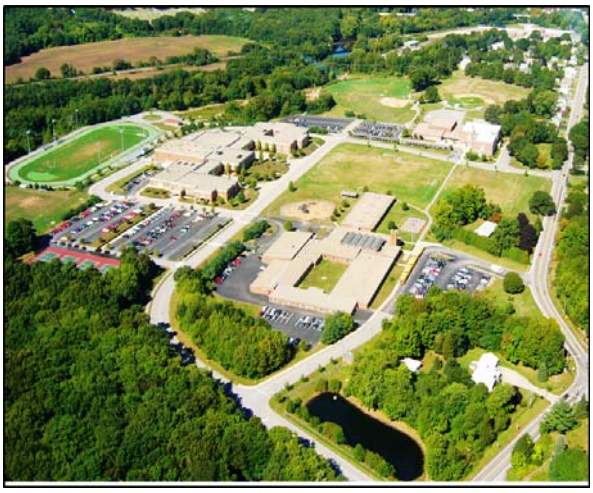
TOWN OF GRISWOLD, CT

2006 Plan of Conservation & Development

EFFECTIVE DATE JULY30, 2007



Plan Contents

- Introduction
- History & Population Demographics
- Inventory & Analysis
- Goals & Recommendations
- Implementation
- Conclusion
- Consistency With State Plan Guide
- Plan Maintenance & Amendments

TABLE OF CONTENTS

SECTION 1. INTRODUCTION

1.A INTRODUCTION 1
1.B STATUTORY AUTHORITY & CONTENT 1
1.C EXECUTIVE SUMMARY 3

SECTION 2. HISTORY & POPULATION DEMOGRAPHICS

2.A HISTORY OF GRISWOLD 4
2.B POPULATION TRENDS 6

SECTION 3. INVENTORY & ANALYSIS

3.A TRANSPORTATION 13
3.B HOUSING 31
3.C PUBLIC SERVICES & FACILITIES 37
3.D ECONOMIC DEVELOPMENT 54
3.E OPEN SPACE & RECREATION 60
3.F NATURAL & CULTURAL RESOURCES 66
3.G LAND USE 83

SECTION 4. GOALS & RECOMMENDATIONS

4.A TRANSPORTATION 100
4.B HOUSING 101
4.C PUBLIC SERVICES & FACILITIES 101
4.D ECONOMIC DEVELOPMENT 102
4.E OPEN SPACE & RECREATION 104
4.F NATURAL & CULTURAL RESOURCES 105
4.G LAND USE 106

SECTION 5. IMPLEMENTATION

5.A IMPLEMENTATION SCHEDULE 109

SECTION 6. CONCLUSION

6.A CONCLUSIONS
Conclusions from Community Participation in the Public Hearing Process 118

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

7.A FINDING OF CONSISTENCY 120

SECTION 8. PLAN MAINTENANCE & AMENDMENTS

8.A MAINTENANCE OF THE PLAN 121
8.B AMENDMENTS 121

APPENDIX A 123
CTDOT ADT STATION MAP FOR
GRISWOLD, CONNECTICUT 2005 124

APPENDIX B 124
2005 EXISTING BUSINESS INVENTORY FOR
GRISWOLD, CONNECTICUT 125

LIST OF FIGURES, TABLES & MAPS

FIGURES

2.B.1 Population of Griswold, CT 1820-2020 6
2.B.2 Regional Population Growth 1970-2000 7
2.B.3 Regional Population Growth 1990-2000 7
2.B.4 Estmiated Population of Griswold 2000-2003 8
2.B.5 Age Distribution in Griswold 1990-2000 9
2.B.6 Births and Deaths in Griswold 1970-2004 10
2.B.7 Native v. Non-native Population Growth in Griswold 1970-2000 11
3.A.1 1997 Town-Wide Pavement conditin Index Distribution by Treatment Band 24
3.A.2 S.E.A.T. Service Area and Transfer Locations 29
3.B.1 Average Household Size in Griswold 1970-2000 31
3.B.2 Comparative Changes in Housing Units 1980-2000 33
3.D.1 Rte 164 Development Plan from Corridor Study 59
3.F.1 The Connecticut River Watershed 75
3.F.2 Statewide Watershed Basins in Connecticut 76
3.F.3 Regional Watersheds Impacting Griswold, CT 77
3.F.4 Sub-Regional Watersheds Impacting Griswold, CT 78
3.G.1 Griswold Land Use 2005 as Percentage of Total Developed Area 86
3.G.2 Griswold Land Use 2005 as Percentage of Total Land Area 90
3.G.3 Development Limitations Map from 1993 Plan 93
3.G.4 Current Borough of Jewett City Zoning Map 95
3.G.5 Current Town of Griswold Zoning Map 96

TABLES

2.B.1 Adult Educational Attainment in Griswold 1990-2000 11
2.B.2 Houshold Income in Griswold 1989-1999 12
3.A.1 Total Miles of Arterial Roadways in Griswold Connecticut 14
3.A.2 1997 Griswold Roadway Summary Listed by Pavement Condition Index – Decending 17
3.A.3 Average Daily Traffic by Location and Year 25
3.A.4 Total Traffic Accidents Reported in Griswold 1990-2004 (excl. 1994) 27
3.B.1 Comparative Changes in Total Housing Units 1980-2000 32
3.B.2 Comparative Median Value of Owner-Occupied Housing Units 1990-2000 34
3.G.1 Current Land Use in Griswold 2005 85

MAPS

3.C.1 Public Facilities Inventory 53
3.E 1 Open Space Inventory 65
3.F.1 Prime Agricultural Soils 68
3.F.2 Natural Diversity Index.....71
3.F.3 Inland Wetlands & Watercourses 72
3.F.4 Historic Resources Inventory 82
3.G.1 Land Use 2005 84
3.G.2 Future Land Use Plan 99

FOREWORD & ACKNOWLEDGEMENTS

The 2006 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
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The Griswold Inland Wetlands and Watercourses Conservation Commission

The Griswold Economic Development Commission

The Griswold Zoning Board of Appeals

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

Cover Photo credits:
Philip Yurechko Sr., Philip Yurechko, Jr., Philip Anthony; Demian Sorrentino

SECTION 1. INTRODUCTION

1.A INTRODUCTION

The 2006 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 June 11, 2007.

1.B STATUTORY AUTHORITY & 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.

It is hereby the responsibility of the Town of Griswold, by and through its Elected and Appointed Officials, Boards and Commissions, to implement the Policies, Goals and Recommendations as found in this Plan to the best of their ability, and to endeavor to promote the following philosophy:

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 this philosophy will remain pertinent during the ten-year life of this Plan of Conservation and Development.

SECTION 2. HISTORY & POPULATION DEMOGRAPHICS

2.A HISTORY OF GRISWOLD

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 cloth bulkier by being dampened and beaten). An iron works

seems to have been the first manufactory within the bounds of Jewett City. Jewett City was first known as Pachaug City, and then was renamed to honor Eliezer Jewett, who began a settlement there in 1771 where he erected a saw mill, grist mill, fulling mill, clothiers shop with press and dye-kettle, and the first irrigation plant. He also conducted a tavern. 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'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 may 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; Dorrville Mill on the road between Hopeville and Jewett City; and the Doane Mill near Voluntown that has given Doanville Pond its name.

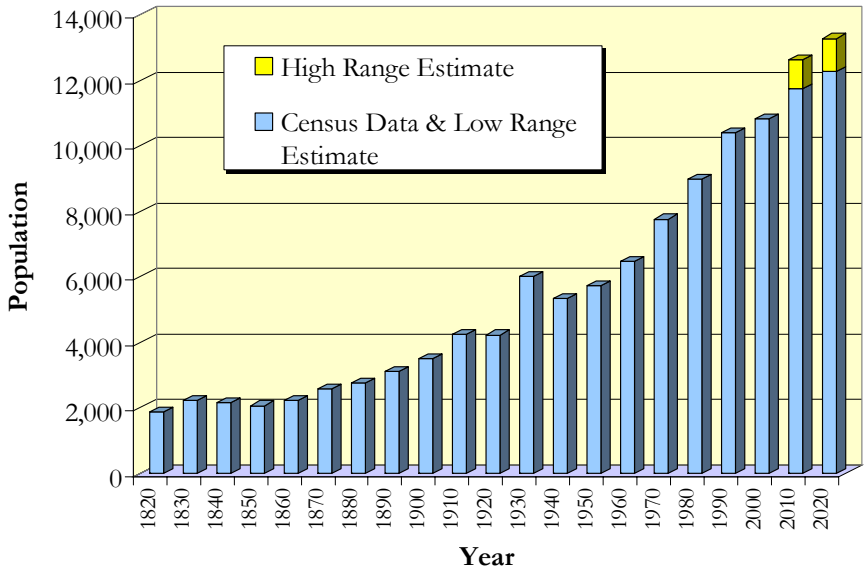
The first bank was incorporated in 1831, and was named the Jewett City bank. The Jewett City Fire Engine Company was incorporated in 1832 and held its first meeting in the home of John Johnson. The Norwich and Worcester Railroad Company completed the railroad tracks in 1840.

2.B POPULATION TRENDS

2.B.1 Total Population

The U.S. Census Bureau has quantified Griswold's population at 10,807 persons per the 2000 United States Decennial Census. This represents an increase of 423 persons from the 10,384 individuals tallied by the Census Bureau in 1990. Most recently, the population of Griswold grew at the relatively slow rate of 4% between 1990 and 2000, a trend that will likely be reversed due to a strong housing market and substantial residential development throughout the Town over the past several years. The following figure shows the population growth in Griswold from the 1820 Census, with a range of population projections through the year 2020.

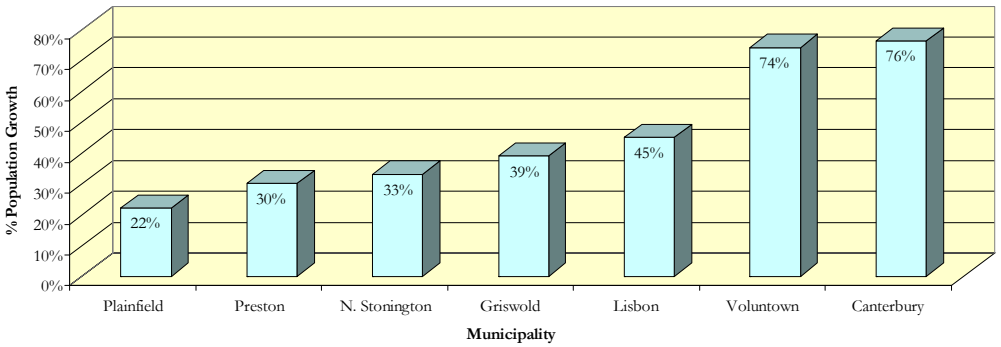
Figure 2.B.1 "Population of Griswold, CT 1820 – 2020"



Data source: U.S. Census Bureau

Over the past 30 years, Griswold has experienced slow to moderate growth, achieving a 39% growth rate in the period from 1970 to 2000. As compared to neighboring Towns, it appears that population growth in Griswold between 1970 and 2000 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.

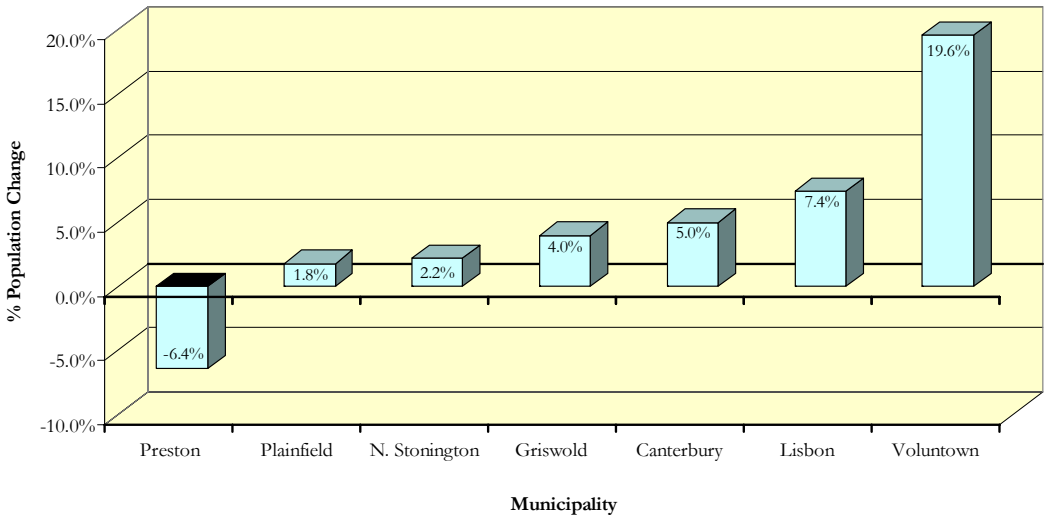
Figure 2.B.2 "Regional Population Growth 1970 - 2000"



Data source: U.S. Census Bureau

To analyze Griswold's population growth during the shorter time period of 1990 – 2000, the following figure shows that, again, Griswold is in the middle of the range of regional population growth. In the period 1990 – 2000, Preston experienced the lowest percentage population growth, and Voluntown experienced the highest.

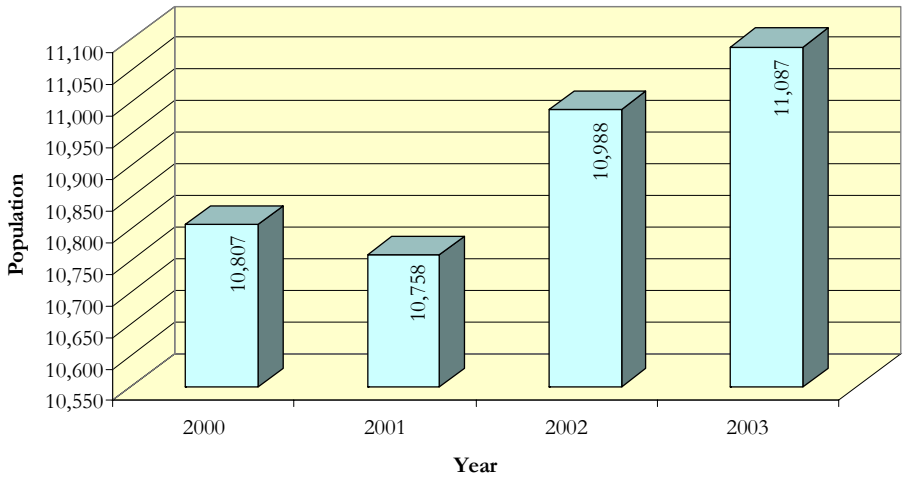
Figure 2.B.3 "Regional Population Growth 1990 – 2000"



Data source: U.S. Census Bureau

The Connecticut Department of Health provides estimates for municipal population growth on their website www.dph.state.ct.us. The most recent data available on the Department of Health website provides population estimates to 2003, and shows an estimated 2.6% growth in population between 2000 and 2003. Considering that the population grew just 4% in ten years between 1990 and 2000, if the growth rate estimated by the Department of Health continues to 2009, the 2010 decennial census could see a growth rate of 7.7% for the period of 2000 – 2010. See Figure 2.B.4:

Figure 2.B.4 "Estimated Population of Griswold, CT 2000 – 2003"

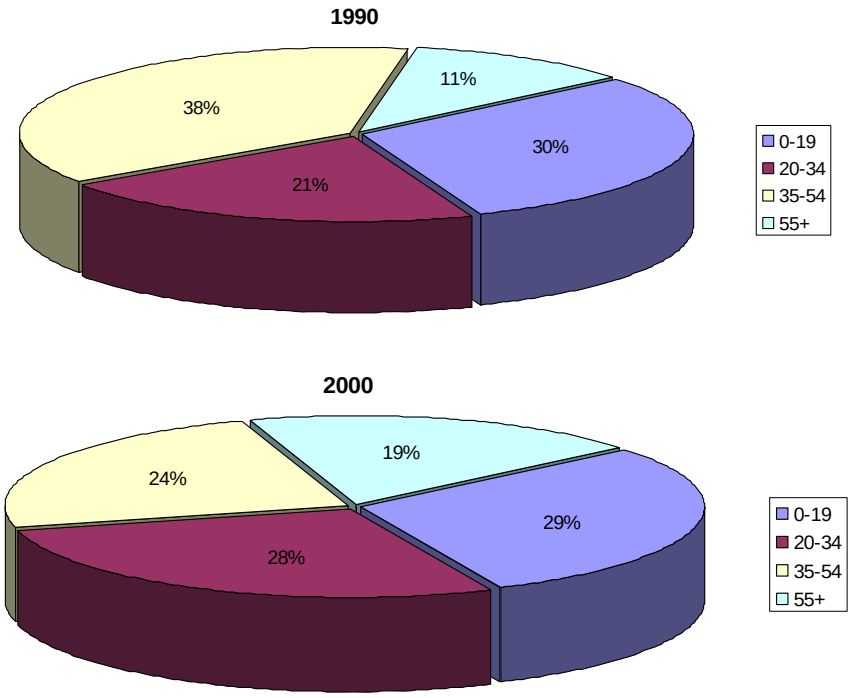


Data source: State of CT Dept. of Public Health (www.dph.state.ct.us/OPPE/popest.htm)

2.B.2 Age Distribution

Figure 2.B.5 represents the age distribution of Griswold's population between the 1990 and 2000 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).

Figure 2.B.5 "Age Distribution in Griswold 1990 - 2000 "



Data source: U.S. Census Bureau

Because the large increase in the 20-34 year age group cannot be attributed solely to aging of the population (as the 0 – 19 age group remained relatively constant), it can be determined that this sector of the population is that which represents the largest shift in population dynamics. This large influx of persons of childbearing age between 1990 and 2000 will likely result in some increase in the 0-19 age classification by the 2010 census.

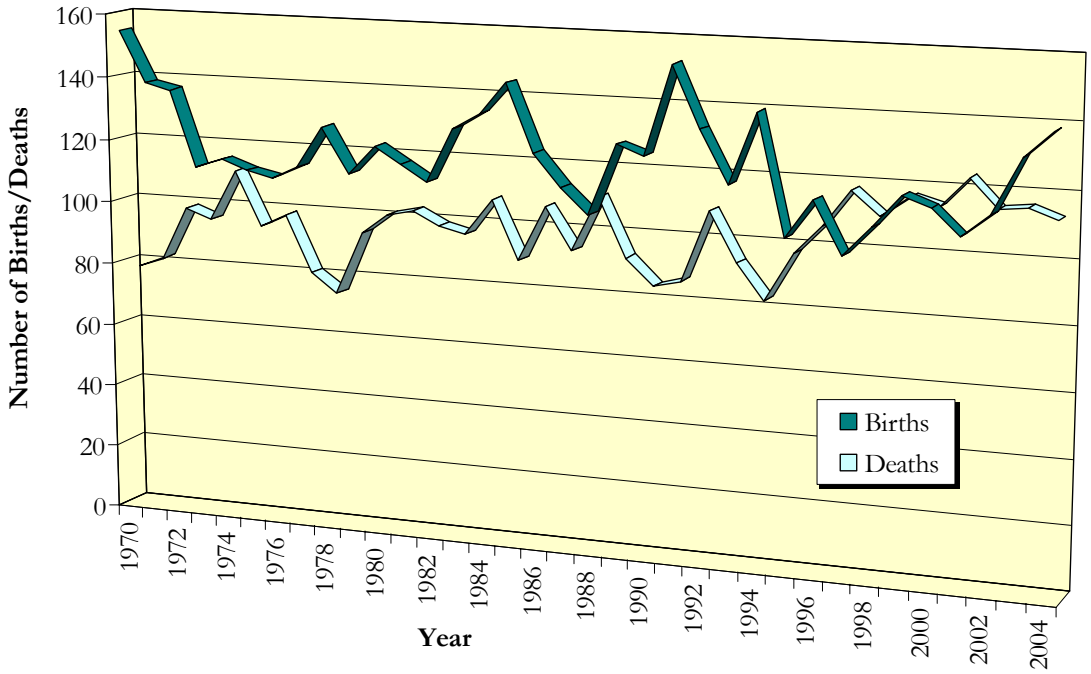
Further evidence of this is that the 0-34 age group represents approximately 50% of the total population in 1990, as compared with 58% of the total population in 2000, as the 35-55+ age groups represent an increasingly smaller proportion of the total population.

While some portion of the 2000 increase in the 55+ population can be attributed to aging of those that were at the middle and upper range of the 35-54 population in 1990, it is apparent that some portion of the 35-54 population has emigrated. The number of persons 55 and over will likely continue to increase as the later "baby boom" generation reaches this age classification, and the resultant "baby boom echo" will likely continue to add peoples in the upper range of the 20 – 34 age range and the lower 35 – 54 range over the next decade.

2.B.3 Dynamics of Population Change

When analyzing population change in Griswold, it is important to quantify the number of people that were added to the population by "non-native" growth. In this instance, so-called "native" growth can be attributed to the number of births in a time period, minus the number of deaths within the same time period. Figure 2.B.6 graphically represents the births and deaths in Griswold between 1970 and 2004:

Figure 2.B.6 " Births & Deaths in Griswold 1970 – 2004"

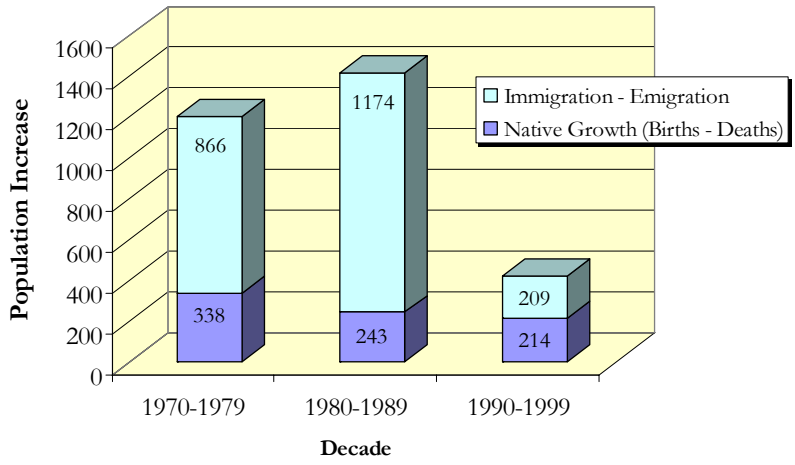


Data source: Griswold Town Clerk's Records of Births and Deaths

From this data, it may be determined that between 1990 and 2000, there were a total of 1213 births, and 999 deaths, providing a net "native" increase to the population of 214 persons in Griswold. Of the 423-person increase in total population in the 1990-2000 time period, it is apparent that approximately 51% of the population increase is attributable to this "native" population growth. As for the remaining 49%, it may be concluded that immigration outweighed emigration during this time period, which results in an additional 209 persons relocating to Griswold from other locations.

Figure 2.B.7 is a graphical representation of "native v. non-native" growth in Griswold over the past three decades:

Figure 2.B.7 " Native v. Non-native Population Growth in Griswold 1970 – 2000"



Data source: U.S. Census Bureau

2.B.4 Education & Income

Few factors are more important in maintaining Griswold's attractiveness for potential employers when analyzing potential area workforce, as are 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 1990 – 2000:

Table 2.B.1 "Adult Educational Attainment in Griswold 1990 – 2000"

Educational Attainment	1990	% of Total 1990	2000	% of Total 2000	% Change 1990 - 2000
Total Population over 25	6644		7283		
Less than 9th grade	800	12.0%	429	5.9%	-46.4%
9th to 12th grade, no diploma	1046	15.7%	800	11.0%	-23.5%
High School Graduate (includes equivalency)	2628	39.6%	2997	41.2%	14.0%
Some college, no degree	1130	17.0%	1407	19.3%	24.5%
Associates Degree	313	4.7%	550	7.6%	75.7%
Bachelors Degree	457	6.9%	704	9.7%	54.0%
Graduate or Professional degree	270	4.1%	396	5.4%	46.7%
Data Source: U.S. Census Bureau					

There are several major factors affecting the data shown in the adult educational attainment, which are affecting educational attainment statistics throughout the country. The large-scale decreases in adults not attaining a high school diploma can be attributed to two factors: (1) as the eldest sectors of the population pass on, these individuals who represent the segment of the population are the most likely to have not completed high school are replaced with individuals who are increasingly likely to have achieved higher educational attainment. (2) As time goes on, young people are increasingly more likely to attain at least a High School Education. The large scale increases in higher educational attainment (College, Associates, Bachelor's, Graduate and Professional degrees) can be directly attributed to the necessity of attaining education in order to be competitive in today's job market.

The fact that larger portions of the Griswold population are achieving higher educational attainment has a positive effect on earning potential, as Table 2.B.2 exemplifies:

Table 2.B.2 "Household Income in Griswold 1989 – 1999"

Household Income	**1989**	**% of Total 1989**	**1999**	**% of Total 1999**	**% Change 1989 - 1999**
Total Households	3857		4199		
Less than $10,000	456	11.8%	244	5.81%	-46.5%
$10,000 to $14,999	253	6.6%	156	3.72%	-38.3%
$15,000 to $19,999	268	6.9%	214	5.10%	-20.1%
$20,000 to $24,999	316	8.2%	227	5.41%	-28.2%
$25,000 to $29,999	447	11.6%	257	6.12%	-42.5%
$30,000 to $34,999	295	7.6%	249	5.93%	-15.6%
$35,000 to $39,999	288	7.5%	206	4.91%	-28.5%
$40,000 to $44,999	395	10.2%	264	6.29%	-33.2%
$45,000 to $49,999	176	4.6%	274	6.53%	55.7%
$50,000 to $59,999	364	9.4%	472	11.24%	29.7%
$60,000 to $74,999	344	8.9%	695	16.55%	102.0%
$75,000 to $99,999	175	4.5%	633	15.08%	261.7%
$100,000 to $124,999	61	1.6%	185	4.41%	203.3%
$125,000 to $149,999	13	0.3%	79	1.88%	507.7%
$150,000 to $199,999	4	0.1%	30	0.71%	650.0%
$200,000 or more	2	0.1%	14	0.33%	600.0%

Data source: U.S. Census Bureau

Not surprisingly, there is a relative correlation between educational attainment and household income between 1990 and 2000. As could be reasonably expected, it is apparent that Griswold's residents are becoming better educated and, in turn, are earning higher wages. As the achievement of higher education becomes a necessity to fare well in the increasingly competitive employment market, it is likely that both of these factors will continue to move in a positive direction (higher educational attainment and higher income) as we approach 2010.

SECTION 3. INVENTORY & 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.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 about 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 85 and 86 provide access to I-395 from State Routes 138, 164, and 201.

An ***arterial*** 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.

Table 3.A.1 "Total Miles of Arterial Roadways in Griswold, Connecticut"

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

Data source: 1993 Plan of Conservation and Development

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.

All streets added to the inventory of accepted Town roadways since the publication of the 1993 Plan of Conservation and Development have been local streets, all of which have been constructed by private parties as part of an approved subdivision plan. The local streets privately constructed and accepted by Town Meeting during this time period include:

Albemarle Drive (0.31 mi.)

Harry Hall Drive (0.13 mi.)

Laurel Lane (0.16 mi.); Griswold Drive (0.51 mi.)

Kenwood (1.24 mi.); Rooke Point Dr. (0.09 mi.); Kelci Circle (0.04 mi.)

BMW Drive (0.60 mi.); Chestnut Hill Road (0.24 mi.); Amanda Lane (0.14 mi.)

Bergendahl Drive (0.56 mi.); Vandy Drive (0.24 mi.); Baca Drive (0.13 mi.)

Spencer Hollow Road (0.17 mi.)

Haley Meadow Road (portion) (0.22 mi.); Laura Jane Lane (0.11 mi.)

Total = 4.89 miles

Furthermore, approximately 1.5 miles of proposed public roadways are under consideration by the Planning and Zoning Commission or are currently under construction.

The other category of street is the ***unimproved, unaccepted street***. These usually narrow dirt roads have evolved from one of two particular land uses. The first of these land uses is access to publicly owned lands. Griswold contains over 3,100 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.

3.A.2 Local Street Conditions

As noted above, many of Griswold's streets have existed from colonial times and need improvements, such as widening, storm drainage, curbs, better sight lines, curve and intersection corrections, paving or reconstruction. Generally, streets constructed within the past twenty or so years remain adequate due to more stringent standards for construction which were implemented relatively recently into the Griswold Road Ordinance.

The most recent study of existing pavement conditions in Griswold is a 1997 study prepared by Vanasse Hangen Brustlin, Inc. entitled Roadway Management Study Griswold, Connecticut, which examined approximately 76 miles of local roads and made recommendations concerning financing and scheduling for required improvements.

The 1997 study utilized a physical evaluation method to establish a current Pavement Condition Index, or PCI for each municipally accepted roadway in Town. The PCI is generated for each inventoried, surface, public roadway segment in Griswold using the distress data collected by VHB. PCI is measured on a scale of 100 to 0, with one hundred representing a pavement in excellent condition and zero describing a road in extremely poor condition. Each type of observed pavement distress is assigned a deduct value based on he type, severity and extent of the defect. More severe distress types, such as potholing, have higher "deduct" point values than a lesser distress such as longitudinal cracking. A weighted sum of the deduct points is then subtracted from the perfect "one hundred" road in order to generate a PCI for each roadway section.

The Pavement Condition Index for all of Griswold's roadways is displayed in Figure 3.A.2, in descending order, with the best condition roads at the top of the list, and the worst condition roads at the bottom:

Once a Pavement Condition Index (PCI) is established for each roadway/roadway section, the PCI is then utilized to group roadways/sections into the five Road Treatment Repair Bands, or classifications that are used to categorize required improvements. The Road Treatment Repair Bands are described as such:

PCI BAND #1 (PCI 0-60) Reconstruction	Those street/sections in need of base improvement/reconstruction
PCI BAND #2 (PCI 61-72) Structural Improvement	Those streets/sections in need of surface structural improvement/rehabilitation
PCI BAND #3 (PCI 73-85) Preventative Maintenance	Those streets/sections in need of preventative maintenance – surface sealing, full depth patch repair and/or crack sealing
PCI BAND #4 (PCI 86- 91) Routine Maintenance	Those streets/sections in need of routine maintenance – crack sealing or minor localized repair
PCI BAND #5 (PCI 92- 100) No maintenance	Those streets/sections in need of no maintenance

Table 3.A.2 "1997 Griswold Roadway Summary Listed by Pavement Condition Index – Descending"

STREET NAME	ID#		FROM	TO	CLASS	PAVETYPE	LENGTH	WIDTH	AREA	PCI
ANNEX ST	002	0	MAPLE ST	ELM ST	RESI-THRU	BIT CONC	242	18.0	4356	100
BERGENDAHL DR	173	1176	1176' W OF PINE RD	CUL-DE-SAC	RESI-END	BIT CONC	1716	28.0	48048	100
BROWNING RD	023	3131	172' N OF PINE RD	470' S OF PINE RD	COLLECTOR	BIT CONC	642	19.0	12198	100
KELCI CIR	181	0	KENWOOD	CUL-DE-SAC	RESI-END	BIT CONC	217	28.0	6076	100
KENWOOD	176	2220	2220' E OF BETHEL RD	END PAVEMENT	RESI-THRU	BIT CONC	3022	28.0	84616	100
LAUREL LA	179	0	GRISWOLD DR	RILL BROOK RD	RESI-THRU	BIT CONC	858	28.0	24024	100
LEE RD	068	0	HOPEVILLE RD	FOREST RD	RESI-THRU	GRAVEL	7968	17.0	135456	100
LILLY POND RD	070	3314	3314' N OF GEER RD	3859' N OF GEER RD	RESI-THRU	BIT CONC	545	29.0	15805	100
ROOK POINT DR	177	0	KENWOOD	CUL-DE-SAC	RESI-END	BIT CONC	427	28.0	11956	100
SOUTH MAIN ST#1	1211	587	41' S OF ANTHONY ST	BARACADE AT RR CROSS	RESI-END	BIT CONC	147	32.0	4704	100
TAYLOR HILL RD	130	6017	321' W OF OAKVILLE RD	OAKVILLE RD	COLLECTOR	BIT CONC	321	24.0	7704	100
ASSMAR AV	008	0	FAIRWIEW AV	DEAD END	RESI-END	BIT CONC	300	20.0	6000	99
BERGENDAHL DR	173	0	PINE RD	1176' W OF PINE RD	RESI-END	BIT CONC	1176	28.0	32928	99
CHIOU DR	174	0	LESTER RD (NORTH)	1140' S OF LESTER RD (NO)	RESI-THRU	BIT CONC	1140	28.0	31920	99
GRISWOLD DR	178	0	BETHEL RD	CUL-DE-SAC	RESI-END	BIT CONC	2676	28.0	74928	99
MATHEWSON ST	075	0	GREEN ST	SOULE ST	RESI-THRU	BIT CONC	1555	29.0	45095	99
PEQUOT TR	171	0	PACHAUG RIVER RD	CUL-DE-SAC	RESI-END	BIT CONC	700	28.0	19600	99
ALBEMARLE DR	182	0	VOLUNTOWN RD	DEAD END	RESI-END	BIT CONC	1450	28.0	40600	97
KENWOOD	176	0	BETHEL RD	2220' E OF BETHEL RD	RESI-THRU	BIT CONC	2220	28.0	62160	97
BMW DR	169	0	RTE 138	END PAVEMENT	RESI-END	BIT CONC	1732	27.0	46764	95
RIXTOWN RD	108	0	RTE 165	OLD SHETUCKET TK	COLLECTOR	BIT CONC	257	25.0	6425	95
BETHEL RD	016	14013	1985'S OF CEDAR LN	2422' S OF CEDAR LN	COLLECTOR	BIT CONC	434	20.0	8680	94
EDMOND RD	041	1380	1380' N OF VOLUNTWN RD	714' S OF LEHA AV (SO)	COLLECTOR	BIT CONC	270	22.0	5940	94
HARRY HALL DR	180	0	OLD VOLUNTOWN RD	CUL-DE-SAC	RESI-END	BIT CONC	650	28.0	18200	94
RIVERVIEW AV	107	0	ARBOR DR	DEAD END	RESI-END	SURF TREAT	695	22.0	15290	94
RIXTOWN RD	108	7073	2691' S OF SIBICKY RD	989' N OF RICHARDSON H	COLLECTOR	BIT CONC	536	28.0	15008	94
SAM CHIKAN RD	115	3230	3230' S OF BETHEL RD	4017' S OF BETHEL RD	RESI-THRU	BIT CONC	787	24.0	18888	94
SCHOOL ST	116	0	MAIN ST	DEAD END	RESI-END	BIT CONC	391	23.0	8993	94

STREET NAME	ID#		FROM	TO	CLASS	PAVETYPE	LENGTH	WIDTH	AREA	PCI
SOULE ST	120	0	MATHEWSON ST	MAIN ST	RESI-THRU	BIT CONC	515	24.0	12360	94
BEECHWOOD TE	172	0	BENTON HILL RD	CUL-DE-SAC	RESI-THRU	BIT CONC	1131	27.0	30537	93
DEANNA DR	175	0	HOPEVILLE RD	CUL-DE-SAC	RESI-END	BIT CONC	1005	29.0	29145	89
DEY ST	038	0	WEDGEWOOD DR	133'S OF WEDGEWOOD DR	RESI-THRU	BIT CONC	133	25.0	3325	89
EDMOND RD	041	295	295'N OF VOLUNTOWN RD	500' N OF VOLUNTWN RD	COLLECTOR	BIT CONC	205	24.0	4920	89
LYNN DR	161	0	RIXTOWN RD	BAY MOUNTAIN RD	RESI-THRU	SURF TREAT	478	36.0	17208	89
MECHANIC ST	077	0	MATHEWSON ST	GREEN ST	RESI-THRU	BIT CONC	1007	21.0	21147	89
MOHEGAN DR	168	0	HOPEVILLE RD	CUL-DE-SAC	RESI-END	BIT CONC	1362	28.0	38136	89
OAKVILLE RD	083	1290	162' E OF NORMAN RD	TAYLOR HILL RD	RESI-THRU	BIT CONC	2615	22.0	57530	89
RAILROAD AV	100	0	SOUTH MAIN ST	SOULE ST	RESI-THRU	BIT CONC	715	19.0	13585	89
RIXTOWN RD	108	2355	243' N OF LYNN DR	38' S OF LYNN DR	COLLECTOR	BIT CONC	281	29.0	8149	89
SAM CHIKAN RD	115	4017	4017' S OF BETHEL RD	4252' S OF BETHEL RD	RESI-THRU	SURF TREAT	235	19.0	4465	89
BAY MOUNTAIN RD	156	924	473' E OF BAY MOUNTN RD	197'E OF LYNN DR	RESI-THRU	BIT CONC	353	35.0	12355	88
BETHEL RD	016	8712	1121' S OF COL. BROWN RD	147' N OF OSGA LN	COLLECTOR	BIT CONC	723	29.0	20967	88
ELIZABETH LN	183	0	FOGARTY AV	DEAD END	RESI-END	BIT CONC	1000	28.0	28000	88
RIXTOWN RD	108	2636	38' S OF LYNN DR	SIBICKY RD	COLLECTOR	BIT CONC	1746	28.0	48888	88
ROODE RD	111	12995	874' S OF BISHOP CROSSING	324' S OF BISHOP CROSSN	COLLECTOR	SURF TREAT	550	30.0	16500	88
WALTER DR	WALTER1		GLASGO RD	JENNIFER LN	RESI-THRU	BIT CONC	1056	28.0	29568	88
CROSS RD	035	0	SHELDON RD	COOK HILL RD	RESI-THRU	SURF TREAT	814	13.0	10582	87
GOLDSTEIN RD	088	0	BROWNING RD	RTE 138	RESI-THRU	SURF TREAT	1149	24.0	27576	87
RIVER ST	106	0	GLASGO RD	DEAD END	RESI-END	SURF TREAT	340	22.0	7480	87
RIXTOWN RD	108	257	OLD SHETUCKET TK	243' N OF LYNN DR	COLLECTOR	BIT CONC	2098	28.0	58744	87
STONE HILL RD	064	0	HOPEVILLE RD	1065'S OF HOPEVILLE RD	COLLECTOR	SURF TREAT	1065	24.0	25560	87
K OF C DR	122	0	MAIN ST	SOUTH MAIN ST	RESI-THRU	BIT CONC	353	21.0	7413	86
ASHLAND ST	006	0	NORTH MAIN ST	PLEASANT VIEW ST	COLLECTOR	BIT CONC	2255	31.0	69905	85
JANICE LA	150	0	BETHEL RD	DINA LA	RESI-THRU	SURF TREAT	1895	27.0	51165	85
RICHARDSON HILL RD	104	0	RIXTOWN RD	BAY MOUNTAIN RD	RESI-THRU	SURF TREAT	453	21.0	9513	85
PLEASANT VIEW ST	096	673	673' S OF TAYLOR HILL RD	1431' S OF TAYLOR HLL RD	COLLECTOR	BIT CONC	757	27.0	20439	84
RIXTOWN RD	108	9793	1195' S OF RICHARDSON HL	RTE 201	COLLECTOR	BIT CONC	2141	25.0	53525	84
WEDGEWOOD DR	135	0	SLATER AV	END	RESI-END	BIT CONC	721	24.0	17304	84
PLEASANT VIEW ST	146	0	SLATER RD	725' S OF TAYLOR HILL RD	RESI-THRU	BIT CONC	2043	24.0	49032	81
PACHAUG RIVER DR	170	0	MOHEGAN DR	HOPEVILLE RD	RESI-THRU	BIT CONC	4732	28.0	132496	80
PLEASANT VIEW ST	096	1747	ANN ST	RTE 138	COLLECTOR	BIT CONC	1007	24.0	24168	79
PLEASANT VIEW ST	146	2043	725' S OF TAYLOR HILL RD	TAYLOR HILL RD	RESI-THRU	BIT CONC	725	24.0	17400	79
DAWLEY RD	036	0	BITGOOD RD	HOPEVILLE RD	RESI-THRU	SURF TREAT	2405	20.0	48100	78
OLD SHETUCKET TK	089	0	RTE 165	RIXTOWN RD	RESI-THRU	SURF TREAT	659	19.0	12521	78
ROGER RD	110	0	STONE HILL RD	CUL-DE-SAC	RESI-END	SURF TREAT	1445	27.0	39015	78
KINNEY RD	065	0	RTE 165	VOLUNTOWN TOWN LN	RESI-THRU	SURF TREAT	596	17.0	10132	77
AMY RD	140	0	RTE 12	MURTLE RD	RESI-END	SURF TREAT	858	25.0	21450	76
BISHOP CROSSING RD	017	4271	4271' N OF RTE 201	5933' N OF RTE 201	COLLECTOR	SURF TREAT	1662	26.0	43212	76
CAMPBELL RD	026	674	647' N OF VOLUNTOWN RD	1845' N OF VOLUNTN RD	RESI-THRU	SURF TREAT	1845	15.0	27675	76
HENRY RD	060	0	SPRING RD	DEAD END	RESI-END	SURF TREAT	292	18.0	5256	76
JUNIPER LA	158	0	BAY MOUNTAIN RD	BAY MOUNTAIN RD	RESI-THRU	SURF TREAT	2214	35.0	77490	76
MYRTLE RD	143	0	AMY RD	DEAD END	RESI-END	SURF TREAT	1093	23.0	25139	76
PEARL ST	151	0	DINA LN	DEAD END	RESI-END	SURF TREAT	1841	30.0	55230	76

STREET NAME	ID#		FROM	TO	CLASS	PAVETYPE	LENGTH	WIDTH	AREA	PCI
STETSON RD	072	0	BETHEL RD	CUL-DE-SAC	RESI-END	SURF TREAT	1470	33.0	48510	76
BURLESON LA	024	0	ASHLAND ST	DEAD END	RESI-END	BIT CONC	530	20.0	10600	75
CARROLL RD	079	0	SHELCON RD	VOLUNTOWN TOWN LNE	RESI-THRU	SURF TREAT	593	20.0	11860	75
BANJO SULLIVAN RD	011	1670	1670' N OF STONE HILL RD	2405' N OF STONE HILL RD	COLLECTOR	SURF TREAT	735	17.0	12495	74
BARBER RD	012	0	RTE 164	DEAD END	RESI-END	SURF TREAT	656	20.0	13120	74
HOWE RD	166	0	RTE 12	CANTERBURY TOWN LNE	RESI-THRU	SURF TREAT	500	15.0	7500	74
ARBOR RD	004	0	RIVERVIEW RD	DEAD END	RESI-END	SURF TREAT	1095	28.0	30660	73
COLONEL BROWN RD	031	0	OLD VOLUNTOWN RD	1970' N OF OLD VOLUNTN	RESI-THRU	SURF TREAT	1970	19.0	37430	73
DINA LA	149	0	STETSON RD	CUL-DE-SAC	RESI-END	SURF TREAT	2120	30.0	63600	72
EDMOND RD	041	9662	1320' S OF HOPEVILLE RD	982' S OF HOPEVILLE RD	COLLECTOR	SURF TREAT	338	22.0	7436	72
GREEN AV	057	0	NORTH MAIN ST	MECHANIC ST	RESI-THRU	BIT CONC	734	28.0	20552	72
NORMAN RD	081	5168	5103' N OF OAKVILLE RD	4186' S OF HOPEVILLE RD	COLLECTOR	SURF TREAT	1169	24.0	28056	72
OLD NORWICH RD	087	0	RICHARDSON HILL RD	DEAD END	RESI-END	SURF TREAT	1323	22.0	29106	71
ARROWHEAD DR	147	0	STONE HILL RD (EAST)	1529' W OF STONE HLL RD	RESI-THRU	BIT CONC	1529	30.0	45870	69
GILL DR	054	0	RTE 12	WOODCREST DR	RESI-THRU	SURF TREAT	500	22.0	11000	69
BENTON HILL RD	015	0	RICHARDSON RD	PRESTON TOWN LINE	RESI-THRU	BIT CONC	3014	16.0	48224	68
BISHOP CROSSING RD	017	2577	2577' N OF RTE 201	4231' N OF RTE 201	COLLECTOR	SURF TREAT	1694	32.0	54208	68
HENNESY CT	165	0	STONE HILL RD	CUL-DE-SAC	RESI-END	BIT CONC	360	30.0	10800	68
DWYER ST	040	0	MECHANIC ST	DEAD END	RESI-END	SURF TREAT	172	22.0	3784	67
MARY ST	074	0	MAIN ST	DEAD END	RESI-END	SURF TREAT	238	30.0	7140	67
BANJO SULLIVAN RD #1	126	0	BANJO SULLIVAN RD	PLAINFIELD TOWN LINE	RESI-THRU	BIT CONC	620	16.0	9920	66
TOTEM LA	152	0	STONE HILL RD	ARROWHEAD DR	RESI-THRU	BIT CONC	1343	30.0	40290	66
EDMOND RD	041	0	VOLUNTOWN RD	295' N OF VOLUNTWN RD	COLLECTOR	SURF TREAT	295	27.0	7965	65
HILLVIEW HEIGHTS	062	0	GLASGO RD	DEAD END	RESI-END	SURF TREAT	620	18.0	11160	65
QUINEBAUG CAMP RD	099	0	RTE 12	ARBOR RD	RESI-THRU	SURF TREAT	3254	18.0	58572	65
SAM CHIKAN RD	115	1960	1960' S OF BETHEL RD	3230' S OF BETHEL RD	RESI-THRU	SURF TREAT	1270	30.0	38100	65
STONE HILL RD	064	3123	1822' W OF UNCUS DR	ROODE RD	COLLECTOR	BIT CONC	2228	21.0	46788	65
TYLER TE	154	0	ROODE RD	CUL-DE-SAC	RESI-END	BIT CONC	1250	30.0	37500	65
LILLY POND RD	070	0	GEER RD	750' N OF GEER RD	RESI-THRU	SURF TREAT	750	16.0	12000	64
EDMOND RD	041	10000	982' S OF HOPEVILLE RD	HOPEVILLE RD	COLLECTOR	SURF TREAT	982	19.0	18658	63
PALMER AV	090	0	EAST MAIN ST	NORTH MAIN ST	RESI-THRU	COMPOSITE	740	25.0	18500	63
SPRUCE ST	021	172	172' E OF SLATER AV	DEAD END	RESI-END	BIT CONC	125	26.0	3250	63
NORMAN RD	081	3674	1429' N OF OAKVILLE RD	5103' N OF OAKVILLE RD	COLLECTOR	SURF TREAT	1494	17.0	25398	62
OLD VOLUNTOWN RD # 1	1451	2626	COL. BROWN RD	PRESTON TOWN LINE	RESI-THRU	SURF TREAT	2316	20.0	46320	62
PLEASANT VIEW ST	096	1431	1431' S OF TAYLOR HILL RD	ANN ST	COLLECTOR	BIT CONC	316	29.0	9164	62
BITGOOD RD	018	2539	2539' N OF VOLUNTWN RD	2820' N OF VOLUNTN RD	COLLECTOR	BIT CONC	281	18.0	5058	61
OAK ST	082	361	361' W OF SLATER AV	DEAD END	RESI-END	BIT CONC	166	27.0	4482	61
PLEASANT VIEW ST	096	0	TAYLOR HILL RD	416' S OF TAYLOR HILL RD	COLLECTOR	BIT CONC	416	22.0	9152	61
RICHARDSON HILL RD	104	1452	1000' S OF BAY MT RD	1677' S OF BAY MT RD	RESI-END	SURF TREAT	677	17.0	11509	61
SHORE DR	118	0	SHELDON RD	DEAD END	RESI-END	SURF TREAT	1230	25.0	30750	61
STONE HILL RD	064	1065	1065' E OF HOPEVILLE RD	1822' W OF UNCUS DR	COLLECTOR	BIT CONC	2058	27.0	55566	61
UNCAS DR	148	0	STONE HILL RD	ROODE RD	RESI-THRU	BIT CONC	1255	30.0	37650	61
ALICE RD	050	0	RTE 138	667' W OF RTE 138	RESI-THRU	SURF TREAT	662	21.0	13902	60
ARROWHEAD DR	147	1529	1529' W OF STONE HILL RD	STONE HILL RD (WEST)	RESI-THRU	BIT CONC	1730	30.0	51900	60
BONNIE ST	157	0	LEHA AV	CUL-DE-SAC	RESI-END	SURF TREAT	938	30.0	28140	60

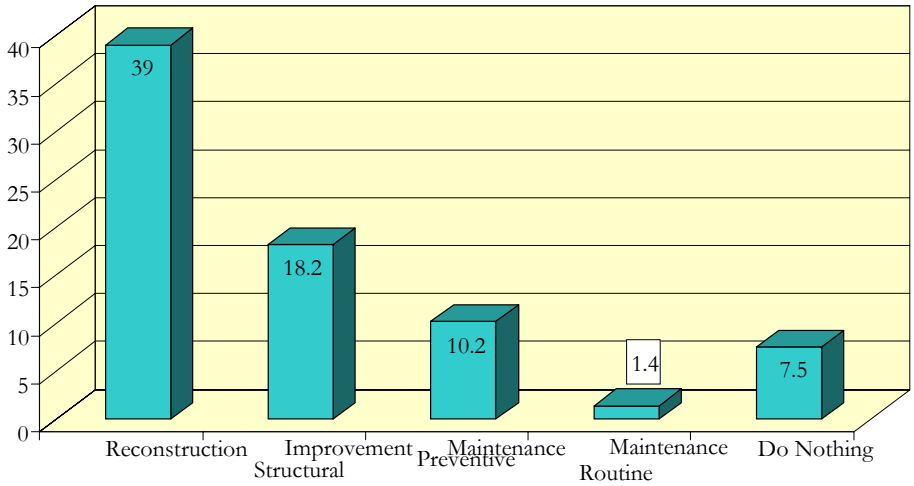
STREET NAME	ID#		FROM	TO	CLASS	PAVETYPE	LENGTH	WIDTH	AREA	PCI
BROWN AV	022	0	NORTH MAIN ST	RUSSELL ST	RESI-THRU	SURF TREAT	735	30.0	22050	60
OLD VOLUNTOWN RD #1	1451	0	RTE 165	COL. BROWN RD	RESI-THRU	SURF TREAT	2626	17.0	44642	60
ROBERT ST	109	624	624' E OF RTE 164	DEAD END	RESI-END	SURF TREAT	263	30.0	7890	60
WOODCREST DR	139	0	RTE 12	GILL DR	RESI-THRU	SURF TREAT	1600	22.0	35200	60
CHINIGO RD	085	0	RTE 201	RTE 138	RESI-THRU	SURF TREAT	934	20.0	18680	59
CARELY AV	027	0	ASHLAND ST	CARELY AV	RESI-END	BIT CONC	953	23.0	21919	58
CHIOU DR	174	1140	1140' S OF LESTER RD (N	LESTER RD (SOUTH)	RESI-THRU	BIT CONC	1905	28.0	53340	58
GEER RD	051	0	BISHOP CROSSING RD	RTE 201	COLLECTOR	SURF TREAT	8670	20.0	173400	58
MICHAEL AV	078	0	SHELDON RD	SHORE RD	RESI-THRU	SURF TREAT	675	24.0	16200	58
RESERVOIR HILL RD	101	0	STONE HILL RD	540' E OF STOME HILL RD	RESI-END	SURF TREAT	540	18.0	9720	58
RIXTOWN RD	108	4382	SIBICKY RD	477' S OF SIBICKY RD	COLLECTOR	BIT CONC	477	24.0	11448	58
ROODE RD #1	1111	0	ROODE RD	BISHOP CROSSING RD	RESI-THRU	SURF TREAT	160	17.0	2720	58
TAYLOR HILL RD	130	0	ASHLAND ST	136' E OF MC CLUEGAGE	COLLECTOR	BIT CONC	598	24.0	14352	58
CLARK LN	CLARK1	0	ASHLAND ST	DEAD END	RESI-END	BIT CONC	528	20.0	10560	57
GILBERT CT	053	0	SLATER AV	DEAD END	RESI-END	SURF TREAT	331	19.0	6289	57
LEHA AV	159	0	EDMUND RD.	EDMUND RD	RESI-THRU	SURF TREAT	2995	30.0	89850	57
LENOX AV	069	0	FAUST ST	NORTH MAIN ST	RESI-THRU	SURF TREAT	765	30.0	22950	57
LISA AV	160	0	LEHA AV	CUL-DE-SAC	RESI-END	SURF TREAT	480	30.0	14400	57
CAMPBELL RD	026	2519	1845' N OF VOLUNTWN RD	BITGOOD RD	RESI-THRU	SURF TREAT	2693	16.0	43088	56
HILL ST	063	0	ASHLAND ST	WILSON ST	RESI-THRU	BIT CONC	946	27.0	25542	56
OLD BETHEL RD	084	0	RTE 138	548' S OF RTE 138	RESI-THRU	SURF TREAT	548	25.0	13700	56
PINE RD	094	0	BROWNING RD	RTE 138	COLLECTOR	BIT CONC	3382	18.0	60876	56
ROODE RD	111	0	HOPEVILLE RD	STONE HILL RD	COLLECTOR	SURF TREAT	4917	18.0	88506	56
BETHEL RD	016	5176	752' N OF KENWOOD (SO)	1121' S OF CL. BROWN RD	COLLECTOR	SURF TREAT	3536	22.0	77792	55
NORMAN RD	081	0	EDMUND RD	740' S OF OAKVILLE RD	COLLECTOR	SURF TREAT	1505	16.0	24080	55
PLEASANT VIEW ST	096	416	416' S OF TAYLOR HILL RD	673' S OF TALYOR HILL RD	COLLECTOR	BIT CONC	257	22.0	5654	55
RILL BROOK RD	105	0	BETHEL RD	DEAD END	RESI-END	SURF TREAT	2868	20.0	57360	55
STONE HILL RD	064	8659	LESTER RD	2730' E OF SESTER RD	COLLECTOR	SURF TREAT	2730	18.0	49140	55
TATRO RD	129	0	STONE HILL RD	DEAD END	RESI-END	SURF TREAT	1505	28.0	42140	55
WILLIAM DR	136	0	RTE 164	SCOTT DR	RESI-END	BIT CONC	996	31.0	30876	55
BETHEL RD	016	9435	147' N OF OSGA LN	205' S OF OSGA LN	COLLECTOR	SURF TREAT	352	24.0	8448	54
PATRICK RD	092	0	COLONEL BROWN RD	SAM CHIKAN RD	RESI-THRU	GRAVEL	3569	14.0	49966	54
BANJO SULLIVAN RD	011	0	STONE HILL RD	1670' N OF STONE HILL RD	COLLECTOR	SURF TREAT	1670	17.0	28390	53
EDMOND RD	041	500	500' N OF VOLUNTOWN RD	1380' N OF VOLUNTN RD	COLLECTOR	SURF TREAT	880	23.0	20240	53
NORMAN RD	081	6337	4186' S OF HOPEVILLE RD	HOPEVILLE RD	COLLECTOR	SURF TREAT	4186	17.0	71162	53
OLD COOK HILL RD	086	0	COOK HILL RD	DEAD END	RESI-END	SURF TREAT	485	15.0	7275	53
SPRING ST	123	0	RTE 12	DEAD END	RESI-END	SURF TREAT	888	22.0	19536	53
EDMOND RD	041	1650	714' S OF LEHA AV (SOUTH)	OAKVILLE RD	COLLECTOR	SURF TREAT	3020	22.0	66440	52
EDWARD AV	103	0	RTE 201	RICHARD AV	RESI-THRU	SURF TREAT	1038	24.0	24912	52
HIGH ST	061	0	EAST MAIN ST	HILL ST	RESI-THRU	SURF TREAT	458	21.0	9618	52
PARKER AV	091	0	FELIX ST	RUSSEL ST	RESI-THRU	SURF TREAT	710	30.0	21300	52
SAM CHIKAN RD	115	0	BETHEL RD	1960' S OF BETHEL RD	RESI-THRU	SURF TREAT	1960	17.0	33320	52
SOUTH MAIN ST#1	1211	0	DEAD END	41' S OF ANTHONY ST	RESI-THRU	SURF TREAT	587	31.0	18197	52
STONE HILL RD	064	11389	2730' E OF LESTER RD	TATRO RD	COLLECTOR	SURF TREAT	3642	17.0	61914	52
TALCOTT AV	128	0	BROWN AV	NORTH MAIN ST	RESI-THRU	COMPOSITE	950	30.0	28500	52

STREET NAME	ID#		FROM	TO	CLASS	PAVETYPE	LENGTH	WIDTH	AREA	PCI
TERRY RD	131	0	RTE 164	BROWNING RD	RESI-THRU	SURF TREAT	3122	20.0	62440	52
WILSON ST	138	0	DEAD END	HILL ST	RESI-END	SURF TREAT	335	19.0	6365	52
ANTHONY ST	003	0	SOUTH MAIN ST	DEAD END	RESI-END	SURF TREAT	652	30.0	19560	51
BAY MOUNTAIN RD	156	1277	197' E OF LYNN DR	1844' E OF LYNN DR	RESI-THRU	SURF TREAT	1641	35.0	57435	51
BOW LA	153	0	ROODE RD	ARROWHEAD DR	RESI-THRU	BIT CONC	1475	30.0	44250	51
OLD BETHEL RD	084	548	548' S OF RTE 138	BETHEL RD	RESI-THRU	SURF TREAT	922	25.0	23050	51
PHILLIPS ST	093	0	NORTH MAIN ST	LENOX AV	RESI-THRU	SURF TREAT	611	30.0	18330	51
ROODE RD	111	12073	1796' S OF BISHOP CROSSIN	874' S OF BISHOP CROSSG	COLLECTOR	SURF TREAT	922	30.0	27660	51
WILSON ST	138	335	HILL ST	EAST MAIN ST	RESI-THRU	SURF TREAT	508	24.0	12192	51
BISHOP CROSSING RD	017	5933	5933' N OF RTE201	PLAINFIELD TOWN LINE	COLLECTOR	SURF TREAT	3878	19.0	73682	50
CRARY RD	034	0	BROWNING RD	CUL-DE-SAC	RESI-END	SURF TREAT	2114	16.0	33824	50
FOGARTY AV	049	0	MCKENNA AV	OLSEN CT	RESI-THRU	SURF TREAT	1650	25.0	41250	50
HARRY RD	058	0	SPRING RD	DEAD END	RESI-END	SURF TREAT	435	25.0	10875	50
OLD VOLUNTOWN RD	145	0	RTE 138	DEAD END	RESI-END	BIT CONC	330	21.0	6930	50
STOTT DR	125	0	WILLIAMS DR	ROBERT ST	RESI-THRU	SURF TREAT	446	29.0	12934	50
ANN ST	001	0	PLEASANT VIEW ST	RTE 138	RESI-THRU	BIT CONC	593	33.0	19569	49
BLOSSOM LN	019	0	RUSSEL ST	FELIX ST	RESI-THRU	SURF TREAT	707	27.0	19089	49
COOK HILL RD	033	0	RTE 201	1970' E OF RTE201	RESI-THRU	SURF TREAT	1970	27.0	53190	49
DECEMBER DR	037	0	MONROE AV	MONROE AV	RESI-THRU	SURF TREAT	1360	30.0	40800	49
EDMOND RD	041	4670	OAKVILLE RD	1320' S OF HOPEVILLE RD	COLLECTOR	SURF TREAT	4992	21.0	104832	49
SHELDON RD	117	0	RTE 138	RTE 165	COLLECTOR	SURF TREAT	5797	22.0	127534	49
TAYLOR HILL RD	130	3071	1008' E OF ST JOHN RD	2165' E OF ST JOHN RD	COLLECTOR	SURF TREAT	1157	29.0	33553	49
WILLIAMS ST	137	0	RUSSELL ST	STOTT RD	RESI-END	BIT CONC	454	18.0	8172	49
ASH ST	005	0	BROWN AV	DEAD END	RESI-END	SURF TREAT	684	25.0	17100	48
ASPINOOK ST	007	1106	1106' S OF MAIN ST	GREEN ST	RESI-THRU	SURF TREAT	506	24.0	12144	48
BETHEL RD	016	0	RTE 138	752' N OF KENWOOD (SO)	COLLECTOR	SURF TREAT	5176	25.0	129400	48
BITGOOD RD	018	0	VOLLUNTOWN RD	2539' N OF VOLUNTN RD	COLLECTOR	SURF TREAT	2539	16.0	40624	48
BITGOOD RD	018	2820	2820' N OF VOLUNTWN RD	52' N OF CAMPBELL RD	COLLECTOR	SURF TREAT	3210	17.0	54570	48
BURTON RD	025	0	PRESTON TOWN LINE	RTE 164	RESI-THRU	SURF TREAT	3387	19.0	64353	48
FAUST ST	047	0	EAST MAIN ST	LENOX AV	RESI-THRU	SURF TREAT	500	30.0	15000	48
LILLY POND RD	070	1335	1335' N OF GEER RD	2984' N OF GEER RD	RESI-THRU	SURF TREAT	1650	19.0	31350	48
COLUMBUS AV	032	0	ASH ST	DEAD END	RESI-END	SURF TREAT	403	25.0	10075	47
FAIRVIEW AV	045	0	QUINEBAUG CAMPS RD	DAVID AV	RESI-THRU	SURF TREAT	1800	20.0	36000	47
FELIX ST	048	0	PARKER AV	MONROE AV	RESI-THRU	SURF TREAT	545	27.0	14715	47
HAWKINS ST	059	0	HILL ST	EAST MAIN ST	RESI-THRU	SURF TREAT	558	26.0	14508	47
OAK ST	082	0	SLATER AV	361' W OF SLATER AV	RESI-END	SURF TREAT	361	29.0	10469	47
SAM CHIKAN RD	115	7138	1371' S OF PATRICK RD	PRESTON TOWN LINE	RESI-THRU	SURF TREAT	1459	18.0	26262	47
BISHOP CROSSING RD	017	0	RTE 201	2577' N OF RTE 201	COLLECTOR	SURF TREAT	2577	19.0	48963	46
BREWSTER RD	020	0	PRESTON RD	BROWNING RD	COLLECTOR	SURF TREAT	7215	20.0	144300	46
DEY ST	038	133	133' S OF WEDGEWOOD DR	CHARLES ST	RESI-THRU	SURF TREAT	458	25.0	11450	46
MC KENNA AV	076	0	RTE 12	PARKER AV	RESI-THRU	SURF TREAT	1680	18.0	30240	46
RICHARDSON HILL RD	104	2129	1677' S OF BAY MT RD	RIXTOWN RD	RESI-END	SURF TREAT	6495	19.0	123405	46
SIBICKY RD	119	0	RIXTOWN RD	RTE 201	RESI-THRU	SURF TREAT	3997	17.0	67949	46
ST JOHN RD	095	0	TAYLOR HILL RD	DEAD END	RESI-END	SURF TREAT	1875	18.0	33750	46
ASPINOOK ST	007	0	MAIN ST	1006' S OF MAIN ST	RESI-THRU	SURF TREAT	1106	23.0	25438	45

STREET NAME	ID#		FROM	TO	CLASS	PAVETYPE	LENGTH	WIDTH	AREA	PCI
COOK HILL RD	033	1970	1970' E OF RTE 201	SHELDON RD	RESI-THRU	SURF TREAT	3148	16.0	50368	45
ELAINE ST	043	0	MCKENNA AV	FOGARTY RD	RESI-THRU	SURF TREAT	473	22.0	10406	45
LESTER RD	167	0	HOPEVILLE RD	485' N OF BREAKNECK HL	COLLECTOR	SURF TREAT	2305	20.0	46100	45
MAPLE ST	073	0	ASHLAND ST	DEAD END	RESI-END	SURF TREAT	1040	22.0	22880	45
NORMAN RD	081	2245	OAKVILLE RD	1429' N OF OAKVILLE RD	COLLECTOR	SURF TREAT	1429	19.0	27151	45
POTTS RD	097	0	BISHOP CROSSING RD	PLAINFIELD TOWN LINE	COLLECTOR	SURF TREAT	656	20.0	13120	45
ROODE RD	111	4917	STONE HILL RD	1796' S OF BISHOP CROSSG	COLLECTOR	SURF TREAT	7156	17.0	121652	45
RUNDLE RD	112	0	PLAINFIELD RD	LILY POND RD	RESI-THRU	SURF TREAT	575	16.0	9200	45
CATHCART DR	155	0	EAST MAIN ST	DEAD END	RESI-END	SURF TREAT	272	21.0	5712	44
HEMLOCK DR	142	0	EDMUND RD	CUL-DE-SAC	RESI-END	SURF TREAT	1180	28.0	33040	44
HILL ST	063	946	WILSON ST	HAWKINS ST	RESI-THRU	BIT CONC	383	25.0	9575	44
LINCOLN SQ	071	0	DIME ST	SLATER AV	RESI-THRU	COMPOSITE	300	24.0	7200	44
OAKVILLE RD	083	0	EDMUND TD	162' E OF NORMAN RD	RESI-THRU	SURF TREAT	1290	18.0	23220	44
RESERVOIR HILL RD	101	540	540' E OF STONE HILL RD	DEAD END	RESI-END	SURF TREAT	1275	12.0	15300	44
RIXTOWN RD	108	7609	989' N OF RICHARDSON HIL	1195' S OF RICHARDSON H	COLLECTOR	BIT CONC	2184	22.0	48048	44
CAMPBELL RD	026	0	VOLUNTOWN RD	674' N OF VOLUNTWN RD	RESI-THRU	SURF TREAT	674	15.0	10110	43
DUDEK RD	009	0	EDMUND DR	DEAD END	RESI-END	SURF TREAT	1945	17.0	33065	43
LESTER RD	167	2305	485' N OF BREAKNECK HILL	STONE HILL RD	COLLECTOR	SURF TREAT	6858	20.0	137160	43
ROBERT ST	109	0	RTE 164	624' E OF RTE 164	RESI-END	SURF TREAT	624	30.0	18720	43
STONE HILL RD	064	5351	ROODE RD	LESTER RD	COLLECTOR	SURF TREAT	3308	20.0	66160	43
BALFOUR ST	010	0	SWIFT ST	MAIN ST	RESI-THRU	SURF TREAT	720	29.0	20880	42
BANJO SULLIVAN RD	011	2405	2405' N OF STONE HILL RD	BANJO SULLIVAN RD #1	COLLECTOR	SURF TREAT	2243	17.0	38131	42
LILLY POND RD	070	3859	3859' N OF GEER RD	RTE 12	RESI-THRU	SURF TREAT	398	24.0	9552	42
NORMAN RD	081	1505	740' S OF OAKVILLE RD	OAKVILLE RD	COLLECTOR	SURF TREAT	740	20.0	14800	42
BELVEDERE AV	014	0	BROWN AV	NORTH MAIN ST	RESI-THRU	COMPOSITE	836	20.0	16720	41
BROWNING RD	023	3774	470' S OF PINE RD	PRESTON TOWN LINE	COLLECTOR	BIT CONC	5127	18.0	92286	41
TAYLOR HILL RD	130	6338	OAKVILLE RD	RTE 138	COLLECTOR	SURF TREAT	574	24.0	13776	41
ALICE RD	050	662	662' W OF RTE 138	RTE 201	RESI-THRU	SURF TREAT	444	16.0	7104	40
LAKE RD	066	0	MAIN ST	CHENNETTE RD	RESI-THRU	SURF TREAT	696	21.0	14616	40
OAKVILLE RD	083	3905	TAYLOR HILL RD	VOLUNTOWN RD	RESI-THRU	SURF TREAT	490	24.0	11760	40
PULASKI ST	098	0	SLATER AV	DIME ST	RESI-THRU	SURF TREAT	286	18.0	5148	40
RIXTOWN RD	108	6399	2017' S OF SIBICKY RD	2691' S OF SIBICKY RD	COLLECTOR	BIT CONC	674	21.0	14154	40
VICTORIA ST	134	0	CHARLES ST	WEDGEWOOD DR	RESI-THRU	SURF TREAT	500	24.0	12000	40
BITGOOD RD	018	6030	52' N OF CAMPBELL RD	HOPEVILLE RD	COLLECTOR	SURF TREAT	4353	17.0	74001	39
BROWNING RD	023	0	BETHEL RD	172' N OF PINE RD	COLLECTOR	BIT CONC	3131	20.0	62620	39
CENTRAL AV	028	0	ASH ST	DEAD END	RESI-END	SURF TREAT	255	25.0	6375	39
MACKIN DR	162	0	GLASGO RD	JENNIFER LN	RESI-THRU	BIT CONC	1398	19.0	26562	39
RICHARD AV	042	0	RTE 201	EDWARD AV	RESI-THRU	SURF TREAT	1209	29.0	35061	39
SPRUCE ST	021	0	SLATER AV	172' E OF SLATER AV	RESI-END	SURF TREAT	172	28.0	4816	39
LATHAM DR	141	0	RTE 138	DEAD END	RESI-END	SURF TREAT	4230	30.0	126900	38
BANJO SULLIVAN RD	011	4648	BANJO SULLIVAN RD #1	PLAINFIELD TOWN LINE	COLLECTOR	SURF TREAT	652	17.0	11084	37
BROWN AV	022	728	RUSSELL ST	EAST MAIN ST	RESI-THRU	SURF TREAT	1100	24.0	26400	37
RITA'S WAY	184	0	PLAINFIELD RD	DEAD END	RESI-END	BIT CONC	645	13.0	8385	37
TAYLOR HILL RD	130	4228	2165' E OF ST JOHN RD	321' W OF OAKVILLE RD	COLLECTOR	SURF TREAT	1789	21.0	37569	37
TIFT ST	132	0	BROWN AV	NORTH MAIN ST	RESI-THRU	SURF TREAT	990	25.0	24750	37

STREET NAME	ID#		FROM	TO	CLASS	PAVETYPE	LENGTH	WIDTH	AREA	PCI
TRACY AV	133	0	EAST MAIN ST	MATHEWSON ST	RESI-THRU	SURF TREAT	495	28.0	13860	37
LAKE RD	066	696	CHINNETTE RD	CHENETTE RD	RESI-THRU	SURF TREAT	1643	17.0	27931	36
RHEA ST	102	0	ANTHONY ST	DEAD END	RESI-END	BIT CONC	177	22.0	3894	36
WILLIAMS ST	137	996	STOTT RD	DEAD END	RESI-END	SURF TREAT	342	31.0	10602	36
MONROE AV	080	0	DECEMBER ST	MAIN ST	RESI-THRU	SURF TREAT	1180	25.0	29500	35
PALMER RD	052	0	PRESTON RD	PRESTON TOWN LINE	RESI-THRU	SURF TREAT	4099	19.0	77881	35
TAYLOR HILL RD	130	598	136' E OF MC CLUGGAGE M	1008' E OF ST JOHN RD	COLLECTOR	SURF TREAT	2474	22.0	54428	35
BEAULIEU AV	013	0	RUSSELL ST	DEAD END	RESI-END	SURF TREAT	424	25.0	10600	34
COLONEL BROWN RD	031	1970	1970' N OF OLD VOLUNTN	BETHEL RD	RESI-THRU	SURF TREAT	5410	18.0	97380	34
HILL ST	127	1329	HAWKINS ST	BALFOUR ST	RESI-THRU	SURF TREAT	897	25.0	22425	34
RICHARDSON HILL RD	104	453	BAY MOUNTAIN RD	1000' S OF BAY MT RD	RESI-THRU	BIT CONC	1000	17.0	17000	34
BAY MOUNTAIN RD	156	2917	1844' E OF LYNN DR	BAY MOUNTAIN RD	RESI-THRU	SURF TREAT	1162	35.0	40670	33
LILLY POND RD	070	2984	2984' N OF GEER RD	3314' N OF GEER RD	RESI-THRU	SURF TREAT	329	16.0	5264	33
BAY MOUNTAIN RD	156	0	RICHARDSON HILL RD	473' E OF BAY MT RD	RESI-THRU	SURF TREAT	924	35.0	32340	32
ELM ST	044	0	ASHLAND ST	ANNEX ST	RESI-THRU	SURF TREAT	877	22.0	19294	32
RUSSELL ST	113	0	MONROE ST	BROWN ST	COLLECTOR	SURF TREAT	1680	25.0	42000	32
BETHEL RD	016	14450	2422' S OF CEDAR LN	RTE 165	COLLECTOR	SURF TREAT	2294	27.0	61938	30
CHARLES ST	029	0	SLATER AV	VICTORIA ST	RESI-THRU	SURF TREAT	576	30.0	17280	30
LILLY POND RD	070	750	750' N OF GEER RD	1335' N OF GEER RD	RESI-THRU	SURF TREAT	585	16.0	9360	30
GILLEVER RD	055	0	RTE 201	VOLUNTOWN TOWN LN	RESI-THRU	SURF TREAT	3643	21.0	76503	27
BETHEL RD	016	9787	205' N. OF OSGA LN	1985' S OF CEDAR LN	COLLECTOR	SURF TREAT	4226	24.0	101424	26
RIXTOWN RD	108	4859	477' S OF SIBICKY RD	2017' S OF SIBICKY RD	COLLECTOR	BIT CONC	1540	22.0	33880	26
SAM CHIKAN RD	115	4252	4252' S OF BETHEL RD	1371' S OF PATRICK RD	RESI-THRU	SURF TREAT	2886	18.0	51948	24

Figure 3.A.1 "1997 Town-Wide Pavement Condition Index Distribution by Treatment Band"



The findings of the study determined that the Town-wide average road network PCI in early 1997 was 61, which represents a roadway in "fair to poor" condition, and subsequently means that the majority of Griswold roadways need base rehabilitation and reconstruction. The report further states that "it is clear that because the Town has not made the necessary investments over time to maintain and repair these roadways, the result is that expensive capital repairs are now required for a high percentage of Griswold's pavements".

The study found that in 1997, there was a nearly $8.1 million backlog of improvements that would be necessary to bring Griswold's roadway system up to an acceptable condition, not accounting for additional improvements for deterioration(s) over the budget period.

In an attempt to address this issue, since 1997 the Town has made improvements such as the reconstruction of portions of Bethel Road, Cook Hill Road, Taylor Hill Road, Edmund Road, George Palmer Road and Crary Road However, to tackle the task as outlined in the above referenced study, a substantial amount of funding needs to be allocated annually in the Town's capital improvement programs for an ongoing effort to maintain and upgrade the local street network.

3.A.3 Traffic & Accidents

Average Daily Traffic (ADT) data is collected at key locations on State Routes throughout Griswold by the State of Connecticut Department of Transportation every three years. The

most recent data available for Griswold is for 2005, which can be compared to the 1999 and 2002 data to track changes in traffic patterns and volumes over time. Table 3.A.4 tallies the Average Daily Traffic data (ADT) for all of the test stations taken from 1999, 2002 and 2005 ADT counts.

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

STATION	RTE	DIR	LOCATION	1999 ADT	2002 ADT	2005 ADT
5	201	B	WEST OF ROUTE I-395 SB OFF RAMP (EXIT 86)	2500	2300	2800
13	138	B	EAST OF SR 630	12400	11900	—
14	138	B	NORTHWEST OF SR 629	5400	4900	5100
15	164	B	NORTH OF SR 629	3800	4000	4700
16	164	B	SOUTH OF SR 630	10000	10200	11000
18	165	B	WEST OF ROUTE 201	2700	2600	2500
21	138	B	NORTHWEST OF ROUTE 164	6100	5900	6500
22	138	B	SOUTHEAST OF ROUTE 12	7500	6500	7100
23	12	B	AT LISBON TOWN LINE	11300	—	—
24	12	B	NORTHEAST OF ROUTE 138	—	12000	12700
25	201	B	NORTHEAST OF ROUTE 12	3700	3100	3400
26	12	B	NORTH OF ROUTE 201	7800	7600	8500
27	12	B	AT CANTERBURY TOWN LINE	4600	4200	5100
28	138	B	EAST OF ROUTE 201	—	6400	6600
29	201	B	NORTH OF ROUTE 138	1300	1400	1600
30	138	B	WEST OF ROUTE 201	6900	7200	7500
31	201	B	SOUTH OF ROUTE 165	1300	1300	1400
32	201	B	NORTH OF ROUTE 165	1100	1200	1200
34	630	E	(1-W EB) – SOUTHWEST OF ROUTE 138	6800	7000	7200
35	629	W	(1-W WB) – EAST OF ROUTE 164	6800	6600	7200
38	201	B	EAST OF ROUTE I-395 NB RAMPS	3300	3100	3300
39	164	B	AT PRESTON TOWN LINE	8800	8800	9100
53	12	B	NORTH OF BROWN AVENUE	5700	5100	6400
54	201	B	WEST OF GEER ROAD	2600	—	—
55	201	B	SOUTHEAST OF STONE HILL ROAD	1100	950	1300
58	12	B	SOUTHWEST OF ASHLAND STREET	11700	—	—
59	138	B	SOUTHEAST OF CHARLES STREET	6500	6000	6500
60	201	B	NORTHEAST OF BROWN AVENUE	3100	3000	3000
61	138	B	EAST OF BETHEL ROAD	8600	8600	10100
62	164	B	NORTH OF GEORGE PALMER ROAD	9400	9500	10200
63	138	B	AT VOLUNTOWN TOWN LINE	6300	6400	6500
70	201	B	SOUTH OF COOK HILL ROAD	1200	—	—
86		B	BETHEL ROAD – SOUTH OF RILL BROOK ROAD	2400	—	—
90	12	B	NORTH OF ASPINOOK STREET	6400	5700	6800

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

STATION	RTE	DIR	LOCATION	1999 ADT	2002 ADT	2005 ADT
93	138	B	WEST OF EDMOND ROAD	10000	10600	—
101		B	FELIX STREET – WEST OF BLOSSOM LANE	250	150	150
105	164	B	NORTH OF I-395 NB OFF RAMP (EXIT 85)	6900	7000	8000
106	138	B	SOUTHEAST OF I-395 SB OFF RAMP (EXIT 85)	9100	8600	9600
107	201	B	WEST OF I-395 NB RAMP (EXIT 86)	3000	2700	3200
108	12	B	NORTH OF MCKENNA AVENUE	5200	4700	5700
120		B	BETHEL ROAD – NORTH OF ROUTE 165	750	—	—
121		B	BETHEL ROAD – NORTH OF COLONEL BROWN RD	1200	—	—
122	201	B	SOUTH OF ROUTE 138	2000	2100	2300
123	201	B	SOUTH OF RICHARD AVENUE	—	1800	1900
124	201	B	EAST OF BISHOP CROSSING ROAD	—	2800	3000
125	201	B	EAST OF MONROE AVENUE	—	2600	3000
126	138	B	SOUTHEAST OF TAYLOR HILL ROAD	—	11500	—
127	138	B	EAST OF BITGOOD ROAD	—	8200	8800
128	12	B	SOUTHWEST OF LILY POND ROAD	—	4500	5500
2013	138	B	SOUTHEAST OF SR 630	—	—	—
2019	165	B	AT PRESTON TOWN LINE	3300	—	13100
2040	201	B	AT NORTH STONINGTON TOWN LINE	1200	—	—
2064	165	B	AT VOLUNTOWN TOWN LINE	2900	2600	2600
2093	138	B	WEST OF EDMOND ROAD	—	—	11800
2113	165	B	EAST OF BETHEL ROAD	—	3100	3100
2115	165	B	EAST OF RIXTOWN ROAD	3000	—	—
2126	138	B	SOUTHEAST OF TAYLOR HILL ROAD	—	—	12500
5017	165	E	EAST OF ROUTE 201	—	1500	1400
5017	165	W	EAST OF ROUTE 201	—	1500	1500
5112	165	E	EAST OF SHELDON ROAD	1600	—	—
5112	165	W	WEST OF SHELDON ROAD	1500	—	—
5117		N	RIXTOWN ROAD - SOUTH OF SIBICKY ROAD	150	150	200
5117		S	RIXTOWN ROAD – SOUTH OF SIBICKY ROAD	150	150	200
7052	395	S	SB ON RAMP FROM ROUTE 164	5500	6200	6700
7053	395	S	SB OFF RAMP TO ROUTE 138	4100	4200	4000
7055	395	N	NB OFF RAMP TO ROUTE 164	5400	6400	7000
7056	395	N	NB ON RAMP FROM ROUTE 138	4200	4100	4200
7058	395	S	SB ON RAMP FROM ROUTE 201	1200	1500	1400
7059	395	S	SB OFF RAMP TO ROUTE 201	800	700	800
7060	395	N	NB OFF RAMP TO ROUTE 20A	1100	1300	1400
7061	395	N	NB ON RAMP FROM ROUTE 201	700	700	800

B = Both Directions N = Northbound E = Eastbound
S = Southbound W = Westbound

Each of the "Station numbers" referenced in Table 3.A.4 corresponds to a specific location in Town where traffic-counting devices were placed during the data collection period(s). The Map of ADT is attached as Appendix A and shows the location of these data collection stations. This map is also available for review online at:

http://www.ct.gov/dot/lib/dot/documents/dpolicy/policymaps/adt/pdf/057adt.pdf

As reported by the CT State Police, the number of traffic accidents reported in Griswold per year has remained relatively constant over the past decade and a half. The only marked increase in number of traffic accidents experienced happened in approximately 1993, likely due to the increased traffic passing through Griswold enroute to the new Foxwoods Casino in Ledyard. Table 3.A.4, tallies the traffic accidents in Griswold between 1990 and 2004:

Table 3.A.4 "Total Traffic Accidents Reported in Griswold 1990 – 2004" (excl. 1994)

Year	Number of Accidents	Year	Number of Accidents
1990	144	1998	178
1991	150	1999	217
1992	162	2000	258
1993	225	2001	264
1995	245	2002	250
1996	262	2003	275
1997	218	2004	206

Data Source: CT State Police, Troop E, Montville, CT

3.A.4 Mass Transit

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

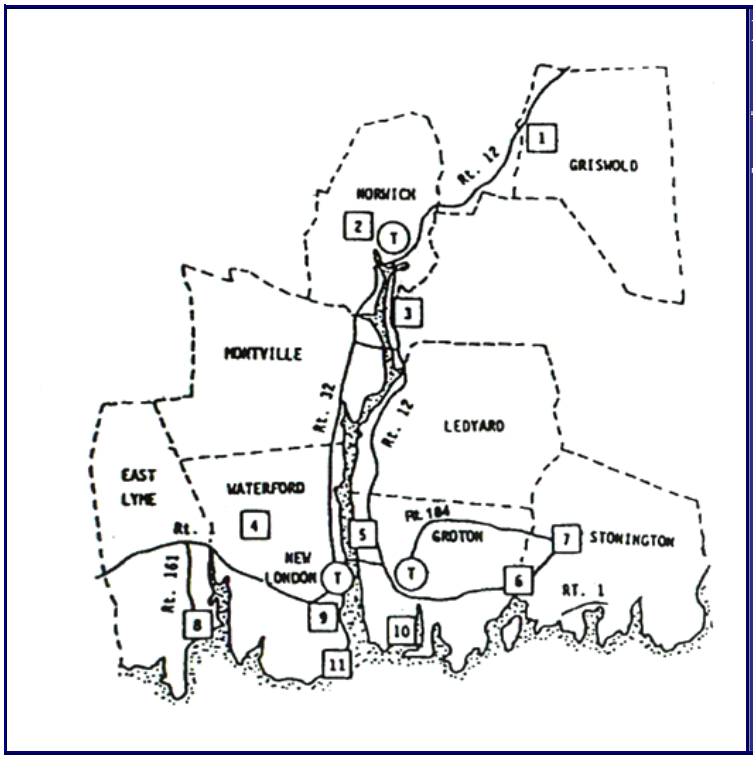
SEAT began operating regional bus transit in May 1980. Prior to that, public transit in Southeastern Connecticut was limited to one bus each, operating in Norwich and New London. Griswold did not officially vote to join SEAT until July 1, 1981. Service from Norwich to Jewett City began on August 17, 1981.

All of the capital equipment in the SEAT system, including the buses, building, furnishings, etc., is owned by the State of Connecticut Department of Transportation. The State has an annual contract with SEAT to manage the bus system. Under the terms of the contract, the nine participating towns in SEAT are required to underwrite a portion of the annual operating costs in the event that the system, as a whole, fails to generate an agreed amount of revenue through the fare box for the fiscal year. In order to participate in this contractual agreement, SEAT must anticipate what its financial shortfall is likely to be for the upcoming fiscal year. Subsequently, the nine towns are then each billed proportionate to the annual number of hours of transit service to be provided in the next fiscal year. Subsequently, the nine towns are then each billed proportionate to the annual number of hours of transit service to be provided in the next fiscal year. Under this unique arrangement, Griswold has no obligation to generate any actual amount of revenue for the system during the year. This arrangement allows the smaller towns in SEAT, like Griswold, to remain part of a regional transit system despite generating proportionately less ridership than the bigger towns.

Service to Griswold presently consists of one bus that operates between Norwich and Jewett City every hour, five days per week. Saturday service is limited to two trips per day. There is no Sunday service. Monday through Friday, the first bus leaves Brooks Pharmacy on Main Street at 7:20 AM and the last trip from Norwich arrives at 6:20 PM. This schedule provides 12 trips daily entering/leaving Jewett City.

From downtown Norwich, patrons may transfer to any of the three local buses serving Norwich. Patrons may also transfer to a bus that connects Norwich to Groton and operates along Route 12 or transfer to a bus that connects Norwich to New London and operates along Route 32. When transferring to and from the bus serving Jewett City, patrons must pay an additional fare.

Figure 3.A.2 "S.E.A.T. Service Area and Transfer Locations"



MAP SYMBOLS

T - Transfer Points

1. Jewett City
2. W. W. Backus Hospital
3. Norwich Hospital
4. Crystal Mall
5. U.S. Navy Submarine Base
6. Mystic
7. Olde Mistick Village
8. Niantic
9. Lawrence and Memorial Hospitals
10. Groton/New London Airport
11. Ocean Beach Park

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.town.ledyard.ct.us/SEAT/SEAT.htm

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 Town. The Board of Selectmen improves 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/south rail line owned and operated by the Providence and Worcester Railroad traverses Griswold along the western edge of the Town and totals about three miles in length within the Town. 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, Connecticut (Hartford), or approximately 40 miles away at T.F. Green International Airport in Warwick, Rhode Island (Providence). The use of Lakeside Airport, a small, private airport that was located on the northern end of Pachaug Pond adjacent to Route 138, has been discontinued since the drafting of the 1993 version of this Plan.

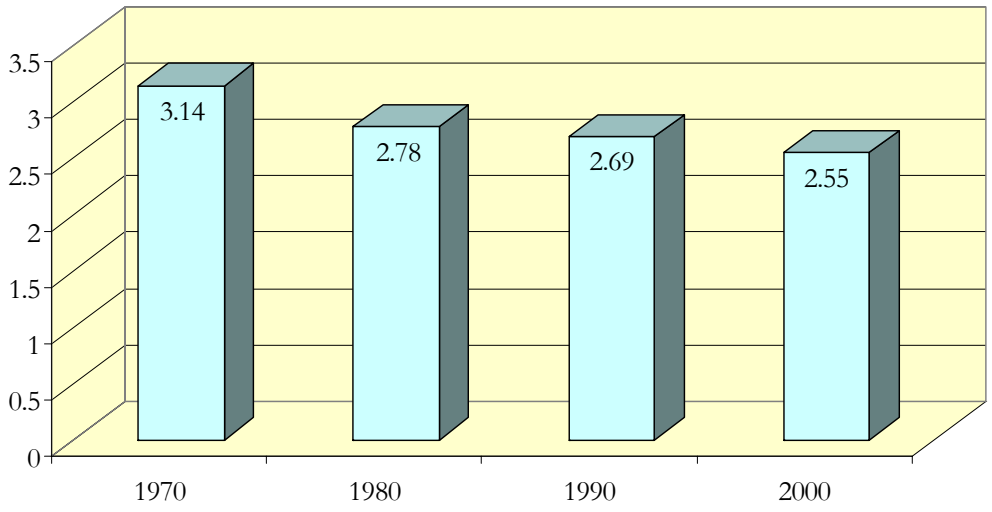
3.B HOUSING

3.B.1 Housing Characteristics

The 2000 Census of Population and Housing indicated that total housing units in Griswold increased by 319 units from 4211 in 1990 to 4530 units in 2000, equating to a 7.6% increase in total housing units over the decade. The 1990's did not see the boom in housing that occurred during the 1980's as is evident by the 23.6% increase in housing units between 1980 and 1990. Since the 2000 Census was conducted, housing construction in Southeastern Connecticut has boomed once again with 2000 – 2010 housing growth levels expected to meet or exceed those which occurred between 1980 and 1990.

Between 1990 and 2000, the 7.6% increase in total housing units corresponds with the 4.0% growth in total population, due to the continuing decline of average household size. Figure 3.B.1 shows this decline over the past three decades:

Figure 3.B.1. "Average Household Size in Griswold 1970 – 2000"



Between 1970 and 1980, housing units in Griswold increased by 772 units or 29%, but during this same period the population increased by 553 persons or 7.1%. In 1990, household size continued this trend, and decreased to 2.69 persons per unit. Thus, since 1970 the average number of persons per occupied unit has decreased 18.8%.

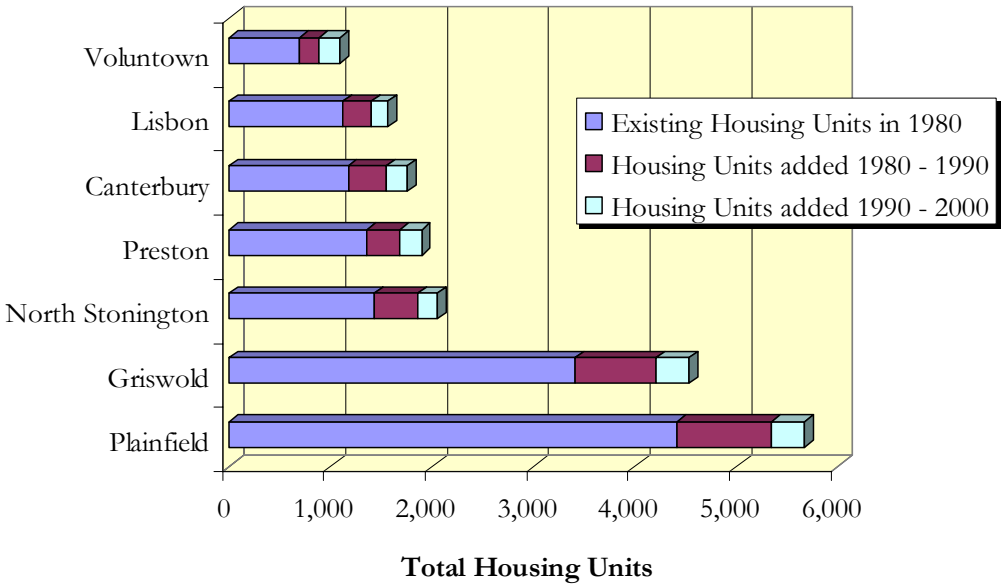
According to the 2000 U.S. Census, 65.2% of the total housing units were detached single-family structures; 1.5% of the housing units were attached single-family structures (condominiums); 28.3% were located in multi-family structures; and approximately 5% were mobile homes. Due to the desirability of the suburban and rural qualities of Griswold, the limited availability of water and sewer service and our 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.

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 1980 – 2000"

Town	1980	1990	2000	# Change 1990 - 2000	# Change 1980 - 2000	% Change 1990 - 2000	% Change 1980 - 2000
Plainfield	4,416	5,342	5676	334	1,260	6.3%	28.5%
Griswold	3,408	4,211	4530	319	1,122	7.6%	32.9%
North Stonington	1,434	1,858	2052	194	618	10.4%	43.1%
Preston	1,361	1,689	1901	212	540	12.6%	39.7%
Canterbury	1,176	1,556	1762	206	586	13.2%	49.8%
Lisbon	1,126	1,400	1563	163	437	11.6%	38.8%
Voluntown	703	890	1091	201	388	22.6%	55.2%

Figure 3.B.2 "Comparative Changes in Housing Units 1980 – 2000"



Data source: U.S. Census Bureau

Of the 4,530 total housing units in Griswold, approximately 7.4% were vacant as of the 2000 Census. Of the remaining 4,194 occupied units, 70.7% are owner-occupied, and approximately 29.3% were renter-occupied. The majority of these renter-occupied units are located within the Borough of Jewett City or in the areas of Town immediately surrounding the Borough.

3.B.2. Housing Cost & Affordability

In 2000, U.S. Census data indicated that the median value of an owner-occupied housing unit in Griswold was $122,800, representing a $3,300 decrease from the $126,100 figure in 1990.

As of the 2000 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:

Table 3.B.2 "Comparative Median Value of Owner-Occupied Housing Units 1990 – 2000"

Town	1990	2000	% Change 1990 - 2000
Griswold	$126,100	$122,800	-2.6%
Canterbury	$131,100	$129,700	-1.1%
Plainfield	$116,300	$106,900	-8.1%
Voluntown	$120,300	$124,200	3.2%
Lisbon	$137,000	$133,500	-2.6%
Preston	$143,800	$139,300	-3.1%
North Stonington	$164,200	$151,400	-7.8%
New London Co.	$148,900	142,200	-4.5%

Data source: U.S. Census Bureau

This table 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. Plainfield represents the only neighboring municipality having a lower median value.

A generally accepted definition of housing "affordability" is that a household should pay no more than 30% of its income for housing expenditures. By comparing median household income in Griswold and the surrounding area with the cost of homes in Griswold, one can determine how closely the above standard is being met.

The 2000 U.S. Census estimates that the median household income in the Town of Griswold was $50,156 (in 1999 dollars).

The following assumptions are made concerning mortgages:

- 20% down payment
- Fixed rate of 6.0%
- 30-year term
- $2,000 annual taxes *(Note: Insurance(s) and other expenditures not included)*

With these assumptions using a modern mortgage calculator, it is estimated that a typical household in Griswold with an income equivalent to the 2000 median household income of $50,156 would be able to purchase a home in Griswold with a sale price of approximately

$200,880. A review of the 2000 Census value data for all owner-occupied housing units indicates that only 210 of the 2965 owner-occupied units, or approximately 7%, were valued at more than $200,000.

The numbers illustrated above suggest that 93% of Griswold's owner-occupied housing stock is "affordable" to those with a household income of at least the median value of $50,156. Although the statistics available at this time support the calculation as specified above, it is acknowledged that 93% "affordability" is not realistic.

A note about Plan currency concerning Housing:

It should be noted that at the time of drafting of this Plan, the availability of comprehensive housing data for the town of Griswold is relatively limited to the 2000 Census that, at this point, is out of date. Additionally, the data collected for home values is based on the homeowner's perceived value of their home at the time of submission of the Census questionnaire. While every effort has been made to keep this Plan consistent in basic informational content as the 1993 Plan for comparative reasons, it is important to recognize that actual median home values have changed dramatically since the 2000 Census was conducted.

Housing prices in Eastern Connecticut are at an all-time high, with an average median price of a single-family home in the New London-Norwich Metropolitan Statistical Area estimated at $226,000 as of June 1, 2005. This figure represents an astounding 84% increase in median value between the published 2000 Census data and the printing of the below referenced article. Furthermore, this source predicts that median values will rise an additional 6.3% by June 2006. (Source: Money Magazine online. "The 100 major markets" June 1, 2005 (SOURCES: Fiserv CSW, U.S. Census Bureau, U.S. Department of Housing and Development, National Association of Realtors)

http://money.cnn.com/2005/05/12/real_estate/re2005_100markets_0506/

This dramatic increase in housing price with no statistically equivalent increase in median family income will directly affect the above affordability estimate in a negative way. Housing affordability is sure to be one of the most pressing issues in our Region in the coming years.

3.B.3 Subsidized Housing

The Griswold Housing Authority operates 60 units of elderly housing in two subsidized developments. The 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.

Under Section 8-336f of the Connecticut General Statutes, a town, by action of the Board of Selectmen, is authorized for form a local housing partnership. The partnership members would include town officials, representatives of the local business community, representatives of public interest groups, local planning, and land use and housing professionals. As of this date, Griswold has not established a local housing partnership.

3.C PUBLIC SERVICES & FACILITIES

Public Services and Facilities are supported by tax dollars and function primarily to serve the citizens of Griswold. 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; Executive Director of the Griswold Visiting Nurses Association; 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

Since publication of the 1993 Plan, the Town has relocated its municipal Offices from the former Town Hall/Riverside Grammar School at 32 School Street, 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 houses all municipal administrative offices for the Town and Borough, as well as the Judge of Probate.

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, the Griswold Senior Center, and the Griswold Community Ambulance.

The Board of Selectmen anticipate that only maintenance and some minor improvements will be necessary to maintain the high level of functionality that the current Town Hall provides over the next ten years.

Griswold Public Works Garage & Transfer Station

Located on the northerly side of Route 138, approximately across from the intersection of Latham Drive and Route 138, the 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 new facility consists of over 19,000 square feet of floor area. It is primarily heated using waste motor oil collected on-site from the Department and area residents.

The grounds also supports the outdoor storage of seasonal equipment and supplies, such as snowplows, large vehicles and equipment, sand, loam, and mulch. Road salt is stored on site in the salt storage shed, and mixed with sand for dispersion on Griswold's streets during winter precipitation events. This site also is home to the Griswold Transfer Station, where the Department of Public Works operates its bulky waste collection, recycling, and periodic household hazardous waste collection programs.

Additionally, the front area of the Public Works complex serves as practice and game space 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.

Griswold Animal Shelter

The Town of Griswold currently employs one part-time Animal Control Officer who is responsible for citizen complaints and management of the Town animal pound. Currently, the Southeastern Connecticut Council of Governments is working on a program to consider the consolidation of animal control and kennel facilities on a Regional level, with member municipalities sharing costs. This Regional approach is likely to be beneficial to Griswold and our surrounding Towns, who cannot employ a full-time Officer, but do require animal control services and facilities.

Riverside Grammar School/Old Town Hall

At the ringing of the dismissal bell in 1963, the last pupils to attend Riverside headed home from school. The building was converted for use by the Town of Griswold and Borough of Jewett City opening in 1964. Used as the primary administrative offices for the Town of Griswold and Borough of Jewett City until to 2001, the Riverside Grammar School building was lost to an arson fire January 3, 2006. The cherished memories of students, teachers, municipal employees and residents remain as a tribute to Riverside Grammar School. The Town of Griswold will now consider what use or uses of the property will be most beneficial to the community.

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" a cooperative effort funded by the Town of Griswold, the State of Connecticut Office of Historic Preservation, and the Quinebaug-Shetucket Heritage Corridor.

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. Mutual aid and automatic aid is provided to the towns that surround the Town of Griswold through county and state mutual aid agreements. Between the two stations, they respond to over 830 emergency calls per year of which 600 are medical or vehicle accident related.

Griswold Volunteer Fire Co., Inc.

The **Griswold Volunteer Fire Company, Station 55** is located at 883 Voluntown Road. This station has a primary response area of the Second District that is the area East of Interstate 395, including the highway. Station 55 response area contains 30 square miles and a population of 7,500 residents. This station was built by the membership in the 1960's. This site consists of 1.25 acres with some of the property owned by the First Congregational Church and the remainder owned by the fire company. The 4,000 square foot concrete block building has four apparatus bays, a kitchen, and a meeting room. There are 38 volunteer personnel operating out of this station, which also serves as the Town's Emergency Operations Center (EOC) and as an emergency shelter during disaster situations.

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. This building was built in 1961 and has 9000 square feet located on two floors. The main apparatus area has 3300 square feet not including office and storage areas; and is accessed by four large overhead doors. The basement consists of meeting room, a kitchen, a small overhead door garage area and other miscellaneous areas. There are 38 volunteer personnel operating out of this station.

Master Planning Station Locations

In order to provide adequate protection of the public throughout the Town of Griswold, the Department of Fire and Rescue recommends the construction of two new sub-stations in the areas of Town not adequately served by our two existing stations.

Potential areas for a new sub-station would be in the Northeastern section of Griswold, within the vicinity of Stone Hill Road and Lester Road, and one sub-station in the Southeastern section of Griswold, within the vicinity of Shetucket Turnpike and Rixtown Road.

Water Supplies

An adequate and convenient source of water for firefighting purposes is essential to fire department operations. The existing water supply system provided by the Jewett City Water Company has been improved by the addition of a water tank on Taylor Hill Road and a water tank across from Lisbon Landing. Both of these tanks back feed into the system for fire flow demands or in the event of water main problems. Most hydrants on the main streets in the Station 56 District average greater than 1000 GPM. The water company upon fire department request is replacing existing two (2) 2.5" port hydrants with steamer fittings of 4.5"size hydrants. There are development plans that will be installing 8" diameter water mains as the minimum size. Currently there is a 12" main installed on Rte 138. This main also continues along the rear of the Ocean State Jobbers complex, where it is dead-ended. This main should continue through to Rte 164 and then back to the water main at the intersection of Route138 and 164.

The Department of Fire and Rescue will continue to work with developers; the Town Planner and Town Boards and Commissions to ensure that adequate water supply sources are provided throughout Griswold as the need for such supplies are demonstrated.

Goals & 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.

Griswold Community Ambulance

Griswold Community Ambulance

Emergency medical services are currently provided to the Town and the Borough by the American Legion Community Ambulance, Inc., d/b/a Griswold Community Ambulance, a non-profit organization. This ambulance service is now, and has been since 1996, staffed by paid personnel. Griswold Ambulance utilizes two ambulances to service Griswold and Jewett City, one of which is garaged in a building on the same lot as the Town Hall and Senior Center in Jewett City, and the other in a private garage on East Main Street. Both ambulances were replaced in 2001, and improvements to the communications system have been completed as of October 2005. Because a lack of office, storage and garage space in their current facility remains an outstanding issue, the Ambulance is working with the Town to find another suitable location to site a new ambulance garage.

3.C.3 Health Care Facilities

Griswold Regional Visiting Nurses Agency (VNA)

The mission of Griswold Regional VNA is to provide the highest quality home health care to all residents of the towns served in the most efficient, cost-effective way. The agency's mission is to establish the agency as the recognized and preferred Home care agency in the communities it serves.

Griswold Regional VNA is a state-licensed, Medicare-certified home health agency. The Community Health Accreditation Program has accredited it since 1996. Services are provided in Griswold, Lisbon, Voluntown, Canterbury, Plainfield and Preston. The agency is housed at 68 Ashland Street in Jewett City. The vacant building was remodeled with state grant funds, Town of Griswold monies and agency funds. The Parks and Recreation committee also contributed to the site work. The building is well maintained and we hope it will continue to provide housing for the agency for many years to come.

Last fiscal year the agency serviced 252 clients. Griswold Regional VNA provides skilled nursing, physical therapy, occupational therapy, speech therapy, medical social work, and home health aides. The Board of Directors meets at least eight times a year. The Board of Directors, under the Board of Selectmen, is responsible for defining the services provided by the agency and the quality of care rendered to patients and their families. The Board is responsible for selection and appointment of a Professional Advisory Committee, Ethics Advisory Committee, selection and appointment of a qualified Administrator, policy and program determination appropriate to the needs of the communities served, and management of the fiscal affairs of the agency and quality assurance program.

The agency has implemented Telehealth monitoring. Telehealth monitoring is an easy to use, cost-effective way of providing daily monitoring of patients from their homes. The vital-sign monitoring and communication device measures weight, blood pressure, heart rate and blood oxygenation. The unit has the ability to communicate in several different languages. Each day, a friendly voice guides the patient through the simple 3-minute procedure to collect all of their vital data. After the last of the vital signs is taken, the patient is asked up to ten subjective questions. This information is automatically sent to our home health agency via wireless digital two-way paging system. The data would then be reviewed daily to see how the patient was progressing. This information can also be forwarded to the patient's physicians for review. The physician can make necessary medication adjustments based on these objective measurements

The goals of this system for the agency:

- ☐ Improve patient's disease outcomes.
- ☐ Empower patient's self care.
- ☐ Decrease need for unscheduled home visits.
- ☐ Reduce acute emergency visits and acute care admissions to hospital.
- ☐ Reduce spending across the continuum of care.
- ☐ Enhance quality of care and patient satisfaction.

Goals for this agency overall

- ☐ Increase the number of clients served.
- ☐ Improve patients' disease outcomes.
- ☐ Improve agency's visibility as preferred agency for towns served.
- ☐ Reduce financial needs from the Town of Griswold.

3.C.4 Educational Facilities

The Griswold Public Schools are located on a 90 acre tract of land that is conveniently situated near interestate 395 and the business center of the community. Over 2200 hundred students are educated in three buildings that include Griswold Elementary School (grades PreK-5), Griswold Middle School (grades 6-8) and Griswold High School (grades 9-12). In addition to the main campus, a small satellite school on Route 201 provides for an alternative educational setting for high school students.

Griswold Elementary School

Griswold Elementary School opened its doors in 1963 as a Kindergarten through Eighth Grade elementary school. As the town's population grew and educational programs changed, the district responded to space needs in the late 1970's and early 1980's with portable classrooms and two additions to the school. Although the community had considered new construction earlier, it was not until the early 1990's that a new building (Griswold High School) was added to the campus. Griswold Elementary School then became a PreK-3 school while also housing the district's central offices.

Changing enrollments, program needs, and budget challenges prompted another change in the grade configurations in Griswold in 2003. Grades four and five returned to the elementary school while the central offices were relocated to Griswold High School. Since the redefinition of Griswold Elementary School as a PreK-5 school, the student enrollment has ranged in the low to mid 900's. Although these numbers do not threaten fire capacity, the high numbers present problems in scheduling adequate time and space for special programs including physical education, cafeteria, and the arts. The lack of available conferencing and special service areas places additional challenges on the programs as they are conducted in closets or public areas. The claiming of closet space for service use has created storage shortages.

Congestion both within and outside the building is a result of the large numbers of students. Administration, staff and parents all work hard to make the school a personalized environment despite its size. Greater efficiency, satisfaction, and achievement of goals would be realized with a population at Griswold Elementary School that was held to the low 800's.

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. Space is not currently available for any early childhood program expansion.

As a vintage building, Griswold Elementary School is in need of renewal of a growing number of systems and features. The heating, airflow, and electrical systems were designed for a smaller physical scale with less demand from technology. Cabinetry, rest room fixtures and stalls are among the items that have come due for replacement or refurbishment. Investments in new windows and doors, flooring, and boilers have been made by the Board of Education. They have been prudent moves and help to support the integrity of Griswold Elementary School as a serviceable facility.

Summary of Key Issues at Griswold Elementary School

- ☐ The student population at Griswold Elementary should be limited to 800 students in order to provide sufficient access to basic program space and to promote an efficient, effective, and positive school operation.
- ☐ Renovations to Griswold Elementary School should include an updating of heating and electrical systems that function efficiently and provide support to necessary technology of the 21st century.
- ☐ Worn fixtures, flooring, ceilings and cabinetry should be replaced or refurbished.
- ☐ Existing space should be designed and adapted to provide needed conference and special service space for all mandated and necessary programs.
- ☐ Early childhood programming should be given due consideration in the design, configuration, and assignment of space at GES.
- ☐ Attention to aesthetics should be factored into renovation plans.
- ☐ Storage space needs to be added or reclaimed.

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 6-8.

The maximum student capacity for this facility is 550. The enrollment has approached maximum capacity in the last few years with student populations over 530. Because capacity enrollments seldom distribute students evenly over grade ranges, some cohorts of students have been configured in large class sizes. Ideal enrollment for this building is 440 students. An ideal enrollment allows for reasonable class sizes for all grades, allows for dedicated space for all programs, and allows for scheduling of all students into shared program spaces

(cafeteria, gym, etc.). While large program spaces are adequate for the school's population (gym, cafeteria, etc.), the number and size of basic academic and special service classrooms are not. Additional conference, counseling, and testing space are also needed to meet the expanding needs of more diverse and complex student populations. Storage is also at a minimum.

Although the renovations of the early 1990's brought the building up to code compliance and provided refreshing aesthetic changes, the district must continue to monitor brickwork, mechanical systems, technology infrastructure and those areas that were not included in the renovation.

Summary of Key Issues at Griswold Middle School:

- ☐ Small classroom sizes and an insufficient number of classrooms have contributed to crowded classes.
- ☐ Special education programs have been doubled up because discrete space is not available.
- ☐ Conference, counseling and testing spaces are not adequate to meet all service needs, including English language learners, parent meetings, and counseling interventions.
- ☐ Continuous monitoring and repair of the aging structure is necessary.
- ☐ Updates on mechanical and technological systems must be continuing considerations.
- ☐ Storage is insufficient.

Griswold High School

Griswold High School opened its doors in 1993 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.

The enrollment at Griswold High School currently hovers at about 800 students and is expected to climb next year. Approximately 25% of the students are tuition students from area towns. Tuition students yield revenue income to the town that currently exceeds $2 million. 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.

The district's central offices currently occupy five rooms in the south wing of the building. This could be reassigned to student space that would accommodate an additional 100 students if necessary. While maximum capacity at the school could be pushed as high as 1000 students (assuming the reclaiming of space currently occupied by central offices), 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.

Summary of Key Issues at Griswold High School:

- ☐ Storage for athletic equipment is not sufficient.

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. The program included students in grades 7-12 when the building was first occupied in 2001. 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.

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

- ☐ Accelerated depreciation on buildings and field use are a corollary to extensive community use.
- ☐ The campus does not have adequate restroom facilities for all outdoor activities.
- ☐ The lack of recreation facilities in Griswold has caused a default to the school campus.

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. The district has been able to restructure its grade levels to take advantage of the campus arrangement. While enrollment projections are now suggesting that additional space is needed, a continuation of the campus concept is in the best interest of the community.

3.C.5 Youth and Family Services and Recreation

Griswold Youth Services Center

During Fiscal Year 04-05, over 200 young people from Griswold and neighboring communities were served by the Griswold Youth Center. The new facility for the Griswold Community Youth Center is located at the Slater Mill Mall and opened in April of 2006. The center was relocated from 37 Main Street and then to 7B School Street due to the need for a larger facility. The Youth Center serves anywhere from 20-40 middle and high school students per day, and is open Monday through Saturday. The Griswold Youth Services Center provides additional programming including crisis intervention, court-ordered community service, community outreach program, fundraising, and partnerships with other community agencies that include Griswold Veterans Park Commission. The Youth Center also provides violence prevention, underage drinking prevention education, drug abuse prevention education, and youth issue education, etc.

Over the next ten years, the 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 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.

The goal for the coming year is to continue expansion of recreation programming. The removal of adult enrichment programming through the school affords the recreation department with new opportunities to reach out to the residents of Griswold and surrounding communities. Everything from sports to children, youth and adult enrichment programs would be made available. Currently, space is utilized through the school system. The Department will strive to continue this relationship, as well as searching out other community locations for use for programming.

3.C.6 Senior Citizen Services

Griswold Senior Center

Griswold currently operates the 3,800 square foot senior center on the southerly side of Soule Street in Jewett City under the guidance of a Director. A variety of services and programs are provided, such as arts and crafts and exercise classes, health clinics, meal programs, social events, fundraisers, and trips

The Senior Center continues to offer the regular (and popular) programs of Art Class, Line Dancing, Quilting, Crafts, Aerobics, Bingo, Pokeno, Card Stamping, and daily morning Cribbage. In addition to “fun programming,” the Center also offers informational programming such as safety seminars with Haven HealthCare, oral cancer screenings with Griswold Dental Associates, foot care clinics, blood pressure clinics, driver safety programs, Foster Grandparent program, financial advice seminars, tax assistance, diabetes clinics and more.

The current senior center facility is designed to accommodate 125-150 persons for the multitude of events that are hosted there, and off-street parking is limited to twenty spaces. Due to increasing membership interest, and growing daily attendance figures, the facility and parking facilities are in need of expansion or relocation. The Senior Center is fortunate to have two new vehicles available to meet transportation needs, use, therefore does anticipate any safety or major mechanical issues.

Ashland Manor

The Griswold Housing Authority and its Executive Director operate two senior housing facilities. Ashland Manor on the southerly side of Ashland Street between Burleson Lane and Elm Street contains 22 single units and 8 double units. Ashland Manor is the older development and has required more work to maintain it.

This facility still needs improvements, such as exhaust fans, window replacement, and handicapped-equipped bathrooms to bring it up to current requirements. Age limits for occupancy are 62, with income limitations, and any age if one has disabilities. Currently, the waiting list for occupancy in a Griswold Housing Authority facility is a year to a year and a half.

William A. McCluggage Memorial Manor

The second of the two senior housing facilities is The William A. McCluggage Memorial Manor, located on the northerly side of Taylor Hill Road, immediately east of the Borough line. McCluggage Manor contains 21 single units and 9 double units.

According to the Executive Director, due to the current and ever-increasing demand for senior housing, and a consistent waiting list of 25-30 applicants, the Griswold Housing Authority is currently investigating the feasibility of utilizing the remainder of the 70-acre McCluggage Manor property for the construction of additional senior housing units.

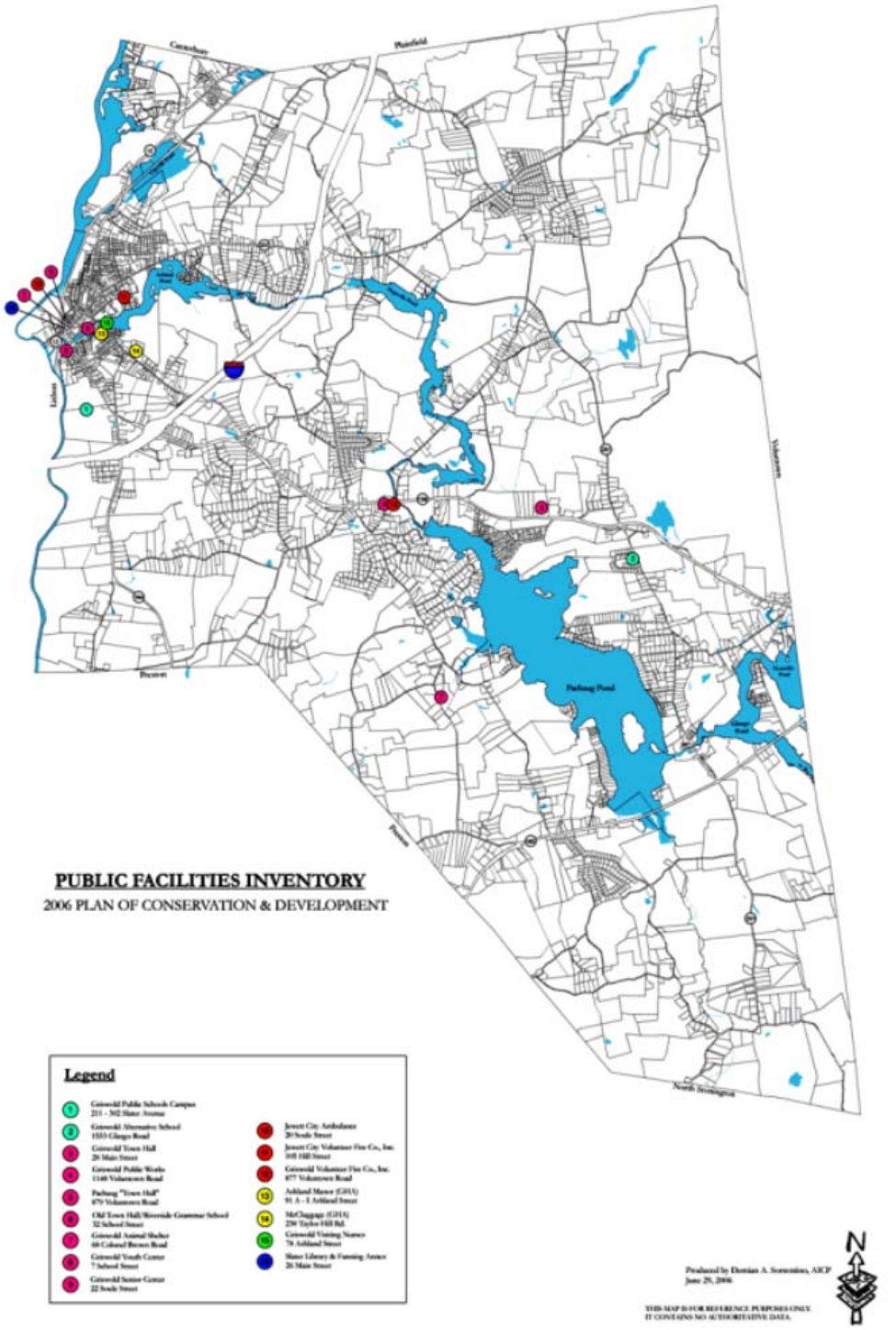
3.C.7 Slater Library & Fanning Annex

Slater Library & Fanning Annex

The Slater Library, containing greater than 20,000 volumes, on Main Street in Jewett City serves Griswold residents as well as the residents of Lisbon. Past improvements to the Library building include repair of the slate roof, re-pointing of the mortar on the exterior of the building, and installation of new carpeting. The top floor of the library is utilized by the Griswold Historical Society as a museum and is open one Saturday per month. Consistent with the 1993 Plan, the Slater Library is still working on improving the basement of the building to accommodate the relocation of the Children's section.

At the time of drafting of this Plan, the Library is awaiting a grant from the State of Connecticut to accomplish this renovation work. Additionally, the Library has the following goals over the next ten years: Within two years: acquisition of a new copier machine; within five years: up-date the computer system; new circulation system and database; within seven to ten years: add a third floor lift/elevator.

Map 3.C.1 "Public Facilities Inventory"



Map 3.C.1

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 your Town. Currently, Griswold has several industrial and commercial businesses operating throughout Town. These businesses range from large-scale industrial operations such as wire drawing, 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.

Griswold 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 & Loan and Putnam Savings Bank. At the smallest end of the commercial spectrum are the home occupations, or 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.

3.D.1 The Jewett City Central Business District

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 citizens of the surrounding Towns of Voluntown, Lisbon, Preston and Canterbury.

The Jewett City Central Business District 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, movies, hardware, clothing, hobbies, convenience goods and gasoline.

Of the many textile and wire manufacturing operations that have employed area residents over the years, only Global Wire Incorporated (doing business as Wyre Wynd) on Anthony Street remains operational today. The former Slater Mill, now known as the Slater Mill Mall, is occupied by several small businesses and a restaurant, provides essential lease space for local small businesses. Of the many businesses to have come and gone from the Jewett City Main Street over the years, a few lasting icons such as the Anthony's Ace Hardware Store, Jewett City Savings Bank, Arremony Bakery, Jewett City Greenhouses, and Zuckerbraun Department Store remain as valuable economic and cultural assets to the community.

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

As populations grow throughout Eastern Connecticut, the traffic on major transportation routes increases proportionately. Griswold's abundant access to these major transportation routes affords us 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 1993 Plan of Conservation and Development, the thoroughfare that has seen the most commercial development has been Route 138 (Voluntown Road), particularly in relatively close proximity to the Exit 85 interchange. Several new businesses and a hotel have been constructed along the portion of Route 138 that is within 1 mile of the Exit 85 interchange.

Griswold's strip shopping mall, Slater Village, is also located on Route 138 at the Exit 85 interchange. Only recently recovering from the vacancy left by the closing of the Ames Department Store, the mall is now currently anchored by Ocean State Job Lot, and Tractor Supply Company. The properties surrounding the Slater Village mall hold great potential for future commercial development, having access to Rte. 138 and Rte. 164, and due to the relative availability of sewer and water infrastructure in the vicinity.

3.D.3 Maintaining Existing Business

When analyzing the need for economic development in Griswold, it is very important to incorporate the preservation of existing businesses into an Economic Development Strategy. When considering zoning amendments that affect commercial properties, all land use Boards and Commissions should be mindful to consider existing businesses, and how any proposed regulatory amendments will affect them. The Town should make Community Development Block Grant (CDBG) small cities funds available for matching grants and/or low–interest loans to assist local businesses in maintaining the Jewett City Central Business District as a safe, attractive and productive economic and commercial center for both Griswold, and the surrounding region. Also, all land use Boards and Commissions should endeavor 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.

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 June of 2005, the Department of Planning and Community Development conducted a simple telephone survey of municipalities along and around the I-395 Corridor, and inquired which Towns had staff dedicated solely to the promotion of Economic Development, and which Towns had designated Industrial/Business Parks. Of the Towns to the South of Griswold (Lisbon, Norwich, Montville and Waterford), only Norwich employs staff dedicated specifically to working on Economic Development efforts, and Norwich and Montville have Industrial/Business Parks. Conversely, of the surveyed Towns to the North of Griswold (Plainfield, Sterling, Killingly, Putnam and Thompson), all five municipalities employ a full-time Economic Development professional, and four, with the exception of Thompson, have at least one Industrial/Business Park.

Throughout the state, municipalities have developed inventive programs and policies to promote their Town's economic development potential, ranging from tax incentives and tax abatement programs for new commercial investment, all the way up to "pre-approved" building sites that are eligible for a building permit immediately providing that the applicant can agree to stay within the confines of the pre-approved site plan. Admittedly, the Town of Griswold is far away from implementing pre-approved building sites, but the Town can and should take steps to implement and publicize other economic development stimuli such as tax incentives and buy-in/tie-in waivers.

In order to attract new businesses, Griswold's Boards and Commissions must endeavor 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 being added to the Griswold Zoning Regulations. The next step will be to locate a property or series of properties that hold development potential for a Business Park, and to explore the implementation of the new BP classification into a Zoning District on the Town Zoning Map.

3.D.5 Future Development Trends

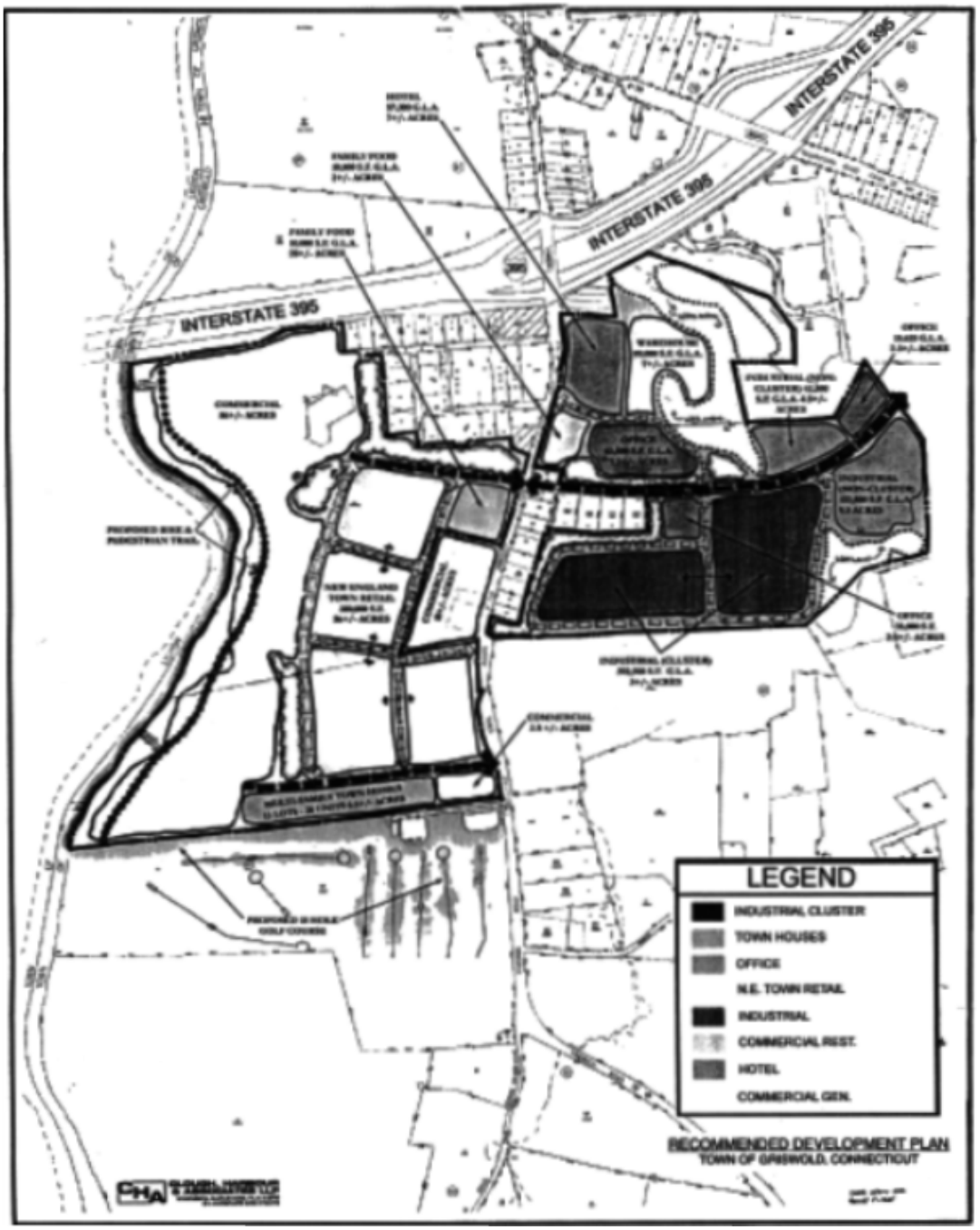
In order to maintain a positive economic development momentum and to remain competitive in the commercial development market, the Town of Griswold must focus its energies to three specific ends. (1) To formulate and implement a Business retention program, including a Main Street Program for the Borough of Jewett City Central Business District. (2) To locate a Business Park District on the Zoning Map and work to develop this district. (3) To formulate and implement a Town-wide Economic Development Policies Plan, including to explore hiring an Economic Development professional, and to formulate a set list of incentives that the Town can offer to new businesses who choose to invest in Griswold.

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. There are several locations where commercial zoning is no longer appropriate. Conversely there are existing commercial districts that should be expanded.

The general goal is to direct and guide commercial development to specified areas of Town most suitable for these types of land uses. Generally, larger scale commercial developments should be limited to areas within close proximity to the interstate highway, and with available sewer and water infrastructure.

The properties along Rte. 164 and Rte. 138 near Exit 85 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 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. In order to avoid one continuous highway full of commercial land uses, several Town Commissions and Boards have recommended the establishment and/or expansion of commercially zoned clusters at strategic locations along the Route 138 corridor. To a certain extent, this has already been done; but the expansion of these clusters is addressed in the Land Use Section of this Plan.

Figure 3.D.1 Rte. 164 Development Plan from Corridor Study



3.E OPEN SPACE & 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 64.

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 recreational facilities designed for active recreation, and are located in a complex located between Ashland Street, Hill Street and Wilson Street.

Veterans Memorial Park

The recently completed Veterans Memorial Park is located on Ashland and Hill Streets, on the Pachaug River. Located where the Ashland Mill stood before it was destroyed by fire in 1995, this recreational space provides approximately five acres of land area with a walking path, and a gazebo where summer concerts, cruise nights and other recreational activities are provided for Griswold residents to enjoy.

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

Located between Edmund, Bitgood and Hopeville Roads, and bordering Hopeville Pond both to the East and West, Hopeville Pond State Park is located on 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 & 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, it is primarily developed for low impact uses such as with 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 Environmental Protection (CTDEP).

Municipally-Owned

Fanning Park

Established in 1912, Fanning Park is a sliver of land located where Main Street splits to North Main and East Main in the Borough of Jewett City. The park was created as a gateway to Jewett City, and remains in a 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 as well as for the philanthropy of David Hale Fanning.

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. Visit the Rhododendron Sanctuary and the Atlantic white cedar swamp and explore along brook and pond, touring foot trail and woods road, hardwood forest and conifer plantation as well as stocked fishing ponds, historic cellar holes and stone walls, wildlife watching, and fall foliage.

Farms w/ 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. Preston Road.

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

Griswold Fish & Game. Located at 303 Bethel Road, the Griswold Fish & 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.

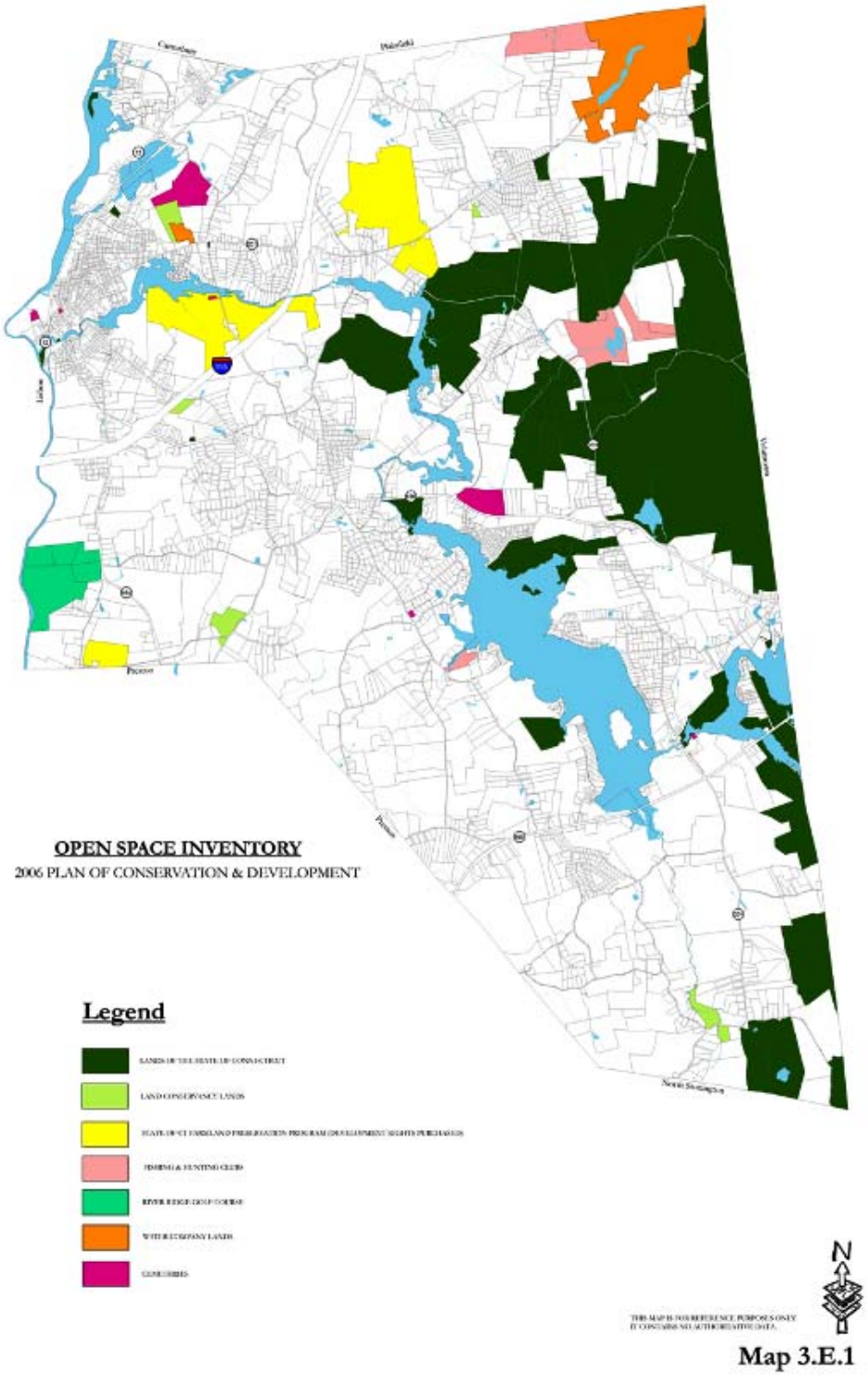
3.E.3 Aquatic Resources

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: Doanville, Glasgo, Pachaug, Hopeville, and Ashland. In addition, along the western municipal border, the Quinebaug River forms Aspinook pond where it sits atop Aspinook Dam.

The State of Connecticut DEP 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, and the smaller Beach Pond and Beachdale Pond. Beachdale Pond has a wooden fishing platform is available for handicapped anglers with its extensive cover of marshy vegetation with painted turtles and frogs hiding amid the abundant arrowhead, pickerelweed, water lilies, and grasses. Mount Misery Brook to the northwest winds through the marsh where osprey, mute swan, waterfowl, marsh birds, aquatic vegetation, and varied shrubs can be seen.

Map 3.E.1 "Open Spaces Inventory"



3.F NATURAL & 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 Steep Slopes

To date, development in Griswold has been strongly influenced by 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 land along the Pachaug River and at the confluence of the Pachaug and Quinebaug Rivers in Jewett City. These streams were capable of producing waterpower, which attracted mill developers, associated residences and other uses. These uses located on level land adjacent to the streams; 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 the level lands along the river valleys. In addition, farming activities took advantage of lands with gentle slopes, both in river valleys and on upland plains.

Generally, development costs increase as the slope of the land increases. When slopes begin to exceed 20% (two feet of vertical change over ten horizontal feet) development costs increase for design, installation and maintenance of roads, driveways, sewage disposal systems, parking lots, structures, and site work. Bedrock is frequently associated with areas of steep slopes and presents construction complications. Areas of steep slopes contribute greatly to soil erosion in areas where the vegetative cover has been removed for construction. This can result in sedimentation that fills in and reduces the capacities of culverts, catch basins, streambeds, and water bodies. This means that inspection and maintenance of erosion and sedimentation facilities must be at a high level.

Slopes of 20% or greater total 3,675 acres, is slightly over 16% of the Town's total area. Although areas with steep slopes are scattered throughout Town, there are some clusters in the western portion of the Town, such as along the banks of the Quinebaug River and on Geer and Taylor Hill, while the largest clustering of areas with steep slopes occurs in the eastern and southeastern portions of the town. Many of these areas are likely to remain undeveloped and will play and important role in determining Griswold's future growth pattern. These areas also contribute to the aesthetics and attractiveness of the town.

3.F.2 Prime Agricultural Lands

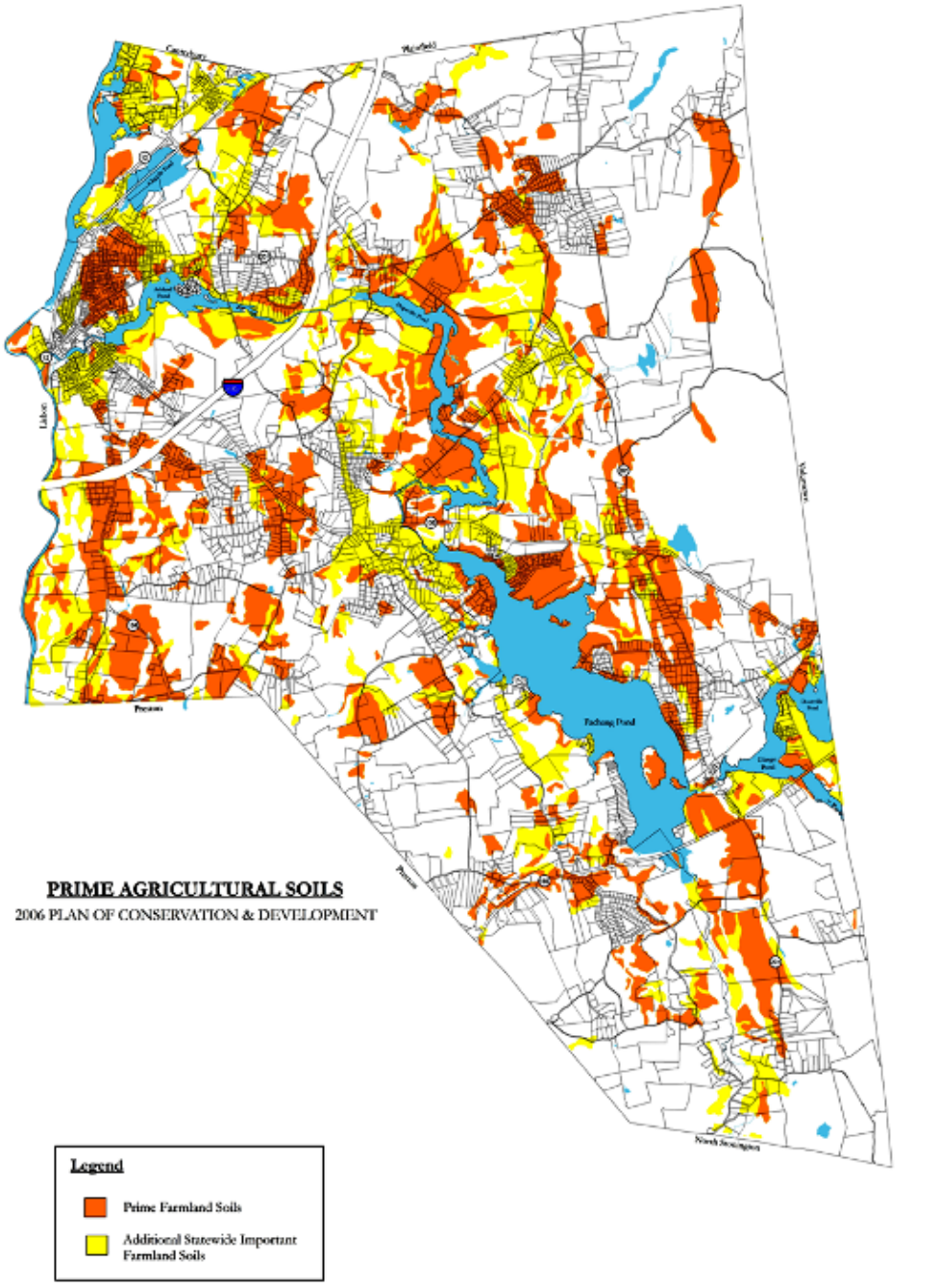
Since colonial times, farming has been an important part of the development of Eastern Connecticut, and this stands true for Griswold, as well. Agricultural operations have historically been present throughout Town, primarily located within the low-lying fertile valleys along the Pachaug and Quinebaug Rivers. The glaciation discussed in the opening segment of this Section is the natural process primarily responsible for the deposition of soils of all types. 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 inimical to the production of agricultural products, particularly crops and grazing lands for livestock.

The CTDEP 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.

Map 3.F.1 "Prime Agricultural Soils"



Map 3.F.4

3.F.3 Natural Vegetation & 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 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 (NDDB) represents locations of species and natural communities are based on data collected by the CT Geological and Natural History Survey, other units of DEP, private conservation groups and the scientific community and compiled by the NDDB. The information on which the NDDB 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.

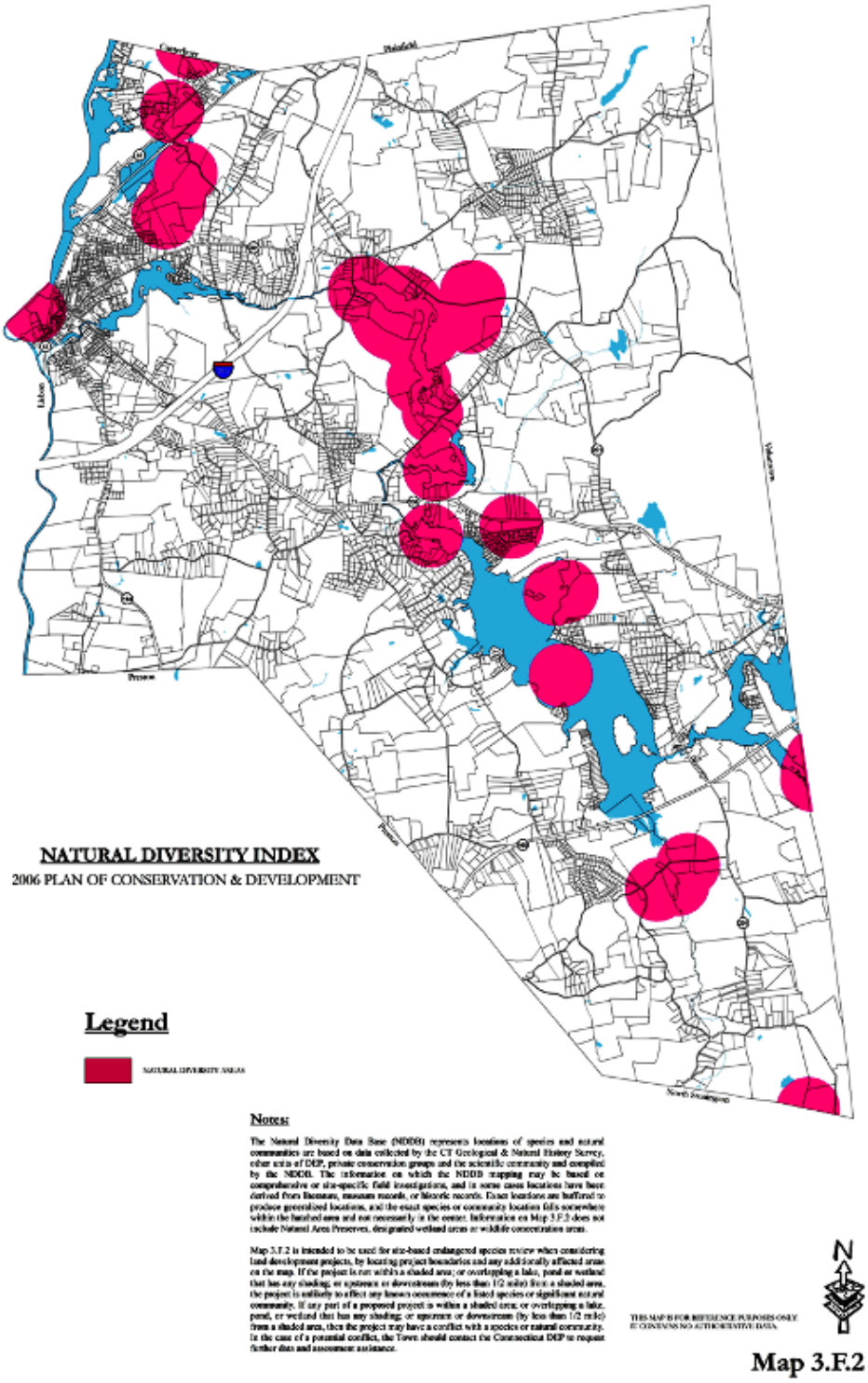
Map 3.F.2 is intended to be used for site-based endangered species review when considering land development projects, by locating project boundaries and any additionally affected areas on the map. If the project is not within a shaded area; or overlapping a lake, pond or wetland that has any hatching; 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. 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 DEP to request further data and assessment assistance.

3.F.4 Wetlands

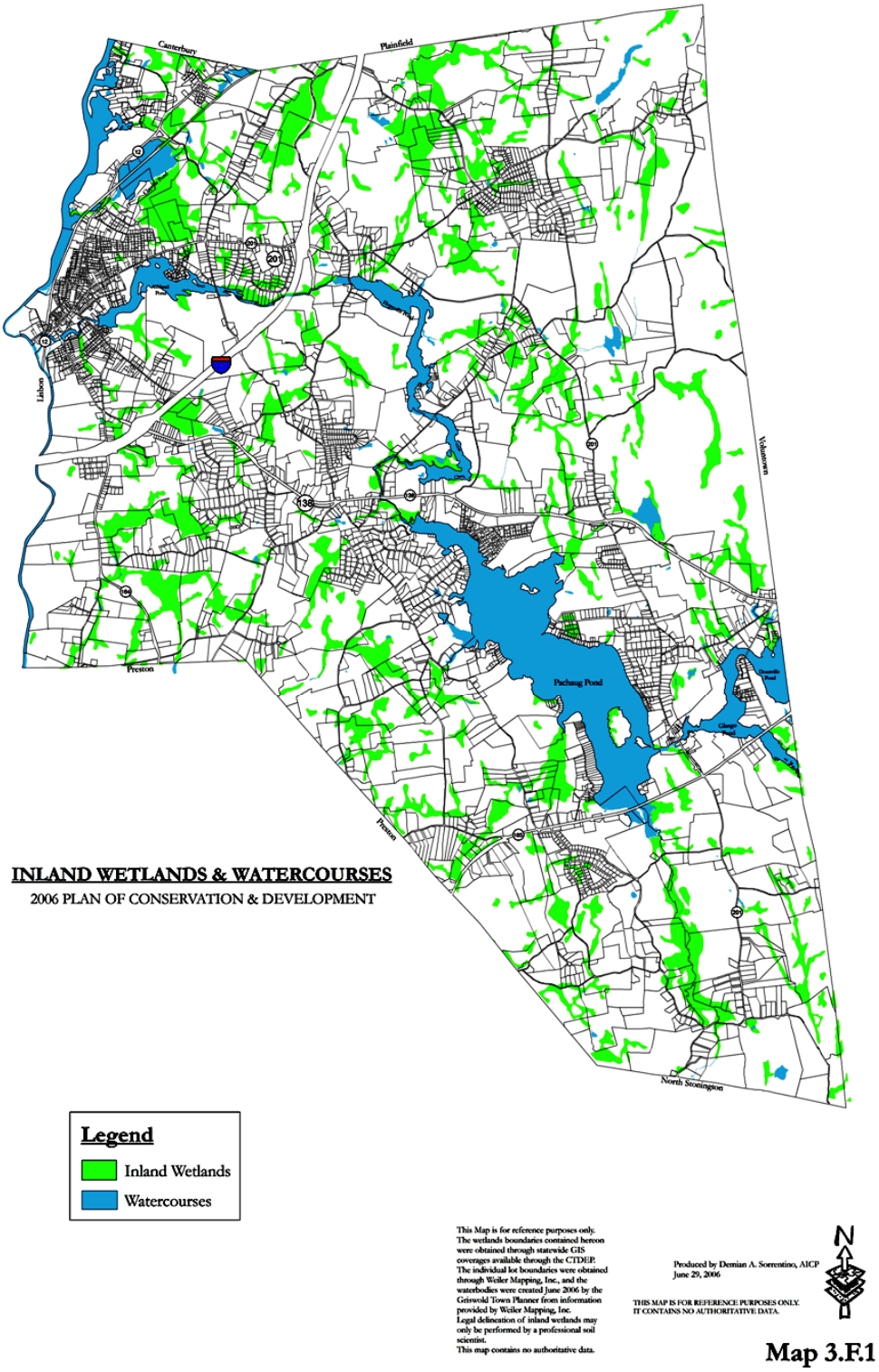
Areas having soil conditions classified as poorly drained, very poorly drained, alluvial or flood plain by the U.S. Soil Conservation Service are considered as wetlands in Connecticut and are regulated in Town by the Griswold Inland Wetlands and Watercourses Conservation Commission under sections 22a36 through 22a45 of the Connecticut General Statutes. Wetlands serve several important functions, among which are a habitat for wildlife and finfish, 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 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.

Map 3.F.2 "Natural Diversity Index"



Map 3.F.3 "Inland Wetlands & Watercourses"



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 in 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.

Wells and Aquifers

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 meltwater 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.

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.

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. This Agency will be required to create, adopt and implement an Aquifer Protection Area Program for certain drinking water supply wells and their recharge areas located in stratified drift deposits. 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 is considering the adoption of the State of Connecticut's model Aquifer Protection Area Program Regulations when the necessary mapping is complete.

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.

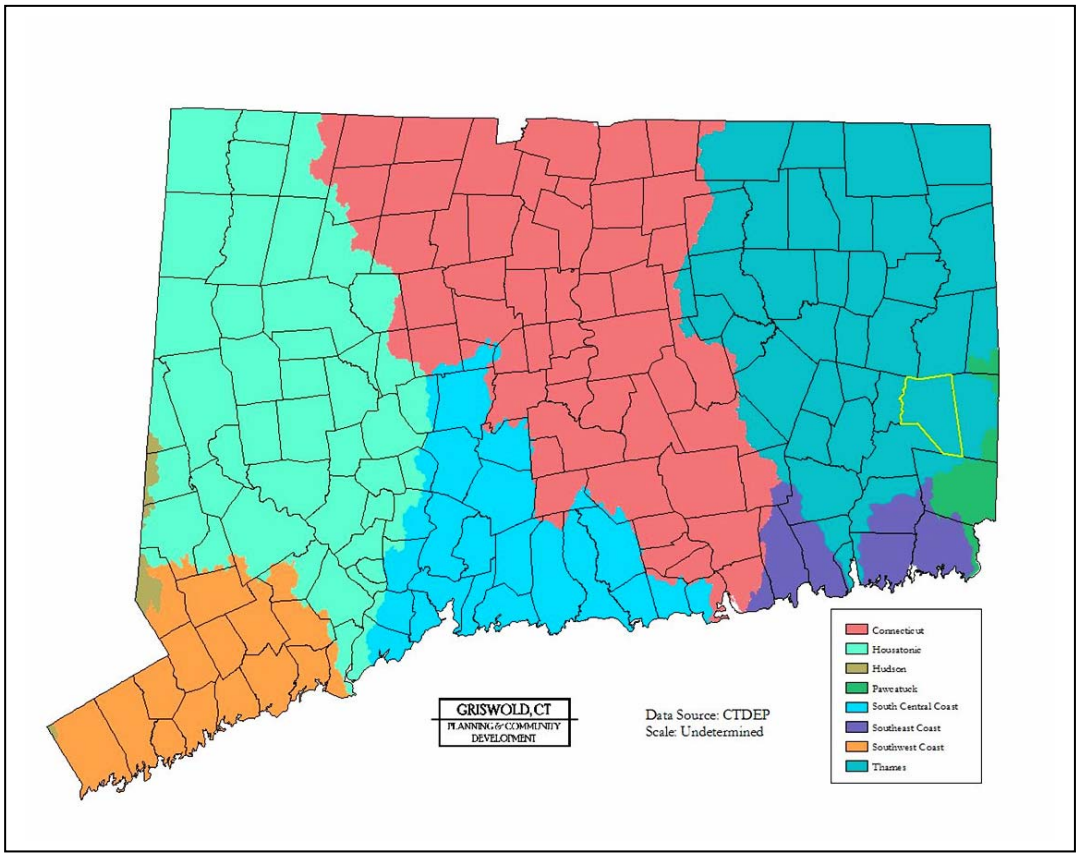
Figure 3.F.1
"The Connecticut River Watershed"

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, 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 more regionally applicable) the Connecticut River watershed extends from the Connecticut River's Canadian headwaters to Long Island Sound, receiving water from the central and eastern portions of Vermont, Western New Hampshire, Western and Central Massachusetts and Central Connecticut (See Figure 3.F.1, right)

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 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.2 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.

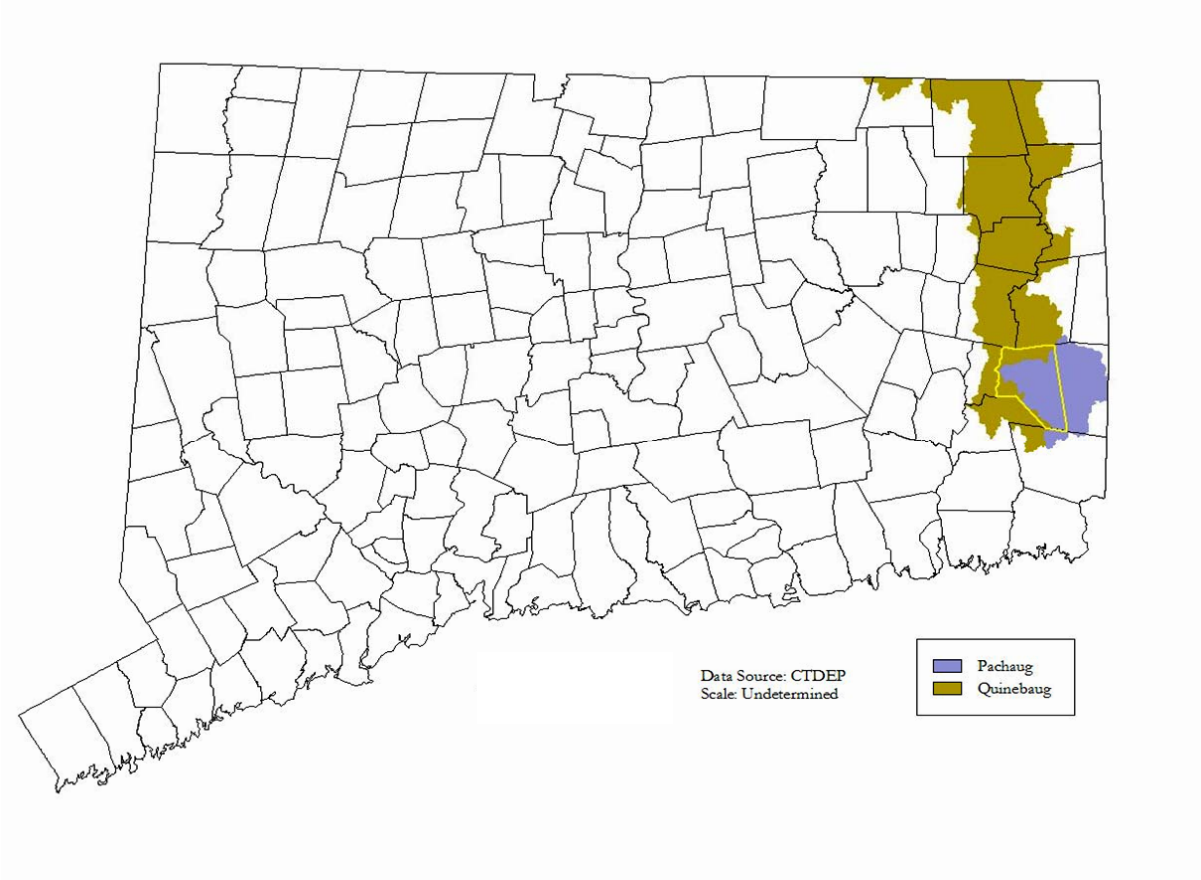
Figure 3.F.2 "Statewide Watershed Basins in Connecticut"



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 northern North Stonington.

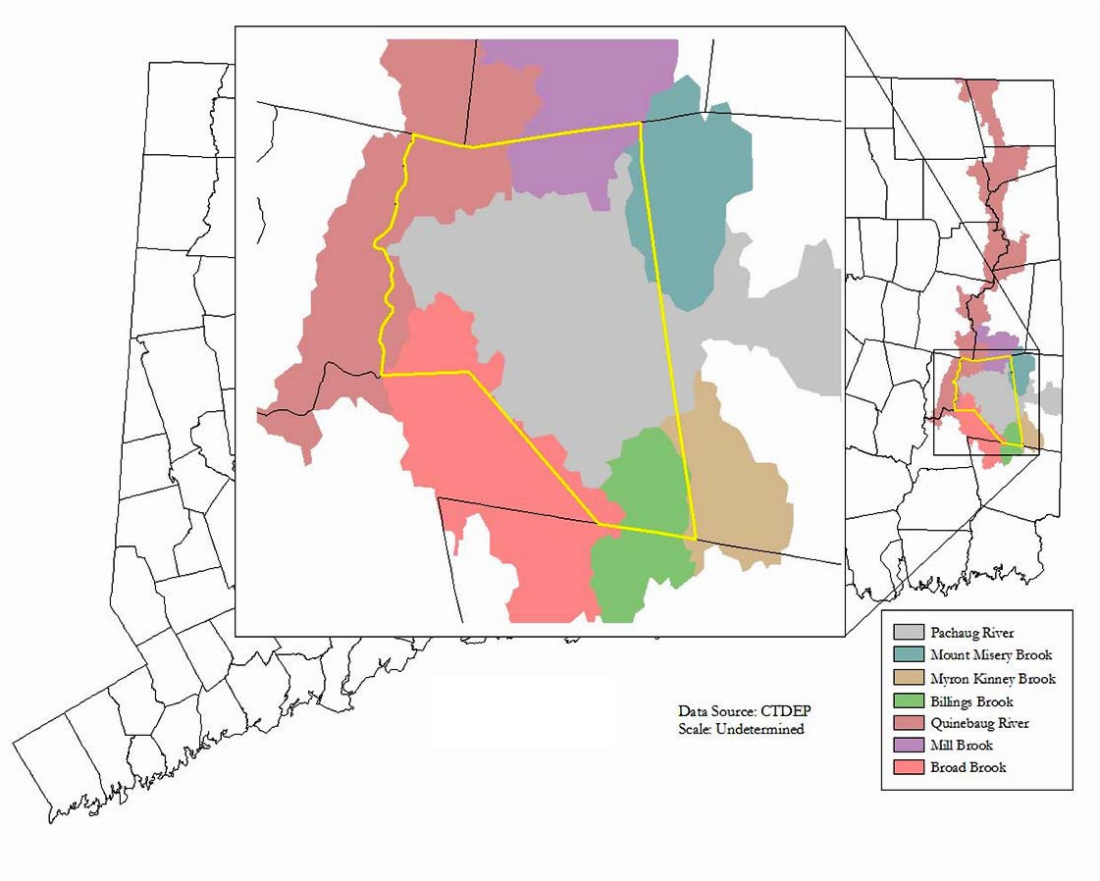
Figure 3.F.3 "Regional Watersheds Impacting Griswold, CT"



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. 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.4 Sub-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.

3.F.6 Cultural & 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
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 & 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, a portion of the original structure remains. It is currently 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.

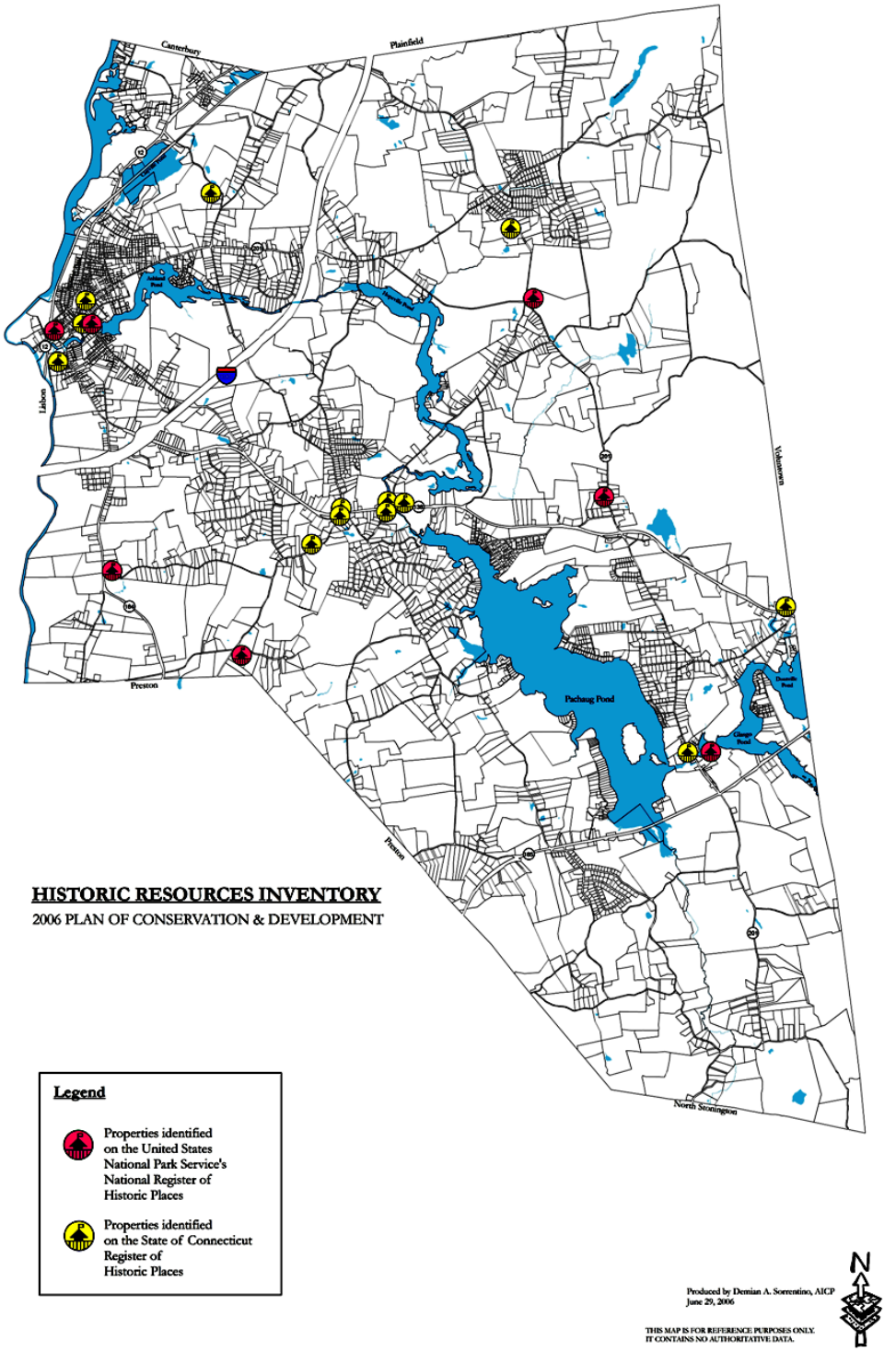
The Griswold structures are as follows:

1. Ashland Royon Mill: Ashland Street; a 4 1/2 story brick industrial building built 1864. (only a portion remains today, now occupied by the GRVNA)
2. Enoch Baker House: Main Street; a 1½-story frame residence built 1790.
3. Henry Stanton Brewster House: Edmond Road and Route 138; a 2-story frame residence built 1805-1887.
4. Judge Benjamin Coit House: Browning Road; a 2½-story frame residence built 1820.
5. Congregational Church Meeting House: Route 138; a 2½-story frame church built 1836.
6. John Cook House: Route 138; a 2½-story, center-chimney residence built 1720.
7. Garrison House: Browning and Crary Roads; a 2½-story frame residence originally constructed 1695.
8. Glasgo Inn: Route 201; 2-story frame structure built 1820.
9. Ironworks site: an island in the Pachaug River circa 1741.
10. Rev. Hezekiah Lord House: Roode Road; a 1½-story frame residence built 1750.
11. Moses Morse House: Brewster Road; a 2-story frame residence built 1754.
12. Slater Mills: Route 138; a 3-story brick industrial building built 1809.
13. Stephan Tucker Tavern: Route 138 and Old Bethel Road; a 2½-story frame commercial structure built 1820.
14. Watering Trough: Route 138; built 1903.
15. Whipping Post: Route 138 and Bitgood Road.
16. John Wilson House: Ashland Street; a 2½-story frame residence built 1782.
17. 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 be protected in future years.

Map 3.F.4 shows the location of Griswold's 7 National Register and 17 State Register Historic sites/structures.

Map 3.F.4 "Historic Resources Inventory"



Map 3.F.4

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, Glasgo, 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.

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.

Map 3.G.1 "Land Use 2005"

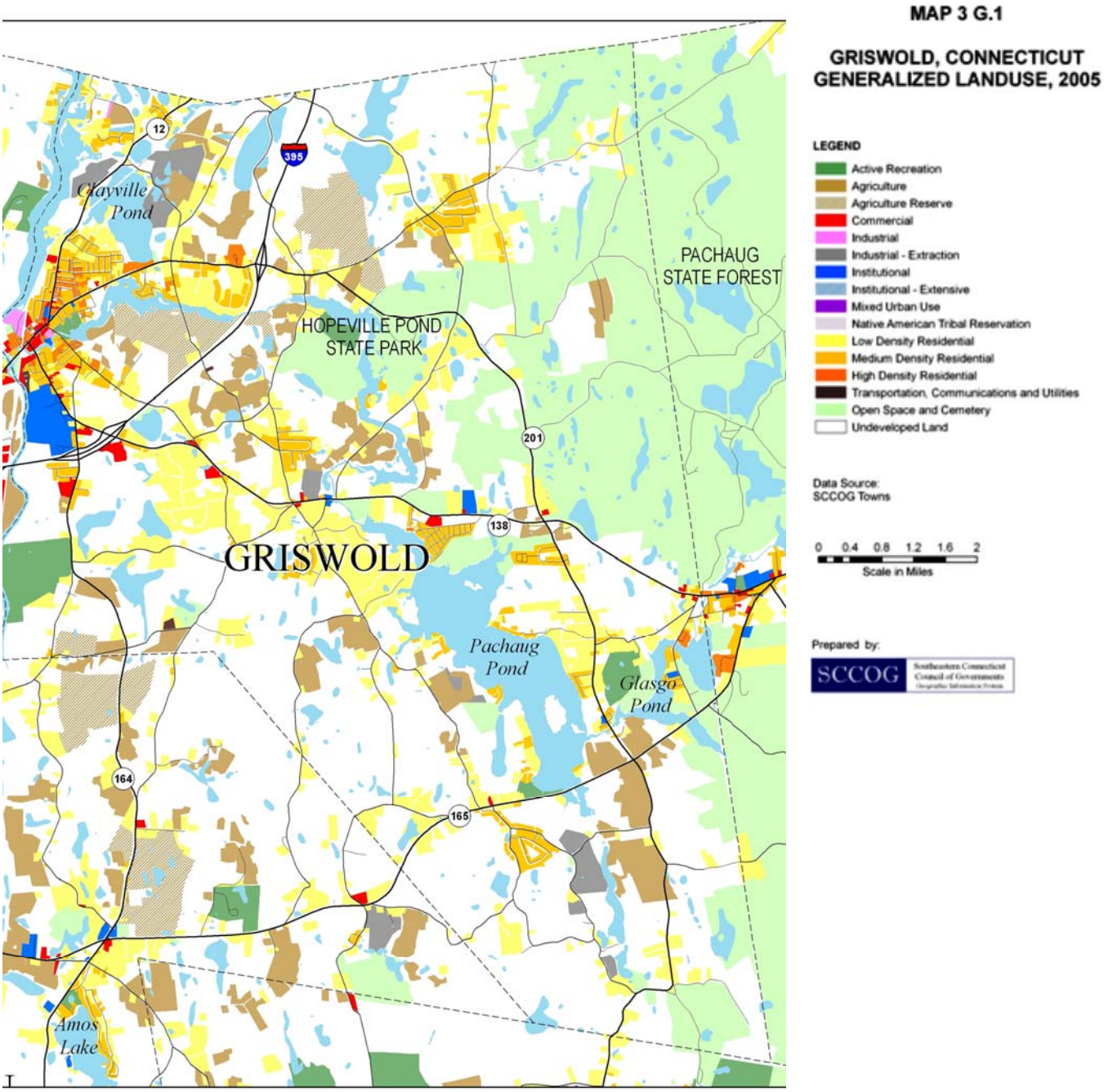


Table 3.G.1. Current Land Use in Griswold 2005

	Acres	Percent of Developed Land	Percent of Total Town Area
Residential Medium and High-Density	1,076	18.37	4.80%
Residential Low-Density	3,138	53.58	14.00%
Industrial	380	6.49	1.70%
Commercial	289	4.93	1.29%
Institutional	101	1.72	0.45%
Transportation and Utilities	873	14.90	3.90%
TOTAL DEVELOPED LAND	**5,857**	**100.00**	**26.14%**
Open Space (CT + A.L.C. lands)	3,324		14.84%
Reservoir and Water Supply	391		1.75%
Recreation	746		3.33%
Current Agriculture	2,656		11.86%
Dedicated Agriculture (CTDOA FPP)	528		2.36%
Undeveloped (forest + balance)	8,898		39.72%
TOTAL TOWN AREA	**22,400**		**100.00%**

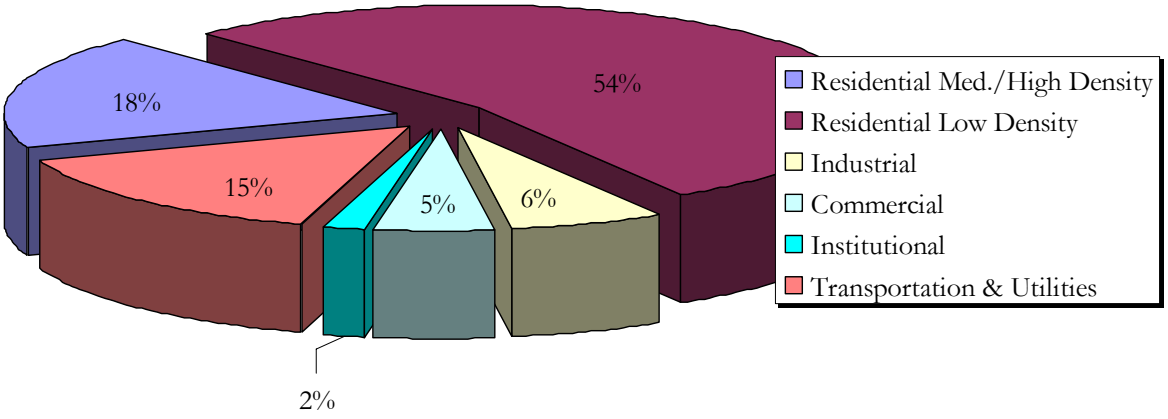
Source: Data presented is a "best estimation" summary based on the 1993 Plan of Conservation and Development supplemented with additional data from the Dept. of Planning and Community Development records and Griswold Tax Assessor's records.

3.G.1 Land Use Pattern

DEVELOPED USES

Developed uses include land utilized for residential, industrial, commercial, institutional, and transportation-utility uses. These uses total 5,853 acres, or about 9.15 square miles, of which nearly three quarters represent residential land uses. As noted above, 26% of Griswold is occupied by developed uses.

Figure 3.G.1 Griswold Land Use 2005 as Percentage of Total Developed Area
Total Developed Area: 5,857 acres



Residential

Residential uses total 4,214 acres and account for approximately 72% of all developed uses. The 2000 Census reports 4,211 housing units in Griswold. Two categories of residential densities are depicted in Map 3.G.1, Table 3.G.1 and Figure 3.G.1. Low-density residential uses represent less than one housing unit per acre, while medium and high-density residential uses represent one or more housing units per acre. The medium/high-density category is generally concentrated in and directly adjacent to the Borough of Jewett City. Here one finds a population of 3,053 persons residing on approximately two-thirds of a square mile, which results in a population density of nearly 4,213 persons per square mile. Surprisingly, this density is only 422 persons/square mile short of that of the City of New London, which has historically had the highest population density in Southeastern Connecticut. 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.

Low-density residential uses are located outside of the above areas and represent scattered single-family homes and farms and low-density subdivisions. Forty-four percent of Griswold's residentially used land is accounted for by medium and high-density uses and 56% by the low-density uses. Griswold has a range of residential densities from high to low, with overall low-density uses predominating, as compared to other suburban towns.

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, and can create the impression that the town is more developed than it really is.

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 utilizing some of the back lands. The Town has recently incorporated Conservation Subdivision Standards into the Subdivision Regulations, executing a recommendation that was present throughout the 1993 Plan. 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.

Industrial

Industrial uses account for approximately 6.5% of developed uses. They consist of two types of activities: manufacturing (including processing) and earth products excavations. Of the 380 acres in this category, 86%, or 327 acres, consists of excavations and 14%, or 53 acres, consisted of manufacturing uses. The manufacturing uses are located in or near the Borough of Jewett City, while the excavations 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.

Commercial

Commercial uses total 289 acres and account for 4.9% of all developed uses. These uses are concentrated in near the Borough of Jewett City and along various sections of Route 138. Zoning site plans have been approved but buildings not yet constructed for additional commercial uses along the western portion of this highway. 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 Advanced Automotive, Napa Auto Parts and the AmericInn & Suites with the exception of River Ridge Golf Course on Route 164 that in itself consists of nearly 187 acres of Commercially used property.

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 about 101 acres of land in the Town of Griswold. These uses are also located in the Borough of Jewett City, although the largest contiguous area in this category is the Griswold school complex on the south side of Slater Avenue (Route 138), immediately east of the Borough line. There is also a small clustering of these uses in the Pachaug section of town.

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 & 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.

OPEN SPACE & DEDICATED AGRICULTURE

Reserved open space, reservoir, active recreation, and dedicated agricultural uses total 4,989 acres or 7.8 square miles and account for slightly over 22% 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. Approximately 140 acres of property has been added to the State's land holdings in Griswold since the 1993 Plan was published, the majority of which is represented in an acquisition on Hopeville Road of the former 'Macko" property. This abundance of state owned acreage 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.

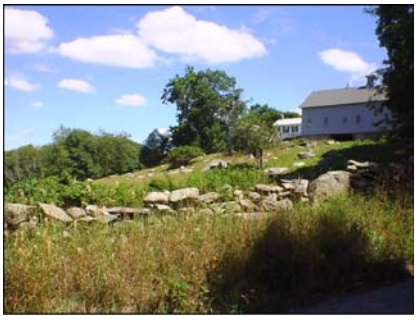
Reservoir & Water Resources

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

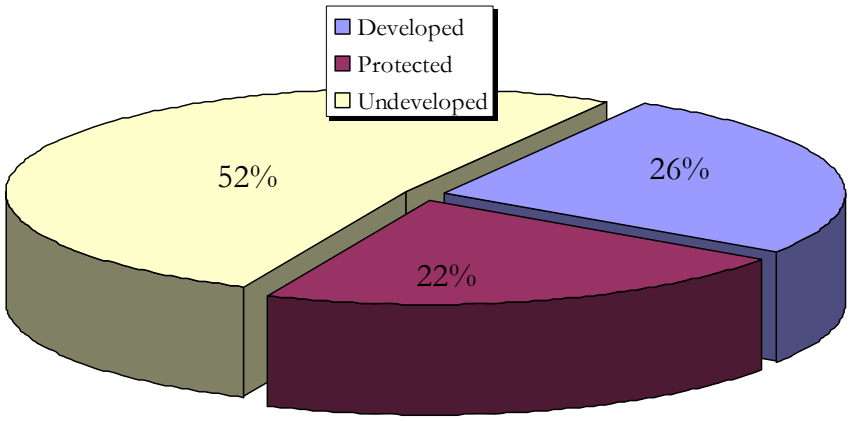
This category includes public and private recreation facilities and totals 746 acres, or 3.3 % of Griswold. The largest use within this category is Hopeville Pond State Park, located on Route 201/Hopeville Road east of the intersection with Stone Hill Road. The category also includes private facilities, 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 off 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. 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.

Dedicated Agriculture



This category includes lands protected under the CT Department of Agriculture's Farmland Preservation Program. This category totals 528 acres, or 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. (3,184 acres in agriculture, total). The Medbury Farm, located on Burton Road represents one 39.38 acre parcel, the Norman Farm on Norman Road represents three parcels totaling 217.64 acres, and the former Kallman Farm on Stone Hill Road represents two parcels totaling 270.82 acres. The Town of Griswold should encourage the inclusion of additional properties into the Farmland Preservation Program in the future.

Figure 3.G.2 "Griswold Land Use 2005 as Percentage of Total Land Area"
Total land Area: 22,400 acres



Note for Figure 3.G.2: "Developed" includes Residential Med/High and Low Density, Industrial, Commercial, Institutional and Transportation/Utilities; "Protected" includes Open Space, Reservoir and Water Supply, Recreation, and Dedicated Agriculture; "Undeveloped" includes Current Agriculture and Undeveloped Lands

UNDEVELOPED LAND

Undeveloped land in Griswold totals 11,554 acres, or 20.7 square miles. 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 1993 Plan and the 2005 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", as they were in 1993. 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; but only includes those that are not currently protected from potential development. "Unprotected" agricultural land uses represent 2,656

acres or approximately 12% of Griswold's total land area in 2005. 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. As of June 2005, 206 parcels of land in Griswold are included in this program representing 5,088 acres. According to further analysis performed by the Town Planner and Zoning Enforcement Officer, approximately 2,432 acres of the land area in the program is not actively used for agricultural purposes, leaving a balance of 2,656 acres of program land that is currently utilized for the production of agricultural goods and services.

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. In Griswold, 55 parcels representing 2,499 acres are included in this 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 7,587 acres or 34% of the Town's gross land area.

3.G.2 Development Limitations

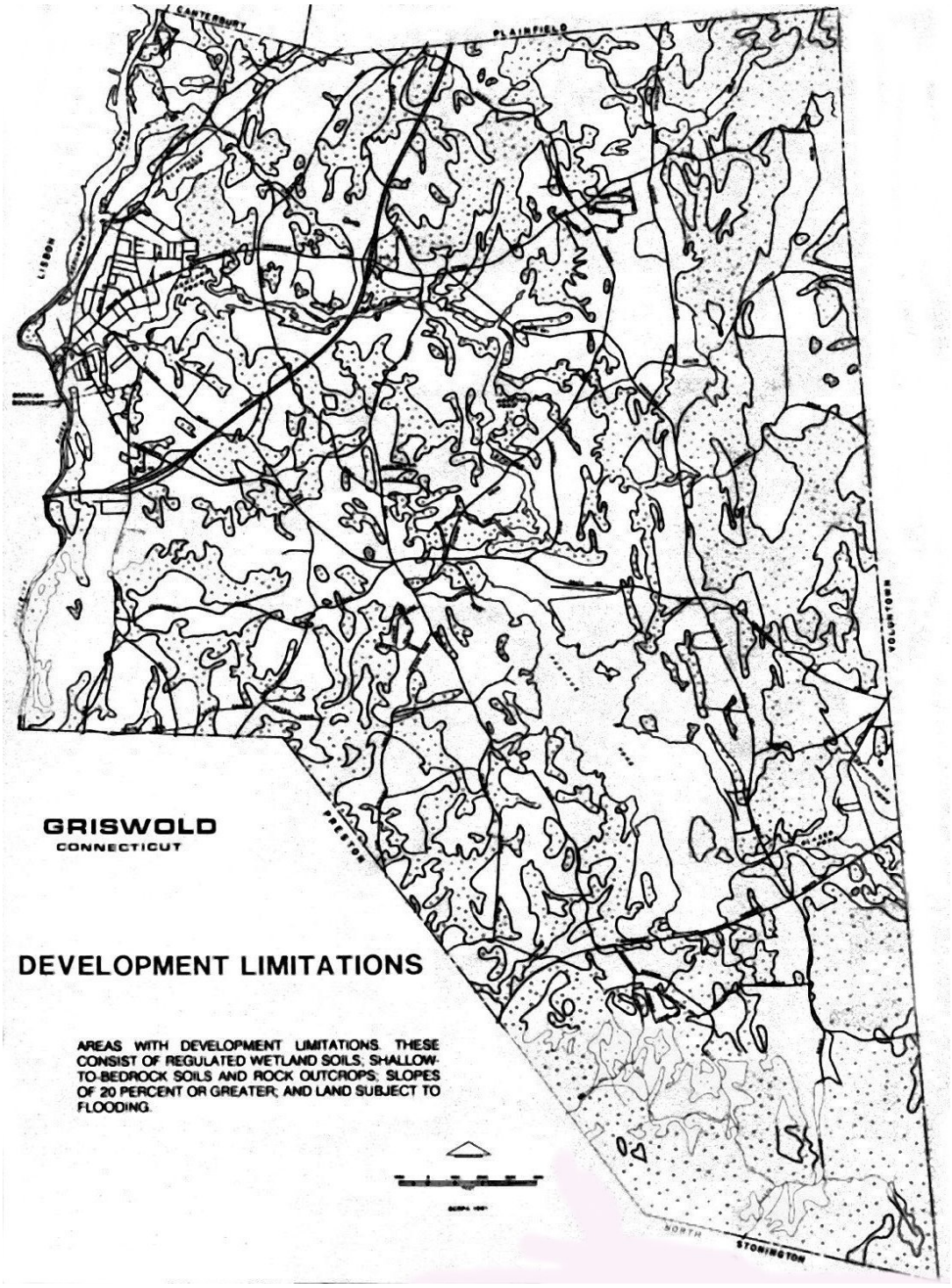
A considerable portion of Griswold presents severe limitations to intensive land uses. Figure 3.G.3 which was produced as part of the 1993 Plan, shows a composite of physical conditions considered to present problems for intensive development or that should be protected to preserve important environmental functions. Physical characteristics presenting development limitations are: (1) regulated wetlands; (2) shallow-to-bedrock soils and bedrock outcrops; (3) slopes of 20% or greater; and (4) land that would be flooded during a storm having a statistical likelihood of occurring once in one hundred years (The "A" Flood Zone).

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, with 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.

Figure 3.G.3 "Development Limitations Map from 1993 Plan"



3.G.3 Present Zoning Scheme

The present zoning scheme remains very similar to that which was originally approved when the first Zoning Map was implemented in Griswold in 1973. The Town Planner estimates that greater than 90% of the Town's land area is currently zoned for residential land uses. Although there have been many relatively minor amendments to the Griswold Zoning Map over the past 34 years, the largest change to the 1971 Zoning Scheme is the collective change that occurred in the late 1990's along State Route 164 in the vicinity of Exit 85. Here, property owners, Town Boards, and Commissions pursued changes from Residential to Commercial zoning in order to provide an area for future economic development. Since the late 1990's, several development proposals along Route 164 have been approved but only River Ridge Golf Course has been completed to date.

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.4 "Current Borough of Jewett City Zoning Map"

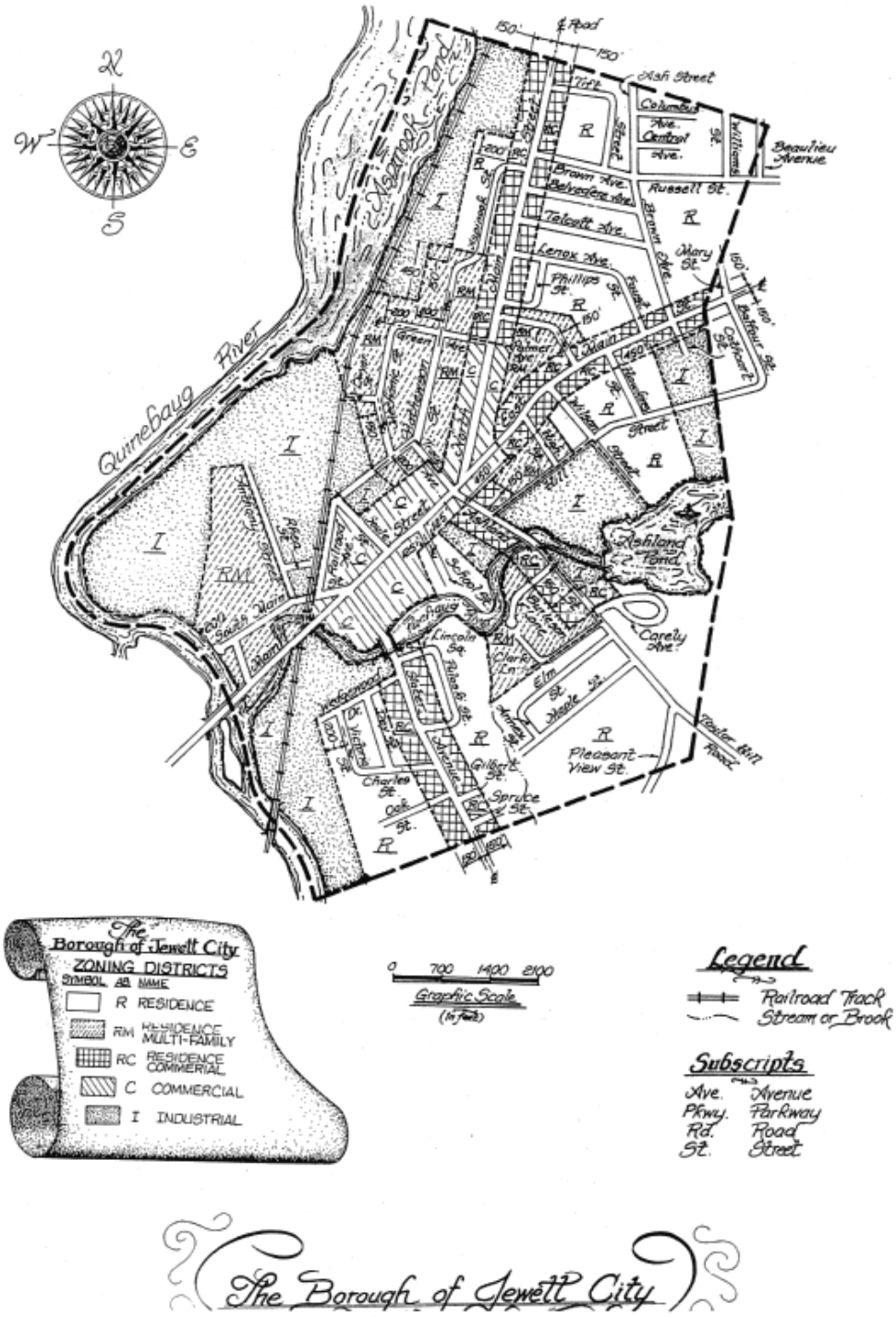
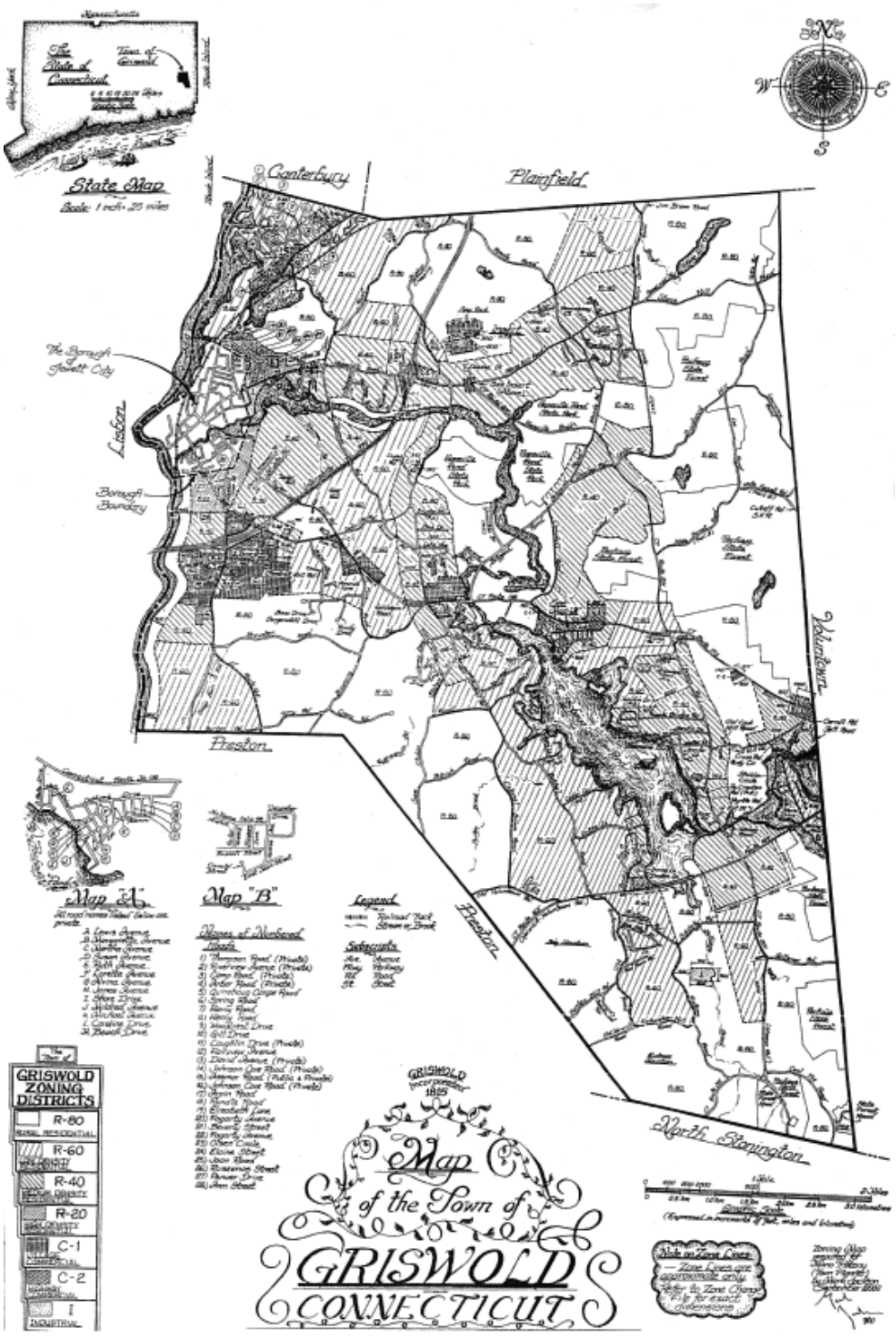


Figure 3.G.5 "Current Town of Griswold Zoning Map"



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 though Griswold's Zoning and Subdivision Regulations.

As the total area of undeveloped land in Griswold is reduced over time, it is hereby a Goal of the Town of Griswold to maintain a rough proportionality between developed and protected land uses as currently exists (see Fig. 3.G.2) in order to maintain Griswold's rural community character.

More specifically, the Town recommends the following changes to our land use regulations in order to accomplish this Goal:

Implement the following changes to the current zoning regulations:

- ⇨ Create an Open Space/ Recreation and Conservation zoning classification where no developed land uses are permitted.
- ⇨ 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.

- ⇨ Investigate the establishment of a Business Park zoning district in the vicinity of Exit 85.

- ⇨ Consider resolving existing apparent "spot zoning" issues throughout Town.

- ⇨ Expand C-1 Zoning in the vicinity of I-395/Route 138.

- ⇨ Expand C-1 zoning in the vicinity of Route 138, Taylor Hill, Oakville Road, and Pine Roads.

- ⇨ Change from C-2 to expanded C-1 zoning in the vicinity of Sheldon Road and Route 138 at the Voluntown border.

- ⇨ Expand the C-1/C-2 commercial zone in the vicinity of Pachaug Cemetery and on properties across Route 138.

- ⇨ Consider appropriate changes to the zoning map if larger minimum area requirements for residential zoning districts are implemented within the Regulations.

Implement the following specific changes to the current Subdivision Regulations:

- ⇨ Revise open space requirements for conventional subdivisions and establish a fee-in-lieu-of open space alternative.

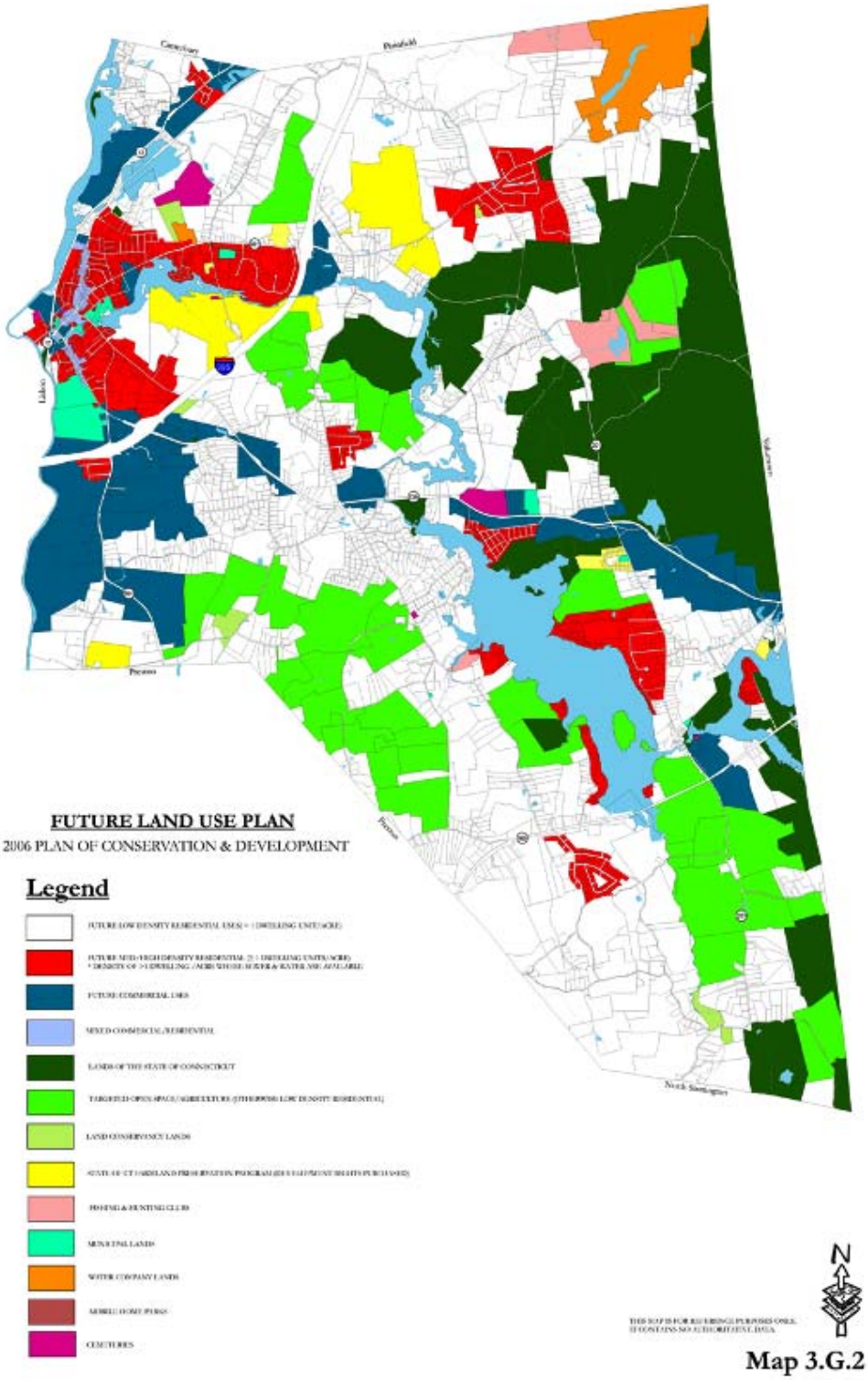
- ⇨ Include measures to preserve existing road frontages, boundary line/special feature stone walls, and identify scenic view shed areas.

Devise and implement an Open Space Priority Plan

- ⇨ Measures to identify the highest priority parcels for acquisition/preservation.

- ⇨ Form Open Space Committee to evaluate parcels coming available and the use of a dedicated open space fund or other funding measure to acquire the high priority parcel.

Map 3.G.2 "Future Land Use Plan"



SECTION 4. GOALS & 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 PLAN

(G-1) Improve Roadway Circulation System

R-1A Implement a program for targeted improvements to Town roadway system

R-1B Encourage inter-connectivity of new subdivision streets and access management techniques in commercial parking areas with adjacent parking areas and existing roadways

R-1C Implement a program to explore feasibility of abandonment for several unimproved Town roads throughout Griswold and Jewett City

(G-2) Improve Public Transit Services

R-2A Improve connectivity between Southeast and Northeast Transportation Districts

R-2B Expand transportation services offered by the Griswold Senior Center

R-2C Expand transportation services offered by Griswold Youth Services

R-2D Install bus stop structures at popular SEAT stops

(G-3) Enhance Pedestrian Circulation

R-3A CIP for targeted sidewalk construction and maintenance

R-3B Expand and maintain sidewalks in Jewett City and establish sidewalks in Pachaug Village Center and in areas of commercial development or 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 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 Consider the implementation of inclusionary zoning regulations or ordinances to facilitate the development of deed-restricted housing for low and moderate incomes

4.C PUBLIC SERVICES & FACILITIES PLAN

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

R-1A Work with Board of Education to assess feasibility of constructing new educational facilities or expanding existing facilities

R-1B Support planning for necessary expansion or relocation of Griswold Senior Center

R-1C Explore Youth Services Director's recommendation of a combined Youth and Family Services/Recreation Center

R-1D Contribute to plan for increased parking at the Town Hall/Senior Center/Slater Library Complex

R-1E 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.

(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 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 85 and 86.

R-1C Actively pursue implementation of the Triangle Wire & Cable Remediation and Redevelopment Project and other Brownfields redevelopment throughout the Town

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

R-2A Pursue the establishment of a Business Park District within the Town of Griswold

R-2B Recommend to the Board of Selectmen to hire a part or full-time Economic Development Coordinator

R-2C Provide information to the Economic Development to establish a Town-wide Economic Development Policies Plan

R-2D Provide information to the Economic Development Commission to establish a Local Tax Abatement Program for new commercial/industrial development

R-2E Encourage the Board of Selectmen and the Board of Finance to approve and establish buy-in/tie-in waivers or subsidies for any new non-residential development.

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) <u>Provide for the Continuation and Expansion of existing Business ventures in Griswold and the Jewett City Central Business District (CBD)</u>

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 formulate and to implement a Jewett City Main Street Program

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 Establish "Economic Development Focal Point" or rural commercial node in Pachaug Village Center

R-4C Establish new village commercial or rural commercial regulations to encourage smaller scale, mixed uses with more neighborhood-scaled architectural and site plan design review standards

4.E OPEN SPACE & RECREATION PLAN

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

R-1A 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 CIP for municipally-owned and managed recreational areas

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

R-2A Formulate and implement and modify as necessary the Conservation Subdivision Design Regulations

R-2B Create an Open Space/ Recreation and Conservation zoning classification where only large lot, low-density residential uses are permitted and where no conservation subdivision alternate plans are acceptable.

R-2C 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-2D Establish a Griswold/Jewett City Land Trust

R-2E Encourage IWWCC to devise an open space priority plan to expand on this Plan of Conservation and Development

4.F NATURAL & CULTURAL RESOURCES PLAN

(G-1) Preserve Water Quality

R-1A Encourage IWWCC to formulate and to implement Town-wide Aquifer Protection Ordinance

R-1B Explore feasibility of "no net offsite increase" regulations for stormwater management system discharge

R-1C Evaluate the feasibility to require installation of sediment catchments and stormwater pretreatment measures for all new drainage projects

R-1D Recommend to the Board of Selectmen revisions to 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 Formulate and Implement Stormwater Management Best Management Practices (BMP) 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 2001 Historic and Architectural Resources Survey to explore establishment of locally designated Historic Districts or Village districts in Jewett City, Pachaug, and Glasgo

R-3B Utilize 2001 Historic and Architectural Resources Survey to formulate and to implement appropriate Historic District or Village District regulations

(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 of CTDEP and CTDoA, United States Department of Agriculture etc.

R-4B Work with the Board of Selectmen to formulate and to implement a "Stone Wall Protection and Enhancement Ordinance" and to reflect the 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/residential uses.

4.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 and to establish a maximum percentage of lots that may use existing roadway frontage and to establish minimum lot size/geometric requirements

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, and to encourage fee-in-lieu of open space

R-1C Maintain and enhance regulations to ensure that existing State-owned properties remain protected from developed uses

G-2 <u>Protect and Enhance the "rural character" of Griswold</u>

R-2A Preserve and enhance the variety of districts of Urban, Suburban and Rural characters of Griswold and Jewett City

R-2B Focus large-scale commercial, professional and business park uses of properties located on State Routes with access to Interstate 395 via exits 85 and 86

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

R-2D Focus smaller scale, village type commercial uses in clusters or nodes along major transportation routes

(G-3) <u>Promote the Village of Pachaug as a vibrant med-high density mixed-use district</u>

R-3A Improve sewer and water infrastructure availability in Village of Pachaug

R-3B Establish a mixed-use Village District in the Pachaug Village Area

R-4C Encourage the Board of Selectmen to improve sidewalks and related pedestrian infrastructure in the Pachaug Village Area

(G-4) <u>Implement specified changes to the current Griswold Zoning Regulations</u>

R-4A Create an Open Space/ Recreation and Conservation zoning classification in which no developed land uses are permitted

R-4B Review the four-tier, minimum lot size and provide for possible low-impact development and stormwater management measures for residential land uses in Griswold

(G-5) <u>Implement specified changes to the current Griswold Zoning Map</u>

R-5A 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-5B Remove 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

R-5C Establish a Business Park zoning district in the vicinity of Exit 85, in the area between Route 164, SR 630, Route 138, BMW Drive and Brewster Road

R-5D Work towards the elimination of existing "spot zones" throughout Town

R-5E Expand C-1 Zoning near I-395/Route 138 and Route 201

R-5F Expand C-1 zoning in the vicinity of Route 138, Taylor Hill, Oakville Road, and Pine Roads

R-5G Change from C-2 to expanded C-1 zoning near Sheldon Road and Route 138 at the Voluntown border

R-5H Expand the C-2 commercial zone near Pachaug Cemetery and on properties across Route 138

R-5I Consider appropriate changes to the zoning map if regulatory changes occur to increase minimum lot sizes for residential uses throughout Town

(G-6) Implement specified changes to the current Subdivision Regulations:

R-6A Revise open space requirements for conventional subdivisions and establish a fee-in-lieu-of open space alternative

SECTION 5. IMPLEMENTATION

A. 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

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**
R-1C:	Recommend to the Board of Selectmen a program to explore feasibility of abandonment for several unimproved Town roads throughout Griswold and Jewett City	**1**

(G-2) Improve Public Transit Services		
R-2A:	Support measures that improve connectivity between Southeast and Northeast Transportation Districts	**3**
R-2B:	Support measures to expand transportation services offered by the Griswold Senior Center	**2**
R-2C:	Support measures to expand transportation services offered by Griswold Youth Services	**2**

		Priority Ranking
R-2D:	Support installation of bus stop structures at popular SEAT stops	**2**

(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 and establish sidewalks in Pachaug Village Center and in areas of commercial development or municipal buildings	**3**

HOUSING PLAN		
		Priority Ranking
(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	**1**
R-1B:	Explore the feasibility of "age-in-place" development for seniors and elderly population	**3**

(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 deed-restricted housing for low and moderate incomes	**2**

PUBLIC SERVICES & FACILITIES PLAN		
		Priority Ranking
(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**

		Priority Ranking
R-1B:	Support planning for necessary expansion of Griswold Senior Center	**2**
R-1C:	Explore Youth Services Director's recommendation of a combined Youth and Family Services/Recreation Center	**3**
R-1D:	Contribute to plan for increased parking at the Town Hall/Senior Center/Slater Library Complex	**1**
R-1E:	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 recreational fields or hiking trails	**3**

(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 BMPs	**1**

ECONOMIC DEVELOPMENT PLAN

		Priority Ranking
(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 85 and exit 86	**1**

		Priority Ranking
R-1C:	Actively pursue implementation of the Triangle Wire & Cable Remediation and Redevelopment Project and other Brownfields redevelopment throughout Town	**1**

(G-2) Establish Griswold as a Competitive Host Community for New Economic Development		
R-2A:	Pursue the establishment of a Business Park District within the Town of Griswold and update regulations as needed	**1**
R-2B:	Recommend to the Board of Selectmen to hire a part or full-time Economic Development Coordinator	**2**
R-2C:	Provide information to the Economic Development Commission in establishing a Town-wide Economic Development Policies Plan	**3**
R-2D:	Encourage the Board of Selectmen and Board of Finance to approve and to establish a Local Tax Abatement and Incentive Program for new and expanding commercial/industrial development(s)	**1**
R-2E:	Encourage the Board of Selectmen and Board of Finance to approve and to establish buy-in/tie-in waivers or subsidies for new and existing non-residential development	**1**
R-2F:	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:	Encourage EDC to formulate and implement a Jewett City Main Street Program	**3**
R-3D:	Review and update Home Occupations regulations	**1**

		Priority Ranking
(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 and recreation	**2**
R-4B:	Establish "Economic Development Focal Point" or rural commercial node in Pachaug Village Center	**1**
R-4C:	Establish new Village Commercial or Rural Commercial regulations to encourage smaller scale, mixed uses with a more neighborhood-compatible, architectural and site plan design review standard	**1**

NATURAL & CULTURAL RESOURCES PLAN

		Priority Ranking
(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	**2**
R-2B:	Work with IWWCC to review what constitutes adequate development setbacks or corridor widths from wetlands and water bodies	**2**

		Priority Ranking
(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 or Village Districts in Jewett City, Pachaug, and Glasgo	**2**
R-3B:	Utilize 2001 Historic and Architectural Resources Survey to formulate and implement appropriate Historic District or Village 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 of CTDEP and CTDoA, USDA, etc.	**3**
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**

OPEN SPACE & RECREATION PLAN

		Priority Ranking
(G-1) Provide adequate active and passive recreational opportunities for Residents and Visitors throughout Jewett City and Griswold		
R-1A:	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 CIP for Municipally owned and managed recreational areas	**3**

		Priority Ranking
(G-2) Protect and Enhance the "rural character" of Griswold		
R-2A:	Formulate and implement and modify as necessary Conservation Subdivision Design Regulations	**1**
R-2B:	Create an Open Space/ Recreation and Conservation zoning classification where only large lot, low density residential uses are permitted and no conservation subdivision alternate plans are acceptable	**1**
R-2C:	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-2D:	Support efforts to explore the establishment of a Griswold/Jewett City Land Trust	**2**
R-2E:	Encourage IWWCC to devise an open space priority plan expanding of this Plan of Conservation and Development	**1**

FUTURE LAND USE PLAN

		Priority Ranking
(G-1) Maintain a relatively even proportionality between developed and preserved land uses		
R-1A:	Encourage the use of Conservation Subdivision plans where appropriate and establish maximum percentage of lots that may use the existing roadway frontage and establish minimum lot size/geometric requirements	**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, and encourage fee in lieu of open space	**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**

		Priority Ranking
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 85 and 86	**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**
R-2D:	Focus smaller scale, village type commercial uses in clusters or nodes along major transportation routes	**1**

(G-3) Promote the village of Pachaug as a vibrant med-high density mixed-use district		
R-3A:	Establish a mixed-use Village district in the Pachaug Village Area	**1**
R-4B:	Encourage the Selectmen to improve sidewalks and related pedestrian infrastructure in the Pachaug Village Area	**3**

(G-4) Implement specified changes to the current Griswold Zoning Regulations.		
R-4B:	Review the four tier minimum lot size and provide for possible low impact development and stormwater management measures for residential land uses in Griswold	**1**

(G-5) Implement specified changes to the current Griswold Zoning Map:		
R-5A:	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-5B:	Remove 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	**1**
R-5C:	Establish a Business Park zoning district in the vicinity of Exit 85, in the area between Route 164, SR 630, Route 138, BMW Drive and Brewster Road	**1**
R-5D:	Work towards the elimination of existing “spot zones” throughout Town	**1**
R-5E:	Expand C-1 Zoning in the vicinity of I-395/Route 138 and Route 201	**1**
R-5F:	Expand C-1 zoning in the vicinity of Route 138, Taylor Hill, Oakville Road, and Pine Roads	**1**

		Priority Ranking
R-5G:	Change from C-2 to expanded C-1 zoning in the vicinity of Sheldon Road and Route 138 at the Voluntown border	**1**
R-5H:	Expand the C-2 commercial zone in the vicinity of Pachaug Cemetery and on properties across Route 138	**1**
R-5I:	Consider appropriate changes to the zoning map if regulatory changes occur to change minimum lot sizes for residential uses throughout Town	**1**

(G-6) Implement specified changes to the current Subdivision Regulations:		
R-6A:	Revise open space requirements for conventional subdivisions and establish a fee-in-lieu of open space alternative	**1**

SECTION 6. CONCLUSION

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

After a Draft POCD was presented to the Griswold Board of Selectmen on December 29, 2006, the Selectmen and the Planning and Zoning Commission agreed to hold combined public hearings during the Selectmen's 65-day review and comment period. Copies were sent to Regional Planning Organizations for comments on consistency to Regional Plans. Considerable contribution from citizens and members of Boards or Commissions was received in these combined public hearings of January 22, 2007 and March 26, 2007. 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 in 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;
- consider further zoning amendments to develop Pachaug Village area as a rural commercial node or Village District with mixed uses allowed but using higher levels of architectural and site design review;
- 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 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-1 or C-2 districts, 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 conservation subdivisions 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, and geothermal through energy efficient site design and building techniques;

- further define policies for preservation of rural character, avoidance of strip-type development especially along Route 138/164 to the golf course, and balance town-wide commercial and residential development;
- require 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;
- support the concept of a dedicated Economic Development Coordinator/Grant Writer;
- consider the differences in demographics and home ownership patterns that are evident in 2000 Census/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 not expected to create inter-municipal conflict when enacted.

The Griswold Planning and Zoning Commission will be evaluating the above public comments and consider making any appropriate changes to the text or map sections based on this information. A modified version of this 2006 Plan of Conservation and Development will then be taken to one or more public hearing for enactment of the plan.

The Planning and Zoning Commission public hearing for enactment of the modified plan was noticed and conducted on the following dates: June 11, 2007.

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

7.A FINDING OF CONSISTENCY

The 2006 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 October 15, 1997. Southeastern Connecticut Council of Governments. 5 Connecticut Avenue. Norwich, CT 06360.

"Conservation and Development Policies Plan for Connecticut 2004 – 2009". State of Connecticut Office of Policy and Management. Intergovernmental Policy Division. 450 Capitol Avenue – MS#54SLP. Hartford, CT 06106-1308.

SECTION 8. PLAN MAINTENANCE & 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 Grisowld anticipates vast improvements in GIS mapping capability in the coming years, and the availability of 2010 Decennial census data, this 2006 Plan of Conservation and Development will likely be evaluated and revised in its entirety before the statutory ten-year requirement.

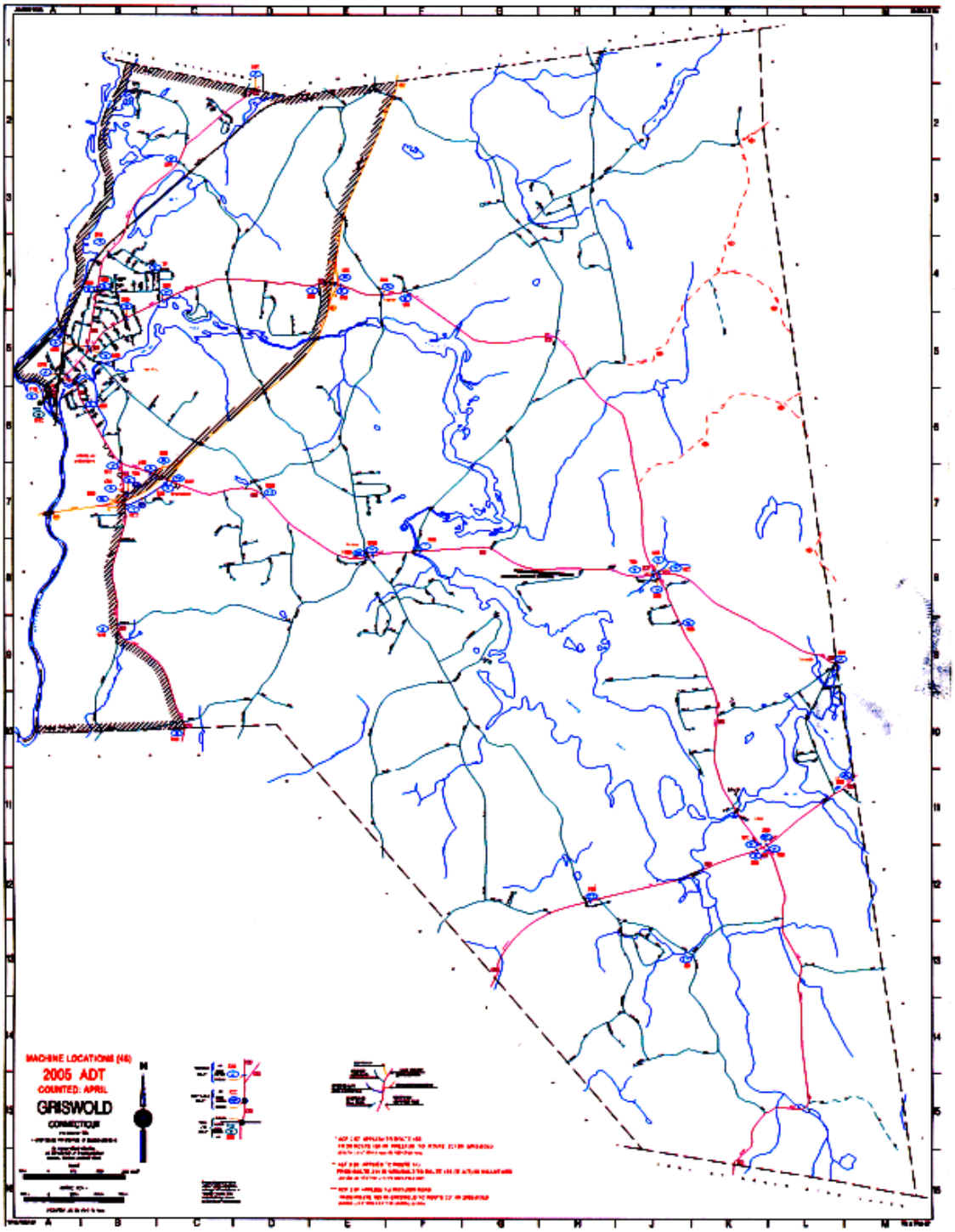
Additionally, the Commission should review progress toward implementation of this plan during the first meeing each December after ratification and consider writing letters of encourgement to the appropriate boards and commissions.

8.B AMENDMENTS

Should the Griswold Planning and Zoning Commission or other party, public or private, find that a particular section of this Plan of Conservation and Development is ripe for revision, said party may propose amendment of the Plan to the Commission at any time. Be it known that it shall be the discretion of the Commission to revise this Plan at the request of a private party.

APPENDIX A

CTDOT
ADT STATION MAP FOR GRISWOLD, CONNECTICUT
2005


MACHINE LOCATIONS (46)
2005 ADT
COUNTED: APRIL
GRISWOLD
CONNECTICUT

APPENDIX B

2005 EXISTING BUSINESSES INVENTORY FOR GRISWOLD, CONNECTICUT

EXISTING GRISWOLD BUSINESSES SORTED BY TYPE

INDUSTRIAL

American Industries
Geer Sand & Gravel
Jewett City Water Co
Laser Sand and Gravel
Summit Hydropower Inc.
Tilcon CT Inc.
Wire Wynd

PROFESSIONAL SERVICES

Agfa Medical Imaging
John Allard Ins.
Boundaries LLC
Richard Duda, Esq.
Fortin Ins Co
Gagne-Piechowski Funeral
Griswold Dental Associates
Health Science Communications
Holistic Health Counsel
George Kennedy, Esq.
Leffler Funeral Home
Louis Masse Insurance
Medical Walk-in Clinic
Goodwin Dental Group
Stuart Norman, Esq.

PERSONAL SERVICES

Agape Cleaners
American Mobile Home Services
Anderson Restoration
Chem-Dry of NL County
Chimney Care Professionals
Continental Realty Assoc LTD
Forgotten Angels Cat Sanctuary

RETAIL SALES

A&R Appliance
Advanced Automotive
Anthony Hardware
All Sport Power Equipment
Bernardo Coins/Arts
Big Gary's Liquors
Bill Hayes Fence Company
Booktales
Brooks Pharmacy
Builder's Surplus
C & S Sports & Hobby
Camper's World
Chocolate Rose Bakeshop
Chucky's Country Store
College Mart Flea Market
Controlled Produce
Connecticut Closet
Corleon Productions
Country Farm
Cruise One
Dollar Tree
Dutch Uncle
Dyers
Edith's Potpourri
Emerald Strings Violins
Final Shot Paintball LLC
Griswold Sunoco
It's a Small Small World
J Bauer Sculpture
JC Spirit Shop
Jewett City Pharmacy
Jewett City Sunoco
Jewett City X-tra Mart
Johnson's Power Equipment
Keith's Appliances

STORAGE & WAREHOUSE

Drive-in Self Storage
Riverside Storage

RESTAURANTS

Arremony Bakery
Altone's Restaurant
Buttonwood Farm Ice Cream
Charlene's Diner
Classics Cafe
Chopsticks Restaurant
Dean's Corner
Devine Swine
Happy's Steakhouse
J C Pizza Palace
Joe Dimaggio's Pizza
Oasis Café & Pizza
P. J. O'Connor's Irish Pub
River Ridge Restaurant
Sidetrack Cafe
Stott's Dairy Bar
Subway
Uncle Cranky's

MUNICIPAL

Griswold Town Hall
Griswold Fire Department
Griswold Public Works
Griswold Senior Center
Pachaug Town Hall
Griswold Regional Visiting Nurses Agency
Griswold Public Schools

PERSONAL SERVICES

Country Lane Kennels
Curves for Women
D & D Small Engine Repair
Dante' LLC
Deborah Churchill Photography
Denis Auction Services
Destination Transportation
Dudek Pest Control
Eastern CT Balloon Services
Enshin Karate
Eric Seitz Land Surveyor
Endless Vacations
Family Headquarters
Flip City Gymnastics
Fogarty Road Group Home
Health Haven
Herbert Restoration
G K Woodworking
Go'in to Cats & Dogs
Grease Busters
Harry's Rootering Service
High Bit Computer
Jewett City Service
Linda's Country Curls
Lisa MarieTaxidermists
Little Log School
Miracle Method
Natural Attraction Inc
Pampered Pooch
Pam's Barber Shop
Patrylo's Garage
QTR Tool Repair
SPM Transportation
Soda Warehouse
Stress Free Solutions
Studio Desmeen
Stunning Nails

RETAIL SALES

Lynn Corporation
Mad Science
Movie Gallery
My Pony's Closet
NAPA Auto Parts
Nelson's Home Furnishings
Nikko Discount Oil
Ocean State Job Lot
Quality Wire Basket
P & J Tire Service Inc
Rooster's CITGO
Saveway Petroleum
T & J Pawnbrokers
Tractor Supply Company
R & R Insulators
South County Archery LLC
Zuckerbraun's

CONSTRUCTION/REMODEL

A & J Builders
All American Mackin Asphalt
Baron Construction
Builders Surplus
Coleman Drilling/Blasting
Cool Time Refrigeration
Coughlin Bros Builders
Cowen Heating/Cooling
CPMI
CP Heating/Cooling
Daniel Drea Plumbing
Daniel Mackin Construction
DEF Wiring Service LTD
Delta Mechanical
Eager Well Drilling
Eagle Window & Doors
Earthworks Construction Co

REPAIR SERVICES

A Macko Forming/Flatwork
Clayville Auto Center LLC
Pachaug Acq & Repair

LANDSCAPING/EXCAVATION

A Dawley Excavating
Hagstrom Excavating
M & M Hydro Seeding
Pete's Landscaping
Roman Landscaping/Fences
Tripp's Tree Service

FINANCIALSERVICES /BANKING

Capital Property Investments
Capital Property
Drake Asset Management
Eastern Federal Bank
Jewett City Savings Bank
Putnam Savings Bank

LODGING

AmericInn Lodge/Suites
Homespun Farm B & B

SOCIAL/SPECIALTY CLUBS

American Legion
Griswold Fish/Game Club
Jacques Cartier Club
Mystic Rod/Gun Club
Pachaug Outdoor Club
VFW 10004

PERSONAL SERVICES

Styles by Cheryl
TL Travel
Tony's Tattoo Shop
Tri-Town Enterprises
Uncle Bob's
Uptown Laundromat
Village Laundromat
Walker Associates Photography

CAMPGROUNDS

Camper's World
Countryside Campground
Pachaug Marina/Campground

INSTITUTIONAL

Bethel Community Methodist Church
Church of Jesus Christ Latter Day Saints
First Congregational Church
Franciscan Friars
Pachaug Grange Church
St. Mary Catholic Church
Second Congregational Church

CONSTRUCTION / REMODEL

First Service LLC Plumbing
Fogarty Wiring Service
Gromko Plumbing/Heating
JJ Electric Co
J & S Siding
Jeffers Electric
Jet Refrigeration
Jila Construction
John Lathrop Construction
Johnson's Power Equipment
Kitchen Kreations
Krueger Windows/Siding
L & M Mechanical LLC
LDP Home Improvements
Landcare and Design
Maynard Electric
Mostad Painting/Home Improve
NE Hydraulic Rock Splitting
Newbridge Homes/Lily Pond LLC
Northeast Home Improvement Inc
Pollock Manufacturing
Property Works
Ram Construction
S & S Electric
Sign of the Times Builders
Stedman's Woodworking
Stone Central Masonry
Triple R Construction

FARM / EARTH PRODUCTS

Campbell's Farm Stand
Demicco Greenhouses
Garand Vegetable Stand
Geer's Family Tree
Homestead Herb Farm
Niemenen's Gardens
Stable Down Under

BUSINESS SERVICES

A Plus Advertising
Better Value Corp Office
Central Communications
Eastern Business Services
H & R Block
James Lathrop CPA
NMGT Company LLC
Seaman-Bratko Corp
Two Sisters Ship/Business
The Write Stuff