City Savings Bank has allowed our Young Adult section to expand and provide tablets to the area in 2015.

Renovations beginning in December of 2016 include the removal and replacement of seven specified mini-split heating cooling units, work to the chimney including cleaning, liner installation and masonry repair, electrical work to facilitate the mini-split units and the replacement of five custom-made wood basement windows with fixed sashes. These repairs are being paid with State funds provided by the Connecticut State Library. The library is also seeking grants at this time to update the computers used by patrons and staff, as well as to purchase a laptop compatible with our projector.

The Griswold Historical Society and Museum

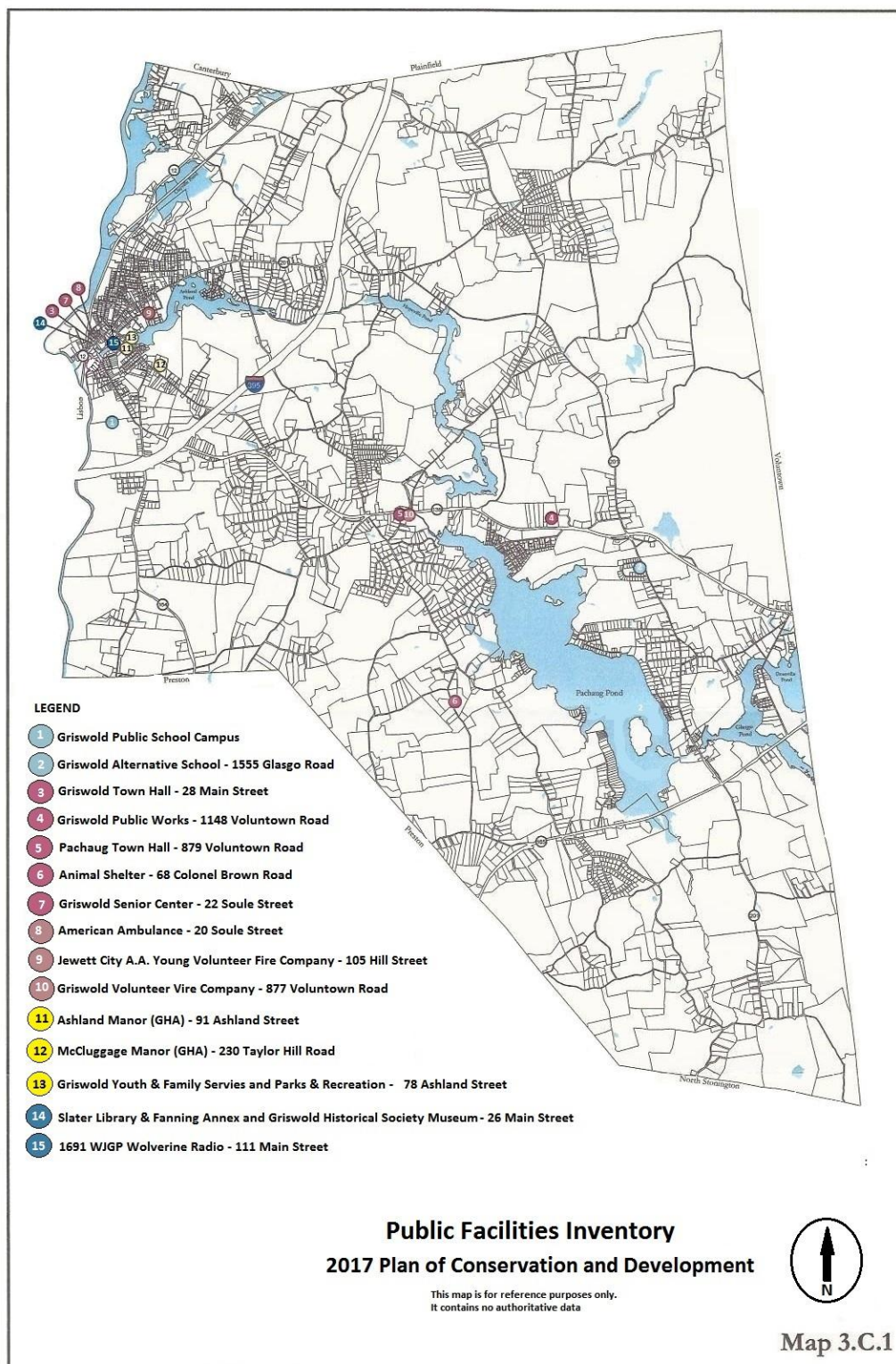
The Griswold Historical Society shares space with the Slater Library and Fanning Annex on the third floor of the Library. The Society is dedicated to promoting interest in the heritage and the historical development of the town of Griswold. The Society desires to share knowledge of the town's history with its residents and others who may be interested because of historical or genealogical connections. The Society desires to identify and preserve points of historical significance within the town and to promote the observance of historical events that were important to the development of the town.

The Society was founded in 1971. Some of their accomplishments include:

- Participation in the American Revolution centennial celebration 1976-1981
- Publication of Griswold-A History by Daniel L. Phillips Reprinted for the 3rd time
- Publication of three pictorial calendars.
- Identification of historical sites for the Quinebaug-Shetucket Rivers National Heritage Corridor.
- Involvement in the establishment the village of Glasgo as a site on the Connecticut Freedom Trail.
- Publication of Griswold in the 20th Century by Erwin Goldstein, Ted Cyr, and Jacqueline Gelinas.



Map 3.C.1 "Public Facilities Inventory"





3.D ECONOMIC DEVELOPMENT

This section of the Plan focuses on planning for the development of businesses within the Town of Griswold. Compared with residential development which generally has a negative net tax contribution (costing more in municipal services than it produces in tax revenue), commercial development and age restricted housing have a generally positive net tax contribution (producing more in tax revenue than is expended in municipal services) and is, therefore, viewed as the most beneficial type of development that can occur within our Town. Currently, Griswold has a number of industrial and commercial businesses operating throughout Town. These businesses range from large-scale industrial operations such as asphalt, and earth products production, to professional offices and retail stores in shopping malls and on scattered commercial sites and storefronts throughout the Town and Borough.

Priority Funding Areas

The State of Connecticut's Plan of Conservation and Development (2013-2018) contains what is referred to as the state's "Locational Guide Map" which is the state's "Future Land Use Map". The State's Locational Guide Map is consistent with the Town of Griswold's Plan of Conservation and Development Future Land Use Plan. The State's Locational Guide Map identifies and delineates "Priority Funding Areas" based on conditions that exist at the Federal census block level, which is the smallest geographical unit delineated by the U. S. Census Bureau.

Priority Funding Areas are classified by Census Blocks that includes various criteria. The applicable criteria for Griswold's identified Priority Fund areas are as follows:

- Urban areas or urban clusters designated in the 2010 census
- Existing or planned sewer service from an adopted Waste Water Facility Plan
- Existing or planned water service from an adopted Public Drinking Water Supply Plan
- Local bus service provided seven (7) days a week

The 2017-2027 Griswold Plan of Conservation and Development mirrors the "Priority Funding Areas" and/or "Balanced Growth Priority Funding Areas" along all of Griswold's major commercial routes as follows:

- Route 138 Voluntown Road
- Route 164 Preston Road
- Route 12 Plainfield Road
- Route 201 East Main Street
- Taylor Hill Road

The identification of Priority Funding Areas is extremely important and they play a significant role in the Town's ability to apply for various State of Connecticut grant programs

3.D.1 The Jewett City Central Business District

The Business District of the Borough of Jewett City is also the banking center for Griswold and the surrounding area, supporting the headquarters of the Jewett City Savings Bank, and branch offices of Eastern Savings Bank, with Putnam Savings Bank nearby on Voluntown Road. At the smallest end of the commercial spectrum are the home occupations whose customers come to their homes, as well as small businesses run from individual residences throughout Town. These operations account for a large proportion of all businesses currently operating in Griswold. Retention and expansion of existing business is a high priority of economic development measures.



Since its establishment in the late 1700's as a regional employment center for the lumber and textile industries, the Borough of Jewett City has been the place where locals and citizens from neighboring Towns have come to do business.

Established as the center of economic activity, the Borough is the Central Business District for the town of Griswold and generally serves the citizens of the towns of Voluntown, Lisbon, Canterbury and Preston.

The Jewett City Central Business District is considered a business district of Griswold and it continues to provide the essential services residents and neighbors continue to depend on, as they have for centuries, for access to services such as banking, travel, medical, dental, legal, health and beauty, and for access to goods such as food, beverages, pharmaceuticals, hardware, clothing, hobbies, specialty retail stores, convenience goods and gasoline as well as three churches.



3.D.2 Commerce along Major Transportation Corridors (State Routes)

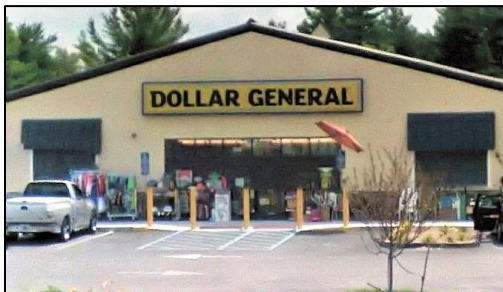
As populations have grown throughout Eastern Connecticut, the traffic on majority all of the transportation routes has increased proportionately. Griswold's abundant access to these major transportation routes affords the Town of Griswold and the Borough of Jewett City the unique opportunity to capture potential consumers along state highways 165, 164, 201, 138, and 12, and two full interchanges along I-395. Since the drafting of the Plan of Conservation and Development in 2009, the thoroughfare that has seen the most commercial development has been Route 138 (Voluntown Road); and in particular, within relatively close proximity to the Exit 22 (Old Exit 85) interchange which has Interstate 395 access within a few short miles with its corresponding Service Roads: SR 629 and SR 630.

Located on I-395 at Exit 22, PetroMax opened its doors at the intersection of Connecticut Route 164 and I-395 as a gasoline and diesel fueling station as well as convenience store along with a fresh deli offering soups and sandwiches. There is an automated carwash for motorists' convenience. Adjacent to PetroMax are commercially-zoned land available for development.





The former Griswold Airport was privately developed in 2014 as a commercial subdivision. Listed below are some of the new businesses that populate this commercial subdivision on State Route 138.



Dollar General has built a 9,300 square foot building, which is located at 1151 Voluntown Road provides to shoppers products that are frequently used and replenished such as food, snacks, health and beauty aids cleaning supplies, basic apparel, house wares, and seasonal items in convenient neighborhood locations.

DiRoma's Home and Garden Center and DiRoma's Landscaping is located at 1111 Voluntown Road opened in Griswold in April 2013 offering complete landscape design, construction and maintenance of landscaping as well as providing supplies for the home gardener.



There are also a number of other new businesses that have located to this commercial subdivision that includes JHB, LLC, Spectrum Powder Coating, two electrical contractors and an electrical warehouse

The Geer Tree Farm, a well established agri-business that has been run at the Geer family farm in Griswold for more than three generations has also expanded its farming use to include a new and successful venue. The Geer family has been in Connecticut since the 1680's. The Overlook at Geer Tree Farm was opened as a unique and rustic wedding and events venue while providing many spectacular views of the tree farm's rolling hillsides. There currently are plans to construct a permanent structure for its events.



East Coast Auto Sale is located at Business Park Way and Voluntown Road as an Automotive Sales and Services Facility which has been very successful. This new facility and emissions center has designed its new home in the New England Regional style as a barn with stone wainscoting and a metal roof to maintain a rustic look that Griswold favors.



The Point on Route 138 Restaurant and Bar is a new American Family Style Restaurant, Pizza Place, and Bar in Griswold offering lunch and dinner with Al Fresco dining and a cocktail bar. Cuisines are offered and catering is available.



Hannah's Market and Deli is new restaurant sandwich shop and deli that has opened at 1027 Voluntown Road serving lunch and dinner. It offers Dine In and Farm Fresh Take out and catering for special events.

3.D.3 Maintaining Existing Business

The Jewett City Central Business District is a safe, attractive and productive economic and commercial center for both Griswold and the surrounding region. Also, all land use Boards and Commissions have endeavored to maintain and improve the viability of the Jewett City Central Business District when considering commercial zoning and commercial development (Greenfield development) outside of the Borough limits.



The Board of Selectmen and the Economic Development Commission, in 2011, oversaw the preparation of the Jewett City Main Street Corridor and Streetscape Improvement Master Plan. The subject study was funded through the Connecticut Small Town Economic Assistance Program (STEAP).

The Economic Development Commission established a Main Street Business stakeholders group. The goal was to prepare a master plan that would serve as a guide for the long term re-investment in the "Main Street" downtown area and to accomplish improvements that would have an immediate visual impact on Main Street. Streetscape. Elements such as benches, planters and trash receptacles were strategically located along Main Street.

The Master Plan is a multi-faceted long range plan that included Historic Period Main Street lighting, thematic branding, signage and way finding plan, façade restoration, Parking Plan, Farmer's Market and River Walk. Griswold has established itself as a "Heritage River Community" as well as the "Sunflower Capital of New England" with a street festival is planned as a follow up to the sunflower festivities at Buttonwood Farm in late summer.



The Economic Development Commission established a Main Street Business stakeholders group. The goal was to prepare a master plan that would serve as a guide for the long term re-investment in the "Main Street" downtown area and to accomplish improvements that would have an immediate visual impact on Main Street. Streetscape. Elements such as benches, planters and trash receptacles were strategically located along Main Street.

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The success of the Master Plan is heavily dependent on various state grant programs such as the herein aforementioned STEAP program and other programs such as the Main Street Investment Fund (MSIF) program. To date, as a result of the two successful grant awards, the Economic Development Commission was able to purchase and install 37 historic state-of-the art LED street lights with banner poles and American flag brackets.

The Griswold Planning and Community Development Office is constantly on the lookout for Federal and State Grant programs that may be applied to the continual implementation of the Jewett City Main Street Corridor and Streetscape Improvement Master Plan. The State of Connecticut Department of Transportation is slated to aid and repave the Jewett City Main Street from the intersection with Slater Avenue north to the intersection of Route 12 and Route 201. The new pavement will add to the Main Street improvements that have been made to date. The Main Street Improvement Plan is an on-going work in progress.

At the Borough and Griswold Town line, the former Triangle Wire and Cable Company that was located 235 East Main Street and which has been vacant for nearly twenty years, was part of two phases of environmental testing to determine the viability of a Brownfield remediation project. In January and February of 2017, an environmental developer received approvals from the Griswold Inland Wetlands and Watercourses Conservation Commission and the Griswold Planning and Zoning Commission that allows their submission of a Remediation Action Plan to the State Department of Energy and Environmental Protection to proceed with the cleanup of the site for a future Greenfield Residential and Commercial Use.

3.D.4 Attracting New Business

Generally, the municipalities that are most competitive in attracting economic development have been working diligently for years to provide developable parcels, formulate economic development programs, and providing for the provision of incentives for businesses choosing to make investments within their borders. Griswold is no exception. In 2012, the townspeople voted for the Griswold Business Incentive Program.





Policies were developed by the Griswold Economic Development Commission and that were approved by the Griswold Board of Selectmen, to promote the town's economic development potential. These range from tax incentives and tax abatement programs to buy-in/tie-in rates for new commercial investment.

The Griswold Economic Development Commission was instrumental in acquiring waste treatment flowage rates for new commercial businesses within Griswold and the Borough of Jewett City along the Routes identified in the Route 164 and I-395 Corridor Study by Clough Harbour. In order to attract new businesses, Griswold Boards and Commissions have endeavored to maintain appropriate Zoning Districts and realistic, development-friendly Zoning Regulations. To this end, the Economic Development Commission and the Planning and Zoning Commission recently worked through a series of applications that culminated in the creation of a new Business Park zoning classification that was added to the Griswold Zoning Regulations in 2009; and a series of abutting properties were identified as development potential for a Business Park, and a BP Zoning classification was implemented into a Zoning District on the Town Zoning Map. In 2016, the C-1 and C-2 Commercial Zones in the Griswold Zoning Regulations were combined to create one C – Commercial Zoning to make Griswold a more business friendly environment to attract new business to Griswold.

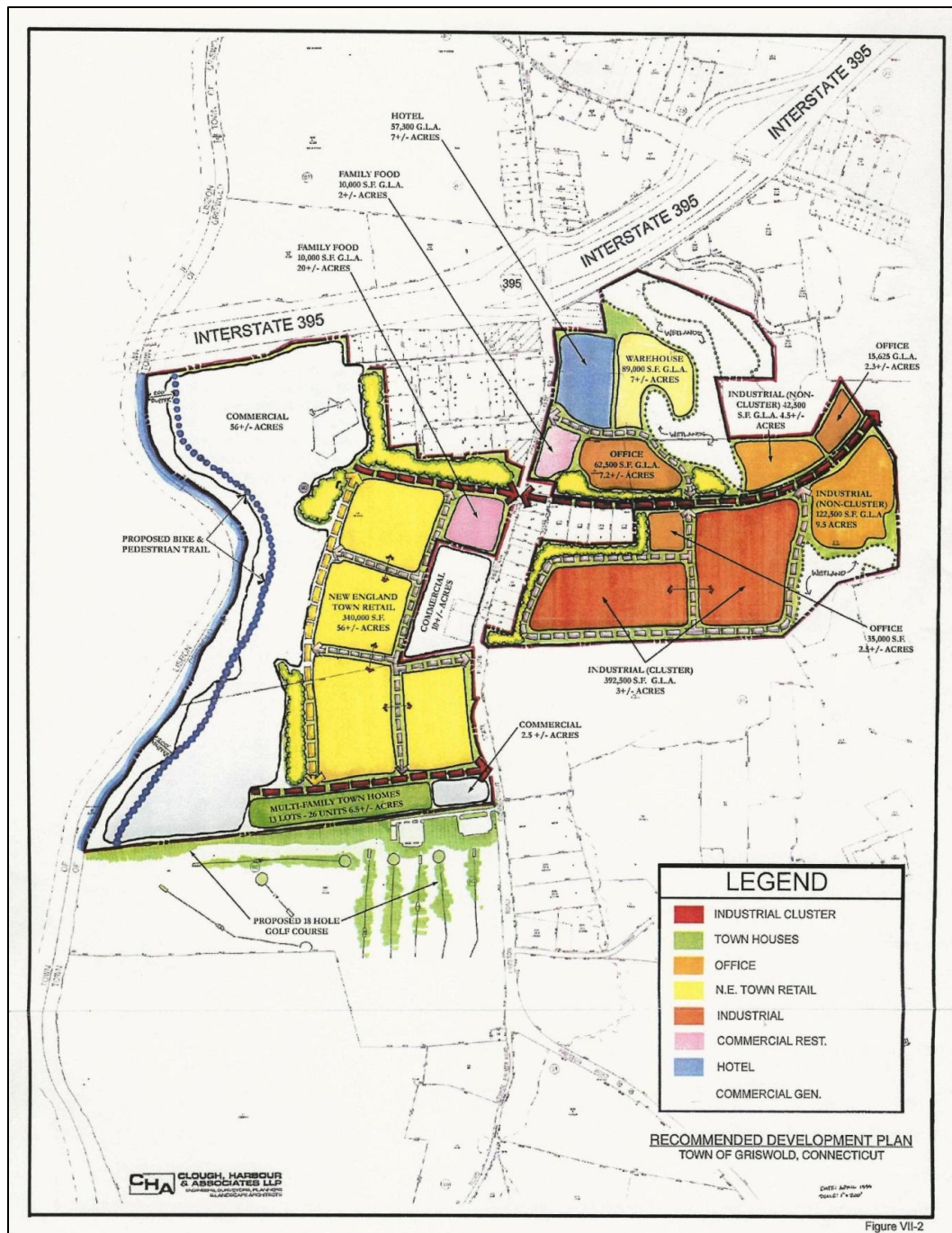
3.D.5 Future Development Trends

In order to maintain a positive economic development momentum and to remain competitive in the commercial development market, the Town of Griswold must focus its energies to three specific ends. (1) EDC has formulated and implemented portions of The Jewett City Main Street Corridor and Streetscape Improvement Master Plan in 2011 for the Borough of Jewett City Central Business District. To date historic period lighting has been installed and includes banners and flag poles. There has been the creation of a pedestrian access way in the former Fanning Court roadway that was successfully closed with CTDOT's approval. There are plans to implement another Main Street Improvement to revitalize the downtown with a façade program with established Borough stakeholders.

(2) The Economic Development Commission was successful in creating a business tax incentives plan that was adopted by the Town as part of their Code of Ordinances that the town can offer to new businesses who choose to invest in Griswold. The EDC was also successful in obtaining from the Griswold Sewer Authority 20,000 GPD flowage rate exemption from buy-in-tie-in fees for expansion of sewer infrastructure beyond the current limits. The Planning and Zoning Commission has established a Business Park District on the Zoning Map in 2009 when there was a comprehensive rezoning.

(3) In formulating the Future Land Use section of this Plan, the Griswold Planning and Zoning Commission, in cooperation with the Economic Development Commission, have re-analyzed the existing industrial and commercial zoning districts throughout Town. The former C-1 and C-2 Commercial Zones were combined to create a single C-Commercial Zone while maintaining the permitted uses a special exception uses so that new development may be reviewed by the Planning and Zoning Commission for consistency with the zoning regulations.

The properties along Route 164 and Route 138 near Exit 22 hold the most promise for large-scale commercial and light-industrial land uses. The August 2000 I-395/164 Corridor Study commissioned by the Griswold Economic Development Commission outlines a comprehensive development plan for this

**Figure 3.D.1 "Route 164 Development Plan from Corridor Study"**

area. Figure 3.D.1 shows the recommended development plan for the subject area. Properties along Route 138/Voluntown Road also hold great potential for future economic development. Griswold is committed to reinforcing the downtown commercial district in the Borough of Jewett City. It will continue to look at opportunities to build or reinforce neighborhood centers where community assets,



housing and transportation services can be clustered together such as senior services, medical care and shopping that is attractive to residents seeking pedestrian communities.

3.D.6 Fiscal Conditions

One measure of a municipality's economic health is its bond rating. This is a grade given to a municipal government that describes their credit quality, or its likelihood of repaying debts. Bond ratings are provided by independent rating services. Each independent rating service uses a different grading system. The table below shows the municipal ratings.

Table 3.D.1 "Comparisons of Bond Ratings of Griswold and Jewett City with Surrounding Towns"

	Moody's	Standard and Poor's	Fitch	Average Ranking (3=highest; 1= upper medium)
Griswold		AA	AA-	1.9
Preston		AA +		2.5
Plainfield	Aa3	AA +		
North Stonington	A1			1.0
Lisbon	Aa3			1.7
Voluntown	A			
Canterbury	Aa2			

Source: State of Connecticut Municipal Fiscal Indicators 2016

Local property taxes are the primary source of revenue to support municipal operations in Griswold—the amount of taxable property—additional funding may come from state education cost-sharing funds, state and federal transportation funding, and federal funding such as Community Development Block Grants or other sources. Generally, the amount of supplemental funding increases when taxable property per capita declines. Reliance on property taxes as a revenue source incentivizes Griswold to support development that adds taxable property to the grand list with minimal public service needs.

Griswold's taxable property per capita is \$80,429 which is equalized net grand list per population. Its share of revenues from property tax is 52%. Currently, 77% of the taxable property in Griswold comes from residential property. 7% of the taxable property is from commercial, Industrial and apartments. Other taxable property from personal property, vacant property etc. is 16%.

Property tax rates are expressed in mill rates; with a dollar values equal to the stated mill rate charged for every \$1,000 of property and are assessed at 70% of the appraised market value. Equalized mill rates are calculated by the State of Connecticut to allow comparison to town rates and to control for the fact that property assessments are updated on a staggered schedule in Connecticut.



3.E OPEN SPACE AND RECREATION

Open Spaces throughout Griswold can be generally categorized based on two characteristics: function and ownership. Functionally, open spaces are designated for Active Recreation or Passive Recreation and Conservation, and Open Spaces are generally either Municipally- Owned or State-Owned. A small amount of Open Space/Conservation land in Griswold is owned by the non-profit landholding corporation the Avalonia Land Conservancy, Inc.

Additionally, Griswold's many ponds, rivers and streams provide recreational opportunities such as boating, fishing, and swimming for residents and visitors, alike. Griswold's Open Spaces and Recreational Areas are further explained in the following pages, and are shown in Map 3.E.1 at page 73.

3.E.1 Active Recreational Facilities

Typically, Active Recreation areas and open spaces are specifically designed and/or developed to support one or several recreational activities (such as baseball fields, skate parks, etc.).

Municipally-Owned

In Griswold, all three municipally-owned open spaces are located in the Borough of Jewett City. These are recreational facilities are designed for active recreation, and are located in a complex located between Ashland Street, Hill Street and Wilson Street.

Veterans Memorial Park



The Veterans Memorial Park is located on Ashland and Hill Streets, on the Pachaug River. The Veterans Memorial Park is now located where the Ashland Mill stood before it was destroyed by fire in 1995. A well-know veteran of the community, Theodore "Ted" Augustinowski, was key in helping to make Veterans Memorial Park a reality before his passing.

The gazebo at Veterans Memorial Part may be rented to hold wedding ceremonies and photography shoots and where summer concerts, cruise nights, sunflower festival and other recreational activities are provided for the enjoyment of Griswold and Jewett City residents

This recreational space provides approximately five acres of land area with a walking path along the Pachaug River and seating to enjoy watching water spilling over the dam.



Pasquale and Maria Camputaro Memorial Field

The Pasquale and Maria Camputaro Memorial Field opened to the public permanently to host Griswold's local non-profit sports organizations. There is also a waterfront nature trail, trail, fishing areas, a football/soccer field and practice field complete with baseball backstops.



Little League Fields

Located on Wilson Street, this ball field was historically the only municipally-owned recreational facility aside from the recreation fields located at the Griswold Schools campus. This field plays host to little league games throughout the baseball season.

Jewett City Skateboard Park

Constructed in Spring of 2004 under cooperative agreement between the Town and the Borough, the skateboard park is now home to several permanent skate park elements including a quarter pipe, grind rail and launch ramp. This facility is aimed at providing a safe location for skateboarders to practice their sport.



State-Owned



Hopeville Pond State Park

Hopeville Pond State Park is located on Hopeville Road (Route 201) east of the intersection with Stone Hill Road. The approximately 500-acre park offers recreational fields, hiking trails, a swimming beach, picnic areas and a campground.



3.E.2 Passive Recreation and Conservation Lands

Passive recreation areas and conservation lands are primarily maintained in a natural or semi-natural state and, generally, undergo minimal formal development in order to provide access to natural features. When passive recreational areas are developed, they are primarily developed for low impact uses such as walking trails or benches for sitting and observation. The vast majority of passive recreation and conservation lands in Griswold are part of the Pachaug State Forest system, owned by the State of Connecticut Department of Energy and Environmental Protection (CTDEEP).

Municipally-Owned

Fanning Park



Established in 1912, Fanning Park is a sliver of land located at the confluence of Main Street, North Main and East Main in the Borough of Jewett City. The park was created as a gateway to Jewett City, and remains in its nearly original state to this day.

The Soldier's Monument is significant historically because it is a symbol of the honor and respect paid by the community "To the Loyal Sons of Griswold and Vicinity who served in the Civil War" and it was gifted to the town by the philanthropy of David Hale Fanning.

The World War I and World War II Memorials are also located here for all of the service men of Griswold and Jewett City who served and those who died in service in those conflicts.

State-Owned

Pachaug State Forest.

Initially established in 1928 with land purchased in Voluntown, the largest forest in the State system, Pachaug State Forest, collectively represents a 24,000+ acre expanse of woodlands, fields, wetlands, and water bodies in six Towns. The Forest occupies approximately 3,000 acres of land in Griswold, with the remainder in neighboring North Stonington, Preston, Voluntown and Plainfield, as well as Sterling.

The word "Pachaug" is derived from the Native American term meaning bend or turn in the river. The Pachaug River, running from Beach Pond to the Quinebaug river, runs through the center of the forest. Old cellar holes and miles of stone walls winding through the forest give evidence that the entire forest was once farmed or pastured. Nearly every brook has several old mill sites and dams. Homestead farming and small industry succumbed to advancing modern technology; the forest reclaims its land.



Visit the Rhododendron Sanctuary in bloom mid May and the Atlantic White Cedar Swamp, Explore brooks and the pond. Tour foot trails, woods, roads, hardwood forests and conifer plantations. Fish stocked fishing ponds. View historic cellar holes, stone walls, wildlife, and fall foliage.



Farms With Development Rights Purchased

Several properties in Town, identified as those properties shown in yellow on Map 3.E.1, are privately owned agricultural properties that have had their “development rights” purchased by the CT Department of Agriculture through its Farmland Preservation Program. Since the program’s inception, the CT Department of Agriculture has purchased the development rights to four farms constituting six parcels of land totaling 528 acres within the Town of Griswold.



3.E.3 Perceived Open Space

Aside from the categorization by Active or Passive use, a third possible category is so-called “Perceived Open Space”. Perceived open spaces are privately owned properties which are developed, but are generally occupied by low-intensity land uses such as golf courses, hunting clubs, and cemeteries.

The following are examples of perceived open spaces in Griswold:

River Ridge Golf Course. Located on Preston Road (Route 164) is a public 18-hole championship courses with a state of the art irrigation system for tees, greens, fairways and rough.

Pachaug Outdoor Club, Inc. Located at the intersection of Banjo Sullivan and Jim Brown Roads, the Pachaug Outdoor Club consists of approximately 80 acres abutting the Jewett City Water Company’s Stone Hill Reservoir lands.

Mystic Rod and Gun Club. Located on Breakneck Hill and Lee Roads in Griswold, the Mystic Rod and Gun Club consists of approximately 132 acres directly abutting the Pachaug State Forest.

Griswold Fish and Game. Located at 303 Bethel Road, the Griswold Fish and Game Club consists of approximately 9 acres abutting Pachaug Pond.

Pachaug Cemetery. Located on the Easterly side of the intersection of Route 138 and Campbell Road, Pachaug Cemetery consists of 38.3 acres of land owned by Pachaug Cemetery Associates, Inc.

St. Mary’s Cemetery. Located on the southeasterly side of Lily Pond Road between Geer Road and Route 12.



3.E.3 Aquatic Resources

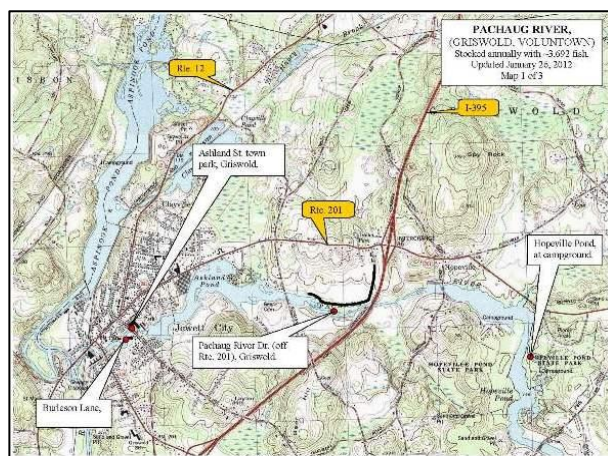


The abundant presence of and availability to water resources make Griswold an attractive location for recreational activity, and are generally the result of the flooding of the extensive Pachaug River system which meanders throughout the Town of Griswold.

Wherever you are in Griswold, you are never very far from one of the ponds that are part of the Pachaug River system: Pachaug with a state boat launch, Glasgow, Hopeville, Doanville, and Ashland.

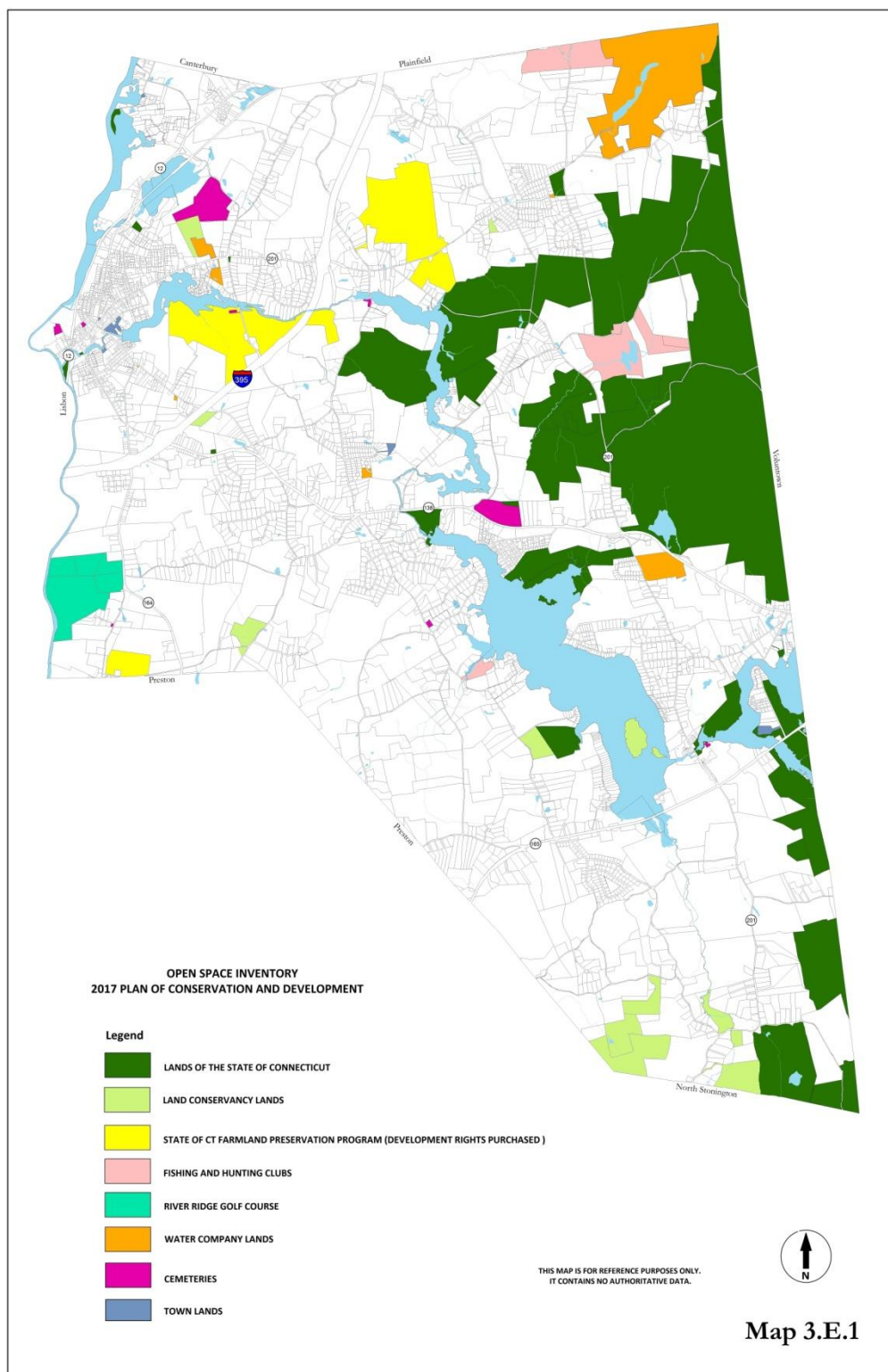
In addition, along the western municipal border, there is Clayville Pond and the Quinebaug River forms Aspinook pond where it sits atop Aspinook Dam. The State of Connecticut DEEP maintains several boat launches and fishing accesses throughout Town. In addition to these State sites, the Town of Griswold also maintains boat launches/fishing accesses on the Pachaug River/Ashland Pond (located in Arrowhead II on Pachaug River Drive) and on the Quinebaug River/Aspinook Pond (located in Quinebaug Camps on Arbor Road).

Downstream from the Pachaug River boat access lays Pachaug Pond, an 870-acre body of water popular with anglers and power boaters. Pachaug pond is stocked annually with approximately 3,692 fish. The maps below show a number of fishing locations in Griswold and Jewett City.





Map 3.E.1 "Open Spaces Inventory"





3.F NATURAL AND CULTURAL RESOURCES

Griswold's natural topography was formed many thousands of years ago by glaciers that moved across southern New England. The depositional and erosional effects of the most recent glaciation, the Wisconsin glaciation, which occurred about 15,000 years ago, are in evidence in Griswold. Glacial deposits are divided into two main categories: stratified (or layered) material called stratified drift, and non-stratified material called till. The result of glaciation is a very variable earth surface with numerous hills, stream valleys, wetlands, steep slopes, bedrock outcrops, shallow-to-bedrock soils, and level areas with good soils for agriculture.

This Section of the Plan identifies key natural and cultural characteristics of the Town of Griswold that the Commission has deemed worthy of consideration.

3.F.1 Natural Topography

To date, development in Griswold has been strongly influenced by its topography. Elevations range from 591 feet above sea level at Stone Hill in the northeastern corner of the town and 535 feet at Bay Mountain in the southern portion of the town, to less than 70 feet along the Quinebaug River at the southern border of the Town with Preston.

Most of the Town's intensive development has occurred on level and gently sloping land along the Pachaug River and at the confluence of the Pachaug and Quinebaug Rivers in Jewett City. These rivers were capable of producing waterpower, which attracted mill developers, associated residences and other uses. These uses located on land adjacent to the rivers; such as the level plain between the Pachaug and Quinebaug Rivers that became Jewett City. The road pattern that evolved to connect these developed areas also took advantage of these lands along the river valleys. In addition, farming activities took advantage of lands with gentle slopes, in river valleys and on upland plains

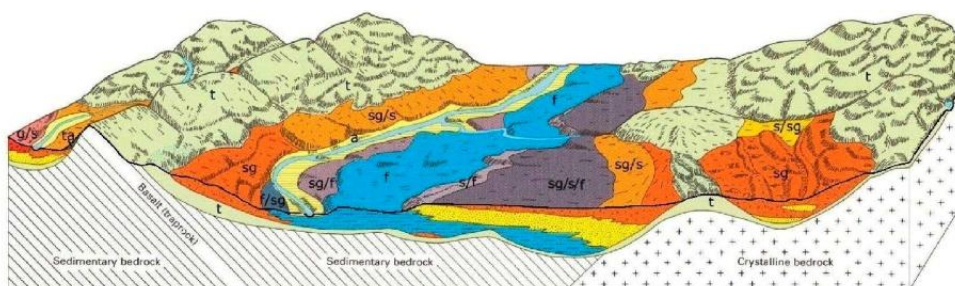


Figure 3.F.1
"Explanation of Cross
Section View and
Explanation of
Surface View"

EXPLANATION OF CROSS-SECTION VIEW

	Gravel Deposits
	Sand and Gravel Deposits
	Sand Deposits
	Fine Deposits
	Alluvium
	Till
	Talus

EXPLANATION OF SURFACE VIEW

	Sand and Gravel Deposits		Sand Overlying Fines
	Fine Deposits		Fines Overlying Sand and Gravel
	Gravel Overlying Sand		Alluvium
	Sand and Gravel Overlying Sand		Alluvium Overlying Fines
	Sand Overlying Sand and Gravel		Till and Bedrock
	Sand and Gravel Overlying Sand Overlying Fines		Thick Till
	Sand and Gravel Overlying Fines		

Many of these areas will play an important role in determining Griswold's future growth pattern. These areas also contribute to the aesthetics and attractiveness of the town.



Map 3.F. 1 Surficial Materials Map shows the distribution of glacial ice-laid, glacial meltwater deposits, and postglacial sediments of the effects of the last glaciation on Griswold's topography.

Glacial Ice-Laid deposits (tills: unsorted material deposited directly by glacial ice and showing no stratification and moraine: a mass of rocks and sediment carried down and deposited by a glacier, typically as ridges at its edges or extremity.) were derived directly from the ice and consist of non-sorted, generally non-stratified mixtures of grain-sizes ranging from clay to large boulders. The matrix of most tills is predominantly sand and silt and boulders can be sparse to abundant. Some tills contain lenses of sorted sand and gravel and occasionally masses of laminated fine-grained sediment. The lack of sorting and stratification typical of ice-laid deposits often makes them poorly drained, difficult to dig in or plow, mediocre sources of groundwater and unsuited for septic systems. Till blankets the bedrock surface in variable thicknesses and commonly underlies stratified meltwater deposits (see Block Diagram). End moraine deposits (primarily ablation till) occur principally in southeastern Connecticut.

The Glacial Meltwater deposits (stratified deposits) were laid down in glacial streams, lakes and ponds. They are often composed of layers of well-to-poorly sorted sands, gravels, silts and clays with few to no boulders, and owing to their water-related depositional origins they have many characteristics that are favorable for development. Because water is a better sorting agent than ice, glacial meltwater deposits are commonly better sorted, more permeable, and better aquifers than ice-laid deposits. They can be good sources of construction aggregate, and are relatively easy to excavate and build highways and buildings on.

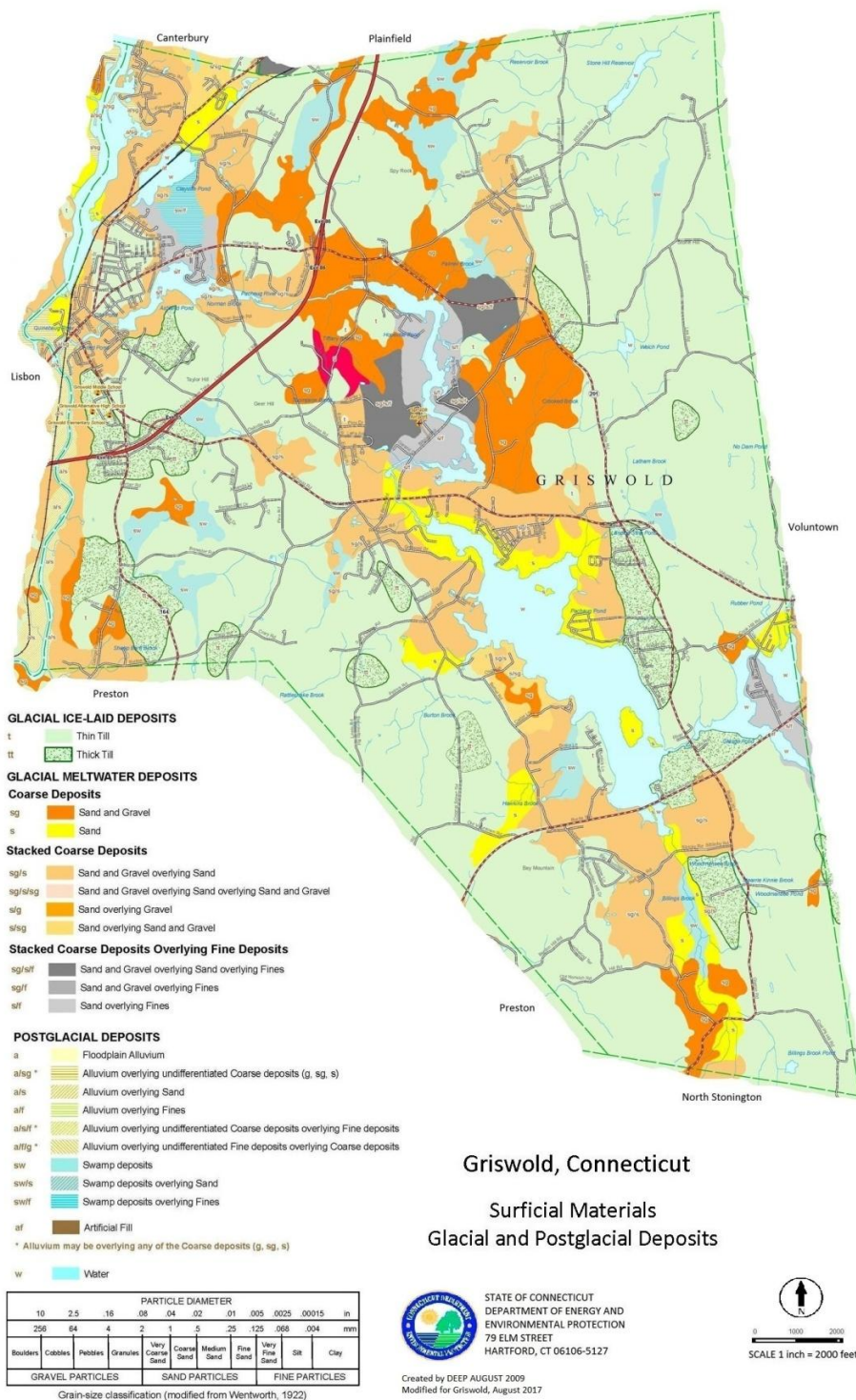
Meltwater deposits are depicted using four basic texturally-based map units: gravel, sand and gravel, sand, and fines. To the extent that it is known or can be inferred, the subsurface textural composition of meltwater deposits is shown for their entire vertical thickness. In many places similar conditions persisted for the entire time that a meltwater deposit was being laid down, and a single map unit (e.g. s- sand) is sufficient to describe the entire meltwater section.

Areal (any particular extent of a surface) and vertical textural variability can occur within the meltwater deposits because the amount of energy available to carry sediment varies with each meltwater setting (stream, delta, lake, etc.), and settings can change over time. High-energy depositional environments near glacial margins (proximal) tend to favor deposition of coarse material but as time passes, and the glacial margins melt back, less energy is available and finer grained distal deposits can become predominant. Where more complex stratigraphic relationships existed because of changing conditions during deposition, "stacked" map units are used to characterize the subsurface (e.g. sg/s/f - sand and gravel overlying sand overlying fines). Where postglacial deposits overlie meltwater deposits, this relationship is also shown (e.g. als - alluvium overlying sand).

Postglacial Sediments (primarily floodplain alluvium and swamp deposits) are less widely distributed and are typically thinner than the glacial deposits that they overlie, but they are locally important ecological, agricultural, commercial, and recreational resources. Deposits of floodplain alluvium are largely composed of sands, gravels and silts that have been reworked from glacial deposits and mixed with organic matter which increases their fertility. Despite their flood-prone nature, low, flat, fertile floodplains have historically been attractive for agricultural uses and development related to water-dependant commerce.



Map 3.F.1 "Suficial Materials Glacial and Post Glacial Deposits"



Map 3.F.1



3.F.2 Prime Agricultural Lands

Since colonial times, farming has been an important part of the development of Eastern Connecticut, and this stands true for Griswold, as well. Agricultural operations have historically been present throughout Town, primarily located within the low-lying fertile valleys along the Pachaug and Quinebaug Rivers. As the glacial ice melted and the ice mass retreated northward, trapped materials were deposited over the scoured landscape. Over time, organic matter accumulated and mixed with these deposited materials to create soils that are favorable to the production of agricultural products, particularly crops and grazing



lands for livestock. The CT DEEP categorizes those soils that are most conducive to agricultural production into two categories: (1) “Prime Farmland Soils”, which are those soils displaying prime characteristics that would best support farming activities; and (2) “Additional Statewide Important Farmland Soils” that are somewhat less conducive to agriculture than prime lands, but are still very suitable for agricultural production. It is imperative that the geographical areas containing these important Farmland soils are identified and protected from development if Griswold is to maintain any portion of a viable agricultural economy or retain this important farm element of rural character. Unfortunately, those areas best suited for agricultural use, are those that are most easily developed, because soils are good, topography is generally mild, and required site work is minimal. In a future open space prioritization for land parcels, important farmland soils should be one of several priority factors. Map 3.F.1 shows the location of these Farmland Soils throughout the Town.

3.F.3 Natural Vegetation and Wildlife

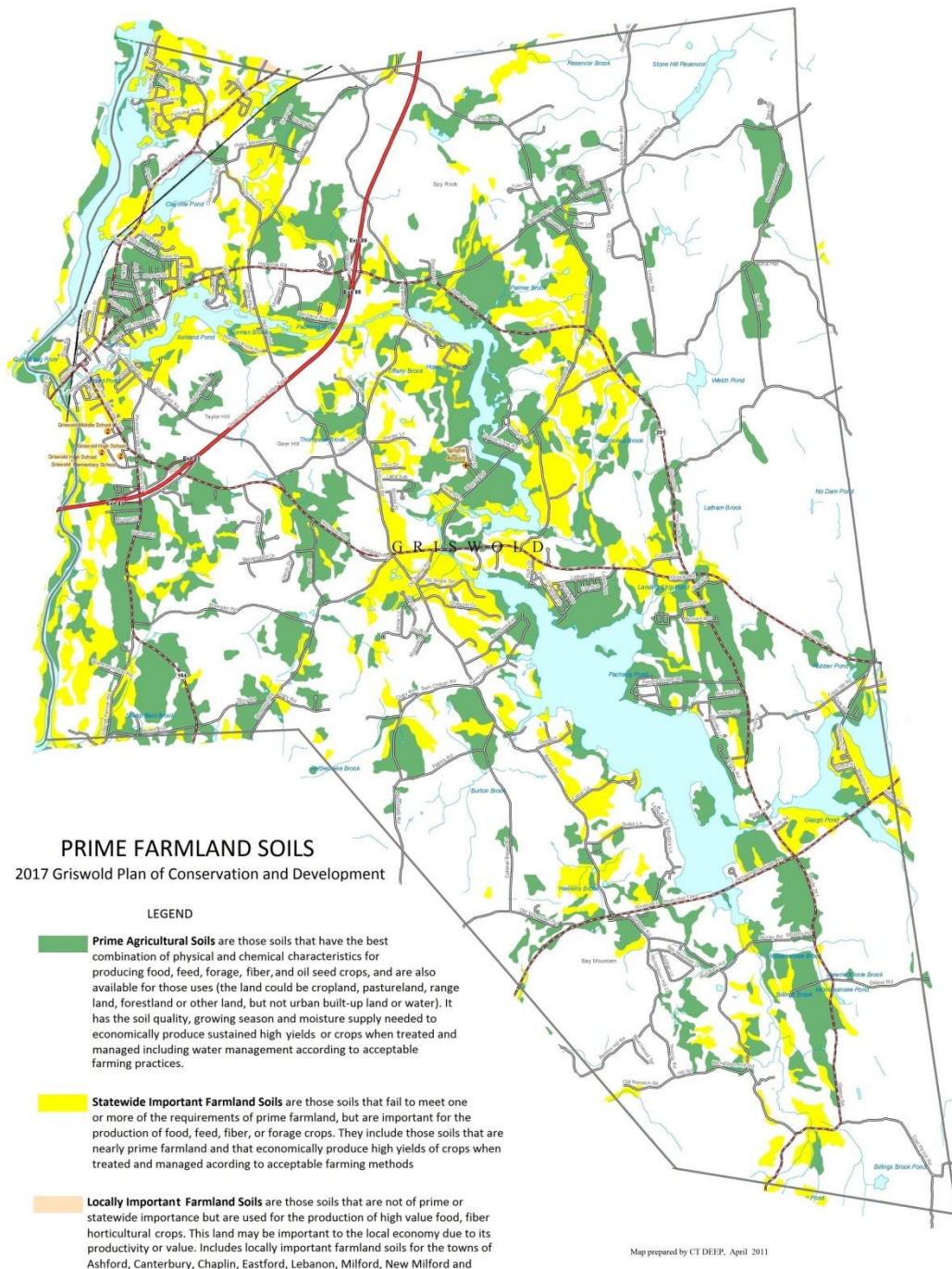
Preserving healthy supplies of natural vegetation and wildlife is also an important characteristic of maintaining an overall rural character in Griswold. Of particular attention are those areas containing threatened or endangered species of flora and fauna, as well as those natural areas representing significant natural communities. Under the direction of the Connecticut Department of Energy and Environmental Protection, the Connecticut Geological and Natural History Survey provides statewide GIS mapping data with regard to state and federally listed Endangered, Threatened, and Special Concern species and significant natural communities.

The Natural Diversity Data Base (NDDDB) represents locations of species and natural communities are based on data collected by the CT Geological and Natural History Survey, other units of DEEP, private conservation groups and the scientific community and compiled by the NDDDB. The information on the NDDDB mapping may be based on comprehensive or site-specific field investigations; and in some cases, locations have been derived from literature, museum records, or historic records. Exact locations are buffered to produce generalized locations, and the exact species or community location falls somewhere within the hatched area and not necessarily in the center. Information on Map 3.F.2 does not include Natural Area Preserves, designated wetland areas, or wildlife concentration areas.

Map 3.F.2 is intended to be used for site-based endangered species review when considering land development projects, by locating project boundaries and any additionally affected areas on the map. If the project is not within a shaded area; or overlapping a lake, pond or wetland that has any hatching; or upstream or downstream (by less than 1/2 mile) from a hatched area, the project is unlikely to affect any known occurrence of a listed species or significant natural community.



Map 3.F.2 “Prime Farmland Soils”



Map 3.F.2



If any part of a proposed project is within a shaded area or overlapping a lake, pond, or wetland that has any hatching, or upstream or downstream (by less than 1/2 mile) from a shaded area, then the project may have a conflict with a species or natural community. In the case of a potential conflict, the Town should contact the Connecticut DEEP to request further data and assessment assistance.

3.F.4

Areas having soil conditions classified as poorly drained, very poorly drained, alluvial or flood plain by the U.S. Soil Conservation Service are considered as wetlands in Connecticut and are regulated in Town by the Griswold Inland Wetlands & Watercourses Conservation Commission under sections 22a36 through 22a45 of the Connecticut General Statutes. Wetlands serve several important functions, among which are a habitat for wildlife and fin fish, flood control, nutrient retention and sediment trapping, and aquifer recharge. They also contribute to the visual and aesthetic qualities of a community.



Map 3.F.3 shows that wetlands hydric soils are found throughout Griswold and are likely to be encountered in any major new development. Large, contiguous wetlands are found along Bishop Crossing Road, north and south of Roode Road, south of Clayville Pond, east of I-395 and south of Taylor Hill Road, north and south of Brewster Road, west of Pachaug Pond and north of Route 165, and along Billings Brook. Wetland soils account for 3,037 acres, or 13.6% of Griswold's land area. Important wetland systems and watercourse corridors would be further protected by including them as factor in the future open space prioritization plan for land parcels.

Griswold strives to make every effort to ensure that the best management practices are used to protect the wetlands. Such practices include but are not limited to implementation of erosion and sedimentation control measures, restrictions on land use or development, construction setbacks for wetlands or watercourses for residential uses as well as commercial uses, proper disposal of waste materials, procedures for equipment maintenance to prevent fuel spillage, construction methods to prevent flooding or disturbance of wetland and watercourse, and procedures for maintaining continuous stream flows, confining construction that must take place in watercourse to times when water flows are low and fish and wildlife will not be adversely affected.

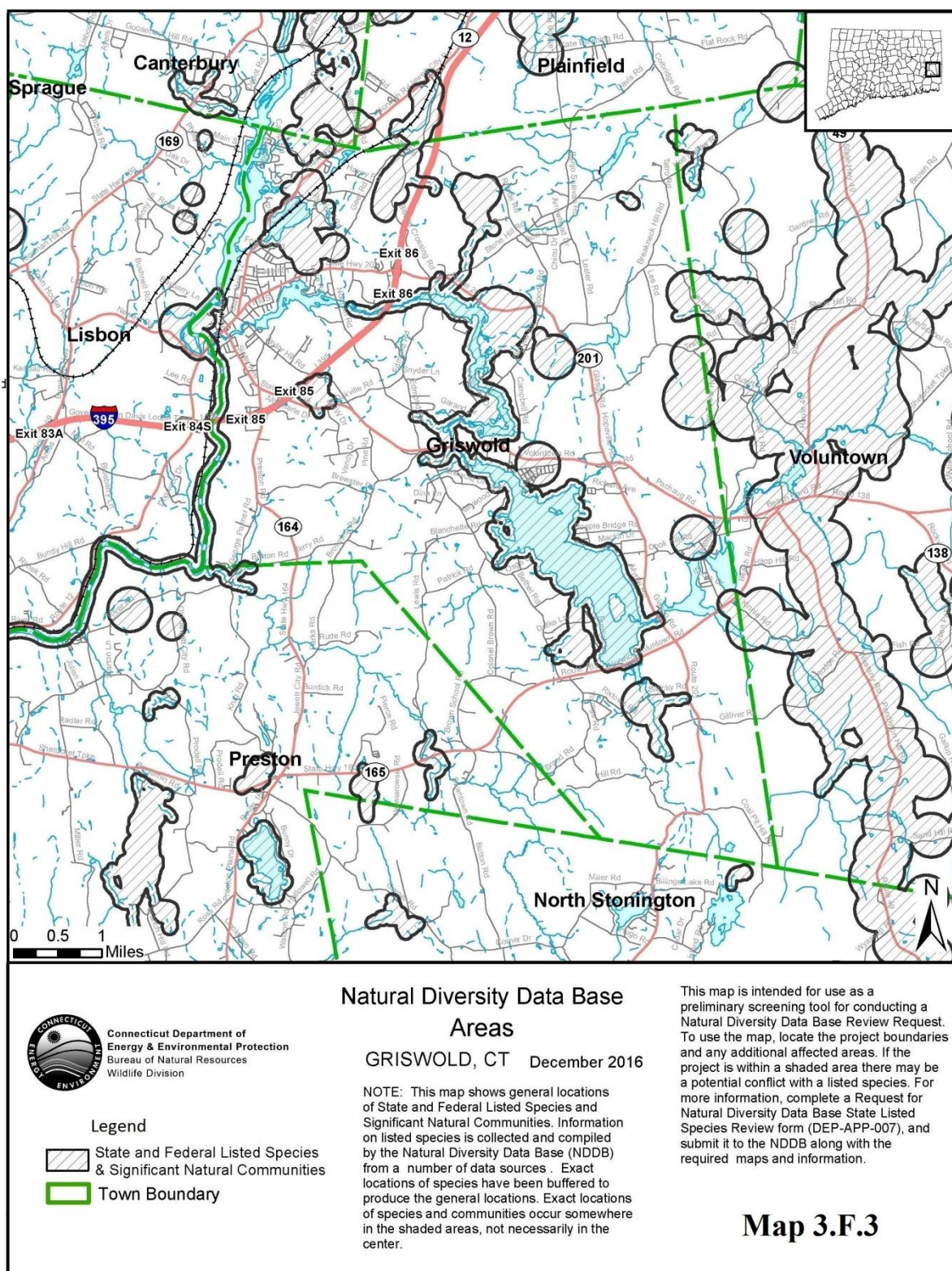
3.F.5 Water Resources

Water Supply Reservoir

The watershed of the Stone Hill Reservoir is located in the northeastern corner of Griswold. The reservoir is 26 acres in area and the watershed totals 0.81 square miles. While most of the watershed is located in Griswold, there are small portions in Plainfield and Voluntown. The Town is very fortunate that over 95% of the watershed is owned by the Jewett City Water Company, the utility company that operates the water system (see Map 3.E.1). Although the watershed is located in an isolated area and future development appears unlikely, the utility should purchase the balance of the watershed land as time and resources permit, because ownership is the best way to ensure that the balance of the watershed remains in an undeveloped natural state.



MAP 3.F.3 "Natural Diversity Index"

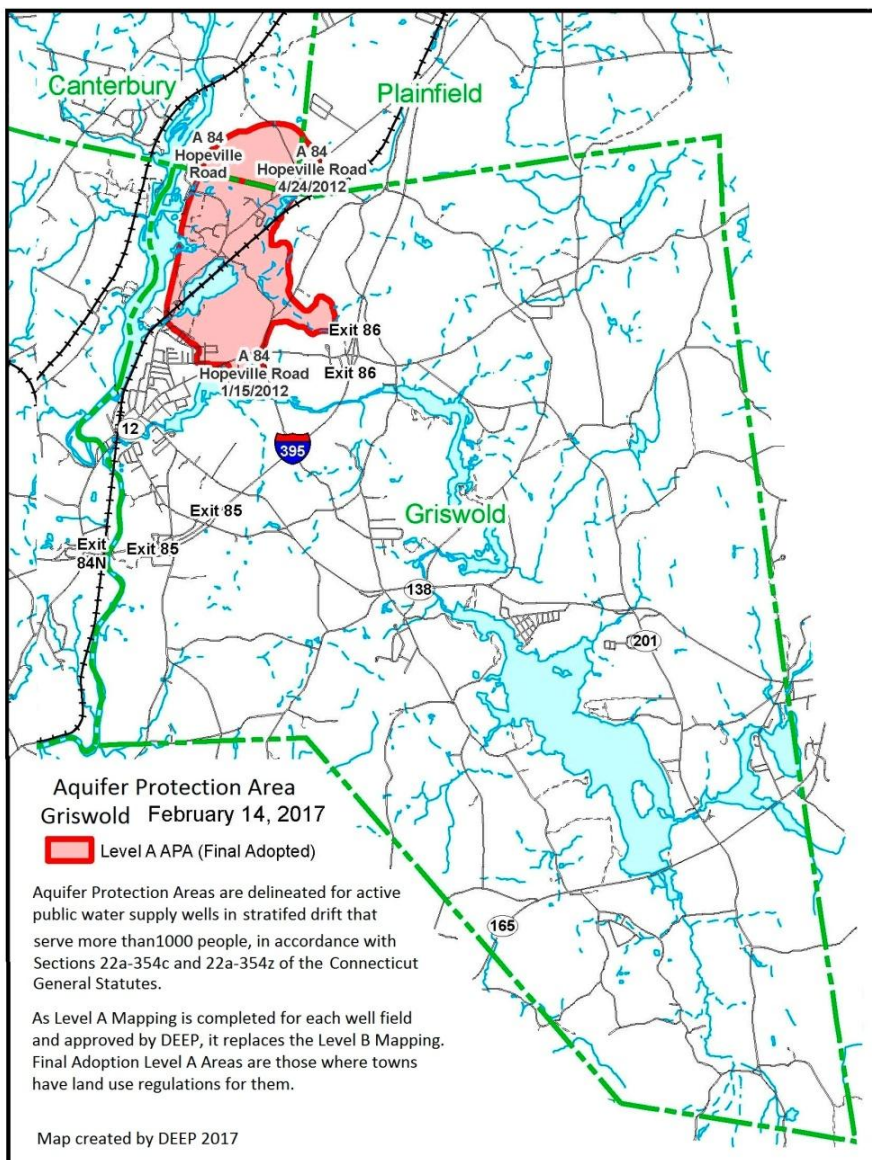




Wells and Aquifers

Under sections 22a-354o and 22a-354p of the Connecticut General Statutes, the Town of Griswold has designated the Inland Wetlands and Watercourses Conservation Commission as the municipal Aquifer Protection Agency. The Agency created, adopted and implemented an Aquifer Protection Area Program for certain drinking water supply wells and their recharge areas located in stratified drift deposits that were identified by the State of Connecticut Department of Energy and Environmental Protection

Figure 3.F.2 “Griswold Aquifer Protection Area”



The Aquifer Protection Area Program Regulations will apply to wells of the Jewett City Water Company located on Route 201 and on Edmond Road. At the time of drafting of this Plan, the Agency adopted the State of Connecticut’s model Aquifer Protection Area Program Regulations and Aquifer Protection Area Mapping were completed in 2012 and became effective on 2015.



Protection requires coordinated responsibilities shared by the state, municipality, and water companies to ensure a plentiful supply of public drinking water for present and future generations to protect aquifer protection areas within Griswold by making provisions for: 1) the implementation of regulations consistent with state regulations and An Act Concerning Aquifer Protection Areas, Connecticut General Statutes §22a-354a to §22a-354bb ("the Act"); 2) the delineation of aquifer protection areas on the town's zoning or inland wetland and watercourse areas maps; and 3) the regulation land use activity within the aquifer protection area including: prohibiting certain new activities; registering existing regulated activities; and issuing permits for new regulated activities at registered facilities; and 4) administering and enforcing these regulations

There are several satellite community water systems in Griswold. The largest of these systems is owned by the Jewett City Water Company which operates a well field on the north side of Route 201, west of Geer Road. This field augments the water supply received from the Stone Hill reservoir, discussed above. The Jewett City Water Company also operates a satellite system on Edmond Road.

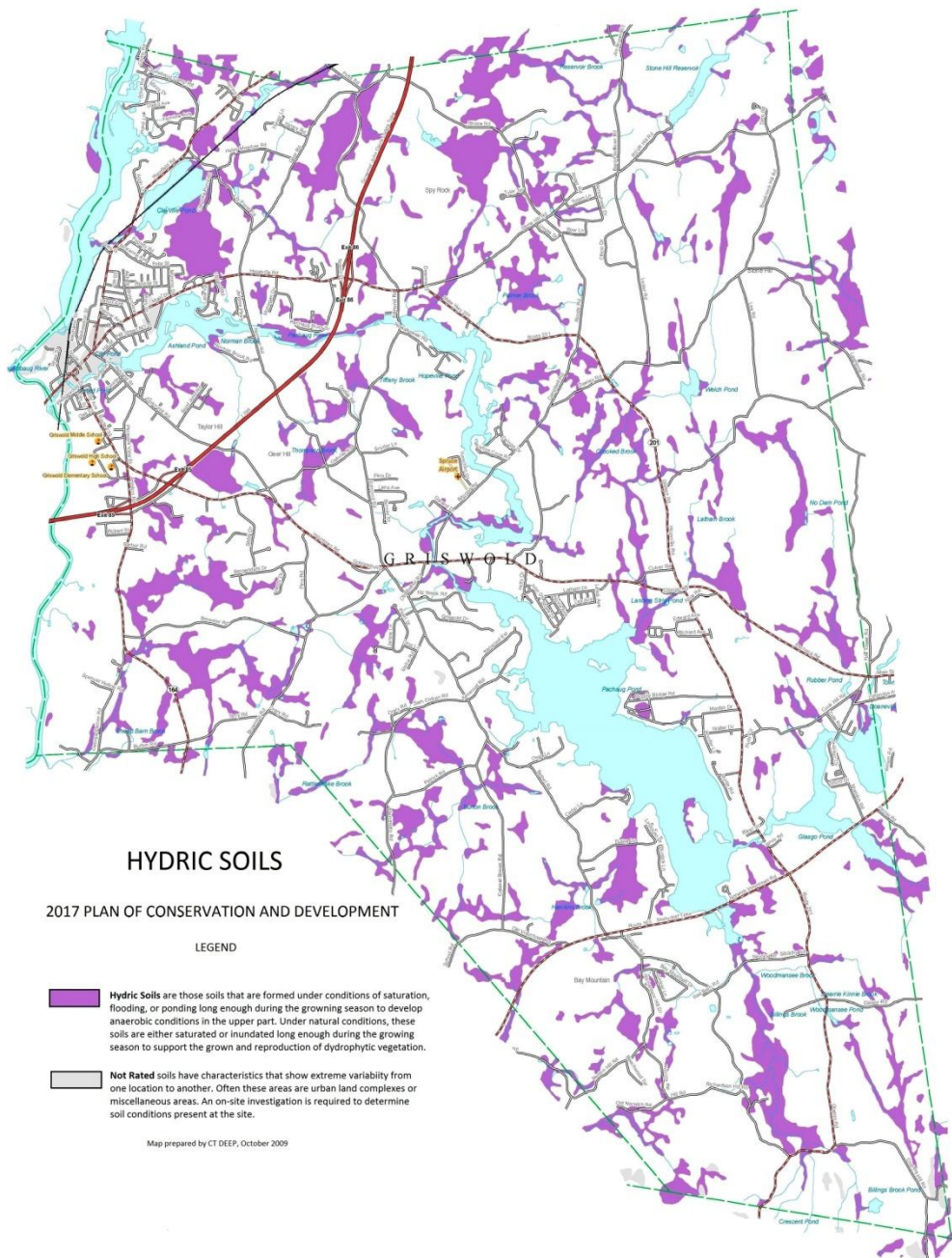
Aquifers are geologic materials that are capable of producing usable amounts of water. The more significant aquifers in Griswold are sand and gravel deposits, which are referred to as stratified drift. Generally, this sorted material was deposited by or in glacial melt water as the glacial ice melted and receded and is arranged in layers. It is generally found in stream valleys and their lower slopes. In Griswold, the U.S. Geological Survey has identified stratified drift deposits exceeding ten feet in saturated thickness. These areas including the Pachaug and Quinebaug River valleys, such deposits are considered capable of producing amounts of water sufficient for use as community supplies are located in or close to stratified drift deposits.

The Geological Survey has estimated long-term yields for sections of aquifers in Griswold based on various models. The estimated yield for the Billings Brook portion of the Pachaug aquifer in southern Griswold is 3.5 million gallons per day (mgd). For that portion of the Pachaug aquifer between Route 138 and Bitgood Road, the estimate is 1.4 mgd. For that portion of the Pachaug-Quinebaug aquifer centered on Clayville Pond the estimate is 2.89 mgd. The estimated yield for the Quinebaug aquifer along the Lisbon-Griswold town line is 1.3 to 2.5 mgd.

The degree of increased use of Griswold's aquifers in the future is uncertain, but the need to avoid contamination wherever possible is clear. The Jewett City Water Company has explored potential groundwater sources adjacent to its well field on Route 201; and should evaluate other favorable stratified drift areas. This would help ensure that locations best suited for well installation would be obtained prior to their development for other uses, as stratified drift areas are attractive for many land uses. They are predominantly level areas and, therefore, often good for farming which could product contaminants in the form of fertilizers, pesticides and animal wastes.



Map 3.F.4 "Hydric Soils"



Map 3.F.4



Watersheds



There is an emerging approach to analyzing land use and water resource planning that deals with the concept of “watersheds”. A watershed is typically defined as “a specific area of land that drains water, sediment and dissolved materials into a river system or other body of water”. The watershed concept can be a more comprehensive approach than analyzing the effects of land uses on water resources on a local or regional level in that it covers an area bound by environmental factors rather than municipal boundaries.

The topographic and soil conditions of stratified drift areas also make them attractive for the construction of dwellings and commercial buildings, with the associated parking areas, driveways, sewage disposal systems, and storm drainage facilities. All of these have the potential for producing pollutants in runoff that may contain oil, gasoline, salt, sand, antifreeze, and organic debris. Stratified drift deposits themselves are an important resource and form a basic building material for an urbanized society. Removal of some of these materials may not necessarily reduce the volume of water in an aquifer, but it usually results in the elimination or reduction of the protective cover over the aquifer.

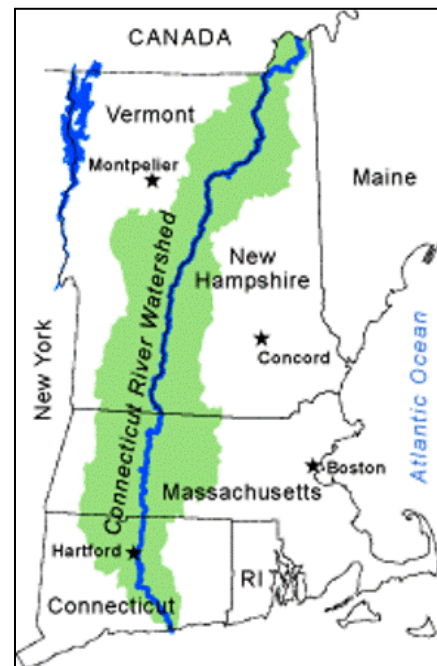
Watersheds can encompass vast areas of land all tied together in that they contribute water (by runoff to streams to rivers, or otherwise) to a major body of water. Watershed-based analysis can be utilized for any scale that fits a specific analytical need, such as those areas that contribute water to a large-scale river system, or a small stream or pond.

For example, the Mississippi River watershed, which is the third largest drainage basin on the earth, encompasses a geographical area extending through most of the central and northern portions of the United States, and stretches from Canada to the Gulf of Mexico.

On a smaller scale, (but regionally applicable) the Connecticut River watershed extends from the headwaters of the Connecticut River in Canadian to the Long Island Sound, receiving water from the central and eastern portions of Vermont, Western New Hampshire, Western and Central Massachusetts and Central Connecticut.

For the purposes of this Plan, we will focus on what are referred to as Statewide, Regional and Sub-Regional Watersheds. First, the statewide watersheds divide the state of Connecticut into eight large-scale drainage basins, of which Griswold is located within the “Thames Watershed”

Figure 3.F.3
“The Connecticut River Watershed



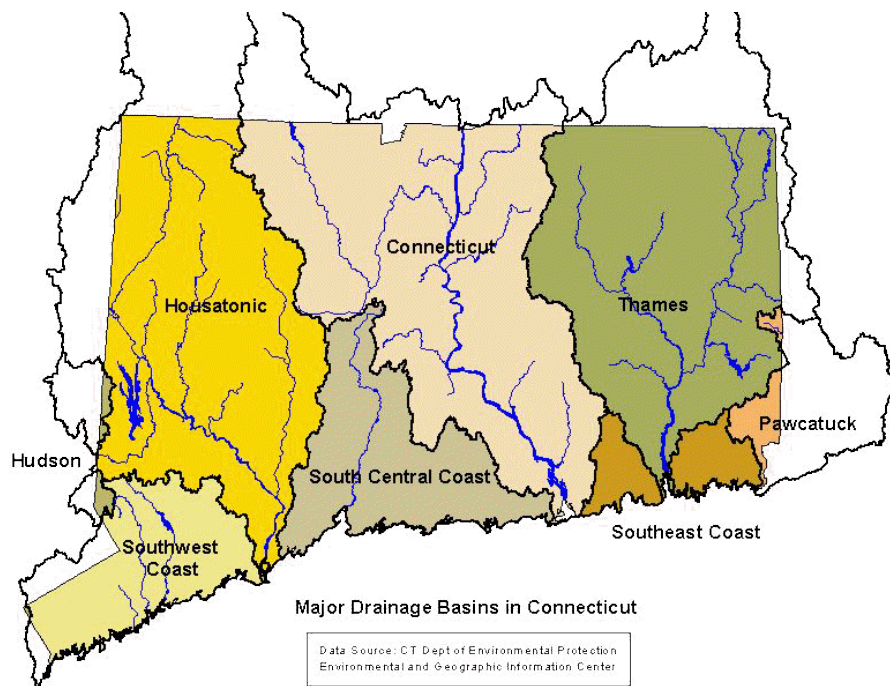


Because watersheds drain to rivers, and rivers flow downhill, or from higher elevations to lower elevations regardless of municipal boundaries or compass direction, it can be deduced that land use decisions made in any of the municipalities adjacent to Griswold may actually affect water resources in Griswold because the areas are hydrologically connected. Figure 3.F.3 shows the statewide watershed within the State of Connecticut. Note that the area depicted on Figure 3.F.1 for the Connecticut River Watershed in Connecticut corresponds exactly with the area shown in pink in Figure 3.F.2 which represents the Connecticut River Watershed on the statewide watershed map

Statewide watersheds can be further broken down into the multiple regional watersheds within the Thames River Statewide Watershed Basin. Upon review of Figure 3.F.3, it becomes apparent that 2 Regional watersheds affect water resources in Griswold. These Regional watersheds are the Quinebaug and the Pachaug Watersheds. As you analyze figure 3.F.3 further, notice that the Quinebaug River is generally affected by all of the land area shown in gold from Massachusetts through Eastern Connecticut to the Quinebaug River's confluence with the Shetucket River at the Preston/Lisbon/Norwich border. Likewise, the Pachaug River is affected by all of the area shown in Blue, occupying large portions of Griswold, Voluntown, and a small geographical area in North Stonington.

As is stated elsewhere throughout this Plan, the Pachaug River flows in a generally East to West direction from Voluntown, through Griswold, to its confluence with the Quinebaug River in Jewett City. As a result of the fact that the Pachaug River was dammed during the industrial revolution to create power for the many mills in Town, there are currently many Ponds that constitute the Pachaug River system. These include Doanville Pond, Glasgo Pond, Pachaug Pond, Hopeville Pond, and Ashland Pond, all of which are used for recreational purposes and are very valuable natural resources for the Town. On the sub-regional level, it is apparent that the Quinebaug Regional Watershed consists of the Quinebaug River, Mill Brook and Broad Brook sub-regional watersheds.

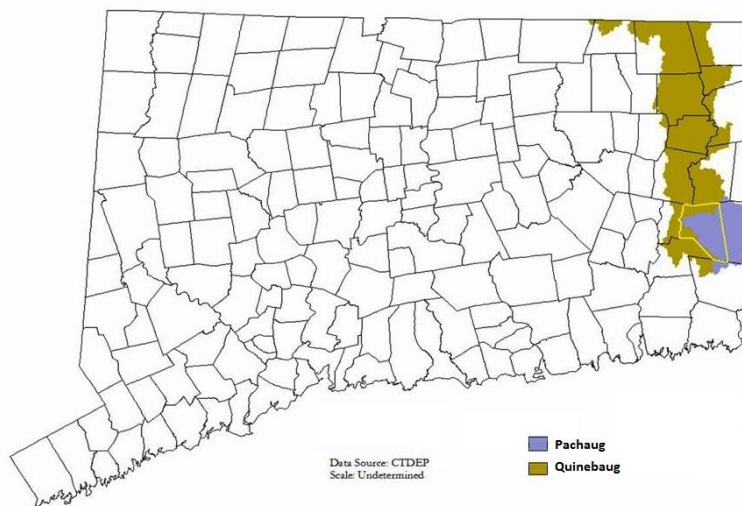
Figure 3.F.4 "Statewide Watershed Basins in Connecticut"





The Pachaug River Regional watershed consists of the Pachaug River, Mount Misery Brook, Myron Kinney Brook, and Billings Brook sub-regional watersheds. It is apparent from Figure 3.F.4 that a significant portion of the South end of Plainfield contributes water to the Mill Brook Watershed. The Mill Brook watershed contributes water to the Stone Hill Reservoir that is the Jewett City Water Company's main water supply and the source of drinking water for much of Griswold's population. Thus, it becomes evident that poor land use decisions in Plainfield could have a negative effect on drinking water quality in Griswold.

Figure 3.F.5
"Regional
Watersheds
Impacting
Griswold, CT"



The importance of evaluating land use decisions on a watershed level should not be understated. It is apparent that poor land use decisions or unregulated runoff and unchecked land development procedures in neighboring municipalities could have a negative impact on Griswold. For this reason, municipal officials must be attentive to development in neighboring municipalities and must utilize all available means of communication and encourage inter-municipal efforts in planning so as to avoid negative externalities that may impact abutting towns.

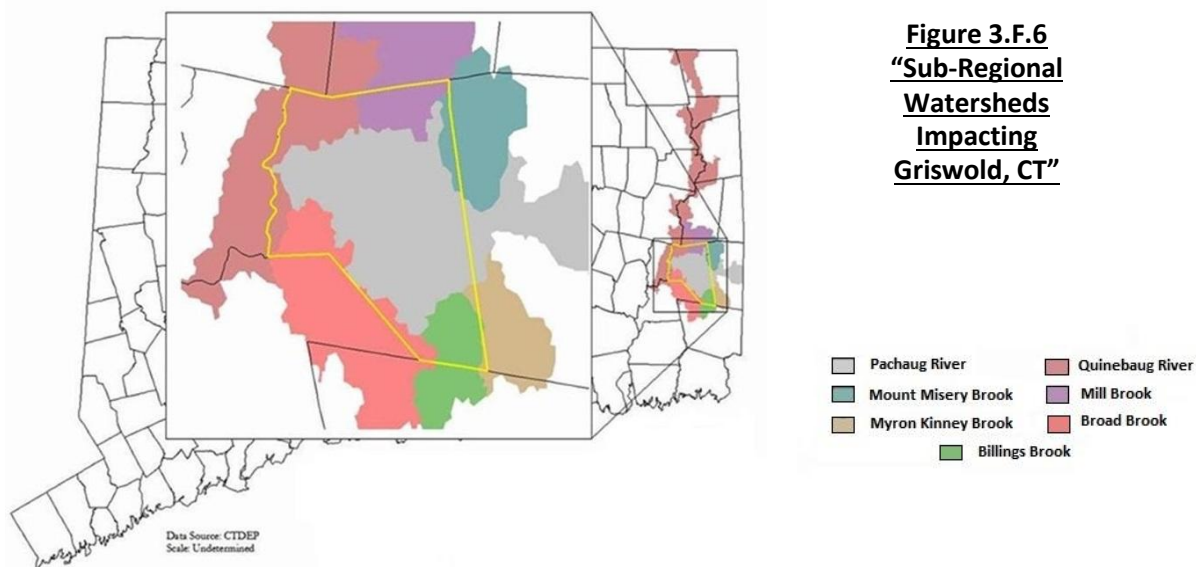


Figure 3.F.6
"Sub-Regional
Watersheds
Impacting
Griswold, CT"



3.F.6 Cultural and Historic Resources

The historic rural character of Griswold is perhaps the most attractive in the Region and can be continued if our Cultural and Historic resources are maintained into the future. Cultural and Historic Resources generally include man-made and other physical features that are remnants or components of American, Connecticut or Griswold cultural heritage.

As of June 2005, there are seven sites in Griswold that are listed on the National Park Service's National Register of Historic Places (a/k/a the "National Register"). These sites are:

1. Ashland Mill Bridge; over Pachaug River near Ashland Street; Listed 1999
(This bridge was removed by Griswold DPW for safety concerns. It is now stored at the DPW garage. It was replaced with the current footbridge.)
2. Avery House; NE corner of Park and Roode Roads; Listed 1986
3. Brewster Homestead; 306 Preston Road; Listed 2000
4. Edward Cogswell House; 1429 Hopeville Road; Listed 1993
5. Kinne Cemetery; Jarvis Road; Listed 2001
6. Timothy Lester Farmstead; Jct. of Crary, Browning and Terry Roads; Listed 1998
7. Slater Library and Fanning Annex; 26 Main Street; Listed 2002

A 1968 survey by the Southeastern Connecticut Regional Planning Agency entitled "Opportunities for Historic Preservation" identified 49 structures throughout the Town that were good examples of Colonial, Georgian, Federal, Greek Revival and Victorian styles or periods as well as mills and mill housing. .

Colonial houses were the dominant category, and these houses are scattered throughout the town. There are minor clusters, involving three or four structures in Pachaug along Route 138 and on South Main Street in Jewett City; the latter of which includes mostly Victorian structures

Seventeen structures or features in Griswold have been listed on the State Register of Historic Places. Although the majority of the Ashland Mill was lost to fire in 1995, portion of the original structure remains.

It is was formerly inhabited by the Griswold Visiting Nurses Agency (VNA). The number of properties listed on this register is seventeen. Although this designation has no legal implications, it is evidence that certain structures have historic significance and merit preservation.

The Griswold structures are as follows:

1. Enoch Baker House: Main Street; a 1½-story frame residence built 1790.
2. Henry Stanton Brewster House: Edmond Road and Route 138; a 2-story frame residence built 1805-1887
3. Judge Benjamin Coit House: Browning Road; a 2½-story frame residence built 1820.
4. Congregational Church Meeting House: Route 138; a 2½-story frame church built 1836.



Built circa 1790



5. John Cook House: Route 138; a 2½-story, center-chimney residence built 1720.
6. Garrison House: Browning and Crary Roads; a 2½-story frame residence originally constructed 1695.
7. Glasgo Inn: Route 201; 2-story frame structure built 1820.
8. Ironworks site: an island in the Pachaug River circa 1741.
9. Rev. Hezekiah Lord House: Roode Road; a 1½-story frame residence built 1750.
10. Moses Morse House: Brewster Road; a 2-story frame residence built 1754.
11. Slater Mills: Route 138; a 3-story brick industrial building built 1809.
12. Stephan Tucker Tavern: Route 138 and Old Bethel Road; a 2½-story frame commercial structure built 1820.
13. Watering Trough: Route 138; built 1903.
14. Whipping Post: Route 138 and Bitgood Road.
15. John Wilson House: Ashland Street; a 2½-story frame residence built 1782.
16. Walton Cemetery: Lily Pond Road.

In addition to those listed on both the National and State Registers of Historic Places, the Three Volume "Historic and Architectural Resource Survey of the Town of Griswold Connecticut" was performed in 2001 by Geoffrey Rossano, Ph.D. It identifies 73 properties in the Town of Griswold and 119 properties within the Borough of Jewett City that are historically and/or architecturally significant to the history of Griswold, and are worthy of consideration for preservation.

All of Griswold's historic features - the mills, churches, residences, burial grounds, and other sites contribute to the identity and character of the Town of Griswold. They are valuable assets to the community and appropriate measures should be taken the Town to ensure that these resources shall be protected in future years.



Rev. Hezekiah Lord House C. 1750



Capt. J. Avery House C. 1770



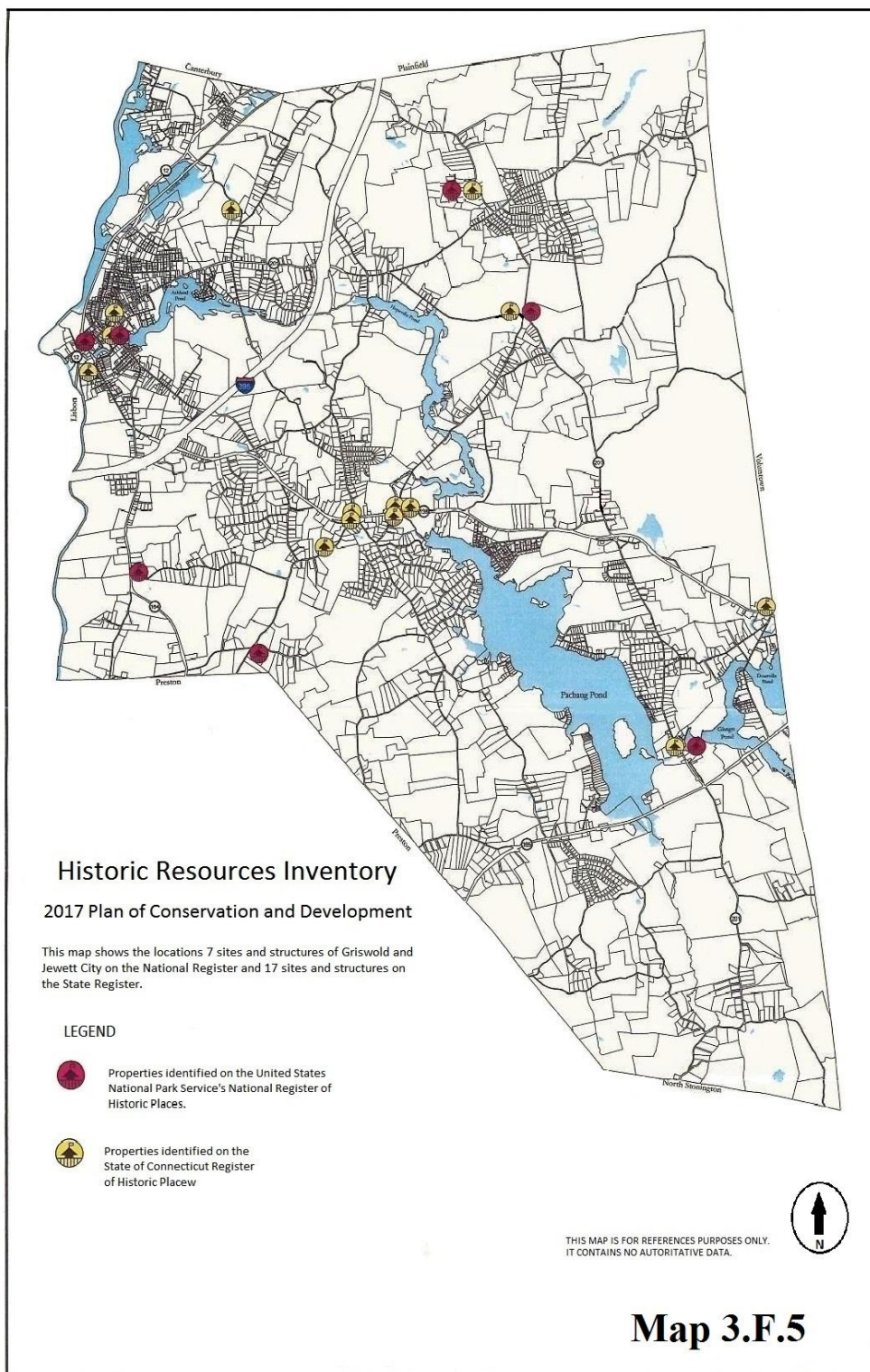
John Wilson House C 1781-1982



Edward Coggsell House C. 1740



Map 3.F.5 "Historic Resources Inventory"





3.G LAND USE

Griswold is a suburban town that presents a wide variety of land uses, ranging from very intensive to largely undeveloped areas. The Borough of Jewett City is generally a high-density “urban” area, located in the western portion of the town at the confluence of the Pachaug and Quinebaug Rivers. It evolved from the many mills that took advantage of the waterpower available from these rivers. Residential, commercial, industrial and governmental uses historically located here to support the mills, and continue to the present day.

A second level of land uses are the less-dense clusters of houses and businesses that evolved in various areas of town, such as Pachaug, Glasgow, Doanville, and around Hopeville, Ashland and Aspinook Ponds. Several residential subdivisions and mobile home parks that are scattered throughout town are also representative of this mid-level “suburban” development density.

At the low end of the density scale are scattered and isolated single-family homes and agricultural uses, with an occasional home occupation or commercial use. These generally “rural” uses are gradually coalescing as existing road frontages develop with residential uses. The lowest-density use is the Pachaug State Forest located in the eastern portion of the town adjacent to Voluntown, which contains large, contiguous areas of undeveloped woodlands, and wetlands.

Table 3.G.1. “Current Land Use in Griswold”

	Low and Very Low Density Residential	Medium and High Density Residential	Industrial	Commercial	Institutional	Transportation and Utilities
Acres	3843	943	299	320	145	877
Percent of Total Acres	5.8%	.04%	.01%	.01%	.006%	.039%
Total Developed Land	6,127	Percent of Total Acreage		35.3%		

	Open Space with Cemeteries	Active Recreation	Agriculture Includes Agricultural Reserved	Native American Tribal Reservation	Undeveloped
Acres	4782	371	8,094	0	9,583
Percent of Total Acres	21.3%	1.6	36.1%	0	43%
Total Designated Open Space	13,277	Percent of Total Acreage		59%	
TOTAL ACRES IN GRISWOLD	22,400	Percent of Total Acreage		100%	

Source: Griswold Tax Assessor 2016

Map 3.G.1 shows the current distribution of the various types of land uses in Griswold. Table 3.G.1 presents a tabular summary of the land use categories in acres, and Figure 3.G.1 presents this information graphically. Table 3.G.1 shows that of Griswold’s 22,400 acres, or 35 square miles of land area (one square mile equals 640 acres), approximately 26% is classified as developed uses. Reservoir, recreation, and agricultural uses and reserved open space, account for 33.5% of the town’s area while approximately 40% of the Town is privately-owned, “undeveloped” land.



Developed Uses

Developed uses include land utilized for residential, industrial, commercial, institutional, and transportation-utility uses. These uses total 6,127 acres, or about 9.57 square miles, of which nearly three quarters represent residential land uses. As noted above, 35.36% of Griswold is occupied by developed uses. The developed uses in Borough of Jewett City consist of 536.25 acres or 83.7 percent of the total acreage.

Table 3.G.2. "Current Land Use in the Borough of Jewett City "

	Low and Very Low Density Residential	Medium and High Density Residential	Industrial	Commercial	Institutional	Transportation and Utilities
Acres	0	381.28	92.00	53.42	4.07	5.48
Percent of Total Acres	0%	59%	14%	8%	.006%	.008%
Total Developed Land	536.25		Percent of Total Acreage		83.7%	
	Open Space with Cemeteries	Active Recreation	Agriculture Includes Agricultural Reserved		Native American Tribal Reservation	Undeveloped
Acres	5.75	6.09	0		0	2.0
Percent of Total Acres	008%	009%	0		0	003.%
Total Designated Open Space	3.50	6.09				
TOTAL ACRES IN JEWETT CITY	640	Percent of Total Acreage			100%	

Source: Griswold Tax Assessor 2016

Residential

Residential uses total 4,786 acres on approximately 6 % of the total acres of Griswold and account for approximately 78% of all developed uses. The 2015 American Fact Finder Survey of the U.S. Census Bureau reports 4,211 housing units in Griswold. Two categories of residential densities are depicted in Map 3.G.1, Table 3.G.1 and Table 3.G.2. Low-density residential uses represent less than one housing unit per acre, consisting of 3843 acres or 5.8 percent of the total acres; while medium and high-density residential uses consisting of 943 acres represent one or more housing units per acre or .04% of total Acres.

The medium/high-density category is generally concentrated in and directly adjacent to and including the Borough of Jewett City. Here one finds a population of 3,487 persons residing on approximately of the 536.25 developed acres in Jewett City.

Medium and high-density residential uses are also located in the older centers of Pachaug, Glasgo, and Doaneville, around Pachaug, Ashland, and Aspinook Ponds, and in older (pre-zoning) subdivisions and mobile home parks.



Over the last two decades, housing construction, both on individual plots of land and in subdivisions, has utilized much of the existing road frontage. Outside of the Jewett City area, this has been on lot sizes large enough to accommodate on-site water and sewer utilities, thereby lessening the chance of sewage disposal problems requiring public action in the future. However, in some areas with small, pre-existing, non-conforming lots, such as around Pachaug, Aspinook and Ashland Ponds, the lots may not be large enough to accommodate on-site utilities for the long term.

Many of these lots were originally intended to serve seasonal dwellings and could present problems as they are further developed in the future. Low impact development techniques, especially those involving stormwater Best Management Practices may have to be back-fitted to these smaller lots. In some cases, the dispersal of low-density growth has resulted in the coalescing of residential and other uses referred to above. These once seasonal dwellings create the impression that the town is more developed..

The Waste Water Treatment Plant has no plans at this time for additional development of the plant. At the present time the plan is underutilized and continues to search for development that would lead to additional flow that would help to correct the issue.

The Electric Division will continue to expand but only as needs dictate. Although the Jewett City Department of Public Utilities has some potentially new customers who are presently requesting service, nothing has been confirmed and/or finalized at this time. The Jewett City Department of Public Utilities fulfills the needs as demand dictates and there are no present plans for expansion.



All of historic features - the mills, churches, residences, burial grounds, and other sites contribute to the identity and character of the Town of Griswold and the Borough of Jewett City. They are valuable assets to the community and appropriate measures should be taken the Town to ensure that these resources be protected in future years.

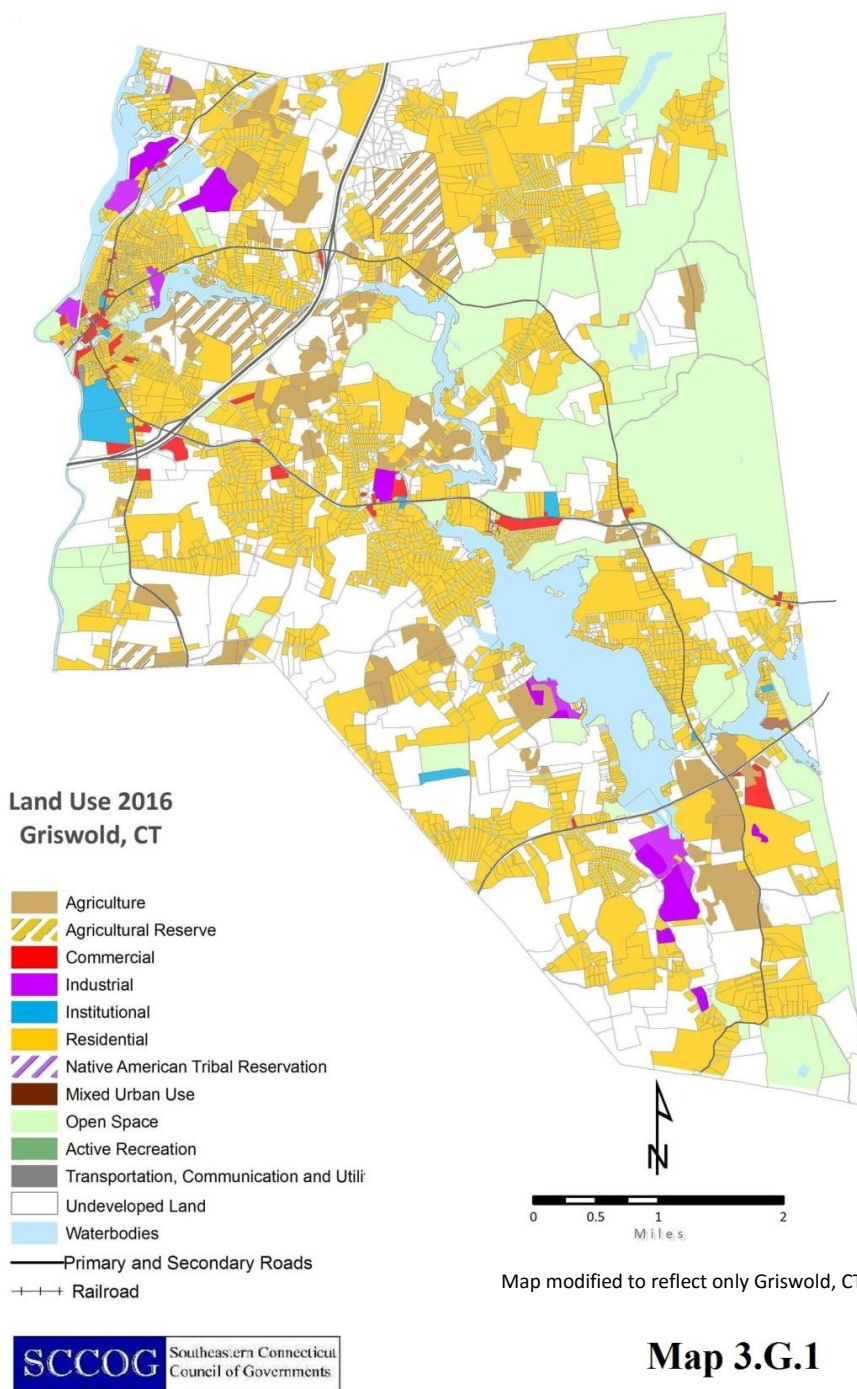
The high cost of new road construction also encourages development along existing road frontages. However, many subdivisions with new roads have been approved, roads were constructed;

and subsequently, houses constructed along these new roads are utilizing some of the back lands.

The Town of Griswold's Conservation Subdivision Standards of the Subdivision Regulations, implemented in 2005; the Planning and Zoning Commission will look at amendments to the Conservation Subdivision Standards to make them more in line with State and Federal guidelines. As the Planning and Zoning Commission approves new subdivisions, they will look for possibilities of future road interconnection to minimize longer dead-end roads and to suggest techniques that would preserve existing road frontage and rural character; as well as looking at interconnection of abutting commercial development to minimize traffic access to state routes.



Map 3.G.1 "SECCOG General Land Use 2016"



Map 3.G.1



Industrial

Industrial uses account for approximately .01% of the total uses of developed uses. These industrial uses consist of two types of activities: manufacturing (including processing) and earth products excavations. Of the 299 acres in this category, 86%, or 327 acres, consists of excavations and 14%, or 54 acres, consisted of manufacturing uses. The excavation uses are located in areas of the town that contain stratified drift deposits, which are excellent sources of sand and gravel. These areas are usually in or near stream valleys and reflect the glacial origin of these deposits.

In the Borough of Jewett City, at the former Wyre Wynd location, Notus Eurus, LLC will begin the manufacture of helical wind turbines for international distribution on 16.4 acres in 2018. There are an additional 25.20 acres owned by Southwire Company A Delaware Corporation that currently has an environmental land use restriction. 14 percent of uses in the Borough are zoned Industrial.



Commercial



Commercial uses in Griswold total 320 acres and account for .01% of all developed uses. These uses are concentrated in near the Borough of Jewett City and along various sections of Route 138 and Route 164. Small, scattered uses are also found along other State highways and some local streets.

Most of the recent commercial development projects have been located on the western end of Route 138 including DiRoma Landscaping and Home and Garden Center, Dollar General,

Spectrum Powder Coating, an Electrical Warehouse, and East Coast Auto Sales. On Route 164, south of I-395, Petro Max Gas and Convenience Store is located at Exit 22 on I-395, and located near the same exit, a proposed assisted living and dementia care facility that will also include of active adult condominiums as well as commercial, office and retail uses that will be located on Route 164.

Commercial uses in Jewett City total 53.42 acres. Most of the commercial uses are along Main Street and North Main Street (Route 12) and Slater Avenue (Route 138). These are a mix of retail, restaurant and personal services.

Institutional

This category includes governmental and institutional uses such as churches, schools, libraries, and municipal properties. Table 3.G.1 indicates that this category accounts for 145 acres in Griswold with the largest contiguous area in this category is the Griswold school complex on the south side of Slater Avenue (Route 138). in the town of Griswold east of the Borough line. These uses are also located in the Borough of Jewett City.



Transportation, Communications and Utilities

This category of land use consists primarily of highways, which account for the majority of the 873 acres indicated for the category. Griswold contains nearly 109 miles of streets and highways. The category also includes the Providence and Worcester rail line, and other transportation and utility uses, such as the sewage treatment plant and the commuter parking lot at Exit 85. In total, this category represents nearly 15% of all developed uses.

Slated for construction by Windham Solar LLC in 2018 are three 2.0 Megawatt Photovoltaic Generating Facility consisting of 38 acres and a 1.0 Megawatt Photovoltaic Generating Facility consisting of 17.30 acres at 1219 and 1240 Voluntown Road near the intersection of State Route 201 and Route 138.

OPEN SPACE AND DEDICATED AGRICULTURE

Reserved open space, reservoir, active recreation, and dedicated agricultural uses total 13,247 acres or 59% of the town's land area.

Reserved Open Space

This category consists of public and private preserves, cemeteries, reservations, Avalonia Land Trust properties, Pachaug State Forest, and other state-owned properties excepting Hopeville State Park, which is included under recreation. In Griswold, the vast majority of this category consists of the Pachaug State Forest in the eastern portion of town, adjacent to Voluntown. This category totals over 3,300 acres and accounts for nearly 15% of the town's total land area. There is an abundance of state owned acreage which is the primary reason why Griswold has a much higher percentage of land in the open space category than many other suburban towns in Eastern Connecticut.

Reservoir and Water Resources

This category reflects land in the watershed of the Stone Hill reservoir owned by the Jewett City Water Company, as well as other municipal water supply wells. The reservoir and watershed are located in the extreme northeastern corner of Griswold. It would be desirable for the utility to purchase additional land within the watershed to better protect water quality in the future.

Active Recreation

This category includes public and private recreation facilities and totals 371 acres, or 1.6% of Griswold. The largest use within this category is Hopeville Pond State Park, located on Route 201/Hopeville Road east of the intersection with Stone Hill Road. The category also includes private facilities, such as campgrounds and fishing and hunting clubs. Other than the recreation facilities associated with the Griswold schools, the only municipally owned recreation facilities are the athletic fields located on Sheldon Road in Griswold, as well as Wilson Street and Veteran's Memorial Park in the Borough of Jewett City. As population grows, there will be increasing demands for such recreation facilities. Development of the former town hall property on School Street as a passive recreational area has been considered for the possibility of a community garden for Borough residents.

One way to provide these is to develop parcels of land acquired as open space through subdivisions for active recreation purposes. Use of open space for active recreation, athletic fields and hiking trails should be considered as an important feature in a future open space priority plan. The plans for a river walk are in development along the Quinebaug River as well as along Main Street to Veterans Memorial Park and to the former Triangle Plastic Wire and Cable site.



Dedicated Agriculture

This category includes lands protected under the CT Department of Agriculture's Farmland Preservation Program. This category totals 2.36% of Griswold's land area. Griswold currently has three farmsteads totaling six lots protected under the State Preservation Program, which accounts for about 16.6% of the total agriculturally utilized acreage in 2005. (1250 acres in agriculture, total). The Town of Griswold should encourage the inclusion of additional properties into the Farmland Preservation Program in the future.



Undeveloped Land

Undeveloped land in Griswold totals 9,583 acres, or 43%. This represents land not utilized for any of the developed, open space or dedicated agricultural uses discussed above and accounts for 51.6 % of Griswold's land area.

A fundamental difference in accounting for quantity of land uses in specified categories between the 2007 Plan and the 2017 Plan is that lands currently utilized for agricultural purposes, but not including those protected from development ("protected agriculture"), are being considered as "undeveloped land", and are not being included in any calculations of "open space". The primary reason for this being that property currently used for agricultural purposes are those most likely to be converted to a developed use in the future, unless it is protected or preserved. These "unprotected" agricultural uses are discussed as follows:

Agriculture

This category includes properties currently utilized as farms, fields, pastures, croplands, orchards and tree farms throughout Griswold; Agricultural land uses represents 3,783 acres or approximately 16.8% of Griswold's total land area in 2016. Map 3.G.1 shows that current agricultural uses are concentrated in groups in the northern, central and southeastern portions of the town.

A state sponsored program for retaining farmland is found in Sections 12-107a-c of the Connecticut General Statutes provides qualifying farmland owners a preferential tax assessment on agricultural property so as to encourage the preservation of farm land, forest land, open space land in order to maintain a readily available source of food and farm products and to prevent the forced conversion of farm land, forest land, open space land and maritime heritage land to more intensive uses as the result of economic pressures caused by the assessment thereof for purposes of property taxation at values incompatible with their preservation as such farm land, forest land, open space land.





In addition to helping to preserve farmlands, Section 12-107d. of the Connecticut General Statutes provides for preferential tax assessments for tracts of woodlands that meet the specified standards of the statutory Section.

As of 2016 in Griswold, there were 4,356 acres are included in this forestry program, thereby helping the town to prolong the development of its natural and scenic features for the future. The combined area of the town under various tax programs discouraging the development of farmland and forestland totals 8,101 acres or 36% of the Town's gross land area.

3.G.2 Development Limitations

A considerable portion of Griswold presents limitations to intensive land uses. Figure 3.G.3 which was produced as part of the 2007 Plan, shows a composite of physical conditions considered to present problems for intensive development or that should be protected to preserve important environmental functions. Physical characteristics presenting development limitations that are also noted on Map 3.F.1 Surficial Materials Glacial and Postglacial Deposits.

This mapping process identified 9,434 acres of Griswold land that have one or more of the above physical characteristics considered limitations on development. These areas with development limitations represent 42.1% of the town's land area. Figure 3.G.3 shows that while these areas are widely distributed throughout Griswold, they are particularly dominant in the eastern and southern sections of the town.

Many of the areas in the eastern portion of the town are within the holdings of the Pachaug State Forest. Conversely, Figure 3.G.3 shows land with no development constraints are also scattered throughout the town. There are fairly large concentrations east and west of Pachaug Pond, along the Pachaug River valley, along the Route 138 corridor, east and west of Route 164 and George Palmer Road, north and south of Taylor Hill Road, in a corridor from Route 12 to Geer Road to I-395, northeast of Roode Road, between Roode and Lester Roads and east towards Voluntown, and west of Route 201 north and south of Sibicky Road.

Some of the areas identified as having no physical limitations for development are currently utilized for agricultural purposes. The same characteristics that make these areas suitable for farming also make them attractive for development. An objective of the town planning process will be to evaluate uses competing for space within Griswold and to suggest ways to accommodate growth while providing for continuation of the Town's farming activities.

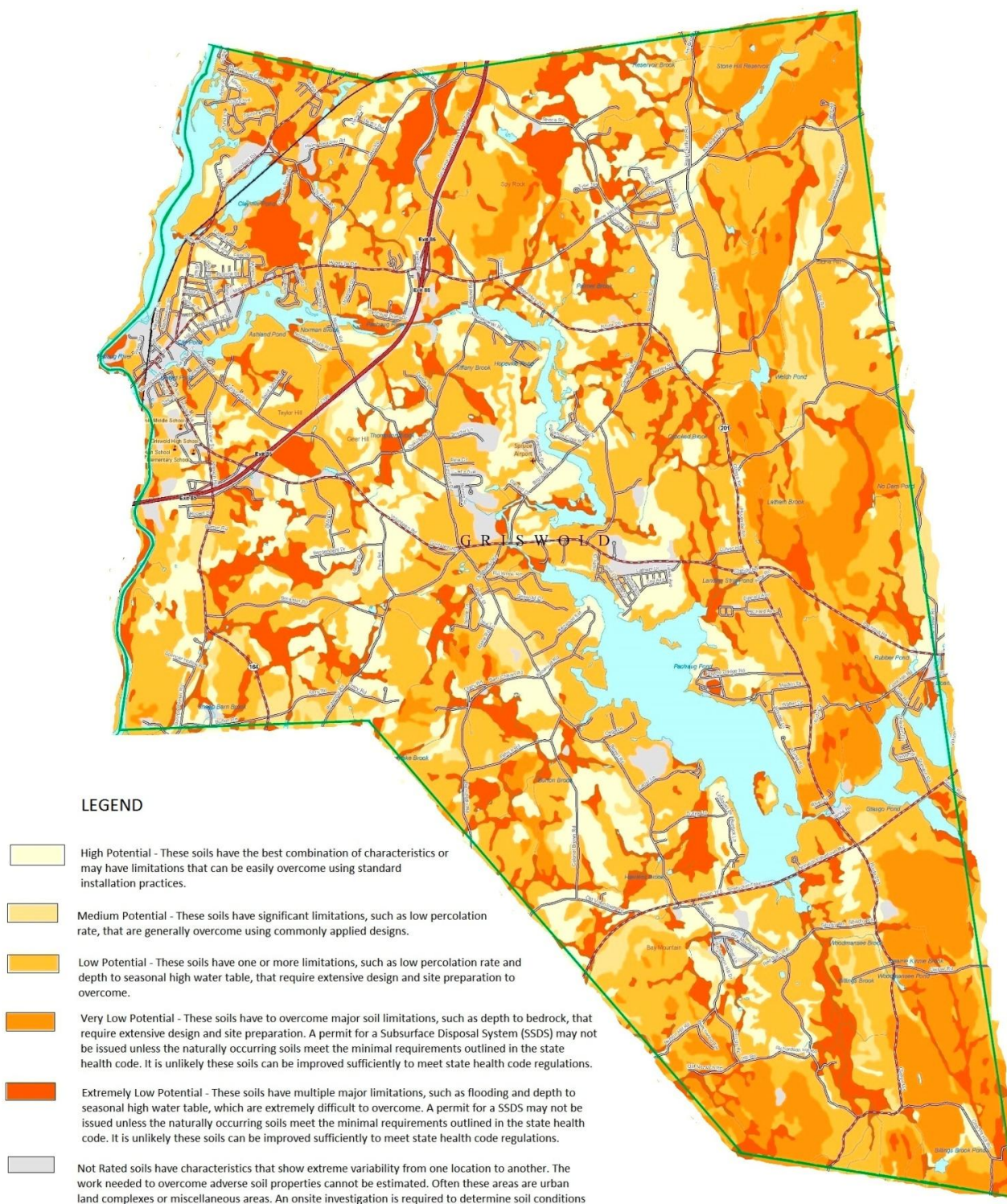
3.G.3 Present Zoning Scheme

There was a major change to the zoning scheme of the Town of Griswold's 2007 Plan of Conservation and Development. In 2009, the R-20 High Density Zone was eliminated while all R-40 zones not having at least one public utility, water or sewer, were rezoned thus changing all of the zoning around Pachaug Pond from R-40 to R-60. The BP – Business Park Zoning designation was created showing a location near I-395 at Exit 24 (Old Exit 86) and State Route 201.

In January, 2017, the Town of Griswold's Economic Development brought an application to the Griswold Planning and Zoning Commission that consolidated its C-1 and C-2 Commercial Zones into one C-Commercial designation to encourage economic development. Figure 3.G.4 and Figure 3.G.5 are the current Zoning Maps for the Borough of Jewett City, and the Town of Griswold, respectively.



Figure 3.G.1 “Development Limitations Map”



Map prepared by CT DEEP October 2009



Figure 3.G.2 "Current Borough of Jewett City Zoning Map"

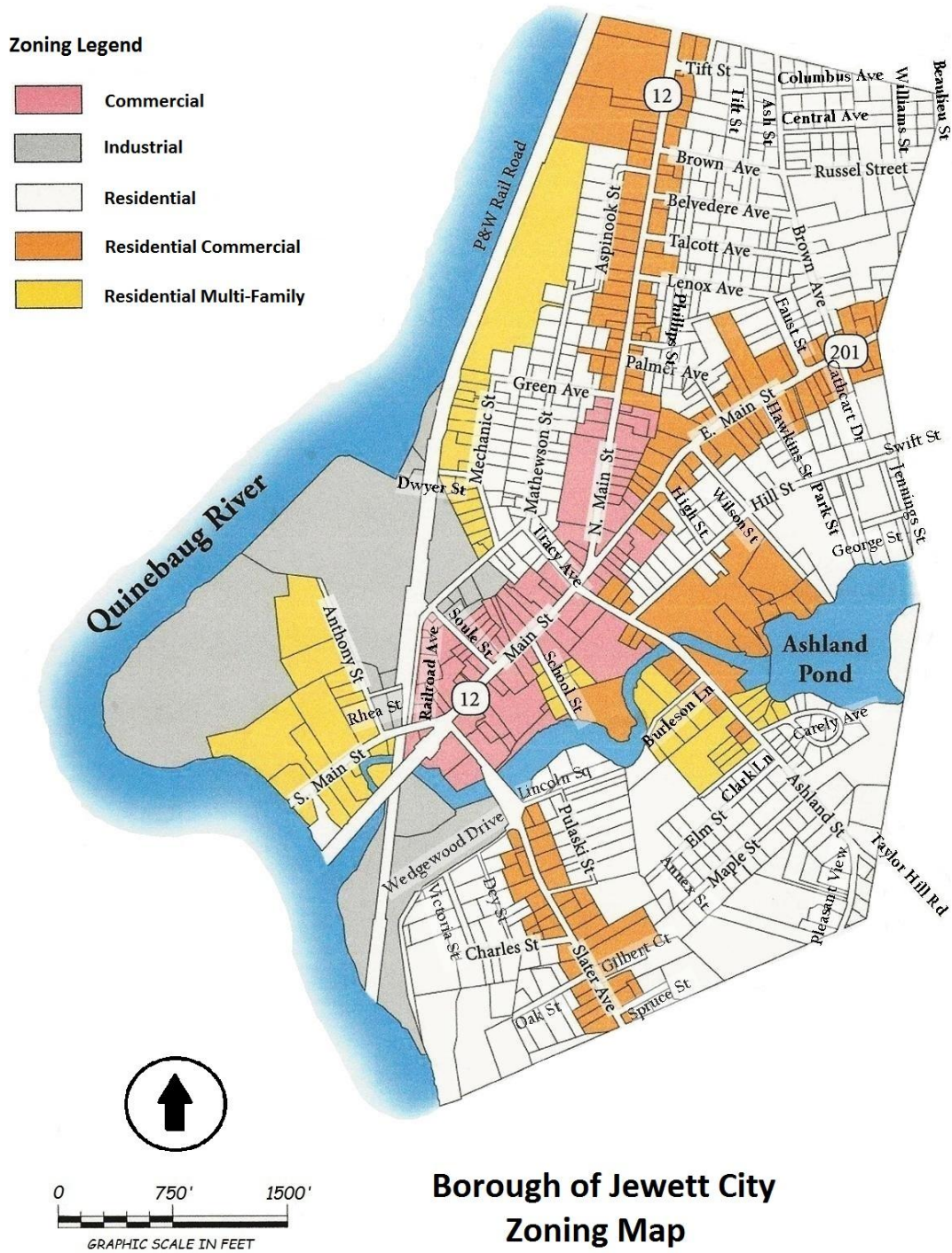
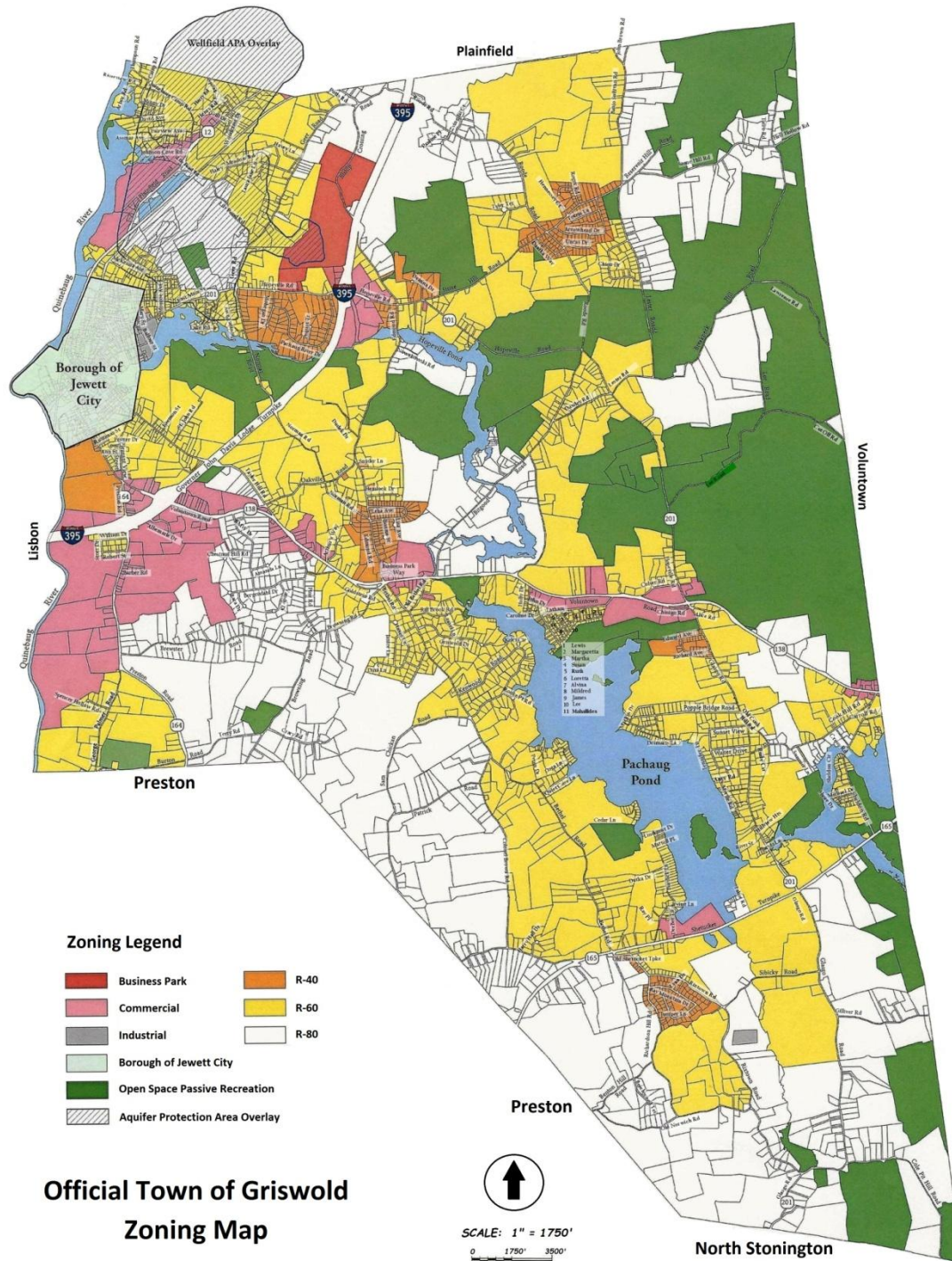




Figure 3.G.3 “Current Town of Griswold Zoning Map”



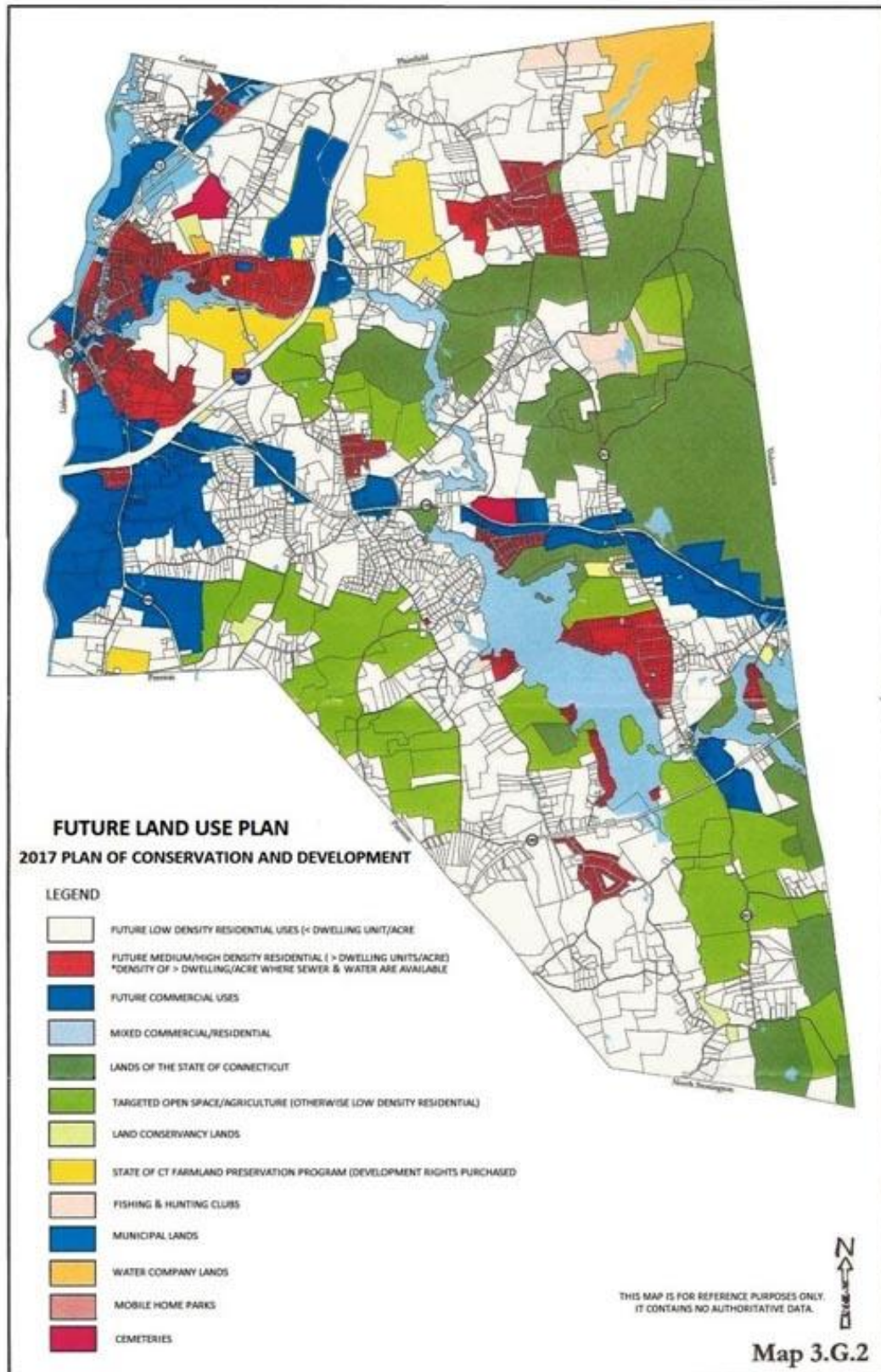


3.G.4 Future Land Use

Land uses throughout the Town of Griswold should be guided to areas of Town that are most amenable to development of a particular type based, in part, on infrastructure requirements and the demands of a particular development type upon the natural environment. Commercial and Industrial development should be guided to areas that maintain the appropriate infrastructure or to areas where appropriate infrastructure is feasible to employ in the future. Residential uses should be appropriated to those areas not suitable for Commercial, Industrial, or Open Space/Recreation and Conservation uses; the form and density of which should be controlled through Griswold's Zoning and Subdivision Regulations.

The Town recommends consideration to the following changes to our land use regulations in order to accomplish this Goal:

- Consider revisions to Excavation regulations in order to better protect natural resources.
- Formulate and implement an agricultural buffer requirement.
- Consider increasing the minimum area or net buildable area requirements for residential zoning districts.
- Consider revisions to the dimensional requirements for commercial lots in order to promote commercial growth and economic development.
- Implement the following specific changes to the current zoning map:
 - Implement Open Space/Recreation and Conservation zoning district on all State-owned properties throughout Griswold as well as properties in the CT Department of Agriculture Farmland Preservation Program, and those owned by the Avalonia Land Conservancy.
 - Consider the elimination of the commercial zoning district in the vicinity of Deanna Drive, Hopeville Road, and Stone Hill Road, as it is not beneficial to develop commercial property in this area.
 - Consider appropriate changes to the zoning map if larger minimum area requirements for residential zoning districts are implemented within the Regulations.
- Implement changes to the current Subdivision Regulations:
 - Include measures to preserve existing road frontages, boundary line/special feature stone walls, and identify scenic view shed areas.
 - Devise and implement an Open Space Priority Plan
 - Include measures to identify the highest priority parcels for acquisition/preservation.





SECTION 4. GOALS AND RECOMMENDATIONS

Section 4 of the Plan of Conservation and Development provides specific Goals and Recommendations for planning implementation within the seven (7) functional areas previously analyzed.

4.A	Transportation	4.D	Economic Development
4.B	Housing	4.E	Open Space and Recreation
4.C	Public Services and Facilities	4.F	Natural and Cultural Resources
4.G	Land Use		

4.A TRANSPORTATION PLAN

(G-1) Improve Roadway Circulation System

- R-1A Pavement Management Program for targeted improvements to Town roadway system was adopted in 2015. Support the program's software updating and implementation.
- R-1B Encourage inter-connectivity of new subdivision streets and access management techniques in commercial parking areas with adjacent parking areas and existing roadways

(G-2) Improve Public Transit Services

- R-2A Support the connectivity between Southeast and Northeast Transportation Districts.
- R-2B Expand transportation services offered by the Griswold Senior Center. Ten Passenger bus was purchased in 2016..
- R-2C Install bus stop structures at popular SEAT stops based as ridership increases.

(G-3) Enhance Pedestrian Circulation

- R-3A Support the Capital Improvement Plan for targeted sidewalk construction and maintenance.
- R-3B Expand and maintain sidewalks in Jewett City and Pachaug Center and to establish sidewalks in areas of commercial development and municipal buildings.

4.B HOUSING PLAN

(G-1) Provide additional housing opportunity for senior citizens

- R-1A Consider the implementation of "Active Adult Community" Regulations and the creation of retirement village clusters.
- R-1B Explore the feasibility of "age-in-place" development for elderly population.

(G-2) Provide additional housing opportunity for low/mod income individuals and families

- R2-A Support the development of housing for low and moderate income persons.

4.C PUBLIC SERVICES AND FACILITIES PLAN

(G-1) Address current needs for Expansion of existing community facilities

- R-1A Support planning for necessary or growth of Griswold Senior Center.
- R-1B Youth Services Director's recommendation for a combined Youth and Family Services/Recreation Center has been completed.



- R-1C Continue to plan for increased parking at the Town Hall/Senior Center/Slater Library Complex.
- R-1D Encourage Board of Selectmen to consider grants for alternative energy sources in new and rehabilitated municipal facilities.

(G-2) Assess future needs for expansion of community facilities

- R-2A Continually monitor demographic shifts and analyze how they will affect future community facility and service needs
- R-2B Provide information for a detailed study of current and future need for public safety services.
- R-3C Evaluate the need for and feasibility of additional municipal recreational fields or hiking trails. The Griswold Economic Development Commission proposed Heritage River Walking Trail should be formulated.

(G-3) Focus on Efficiency and Economy

- R-3A Encourage the use and/or re-use of existing municipal property to meet current and future facility expansion needs.
- R-3B Recommend to the Board of Selectmen revision of the Griswold Road Ordinance to allow for alternative stormwater management systems or Best Management Practices (BMPs) in order to reduce future Town maintenance requirements.

4.D ECONOMIC DEVELOPMENT PLAN

(G-1) Provide an Attractive Business Climate in Griswold

- R-1A Support development of commercial land uses on Route 164 from I-395 to the River Ridge Golf Course.
- R-1B Support development of commercial "clusters" or "nodes" at strategic locations along major transportation corridors in the area surrounding exits 22 (Route 164/ Route 138) and 24 (Route 201).
- R-1C Actively pursue implementation of the Triangle Wire and Cable Remediation and Redevelopment Project and other Brownfield redevelopment throughout the Town.

(G-2) Establish Griswold as a Competitive Host Community for New Economic Development

- R-2A Support the Business Park District with the extension of water and sewer services.
- R-2B Economic Development Commission has established a Local Tax Abatement Program for new commercial/industrial development.
- R-2C The Board of Selectmen to approve and establish buy-in/tie-in waivers or subsidies for any new commercial, manufacturing or industrial developments.
- R-2E Encourage energy efficient development and use of clean, environmentally-friendly, renewable resources including solar power, fuel cells, wind power/ wind farms, local hydropower and geothermal uses and encourage residential and commercial development with tax abatement incentives.



(G-3) Provide for the Continuation and Expansion of existing Business ventures in Griswold and the Jewett City Central Business District (CBD).

- R-3A Support measures to enhance business retention or expansion.
- R-3B Encourage appropriate infill development in and around the Borough of Jewett City.
- R-3C Encourage the EDC to continue to implement the Jewett City Main Street Corridor & Streetscape Improvement Master Plan adopted in 2011.
- R-3D Review and update Home Occupation regulations.

(G-4) Support Agriculture and Tourism as Viable Economic Resources

- R-4A Encourage the EDC to create and to implement a public outreach/advertising program focusing on agribusiness, recreation and tourism
- R-4B Establishment of “Economic Development Focal Points” or rural commercial nodes along Route 164 and Route 138 corridors should be encouraged.

4.E OPEN SPACE AND RECREATION PLAN

(G-1) Provide adequate active and passive recreational opportunities for Residents and Visitors throughout Jewett City and Griswold

- R-1A Continue to support Youth and Family Services efforts to develop additional municipal recreational fields, parks or trails.
- R-1B Explore the further acquisition of municipally owned passive recreation areas as open space.
- R-1C Encourage Board of Selectmen to establish a Capital Improvement Plan for municipally-owned and managed recreational areas.
- R-1D Continue to search for Federal and State Grant Programs that focus on recreation.

(G-2) Protect and Enhance the “rural character” of Griswold

- R-2A Formulate and implement and modify Zoning Regulations and Subdivision Design Regulations to maintain the rural character of Griswold.
- R-2B Implement Open Space/Recreation and Conservation zoning district on all State-owned properties throughout Griswold as well as properties in the CT Department of Agriculture Farmland Preservation Program, and those owned by the Avalonia Land Conservancy.
- R-2C Explore the feasibility of a Griswold/Jewett City Land Trust.
- R-2D Encourage Inland Wetlands & Watercourses Conservation Commission and Aquifer Protection Agency to devise an open space priority plan.

4.F NATURAL AND CULTURAL RESOURCES PLAN

(G-1) Preserve Water Quality

- R-1A The Griswold Aquifer Protection Agency adopted a municipal Aquifer Protection Area Regulation on March 15, 2012. Please refer to the Zoning Map.
- R-1B Continue to require “no net offsite increase” for stormwater management system discharge with new residential/commercial developments.



R-1C Evaluate the feasibility of Best Management Practices (BMPs) for the installation of sediment catchments and stormwater pretreatment measures for all new drainage projects.

R-1D Revise the Griswold Road Ordinance to allow alternative stormwater management systems and Best Management Practices (BMPs) in accordance with 2004 Connecticut Stormwater Quality Manual.

G-2) Protect water resources

R-2A Continue to Implement Stormwater Management Best Management Practices (BMPs) and Low-Impact Development (LID) Programs.

R-2B Work with IWWCC to review what constitutes adequate development setbacks or corridor widths from wetlands and water bodies.

(G-3) Ensure preservation of historically significant structures and sites throughout Griswold and Jewett City

R-3A Utilize the 2001 Historic and Architectural Resources Survey to explore establishment of locally designated Historic Districts in Jewett City and Glasgow

(G-4) Protect and Enhance the “rural character” of Griswold

R-4A Work towards implementation of a Cooperative Farmland Preservation Program; formulate and implement an inter-agency program to protect valuable Farmlands from development. Focus attention on combining resources of Town of Griswold, CTDEEP and CTDofA, United States Department of Agriculture etc.

R-4B Work to implement a “Stone Wall Retention Program in the Subdivision Regulations/site plan requirements.

R-4C Formulate and implement an agricultural buffer requirement in the subdivision regulations to minimize conflict between agricultural and residential uses.

4.G FUTURE LAND USE PLAN

(G-1) Maintain a relatively even proportionality between developed and preserved land uses

R-1A Support the acquisition of Agricultural, Recreational and Conservation lands by the State of CT, the Avalonia Land Conservancy, and a Griswold/Jewett City Land Trust.

R-1B Maintain and enhance regulations to ensure that existing State-owned properties remain protected from development.

G-2 Protect and Enhance the “rural character” of Griswold

R-2A Focus large-scale commercial, professional and Business Park uses of properties located on State Routes with access to Interstate 395 via exits 22 (Route 138/Route 164 and 24 (Route 201).

R-2B Focus retail, restaurant and hospitality uses near Route I-395/Route 138 and along Route 164 southeast of Route 395.

G-3 Implement specified changes to the current Land Use Regulations:

R-3A Continue to review all local land use regulations in order to keep current with land use trends.



SECTION 5. IMPLEMENTATION

5.A Transportation

5.B Housing

5.C Public Services and Facilities

5.G Land Use

5.D Economic Development

5.E Open Space and Recreation

5.F Natural and Cultural Resources

IMPLEMENTATION SCHEDULE

The following Table represents an implementation schedule, the primary function of which is to identify those Goals and Recommendations that are deemed most important for implementation, as well as to prioritize the necessity of all Goals and Recommendations into the following three categories:

1 = Immediate 1 - 2 years

2 = Important 2 – 5 years

3 = Necessary 5 – 10 years

5.A TRANSPORTATION PLAN		Priority Ranking
G-1) Improve Roadway Circulation System		
R-1A:	Recommend to the Board of Selectmen a program for targeted improvements to Town roadway system	1
R-1B:	Encourage inter-connectivity of new subdivision streets and access management techniques in commercial parking areas with adjacent parking areas and existing roadways.	2
(G-2) Improve Public Transit Services		
R-2A:	Support measures that improve connectivity between Southeast and Northeast Transportation Districts	1
R-2B:	Support measures to expand transportation services offered by the Griswold Senior Center	1
R-2C:	Support measures to expand transportation services offered by Griswold Youth Services	1
R-2D:	Support installation of bus stop structures at popular SEAT stops	1
G-3) Enhance Pedestrian Circulation		
R-3A:	Recommend to Board of Selectmen a Capital Improvement Program for targeted sidewalk construction and maintenance	2
R-3B:	Recommend to Board of Selectmen programs to expand and maintain sidewalks in Jewett City in other areas of commercial development, or municipal buildings.	3
5.B HOUSING PLAN		
G-1) Provide additional housing opportunity for senior citizens		
R-1A:	Consider the implementation of “Active Adult Community” Regulations and the creation of retirement village clusters. This was established 1/1/2017.	1
R-1B:	Explore the feasibility of “age-in-place” development for seniors and elderly population. This was established 1/1/2017.	3



5.B HOUSING PLAN		Priority Ranking
(G-2) Provide additional housing opportunity for low/moderate income individuals and families		
R2-A:	Consider the implementation of inclusionary zoning regulations or ordinances to facilitate the development of housing for low and moderate incomes.	2
5.C PUBLIC SERVICES AND FACILITIES PLAN		
(G-1) Address current needs for Expansion of existing community facilities		
R-1A:	Work with the Board of Education to assess future needs and feasibility of constructing new educational facilities or expanding existing facilities.	1
R-1B:	Support planning for necessary expansion of Griswold Senior Center.	2
R-1C:	Contribute to plan for increased parking at the Town Hall/Senior Center/Slater Library Complex.	1
R-1D:	Encourage Board of Selectmen to consider grants for alternative energy sources in municipal facilities whether new or rehabilitated.	1
(G-2) Assess future needs for expansion of community facilities		
R-2A:	Continue to monitor demographic shifts and analyze how they will affect future community facility and service needs.	2
R-2B:	Provide information for a detailed study of current and future need for public safety services.	2
R-3C:	Evaluate need and feasibility of additional municipal hiking trails.	2
(G-3) Focus on Efficiency and Economy		
R-3A:	Encourage the use and/or re-use of existing municipal property to meet current and future facility expansion needs.	1
R-3B:	Recommend to the Board of Selectmen revisions to the Griswold Road Ordinance to allow alternative stormwater management systems in order to reduce future Town maintenance requirements and to promote stormwater Best Management Practices.	1
5.D ECONOMIC DEVELOPMENT PLAN		
(G-1) Provide an Attractive Business Climate in Griswold		
R-1A:	Support development of commercial land uses on Route 164 from I-395 to River Ridge Golf Course.	1
R-1B:	Support development of commercial “clusters” or “nodes” at strategic locations along major transportation corridors of the areas surrounding Exit 22 and Exit 24.	1
R-1C:	Actively pursue implementation of the Triangle Wire and Cable Remediation and Redevelopment Project and other Brownfield redevelopment throughout Town. Approvals have been received for remediation for Triangle PWC by PCZ and IWWCC.	1



5.D ECONOMIC DEVELOPMENT PLAN		Priority Ranking
(G-2) Establish Griswold as a Competitive Host Community for New Economic Development		
R-2A:	Provide information to the Economic Development Commission in establishing a Town-wide Economic Development Policies Plan.	3
R-2C:	Encourage the Board of Selectmen and Board of Finance to approve and to increase flowage for buy-in/tie-in waivers or subsidies for new and existing non-residential development.	2
R-2D:	Encourage energy efficient development and use of clean, environmentally-friendly, renewable resources including solar power, fuel cells, wind power/wind farms, local hydropower and geothermal uses.	1
(G-3) Provide for the Continuation and Expansion of existing Business ventures in Griswold and the CBD of Jewett City		
R-3A:	Support measures that enhance a Business Retention or Expansion Program including review of way to increase parking opportunities in the Borough.	1
R-3B:	Encourage appropriate Development in and around the Borough of Jewett City to utilize properties with public utilities.	2
R-3C:	Review and update Home Occupations regulations.	2
(G-4) Support Agriculture and Tourism as Viable Economic Resources		
R-4A:	Encourage EDC to create and to implement a public outreach/advertising program with focus on agribusiness, tourism.	2
R-4B:	Establish “Economic Development Focal Points” or rural commercial nodes.	1
R-4C:	Establish new Commercial regulations to encourage smaller scale, mixed uses with a more neighborhood- compatible, architectural and site plan design review standard.	2
5.E OPEN SPACE AND RECREATION PLAN		
(G-1) Provide adequate active and passive recreational opportunities for Residents and Visitors throughout Jewett City and Griswold		
R-1A:	Continue to support Youth and Family Services effort to develop additional municipal recreational fields, parks, or trails.	3
R-1B:	Explore further acquisition of municipally-owned passive recreation areas as open space (focus on connectivity w/ State-owned facilities).	2
R-1C:	Encourage Board of Selectmen to establish a Capital Improvement Plan for Municipally owned and managed recreational areas.	3
(G-2) Protect and Enhance the “rural character” of Griswold		
R-2A:	Formulate and implement and modify as necessary Conservation Subdivision Design Regulations.	2



5.E OPEN SPACE AND RECREATION PLAN		Priority Ranking
R-2B:	Implement Open Space/Recreation and Conservation Zoning District on all State-owned properties throughout Griswold as well as properties in the CTDoA Farmland Preservation Program, and those owned by the Avalonia Land Conservancy.	1
R-2C:	Support efforts to explore the establishment of a Griswold/Jewett City Land Trust.	2
R-2D:	Encourage IWWCC to devise an open space priority plan expanding of this Plan of Conservation and Development.	1
5.F NATURAL AND CULTURAL RESOURCES PLAN		
G-1) Preserve Water Quality		
R-1A:	Encourage IWWCC to formulate and implement Town-wide Aquifer Protection Ordinance. Modify zoning regulations or map as appropriate.	1
R-1B:	Evaluate feasibility of “no net offsite increase” in zoning and subdivision regulations for stormwater management system discharges.	1
R-1C:	Evaluate feasibility to require installation of sediment catchments or water quality pre-treatment measures for all new drainage projects.	1
R-1D:	Recommend to the Board of Selectmen that the Griswold Road Ordinance encourage when appropriate alternative stormwater management systems in accordance with 2004 Connecticut Stormwater Quality Manual Guidelines.	1
(G-2) Protect Water Resources		
R-2A:	Formulate and implement Stormwater Management Best Management Practices (BMPs) and Low Impact Development (LID) Programs.	1
R-2B:	Work with IWWCC to review what constitutes adequate development setbacks or corridor widths from wetlands and water bodies.	1
(G-3) Ensure preservation of historically significant structures and sites throughout Griswold and Jewett City		
R-3A:	Utilize 2001 Historic and Architectural Resources Survey to explore establishment of locally designated Historic Districts in Jewett City, Pachaug, and Glasgo.	2
R-3B:	Utilize 2001 Historic and Architectural Resources Survey to formulate and implement appropriate Historic District Regulations.	2
(G-4) Protect and Enhance the “rural character” of Griswold		
R-4A:	Work towards implementation of a Cooperative Farmland Preservation Program. Formulate and implement an inter-agency program to protect valuable Farmlands from development. Focus attention on combining resources of Town of Griswold, State CTDEEP and CTDoA, USDA, etc.	3



5.F NATURAL AND CULTURAL RESOURCES PLAN		Priority Ranking
R-4B:	Work with the Board of Selectmen to formulate and to implement a “Stone Wall Protection and Enhancement Ordinance” and to reflect program in the Subdivision Regulations/site plan requirements	1
R-4C:	Formulate and implement an agricultural buffer requirement in subdivision regulations to minimize agricultural/residential use conflicts	1
5.G FUTURE LAND USE PLAN		
(G-1) Maintain a relatively even proportionality between developed and preserved land uses		
R-1A:	Encourage the use of Conservation Subdivision plans where appropriate.	1
R-1B:	Support the acquisition of Agricultural, Recreational and Conservation lands by the State of CT, the Avalonia Land Conservancy, and a Griswold/Jewett City Land Trust, if established.	1
R-1C:	Maintain ordinances or regulations that ensure that existing State-owned properties remain protected from developed uses.	1
(G-2) Protect and Enhance the “rural character” of Griswold		
R-2A:	Preserve and Enhance the variety of districts: Urban, Suburban and Rural characters of Griswold and Jewett City.	1
R-2B:	Focus large-scale commercial and professional and business park uses on properties located on State Routes with access to Interstate 395 including both exits 22 and 24 Business Park Designation on Route 201	1
R-2C:	Focus retail, restaurant and hospitality uses near Route I-395/Route 138 and along Route 164 southeast of Route I-395	1
(G-4) Implement specified changes to the current Griswold Zoning Map:		
R-5A:	Establish a Business Park zoning district in the vicinity of Exit 24, in the area between Route 164, SR 630, Route 138, BMW Drive and Brewster Road	1
R-5B:	Expand C – Commercial Zoning in the vicinity of I-395, Route 138 and Route 201.	1
R-5C:	Expand C – Commercial Zoning in the vicinity of Route 138, Taylor Hill, Oakville Road, and Pine Roads.	1
R-5D:	Expand the C – Commercial Zoning in the vicinity of Pachaug Cemetery and on properties along Route 138.	1
R-5E:	Consider appropriate changes to the zoning map if regulatory changes occur to change minimum lot sizes for residential throughout Town.	1



SECTION 6. CONCLUSION

6.A Conclusions from Community Participation in the Public Hearing Process

A list of the issues discussed or comments generated includes but is not limited to the following:

- addition to appropriate regulations or ordinances of a requirement to use access management techniques to improve traffic access and reduce road cuts or traffic conflicts especially-for contiguous commercial developments;
- encourage age-restricted or active adult communities with flexibility in possible housing patterns and density so that retirement village neighborhoods may be created;
- explore use of solar or renewable energy sources in all new and rehabilitated municipal buildings,
- explore the use of natural gas line expansion in Griswold and Jewett City;
- use future land use map as a beginning point to devise a more formal Open Space Priority Plan identifying and mapping most desirable parcels for future acquisition as open space;
- increase areas of commercial zoning in the area of Exit 24 (Old Exit 86) along Route 201 as the only direct access north and south to Interstate 395;
- consider either additional areas for industrial zoning or modifications to accommodate new uses in the C-Commercial district, especially in the Route 12 corridor or along the railroad line;
- consider some consolidation of residential zoning districts and perhaps adopting a minimum lot size and geometric requirements for based on the form of water and sewage disposal available;
- encourage energy efficient development and use of renewable resources including but not limited to solar power, fuel cells, wind power/wind farms, local hydropower, natural gas, and geothermal through energy efficient site design and building techniques;
- Explore the need for sidewalks or pedestrian walkways as appropriate especially in more densely populated areas, commercial areas, or in areas of municipal buildings;
- continue to require landscaping and beautification techniques as appropriate especially in commercial areas of development, which emphasize stone wall preservation;
- consider the differences in demographics and home ownership patterns that are evident in 2010 Census as well as other data between the Borough and the Town of Griswold and use different paradigms in approaching the development of affordable housing stock;
- support and develop within regulations and ordinances as appropriate concepts of low impact development (LID) and possible development of overlay zones for protection of water quality;
- address the needs for improved commercial and municipal parking in the Borough;



A review letter received from SECCOG was read into the public hearing record. It concluded that the draft plan was already consistent with policies in the Regional Plan and was consistent with the State and relevant local plans and was not expected to create inter-municipal conflict when enacted.

SOUTHEASTERN CONNECTICUT COUNCIL OF GOVERNMENTS

5 Connecticut Avenue, Norwich, Connecticut 06360
(860) 889-2324/Fax: (860) 889-1222/Email: office@seccog.org

September 7, 2017

Mr. Martin McKinney
Chairman,
Town of Griswold Planning & Zoning Commission;
Town of Griswold Plan of Conservation and Development Sub-Committee
28 Main Street
Jewett City, CT 06351

Dear Mr. McKinney:

The draft 2017 Griswold Plan of Conservation and Development was received on August 31st via electronic mail. Pursuant to Section 8-23 (g) (4) of the Connecticut General Statutes, this advisory report represents findings of plan consistency with Regional, State, and relevant local plans of conservation and development.

Congratulations to the Town of Griswold Planning & Zoning Commission and Plan of Conservation and Development Sub-Committee on a well-produced draft plan. SCCOG staff has reviewed the draft plan and concluded that it is generally consistent with regional, State, and local plans, with the exception of the following:

SCCOG Regional Plan of Conservation and Development (2017)

No findings of inconsistency.

State Conservation & Development Policies: The Plan for Connecticut (2013-2018)

Future Land Use: Portions of the Route 138 corridor between the villages of Griswold and Doaneville, as well as areas of the village of Glasgow, are identified for future commercial growth on Map 3.G.2 "Future Land Use Plan", but are shown as "Conservation Areas" in the State plan of conservation and development. This inconsistency persists in the draft update to the State plan.

Local Plans (SCCOG-member Towns)

No findings of inconsistency with Lisbon, North Stonington, and Preston plans.

Member Municipalities:

Bozrah * Colchester * East Lyme * Franklin * Griswold * City of Groton * Town of Groton * Lebanon * Ledyard * Lisbon * Montville * New London * North Stonington * Norwich * Preston * Salem * Sprague * Stonington * Stonington Borough * Waterford * Windham



In addition to identifying any areas of inconsistency, we note that many of the goals contained in the draft plan are similar or complementary to those outlined in SCCOG's recently adopted Regional Plan of Conservation and Development, particularly in relation to the following topic areas:

- Preserving historic sites and properties
- Expanding and improving pedestrian facilities
- Supporting a balance between conservation and needed growth
- Creating a competitive business environment
- Focusing development in existing business districts
- Expanding open-space preservation
- Managing parking
- Promoting housing opportunities for senior and low/moderate-income households
- Protecting water resources and quality
- Improving public transportation access
- Improving efficiency of municipal services

Attached to this letter is a list of specific recommendations, contained within the draft Griswold plan, that correspond directly to recommendations of the regional plan. We look forward to identifying opportunities to work with Griswold in implementing these strategies.

If you have any questions, please contact me at 860-889-2324.

Sincerely,

Samuel S. Alexander
Planner II

Cc:

Mario Tristany, Jr., Town Planner

Donna Szall, Assistant to the Planner

Peter Zvingilas, Building Official/Zoning & Wetlands Enforcement Officer

Encl.:

Comparison of regional and local goals and strategies

Member Municipalities:

Bozrah * Colchester * East Lyme * Franklin * Griswold * City of Groton * Town of Groton * Lebanon * Ledyard * Lisbon * Montville * New London * North Stonington * Norwich * Preston * Salem * Sprague * Stonington * Stonington Borough * Waterford * Windham

ATTACHMENT:

Comparison of Regional and Local Goals and Strategies

Plan recommendations correspond to listing in Section 5. Implementation

Transportation Plan

Griswold POCD Recommendations		SCCOG RPOCD (2017)
1A	<ul style="list-style-type: none"> Recommend to the Board of Selectmen a program for targeted improvements to Town roadway system. 	<ul style="list-style-type: none"> Coordinate transit providers (SEAT, Windham Regional Transit District, 9 Town, Transit, RIPTA, Pfizer, Electric Boat, Eastern CT State University, Casinos). Produce coordinated map/schedule information. 2A Develop regional and local councils on aging to coordinate solutions for senior mobility. 2B Implement bus route alignment changes as recommended in 2015 SEAT Bus Study Cost Neutral Plan B to increase bus frequencies in highest -demand corridors. Improve bus stops with signs, shelters, and safe sidewalks. Publicize the availability of transit services and real -time scheduling information. 2D Train local traffic authorities and public works officials in context -sensitive road design. 1B; 3B Manage parking: municipal parking commissions or staff to calibrate parking regulations, manage parking access. 1B Prioritize the expansion and improvement of sidewalks and bike facilities. Create bike routes connecting neighborhood centers, parks, and along or parallel to major corridors. Implement Complete Streets strategies to build safety, sense of place. 1B;
1B	<ul style="list-style-type: none"> Encourage inter-connectivity of new subdivision streets and access management techniques in commercial parking areas with adjacent parking areas and existing roadways. 	
2A	<ul style="list-style-type: none"> Support measures that improve connectivity between Southeast and Northeast Transportation Districts. 	
2B	<ul style="list-style-type: none"> Support measures to expand transportation services offered by the Griswold Senior Center. 	
2C	<ul style="list-style-type: none"> Support measures to expand transportation services offered by Griswold Youth Services. 	
2D	<ul style="list-style-type: none"> Support installation of bus stop structures at popular SEAT stops. 	
3A	<ul style="list-style-type: none"> Recommend to Board of Selectmen a Capital Improvement Program for targeted sidewalk construction and maintenance. 	
3B	<ul style="list-style-type: none"> Recommend to Board of Selectmen programs to expand and maintain sidewalks in Jewett City and to establish sidewalks in Pachaug Center and in other areas of commercial development, or municipal buildings, along. 	

Housing Plan

Griswold POCD Recommendations		SCCOG RPOCD (2017)
1A	<ul style="list-style-type: none"> Consider the implementation of "Active Adult Community" Regulations and the creation of retirement village clusters. It was established 1/1/2017. 	<ul style="list-style-type: none"> Adopt regulations to allow accessory apartments in single-family homes. 1B Adopt regulations to allow by-right development of multifamily and infill housing. 1B Prepare regional housing market analysis to identify market demand for different types of housing. 1A; 1B; 2A Educate policy-makers on economic value of housing. Provide training on diversifying housing supply. 1A; 1B; 2A
1B	<ul style="list-style-type: none"> Explore the feasibility of "age-in-place" development for seniors and elderly population. This was established 1/1/2017. 	
2A	<ul style="list-style-type: none"> Consider the implementation of inclusionary zoning regulations or ordinances to facilitate the development of housing for low and moderate incomes. 	



Public Services and Facilities Plan

Griswold POCD Recommendations		SCCOG RPOCD (2017)
1A	<ul style="list-style-type: none"> Work with the Board of Education to assess future needs and feasibility of constructing new educational facilities or expanding existing facilities 	<ul style="list-style-type: none"> <i>Manage parking: municipal parking commissions or staff to calibrate parking regulations, manage parking access. 1C</i> <i>Create bicycle/pedestrian connections between park spaces to improve access to parks and to develop them as recreation tourism assets. 2C</i> <i>Develop local capacity to comply with MS4 stormwater management regulations. 3B</i> <i>Maintain and expand support program for municipalities responsible for surface water quality improvements under MS4 Municipal Stormwater Systems permit program. 3B</i> <i>Identify upgrades necessary to stormwater systems due to increased frequency of flood events. 3B</i>
1B	<ul style="list-style-type: none"> Support planning for necessary expansion of Griswold Senior Center 	
1C	<ul style="list-style-type: none"> Contribute to plan for increased parking at the Town Hall/Senior Center/Slater Library 	
1D	<ul style="list-style-type: none"> Encourage Board of Selectmen to consider grants for alternative energy sources in municipal facilities whether new or rehabilitated 	
2A	<ul style="list-style-type: none"> Continue to monitor demographic shifts and analyze how they will affect future community, facility and service needs 	
2B	<ul style="list-style-type: none"> Provide information for a detailed study of current and future need for public safety services 	
2C	<ul style="list-style-type: none"> Evaluate need and feasibility of additional municipal biking trails 	
3A	<ul style="list-style-type: none"> Encourage the use and/or re-use of existing municipal property to meet current 	
3B	<ul style="list-style-type: none"> Recommend to the Board of Selectmen revisions to the Griswold Road Ordinance to allow alternative stormwater management systems in order to reduce future Town maintenance requirements and to promote stormwater Best Management Practices. 	

Economic Development Plan

Griswold POCD Recommendations		SCCOG RPOCD (2017)
1A	<ul style="list-style-type: none"> Provide information to the Economic Development Commission in establishing a Town-wide Economic Development Policies Plan 	<ul style="list-style-type: none"> <i>Develop regulations for renewable energy projects on agricultural lands that appropriately balance goals for preserving agriculture and promoting renewable energy. 1C</i> <i>Manage parking: municipal parking commissions or staff to calibrate parking regulations, manage parking access. 2A</i> <i>Develop regulations to accommodate home-based businesses. 2D</i> <i>Support efforts to link local agricultural production with local restaurants and markets. 3A</i> <i>Develop year-round tourist attractions. 3A</i>
1B	<ul style="list-style-type: none"> Encourage the Board of Selectmen and Board of Finance to approve and to increase flowage for buy-in/tie-in waivers or subsidies for new and existing non-residential development. 	
1C	<ul style="list-style-type: none"> Encourage energy efficient development and use of clean, environmentally-friendly, renewable resources including solar power, fuel cells, wind power/wind farms, local hydropower and geothermal uses. 	



TOWN OF GRISWOLD, CONNECTICUT • 2017 PLAN OF CONSERVATION & DEVELOPMENT

2A	<ul style="list-style-type: none"> Support measures that enhance a Business Retention or Expansion Program including review of way to increase parking opportunities in the Borough. 	<ul style="list-style-type: none"> Develop agri-tourism events and resources. 3A
2B	<ul style="list-style-type: none"> Encourage appropriate Development in and around the Borough of Jewett City to utilize properties with public utilities. 	
2D	<ul style="list-style-type: none"> Review and update Home Occupations regulations. 	
3A	<ul style="list-style-type: none"> Encourage EDC to create and to implement a public outreach/advertising program with focus on agribusiness [and tourism]. 	
3B	<ul style="list-style-type: none"> Establish “Economic Development Focal Points” or rural commercial nodes. 	
3C	<ul style="list-style-type: none"> Establish new Commercial or Rural Commercial regulations to encourage smaller scale, mixed uses with a more neighborhood-compatible, architectural and site plan design review standard. 	

Open Space and Recreation Plan

Griswold POCD Recommendations		SCCOG RPOCD (2017)
1A	<ul style="list-style-type: none"> Continue to support Youth and Family Services effort to develop additional municipal recreational fields, parks or trails. 	<ul style="list-style-type: none"> Assist member municipalities in prioritizing open space for acquisition and developing natural resource protection regulations and policies. 1B; 1C; 2A; 2B; 2C; 2D Work with land trusts to preserve priority lands. 2C Identify and prioritize conservation of land that would connect existing preserved open spaces to improve ecological functions. 1B; 1C; 2C; 2D Create bicycle/pedestrian connections between park spaces to improve access to parks and to develop them as recreation tourism assets. 1A Support the creation of local agricultural commissions to advocate for and implement policies that promote agriculture locally. 2B
1B	<ul style="list-style-type: none"> Explore further acquisition of municipally-owned passive recreation areas as open space (focus on connectivity w/ State-owned facilities). 	
1C	<ul style="list-style-type: none"> Encourage Board of Selectmen to establish a Capital Improvement Plan for municipally owned and managed recreational areas. 	
2A	<ul style="list-style-type: none"> Formulate and implement and modify as necessary Conservation Subdivision Design Regulations. 	
2B	<ul style="list-style-type: none"> Implement Open Space/Recreation and Conservation zoning district on all State-owned properties throughout Griswold as well as properties in the CTDoA Farmland Preservation Program, and those owned by the Avalonia Land Conservancy. 	
2C	<ul style="list-style-type: none"> Support efforts to explore the establishment of a Griswold/Jewett City Land Trust. 	
2D	<ul style="list-style-type: none"> Encourage IWWCC to devise an open space priority plan expanding of this Plan of Conservation and Development. 	



Natural and Cultural Resources Plan

Griswold POCD Recommendations		SCCOG RPOCD (2017)
1A	<ul style="list-style-type: none"> Encourage IWWCC to formulate and implement Town-wide Aquifer Protection Ordinance. Modify zoning regulations or map as appropriate. 	<ul style="list-style-type: none"> Encourage the development of clustered housing and Low Impact Development (LID) to preserve natural resources. 1B; 1C; 1D; 2A Develop local capacity to comply with MS4 stormwater management regulations. 1B; 1C; 1D; 2A Maintain and expand support program for municipalities responsible for surface water quality improvements under MS4 Municipal Stormwater Systems permit program. 1B; 1C; 1D; 2A Assist member municipalities in prioritizing open space for acquisition and developing natural resource protection regulations and policies. 1A; 2B; 4A; 4B; 4C Identify additional neighborhoods/ properties eligible for historic preservation funding and to support property resilience. 3A; 3B Support the creation of local agricultural commissions to advocate for and implement policies that promote agriculture locally. 4A; 4B; 4C
1B	<ul style="list-style-type: none"> Evaluate feasibility of “no net offsite increase” in zoning and subdivision regulations for stormwater management system discharges. 	
1C	<ul style="list-style-type: none"> Evaluate feasibility to require installation of sediment catchments or water quality pre-treatment measures for all new drainage projects. 	
1D	<ul style="list-style-type: none"> Recommend to the Board of Selectmen that the Griswold Road Ordinance encourage when appropriate alternative stormwater management systems in accordance with 2004 Connecticut Stormwater Quality Manual Guidelines. 	
2A	<ul style="list-style-type: none"> Formulate and implement Stormwater Management Best Management Practices (BMPs) and Low Impact Development (LID) Programs. 	
2B	<ul style="list-style-type: none"> Work with IWWCC to review what constitutes adequate development setbacks or corridor widths from wetlands and water bodies. 	
3A	<ul style="list-style-type: none"> Utilize 2001 Historic and Architectural Resources Survey to explore establishment of locally designated Historic Districts or in Jewett City, Pachaug, and Glasgow 	
3B	<ul style="list-style-type: none"> Utilize 2001 Historic and Architectural Resources Survey to formulate and implement appropriate Historic District Regulations 	
4A	<ul style="list-style-type: none"> Work towards implementation of a Cooperative Farmland Preservation Program. Formulate and implement an inter-agency program to protect valuable Farmlands from development. Focus attention on combining resources of Town of Griswold, State CTDEEP and CTDoA, USDA, etc. 	
4B	<ul style="list-style-type: none"> Work with the Board of Selectmen to formulate and to implement a “Stone Wall Protection and Enhancement Ordinance” and to reflect program in the Subdivision Regulations/site plan requirements 	
4C	<ul style="list-style-type: none"> Formulate and implement an agricultural buffer requirement in subdivision regulations to minimize agricultural/residential use conflicts. 	



Future Land Use Plan

Griswold POCD Recommendations		SCCOG RPOCD (2017)
1A	<ul style="list-style-type: none"> Encourage the use of Conservation Subdivision plans where appropriate. 	<ul style="list-style-type: none"> Encourage the development of clustered housing and Low Impact Development (LID) to preserve natural resources. 1A; 2A Assist member municipalities in prioritizing open space for acquisition and developing natural resource protection regulations and policies. 1B; 1C Work with land trusts to preserve priority lands. 1B Identify and prioritize conservation of land that would connect existing preserved open spaces to improve ecological functions. 1B Review municipal development goals and regulations to identify synergies or potential conflicts with major employers. 2B; 5A Develop reuse plans for under-utilized/deteriorating properties. Adopt zoning that allows redevelopment or changes of use. 2B; 5A Streamline the zoning approvals and permitting process to support investment. Develop “ready- to-go” business sites. 2B; 2C; 5A; 5B; 5C; 5D Support efforts to improve “sense of place” to attract and retain workforce and employers. 2A
1B	<ul style="list-style-type: none"> Support the acquisition of Agricultural, Recreational and Conservation lands by the State of CT, the Avalonia Land Conservancy, and a Griswold/Jewett City Land Trust, if established. 	
1C	<ul style="list-style-type: none"> Maintain ordinances or regulations that ensure that existing State-owned properties remain protected from developed USES. 	
2A	<ul style="list-style-type: none"> Preserve and enhance the variety of districts: Urban, Suburban and Rural characters of Griswold and Jewett City. 	
2B	<ul style="list-style-type: none"> Focus large-scale commercial and professional and business park uses on properties located on State Routes with access to Interstate 395 including both exits 22 and 24 Business Park Designation on Route 201. 	
2C	<ul style="list-style-type: none"> Focus retail, restaurant and hospitality uses near Route I-395/Route 138 and along Route 164 southeast of Route I-395. 	
5A	<ul style="list-style-type: none"> Establish a Business Park zoning district in the vicinity of Exit 24, in the area between Route 164, SR 630, Route 138, BMW Drive and Brewster Road. 	
5B	<ul style="list-style-type: none"> Expand C – Commercial Zoning in the vicinity of I-395, Route 138 and Route 201. 	
5C	<ul style="list-style-type: none"> Expand C – Commercial Zoning in the vicinity of Route 138, Taylor Hill, Oakville Road, and Pine Roads. 	
5D	<ul style="list-style-type: none"> Expand the C – Commercial Zoning in the vicinity of Pachaug Cemetery and on properties along Route 138. 	
5E	<ul style="list-style-type: none"> Consider appropriate changes to the zoning map if regulatory changes occur to change minimum lot sizes for residential throughout Town. 	



SECTION 7 CONSISTENCY WITH THE REGIONAL PLAN OF CONSERVATION AND DEVELOPMENT AND STATE GUIDE PLAN

7.A FINDING OF CONSISTENCY

The 2017 Town of Griswold Plan of Conservation and Development has been prepared with particular attention paid to maintaining overall general consistency with the goals and policies of the following Regional and Statewide Plans of Conservation and Development:

Regional Conservation and Development Policy Guide for Southeastern Connecticut” Adopted on April 19, 2017 by Southeastern Connecticut Council of Governments. 5 Connecticut Avenue. Norwich, CT 06360.

“Conservation and Development Policies Plan for Connecticut 2013-2018”. State of Connecticut Office of Policy and Management. Intergovernmental Policy Division. 450 Capitol Avenue – MS#54SLP. Hartford, CT 06106-1308.

SECTION 8. PLAN MAINTENANCE and AMENDMENTS

8.A MAINTENANCE OR REVIEW OF THE PLAN

In accordance with Section 8-23 of the Connecticut General Statutes, this Plan of Conservation and Development shall be reviewed for consistency and general applicability at least every five (5) years, and shall be evaluated and revised at least once every ten (10) years.

As the Town of Griswold anticipates vast improvements in GIS mapping capability in the coming years, and the availability of 2010 Decennial census data, this 2017 Plan of Conservation and Development will likely be evaluated and revised in its entirety before the statutory ten-year requirement.

Additionally, the Commission should review progress toward implementation of this plan during the first meeting each December after ratification and consider writing letters of encouragement to the appropriate boards and commissions.

8.B AMENDMENTS

The Griswold Planning and Zoning Commission or other party, public or private, may propose an amendment to the POCD to the Commission at any time. It shall be at the discretion of the Commission to revise the Plan upon the review of the suggested change.