



TOWN OF WOLCOTT

WOLCOTT TOWN HALL

Plan of Conservation and Development July 2022

Wolcott Planning and Zoning Commission
Plan of Development Update
Town of Wolcott, Connecticut





Wolcott Planning and Zoning Commission

PLAN OF DEVELOPMENT UPDATE TOWN OF WOLCOTT, CONNECTICUT

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Finally we acknowledge the assistance of the Wolcott Planning and Zoning staff.



"It is not more bigness that should be our goal. We must attempt, rather, to bring people back to the warmth of community, to the worth of individual effort and responsibility, and of individuals working together as a community, to better their lives and their children's future."

- Robert F. Kennedy





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Executive Summary

Demographics	Pertinent Facts	Recommendations of POCD
Population Growth	Last 10 years decreased by .2% , expected to decrease by 2% over next 10 years	None
Race and Ethnicity	Minority population increased by 10% during last 10 yrs	None
Age	Population 8 years older since 2010	Need to anticipate increased budget to accommodate the increasing elderly population
Existing land Use		
Land Use	13,510 acres 33% Residential 56% undeveloped and water company lands	See Open Space recommendations
Available lots for development	2673 Undeveloped lots- Most limited by environmental, sewer service	See sewer system recommendations
Housing		
Existing conditions	Housing stock increased by only 21 units in last ten years	None
Housing Demand	Aging population will need apartments, age restricted elderly housing and condominiums	Modify zoning to incorporate "Universal Design"
		Modify zoning restrictions for accessory dwelling (PA 21-29)
		Implement Low Impact Development (LID)



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Housing Affordability	\$200-210k within statewide housing affordability cost.	none
Economic Development		
Unemployment	3.3% - one of the lowest in the region	none
Jobs	Healthcare largest employer	Provide training opportunities for other job types,
Economic Development	Each new job adds \$5000 annually to town	Support future businesses that provide jobs. Expand allowable uses in Industrial Zones
Transportation		
Road Repair	The Town is attempting to repair 10% of the approximate 100 miles of town roads per year, which is an established engineering standard	Continue to provide funds for this purpose
Road Design	Existing design standards are out of date.	Require evaluations of road design in propose LID regulation Remove Zoning preference for Cul De Sacs Require sidewalks in all new developments
Bicycle Routes	Existing state bicycle routes in Wolcott are not signed	Require all new road designs to incorporate potential for bicycle route
Community Facilities		
Public Works/ police/ fire dept/Library	Existing buildings in various levels of disrepair	Town needs to provide funds for upkeep of town facilities Specific monetary needs for each building are detailed in this Plan Need to incorporate energy



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		conservation in all modifications
		Consider installing EV Charging Stations at municipal buildings
Educational Facilities	While it is expected that there will be some reduction in school enrolment The student body will remain relatively stable over the next 10 years	No new facilities recommended
Sanitary	52 miles of sewers in town. Additional sewer expansion will only be in areas where the developer will pay for the extension. No Town financed sewer extensions are proposed	May want to consider sewer extension to Industrial zones
Water	Western and southern areas serviced from waterbury Eastern portion serviced by SCCRWA	Extend water service to areas south of Beach Rd
Open Space		
Open Space in Wolcott	Currently 25% State recommends 21%	Develop an "Open Space Plan" which will identify tax savings for land owners
Park and Recreation		
Existing Facilities	All existing facilities are all being utilized to the fullest extent possible	Consider developing a field in the 30 acres of property at the Golf course
		Should consider lighting for fields to extend operating time
Community Character		
Historic District	Wolcott green, edgewood Cemetery, Congressional Church	Should consider zoning change to protect historic areas
	Center School, Grange and town Hall, five houses near green	
Historic Preservation	Protect historic areas along Rt 69, intersection of rt 69 and rt	Consider developing volunteer tree planting, pursue grants



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	322	from "American the Beautiful" program, develop "Great Hill Place" as de facto town center.



WOLCOTT PLANNING AND ZONING COMMISSION

Plan of Conservation and Development Update

Part A. PURPOSE, SCOPE AND ADMINISTRATION

1. Purpose

Growth and development in Wolcott has been proceeding over the past 250 years, more or less, and Wolcott will continue developing well into the future. New growth and change is inevitable, with or without the benefit of a plan of development. A town's



development, in the form of new and/or improved residences, streets, utility systems, schools and other public facilities, is not created by a comprehensive plan but rather it occurs as a result of numerous private and public development decisions. Each new home, store, road or institution is built within the framework of some kind of plan and it is the accumulation of these many and varied daily decisions of property owners and public officials that result in a Town that is either desirable or chaotic.

The purpose of a plan of development is to focus attention on the overall development needs of the Town, to point out significant interrelationships among daily development decisions and to set forth the best thinking of the Town as to its future physical growth and development. In doing so, a plan will give guidance and direction to this inevitable series of public and private development decisions to achieve a desirable goal. The objective of this planning effort is to update the Plan of Development for the Town of Wolcott that was originally developed and adopted in 1973 and revised in 1997 and again in 2011.

2. Planning and Zoning Commission

The responsibility and function of comprehensive planning is exercised by the Wolcott Planning and Zoning Commission on behalf of present and future residents of the Town. It is impractical to expect each property owner of each municipal agency to prepare a reasonable and responsible plan for the entire community. The function of planning is continuing in nature, and in carrying out this statutorily delegated planning responsibility, the Commission serves in a purely advisory capacity.

3. Statutory Authorization

The Plan of Development Update for the Town of Wolcott is prepared under the provisions of and in accordance with Chapter 126 of the Connecticut General Statutes. In particular, Section 8-24 states that the planning commission of a municipality is authorized to “...*prepare, adopt and amend a plan of development for the municipality. Such plan shall show the commission’s recommendations for the most desirable use of land within the municipality for residential, recreational, commercial, industrial and other purposes and for the most desirable density of population in several parts of the municipality.*” The Plan Update pertains to the 20.6 square miles that constitute the jurisdiction of the Town of Wolcott and to the community of people residing in the Town. As presented herein, it records the best thinking of the Planning Commission and the Town as to its physical growth and attempts to channel future growth and change into a logical and desirable pattern.



4. Time Frame

The Plan Update provides a guide for growth, change and preservation activities to occur over the next 10 to 20 years. Goals and objectives are long range and necessarily general in nature. However, certain recommendations are capable of early implementation in concert with long range concepts and principles and can offer guidance for land use decisions upon adoption. Any short-term decisions that do not respect the long term purposes of the Plan will only work at cross purposes to the Plan and may possibly nullify the ultimate effectiveness and impact of the immediate solution.

5. Content of the Plan of Development Update

The Plan document represents the conclusions and recommendations arising from the Commission's Update process. During this process, the Commission has received valuable assistance from its local staff and the CNVCOG, in the form of background mapping and data collection, analysis and suggested alternatives. Valuable information was also provided from a review of the Plan of Conservation and Development from area communities. Although it was the Commission who compiled the information and materials, it is important to understand that it is the Town of Wolcott's Plan of Development Update and therefore it should reflect the general consensus of the community as to the direction of future growth and development in Wolcott.

In text and maps, the Plan Update makes recommendations concerning the location, character and extent of land use such as residential, commercial, industrial and open space areas, etc. and concerning public buildings, schools, roads, recreational facilities and utilities required in support of the various land uses as growth takes place. The Plan is based upon the enumerated goals and policies which deal with the overall growth and development of Wolcott. The Goals and Policies presented herein were arrived at by the Commission. The Commission devoted particular attention to these carefully stated Goals and Policies. The Plan Update also recognizes both the importance and the constraints of existing conditions. Proposals put forth in the Plan are concerned with both the preservation of existing sound development and the establishment of new or different land uses and facilities.



6. Use of the Plan Update

This Plan Update, which superseded the 2011 Plan, is an advisory document only, with no real power of its own. Unlike zoning and other Town Ordinances, the Plan is not a law or regulation. Rather, it is used to provide the basis for formulating laws, such as zoning, but even when officially adopted by the Planning and Zoning Commission, the Plan is only a formal declaration of policy. The community is too complicated and changing for the Commission to regard the Plan as a legal instrument to be followed to the letter. However, the Plan gains its legitimacy through its use on an on-going basis and a guide for the coordinated, future development of the Town of Wolcott. The Plan provides a basis for these development actions as follows:

- a. by private individuals, groups and organizations who carry out development programs and will be responsible for most of the future construction in the Town;
- b. by the Wolcott Planning and Zoning Commission which has the other responsibilities with regard to establishing zoning, regulating the standards and pattern of land development, reviewing subdivision plans, street layouts, zoning amendments and municipal improvement projects;
- c. by Town agencies, the State of Connecticut and the Federal Government which may have responsibility to carry out development programs such as for roads, public buildings and open space preservation; and
- d. as a framework within which all development groups and agencies, including the Wolcott Planning and Zoning Commission, can prepare detailed programs and project designs in anticipation of their fitting into a reasonable pattern for the Town as a whole.

7. Adoption

The Plan of Development Update is designed to be adopted by the Commission and is intended to be amended and supplemented, to reflect the changing needs and goals of the community, as a continuing responsibility of the Commission. The Plan Update may be adopted by the Commission, in whole or in part, after due notice and public hearing as prescribed by Section 8-24 of the Connecticut General Statutes. The Plan shall become effective on the date established by the Commission and after due notice according to the Statutes.



8. Amendment

After its adoption, the Plan of Development Update should not remain a static, unalterable document to be followed without regard to the unfolding events or changes in the conditions and assumptions upon which it was based. On the contrary, the Plan can and should be periodically reviewed and updated to maintain its continued ability to provide guidance, as new information becomes available, new trends and problems are identified and the time arrives to make final development decisions. Section 8-24 of the Statutes in fact mandates that "... The Commission shall review the plan of development at least once every ten years and shall adopt such amendments to the plan or parts of the plan, in accordance with the provisions of this section, as the commission deems necessary to update the plan." The Plan of Development Update may be amended from time to time so as to change the recommendations of the Plan. Amendments and supplements may be initiated by the Commission or by a petition by any Town or other governmental agency or by any person, firm or corporation. Amendments may be adopted by the Commission only after due notice and public hearing as prescribed for the original adoption of the Plan.



PART B. HISTORICAL OVERVIEW

In the years before European settlement the area of what is today Wolcott was the hunting grounds of the Tunxis Indians. It is believed that they probably did not permanently live in the area but according to early accounts they at times gathered at their Long Lodge near present day Coe Road. In April of 1684 settlers from Mattatuck (Waterbury) purchased an additional tract of land from the Indians that comprised a good portion of what is modern day Wolcott for a sum of eleven pounds in English currency. Early white settlers to Wolcott came from several other Connecticut settlements: New Haven, North Branford, Mattatuck (Waterbury), Tunxis (Farmington), Southington and New Cambridge (Bristol). There were no roads, only Indian trails that eventually developed into foot paths, horse trails and finally wagon roads. Thomas Judd is the earliest known settler to come to what is now known as Wolcott, traveling up Southington Mountain around 1690 to establish a homestead just east of the King's Highway in the vicinity of today's Fairview Avenue. Others arrived in the decades following and established homesteads throughout the area.

The territory of what is now Wolcott lays within the confines of Waterbury and Farmington. The exact boundaries were often in dispute and the two towns agreed to appoint representatives to establish a permanent border. Along this line a strip was reserved for a future highway. It was in this way that the original Bound Line Road was laid out. Piles of stones and blazed trees marked the way. Early settlers took what better lands were available adjacent to the Bound Line and eventually the strip reserved for a future highway was developed.

In time, local inhabitants referred to their place of residence as Farmingbury. Fourteen men from the area served in the militia during the French and Indian War, 1755-1763. At this time there were several unsuccessful attempts by Farmingbury to petition the General Assembly of the colony of Connecticut for their own church parish. Waterbury and Farmington were both an inconvenient distance by foot or horseback to attend



places of public worship. Finally, on October 2, 1770 the General Assembly granted Farmingbury to be a distinct and separate Congregational parish. A tax was created to support the building of a meeting house which would be located on "the Hill" which would eventually become Wolcott's Center.

Events in the next few years would propel the inhabitants of the region into the American Revolution. Farmingbury would send 102 men between the ages of 15 and 55 to serve in the fight for independence. Connecticut was known as the "Provision State" during the war, sending food and necessary items to support colonial armies. Present-day Meriden Road, passing along the southern boundary of Wolcott, together with Pierpont Road was part of an important military highway extending from the Hudson Valley to Hartford.

In the years after the Revolutionary War ended, the inhabitants of Farmingbury petitioned Waterbury to allow them to become a distant town. Waterbury was strongly opposed to losing any of its territory and denied the requests. Farmingbury then appealed to the General Assembly of Connecticut. In May of 1796 a vote was taken on the petition and the ballot ended in a tie. Lt. Governor Oliver Wolcott, presiding officer of the Assembly broke the tie by casting his ballot in favor of incorporation. The grateful petitioners changed the parish name from Farmingbury to Wolcott.

In 1800 Michael Harrison deeded to the Town of Wolcott a piece of land which is now the east part of the green. Four other citizens supplemented the original gift with additional tracts of land, all of which comprised the present green. By the early 1800's the area around Wolcott Center claimed two stores, a drug store, post office, public library, two inns, a blacksmith forge and two churches. Throughout the community there was evidence of industrial enterprise although much of this was on a small scale or carried out on a limited basis by farmers who supplemented their income during the seasons when the land required less of their labor. However, there is evidence at this time that Wolcott had saw mills, grist mills, a cider mill, cooper shop, a wooden ware mill, tanneries, a cording mill and at a later date a paper mill, three granite quarries, a cloth mill and cloth shop. In the first several decades of the 19th century the United States felt the first effects of the Industrial Revolution. Early manufacturing was powered by running water. Water power was available in Wolcott on the Mad River at the "Great Mill Place" below the falls on the current location at the corner of Center Street and Wolcott Road. Much of Wolcott's industrial enterprise was located in this area. However, as industrialization expanded in the first half of the 19th century Wolcott's geographic



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location, insufficient transportation, and in some cases lack of foresight, limited the town's success in developing long-term progress in manufacturing.

Seth Thomas was born on Spindle Hill in 1785. He started his trade as a carpenter and it is believed he made his first clocks in a house at Hitchcock's Corner which



Wolcott, CT town
green, prior to 1916

is the junction of Allentown and Spindle Hill roads. In the early 1800's he agreed to purchase a mill at the bottom of the falls providing the town fathers would improve the road from Wolcott to Cheshire. This would allow easy access to New Haven and the best means to market his clocks along the coastline. The town leadership would not provide the expenditure and Thomas relocated his operations to "Plymouth Hollow". Eventually that community would change its name to Thomaston in gratitude for the economic advantages he brought to that community. Inhabitants of Wolcott did receive some side benefits from the production of the Thomas factory by spinning flax for the cords and the cutting of Mountain Laurel which was used in the wooden gear mechanism. Wolcott would miss other opportunities to expand industry when in 1860 and again in 1912 town fathers allowed the Mad River Water Company to purchase lands throughout the Mad River watershed for the purpose of building storage reservoirs for the Waterbury industry.

In 1800 the census revealed that Wolcott counted 948 inhabitants and that number held steady through 1830. Starting in 1832 "The Great Migration" began to impact the population numbers in Wolcott. Throughout New England youth tired of the hard life on hillside farms and were drawn by the lure of industrial jobs and wages in larger communities. At the same time, cheap western land in the expanding nation drew even more people from the eastern United States. By 1870 the population of Wolcott had



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been cut in half. Although there was some industrial expansion after the Civil War, the town experienced only minor growth in the late 19th and early 20th centuries.

There were significant developments in the early 19th century that would allow Wolcott residents better access to surrounding communities and provide the catalyst to a population increase in the following decades. The “Green Line” Trolley came into service about 1913 along the southern border of the town. It emerged from the Waterbury route by Byam and Meriden Roads and later was extended down Southington Mountain to Plantsville. The right of way is still visible along the southern boundary of Farmington Golf Club and along the north side of County



Typical Wolcott Fair crowd of the Twenties.

Road between the golf course and Defashion Street in Southington. This caused a rapid development of Shelton Hitchcock’s twin lakes and the creation of the “Morris Park Amusement Area” on the corner of East Street and Maple Lane. By the 1920’s Wolcott offered bus service from “The Hill” (Wolcott Center) and Downtown Waterbury twice each day. The affordability of the automobile and numerous road building projects in the 1930’s further contributed to the expansion of the town’s population. Wolcott’s population grew from 719 in 1920 to 3,553 by 1950. By 1970 the town would count 12,495 residents in the United States census. It is during these decades that the demographics of the town dramatically changed from a farming community to one of suburban developments where most residents worked in neighboring cities.

Today, Wolcott is a predominantly suburban residential community with a strong orientation to Waterbury. The physical image one gets when traveling through Town on Wolcott Road (Route 69) is a distorted one of older, unattractive, marginal, strip development of mixed uses, extending out from Waterbury. That in fact is not the true characterization of Wolcott. You get an entirely different, attractive image of a pleasant, suburban community when you travel the residential routes of Town. Overall, the Town is attractively characterized by natural topography and other physical features, open spaces and watershed lands that combine to promote a rural flavor in many areas of the community. One of the most important goals of this Plan, then, will be to preserve and



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maintain this desirable quality and community character and to protect the integrity of its residential neighborhoods while still accommodating growth.



PART C. GENERAL GOALS

To develop the goals and policies for guiding Wolcott's growth over the next ten years, the Commission began by reviewing the goals and policies contained in the 2011 plan. After careful consideration, the Commission eliminated goals and policies that were no longer relevant and added new ones that evolved over the course of developing the new plan. These policies comply with the growth management principles of the State Plan of Conservation and Development, as described more fully below.



1. General Planning Goal

Establish a long-range planning program to anticipate and accommodate the town's needs for the next 10 to 20 years.

2. Policies:

- a. Create a pattern of existing and future land use that: (a) encourages economic growth; (b) maintains a diversity of housing opportunities; (c) protects Wolcott's small-town character as well as its historical and environmental resources; and (d) minimizes conflicts caused by incompatible uses.
- b. Accept local and regional growth as inevitable, but control such growth so that it is: (a) accommodated by the town's existing and planned infrastructure capacity (roads, sewers, drainage, parks, recreation, schools, fire and police) and (b) maintains the desirable character of the town.
- c. Encourage town agencies and departments to act on the objectives of the plan. All pertinent codes, regulations and ordinances should be reviewed, and where Applicable, enhanced and strictly enforced to support the goals of the plan.
- d. Promote greater citizen awareness of and participation in local planning efforts through appropriate meetings, publications and other mechanisms.



3. Consistency with the Regional Plan

The Conservation and Development principles outlined in this Plan follow those in the the Regional Plan adopted by the Naugatuck Valley Council of Governments in 2008

- **Land Use and Growth Patterns -**

- Guide the location of growth in the region towards the regional center and areas with infrastructure.
- Educate Municipal commissions and others about the fiscal impacts of growth within the region.
- Encourage periodic review of local land use regulations.
- Encourage settlement patterns that reduce the rate of land consumption in the region.
- Recognize farmland as an important natural resource worthy of conservation for farming activity as well as its present aesthetic and economic benefits.
- Facilitate sustained and coordinated efforts to renovate contaminated sites.
- Encourage preservation of cultural resources.

- **Natural Resource Conservation -**

- Protect water resources in the region.
- Relate land use intensity to the capability of the land.

- **Housing -**

- Increase opportunities for affordable housing in the region.
- Promote a variety of housing types in the region.
- Promote housing that allows for a variety of transportation choices.

- **Major regional plan goals for economic development -**

- Nurture the region's strength as a center of precision manufacturing.
- Aggressively pursue economic development in the region.
- Guide the location of economic development in the regional center and major economic areas.
- Prepare workers for current and future needs.

- **Major regional plan goals for transportation -**

- Maintain and improve the region's transportation system.
- Coordinate land use and transportation actions.
- Emphasize connectivity in developing local roads.



- Continue to plan for needed transportation improvements.

- **Major regional plan goals for open space -**
 - Protect more open space in the region.
 - Coordinate and prioritize open space preservation throughout the region.

- **Major regional plan goals for water supply and sewer service -**
 - Focus efforts on obtaining sites for water-based recreation.
 - Preserve declassified water company land as open space.
 - Protect the quality of the region's water supply.
 - Ensure an adequate supply of water for the region.
 - Reduce the impacts of sewage discharge.
 - Use the infrastructure system to guide growth.
 - Carefully manage existing infrastructure systems.

The more recent Regional Profile prepared by CNVCOG for 2018 has classified the region into three zones: Urban Core, Inner Ring, and Outer Ring. Wolcott is classified in the outer ring. A map of the region shows the classifications of each town (Figure C-1). Table C-1 describes the differences in population, economics and housing trends.

Figure C-1 - Composition of the Naugatuck Valley Region



Composition of the
 Naugatuck Valley
 Region

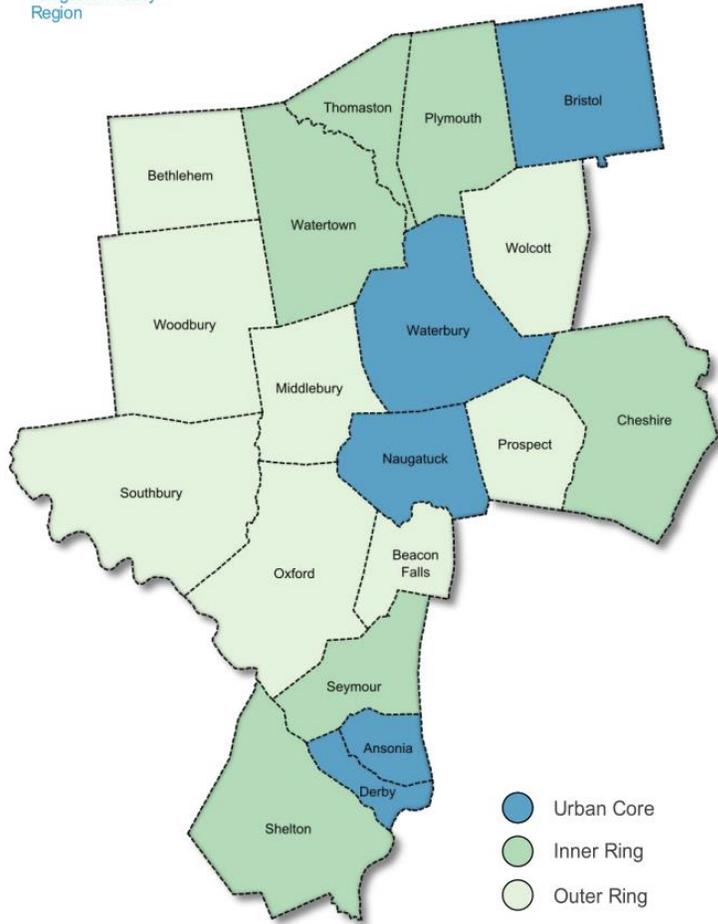


Table C-1:
 Population,
 Housing

Sub-regional
 Economic and
 Trends

- Urban Core
- Inner Ring
- Outer Ring



Table 1a.
 Subregional
 Population,
 Economic, and
 Housing Trends

	Region	Urban Core	Inner Ring	Outer Ring
Population 2018	446,048	231,917	128,122	86,009
Population Density per sq. mi.	1,058	2,769	888	444
Population Growth 2000-2018	+ 4.0%	+ 1.2%	+4.3%	+12.2%
Percent Minority 2018	29.3%	44.3%	14.8%	10.3%
Percent Over Age 65 2018	16.9%	14.4%	18.2%	21.4%
Median Household Income	\$71,738	\$54,134	\$89,233	\$93,740
Poverty Rate 2018	10.8%	16.6%	4.3%	4.6%
Percent with Bachelors Degree	30.4%	21.2%	38.7%	41.5%
Unemployment Rate 2019	4.2%	5.0%	3.5%	3.3%
Jobs 2019	162,010	76,333	60,999	24,678
Job Growth 2010-2019	7.5%	2.8%	14.6%	6.4%
Housing Growth 2000-2018	+7.4%	+1.4%	+12.8%	+19.0%
Average Household Size 2018	2.63	2.61	2.62	2.67
Percent Single-Family Homes	61.0%	48.0%	73.1%	78.3%
Homeownership Rate 2018	67.5%	53.9%	80.4%	85.7%
Median Home Value 2018	\$246,152	\$171,261	\$291,226	\$311,746

4. Consistency with the State Plan

This Plan is consistent with 2013 - 2018 Conservation and Development Policies: The Plan for Connecticut:

- **Growth Management Principle #1** - Redevelop and revitalize regional centers and areas with existing or currently planned infrastructure.
 - a. Promote infill development in areas with existing infrastructure including town centers with an appropriate scale and density for the particular area.
 - b. Promote the continued use or adaptive reuse of existing facilities and developed property, including brownfields in strategic locations.
 - c. Proactively identify and market available properties that are currently served by infrastructure and that could meet the needs of new or expanding businesses.
 - d. Encourage local zoning that allows for a mix of uses “as-of-right” to create vibrant central places where residents can live, work and meet their daily



needs without having to rely on automobiles as the sole means of transport.

- e. Promote urban areas such as centers for arts, entertainment and culture, while also supporting community based agriculture, historic preservation, and access to urban green spaces and waterways.

- **Growth management principle #2** - Expand housing opportunities and design choices to accommodate a variety of household types and needs.
 - a. Enhance housing mobility and choice across income levels and promote vibrant, mixed-income neighborhoods through both ownership and rental opportunities.
 - b. Promote housing and/or affordable housing as part of mixed use and transit-oriented developments within walking distance to public transportation.
 - c. Encourage and promote access to parks and recreational opportunities, including trails, greenways, community gardens and waterways for affordable and mixed-income housing.

- **Growth Management Principle #3** - Concentrate development around transportation nodes and along major transportation corridors to support the variability of transportation options.
 - a. Promote compact, pedestrian-oriented, mixed use development patterns within transportation corridors and village centers.
 - b. Encourage a network of pedestrian and bicycle paths and greenways that provide convenient inter- and intra-town access, including access to the regional public transportation network.

- **Growth Management Principle #4** - Conserve and restore the Natural Environment, Cultural and Historical Resources and Traditional Rural Lands.
 - a. Continue to protect permanently preserved open space areas and facilitate the expansion of the state's open space and greenway network through continued state funding and public-private partnerships for the acquisition and maintenance of important multi-functional land and other priorities identified in the State's Open Space Plan.
 - b. Limit improvements to predominantly protected open space areas to those that are consistent with the long term preservation and appropriate public enjoyment of the natural resource and open space values of the site.
 - c. Protect and preserve Connecticut Heritage Areas, archaeological areas of regional and statewide significance, and natural areas including habitats of endangered, threatened and special concern species, other critical wildlife



habitats, river and stream corridors, aquifers, ridgelines, large forest areas, highland areas and Long Island Sound.

- d. Encourage collaborative ventures with municipalities, private non-profit land conservation organizations and other entities to provide a system of appropriately preserved and managed natural areas and resources that allow for a diversity of well-functioning habitats and the sustainable use of resources.
 - e. Seek to achieve no net-loss of wetlands through development planning that: 1) avoids wetlands whenever possible; 2) minimises intrusions to wetlands when impacts are unavoidable; 3) mitigates any resulting impacts through wetland enhancement or creation; and 4) encourages ongoing maintenance of functional wetlands and buffer areas.
 - f. Revitalize rural villages and main streets by promoting the rehabilitation and appropriate reuse of historic facilities, such as former mills, to allow a concentration of higher density or multiple use development where practical and consistent with historical character.
 - g. Utilize the landscape and incorporate sound stormwater management design, such as low impact development techniques, in existing and new development to maintain or restore natural hydrologic processes and to help meet or exceed state and federal water quality standards, so that the state's waters can support their myriad functions and uses.
 - h. Manage water resource conflicts by balancing the competing needs of water for human consumption, waste assimilation, habitat sustainability, recreation, power production, agriculture and transporting people and goods.
 - i. Rely upon the capacity of the land, to the extent possible, to provide drinking water and wastewater disposal needs beyond the limits of the existing service area. Support the introduction or expansion of public water and or sewer services or advanced wastewater treatment systems only when there is a demonstrated environmental, public health, public safety, economic, social, or general welfare concern, and then introduce such services only at a scale which responds to the existing need without serving as an attraction to more extensive development.
 - j. Protect the ecological, scenic and recreational values of lakes, rivers and streams by promoting compatible land use and management practices in the vicinity of these resources.
- **Growth Management Principle #5** - Protect and ensure the integrity of environmental assets critical to public health and safety.



- a. Utilize a multiple barrier approach, including source water protection and appropriate treatment, to ensure the availability of safe and adequate public water supplies that meet or exceed state and federal drinking water standards.
 - b. Ensure that water conservation is a priority consideration in all water supply planning activities and regulatory decisions.
 - c. Utilize an integrated watershed management approach to ensure that high-quality existing and potential sources of public drinking water are maintained for human consumption.
 - d. Discourage new development activities within floodway and floodplain areas.
 - e. Minimize the impacts of development on drinking water sources by utilizing development forms and densities that limit impervious surface coverage to 10% of the overall area to be developed and which preserves the most amount of land in a natural or undisturbed state.
- **Growth Management Principle #6** - Promote integrated planning across all levels of government to address issues on a Statewide, Regional and Local basis.
 - a. Encourage municipalities to incorporate utility service areas from approved wastewater facility plans into the local Plan of Conservation and Development, so that any future state-sponsored actions can be coordinated and designed to accommodate locally desired development forms and/or outcomes that are consistent with growth management principles.



PART D. DEMOGRAPHICS

1. Population Growth

The 2020 US Census reveals that in the year 2020, 16,652 resided in Wolcott. Population projections by the Connecticut State Data Center suggest a population of 16,773 by 2030. Population growth in the center ring outpaced the rest of the region through 2010 but has since slowed. Between 2010 and 2018 Wolcott’s population decreased by 0.2% and between 2020 and 2030 it is expected to drop by 2.0%.

Table D-1: Population growth by municipality

Geography	Population			Percent Change	
	2000	2010	2018	2000-2010	2010-2018
Wolcott	15,215	16,680	16,652	9.6%	-0.2%
Bethlehem	3,422	3,607	3,452	5.4%	-4.3%
Cheshire	28,543	29,261	29,208	2.5%	-0.2%
Prospect	8,707	9,405	9,736	8.0%	3.5%
Waterbury	107,271	110,366	108,672	2.9%	-1.5%
Region Total	428,790	448,708	446,048	4.6%	-0.6%

Source: US Bureau of the Census 2020

2. Race and Ethnicity

Table D-2: Race and ethnicity by municipality

Geography	Non-Hispanic				Hispanic or Latino	Percent Minority
	White	Black	Asian	Other		
Wolcott	14,636	468	246	220	1,082	12.1%
Watertown	19,866	428	374	173	991	9.0%
Cheshire	23,518	1,376	2,234	873	1,207	19.5%
Prospect	8,566	515	26	145	484	12.0%
Waterbury	41,211	20,444	2,617	4,462	39,938	62.1%
Region Total	315,389	33,671	11,865	11,182	73,941	29.3%

Source: US Bureau of the Census 2020



Wolcott's racial composition is described in Table D-2 above. Except for Waterbury, Wolcott's racial distribution is similar to our neighboring towns. In 2018, 87.9% of Wolcott residents were white and 12.1% were non-white, as compared to 2010 (94.5% white) 2000 (96.7% white) and 1990 (97.6% white).

3. Age Distribution

Wolcott continues to age. The 2019 Census revealed that the median age of residents in 2019 was 45.8. In 2000 it was 8.3 years younger, at 37.5. In 2010, it was 42.7. Wolcott's median age of 45.8 in 2019 was the lowest of area towns, not counting Waterbury, but above the Connecticut median age of 40.8. The current median age, however, is 2.9 years older than it was in 2010. The age distribution of Wolcott and area towns is shown on table D- 3.

The aging trend will accelerate as Baby Boomers reach retirement age. The population over the age of 65 in the region is projected to balloon from 76,343 in 2010 to over 89,451 by 2040. The changing age structure of the region will shift the financial burdens of municipalities. Budgets will shift away from education and youth services toward elderly services such as healthcare, transportation, and recreation. This is particularly true in inner and outer ring communities, where a dramatic increase in elderly population will correspond with a decrease in school-age population. Who will have to support the growing number of retirees.



Table D-3: Age distribution by municipality

Geography	Total Population	Age Group						
		Under 5 Years	5-17 Years	18-24 Years	25-34 Years	35-44 Years	45-64 Years	Over 64 Years
Wolcott	16,653	811	2,618	1,519	1,521	1,662	5,555	2,106
Watertown	21,832	1,118	3,114	1,848	2,553	2,237	7,008	3,954
Cheshire	29,208	1,161	4,427	2,632	2,520	3,351	9,893	5,224
Prospect	9,736	315	1,647	711	963	1,141	3,026	1,897
Waterbury	108,672	7,443	19,970	10,988	15,961	13,582	26,620	14,108
Region Total	446,048	23,090	72,936	38,357	52,521	53,416	130,545	75,183

Source: US Bureau of the Census 2020

4. Income Distribution

The median household income for Wolcott residents was \$62,758 in 2019, (which is a 7.6% decrease since 1999). Wolcott’s median household income was greater than the states and the region but lower than neighboring towns.

Table D-4.1: Household income distribution by municipality

Geography	Total Households	Housing Income (\$)				
		Less than \$25,000	\$25,000 - \$49,999	\$50,000 - \$74,999	\$75,000 - \$99,999	\$100,000 or more
Wolcott	5,880	10.1%	15.5%	19.1%	12.4%	42.9%
Watertown	8,522	10.8%	20.1%	18.5%	13.1%	37.5%
Cheshire	10,162	5.2%	12.3%	13.8%	12.6%	56.1%
Prospect	3,367	7.9%	13.4%	11.6%	16.9%	50.2%
Waterbury	40,579	32.6%	24.2%	17.2%	10.1%	15.9%
Region Total	170,569	18%	19%	16.8%	12.7%	33.5%

Source: US Bureau of the Census 2020



Table D-4.2: Income by municipality

Geography	Median Household Income			Median Family Income		
	1999	2018	% Change	1999	2018	% Change
Wolcott	\$93,095	\$86,786	-7.6%	\$103,400	\$99,347	-3.9%
Watertown	\$90,913	\$76,920	-15.4%	\$105,204	\$98,266	-6.6%
Cheshire	\$123,113	\$112,945	-8.3%	\$138,884	\$133,253	-4.1%
Prospect	\$103,367	\$100,524	-2.8%	\$113,278	\$112,644	-0.6%
Waterbury	\$52,456	\$41,617	-20.7%	\$64,719	\$51,737	-20.1%
Region Total	\$79,261	\$71,738	-9.5%	\$95,295	\$89,846	-5.7%

Source: US Bureau of the Census 2020

5. Housing Units

Based on data tabulated by CERC, as of 2019, 87% of Wolcott’s housing units are single family units. The median price of a Wolcott house was \$250,000 which was less than the county and the state.

Table D-5.1: Household structure by municipality

Geography	Total Households	Family Households		Non-Family Households
		Single Parent	Married Couple	
Wolcott	5,880	18.8%	56.8%	24.4%
Watertown	8,522	13.9%	55.2%	30.8%
Cheshire	10,162	9.0%	65.5%	25.6%
Prospect	3,367	12.7%	62.2%	25.1%
Waterbury	40,579	28.6%	31.9%	39.6%
Region Total	170,569	18.3%	47.3%	34.4%

Source: US Bureau of the Census 2020



Table D-5.2: Wolcott 2019 housing data

<i>Housing Stock (2013-2017)</i>				<i>Distribution of House Sales (2017)</i>			
	Town	County	State		Town	County	State
Total Units	6,050	365,546	1,507,711	Less than \$100,000	0	106	536
% Single Unit (2013-2017)	88.0%	53.6%	59.2%	\$100,000-\$199,999	19	1,232	5,237
New Permits Auth (2017)	19	750	4,547	\$200,000-\$299,999	29	1,785	6,681
As % Existing Units	0.3%	0.2%	0.3%	\$300,000-\$399,999	9	888	3,863
Demolitions (2017)	5	202	1,403	\$400,000 or More	5	752	5,563
Home Sales (2017)	62	4,763	21,880	<i>Rental (2013-2017)</i>			
Median Price	\$251,900	\$244,400	\$270,100		Town	County	State
Built Pre-1950 share	14.1%	33.2%	29.3%	Median Rent	\$1,119	\$1,100	\$1,123
Owner Occupied Dwellings	4,941	204,037	906,798	Cost-burdened Renters	64.2%	54.5%	52.3%
As % Total Dwellings	85.8%	62.3%	66.6%				
Subsidized Housing (2018)	474	46,013	167,879				

Source: Connecticut Department of Economic and Community Development 2019

6. Economic Characteristics

Wolcott has a labor force of 9,512 as of 2019, (4.8% increase from 2008). There are 9,051 employed and 461 unemployed residents in Wolcott.

According to CERC most workers commute out of Town, primarily to Waterbury, with the average commute being 25.7 minutes. 88.2% of residents drive alone to work. The unemployment rate in 2019 was 3.3%, down from 5.6% in 2008. The unemployment rate in Wolcott is lower than the State of Connecticut Average.

Table D-6.1: Labor force status by municipality

Geography	Labor Force	Employed	Unemployed	Percent Unemployment
Wolcott	10,009	9,683	326	3.3%
Watertown	13,054	12,604	450	3.4%
Cheshire	15,903	15,499	404	2.5%
Prospect	8,707	9,405	9,736	3.3%
Waterbury	50,673	47,696	2,977	5.9%
Region Total	236,025	226,087	9,938	4.2%

Source: US Bureau of the Census 2020



Table D-6.2: 2018 economic data for Wolcott, Connecticut

<i>Business Profile (2018)</i> Sector	Units	Employment	<i>Top Five Grand List (2018)</i>	Amount
Total - All Industries	394	3,165	Connecticut Light & Power Co	\$14,299,030
23 - Construction	61	300	ITW Powertrain Metals	\$8,128,290
31-33 - Manufacturing	32	408	ACAR Leasing LTD	\$4,939,895
44-45 - Retail Trade	36	291	Beach Building LLC	\$4,253,400
62 - Health Care and Social Assistance	40	573	New Countryside LLC	\$3,957,430
72 - Accommodation and Food Services	33	287	Net Grand List (SFY 2016-2017)	\$1,282,942,815
Total Government	6	530	<i>Major Employers (2014)</i> Devon Precision Industries Inc	Wolcott View Manor Health
			Nucap US	Wolcott High School
			Tyrrell School	

Source: Connecticut Department of Economic and Community Development 2019

7. Education Achievement

Wolcott has the highest percentage of residents over 25 who have a high school degree (35.5%) among area Towns (not including Waterbury), and has the lowest rate of college graduates (28.3%). The percentage of college graduates has actually improved since 1990. The current (2019) college graduation percentage is lower than the region (30.4%) and the state. The enigma (puzzling question) is whether Wolcott students are not sufficiently prepared to meet the challenge of college or are they graduating at an acceptable rate and then leaving Town. Further evaluation of this question should suggest that it is not the education provided by the town, but that students who get a college degree, leave the town because:

1. There are too few opportunities for college degreed employment in town and
2. Access to major highways to get to good jobs is limited.

Table D-7: Education attainment by municipality

Geography	Population Age 25 and Over	Less than High School	High School Graduate	Some College	Associates Degree	Bachelor's Degree or Higher
Wolcott	11,704	7.4%	35.5%	19.3%	9.5%	28.3%
Watertown	15,752	8.5%	28.6%	17.0%	12.0%	33.9%
Cheshire	20,988	5.5%	18.9%	13.8%	7.9%	53.9%
Prospect	7,027	7.1%	30.4%	16.9%	11.6%	34.0%
Waterbury	70,271	20.0%	37.5%	19.6%	7.1%	15.8%
Region Total	311,665	10.6%	31.8%	18.4%	8.8%	30.4%

Source: US Bureau of the Census 2020



PART E. EXISTING LAND USE

The built environment (the type, location and intensity of existing and future land uses) defines the character of a town. The town’s Zoning Code, subdivision regulations and wetland regulations are the major tools with which the town regulates land use and influences development patterns and practices. This chapter summarizes the existing pattern of land use in Wolcott.

1. Land Use

Wolcott contains 21.11 square miles (13,510 acres) of land, including 0.68 square miles of water, according to the U.S. Census Bureau. The town is for the most part a residential suburban community within the larger Waterbury metropolitan area. As of 2019, the population density is roughly 816 people per square mile, from 776 per square mile in 2011.

Existing land uses generally conform to the 2013-2018 State Plan of Conservation and Development Locational Guide Map as well as the plan's six growth management principles.

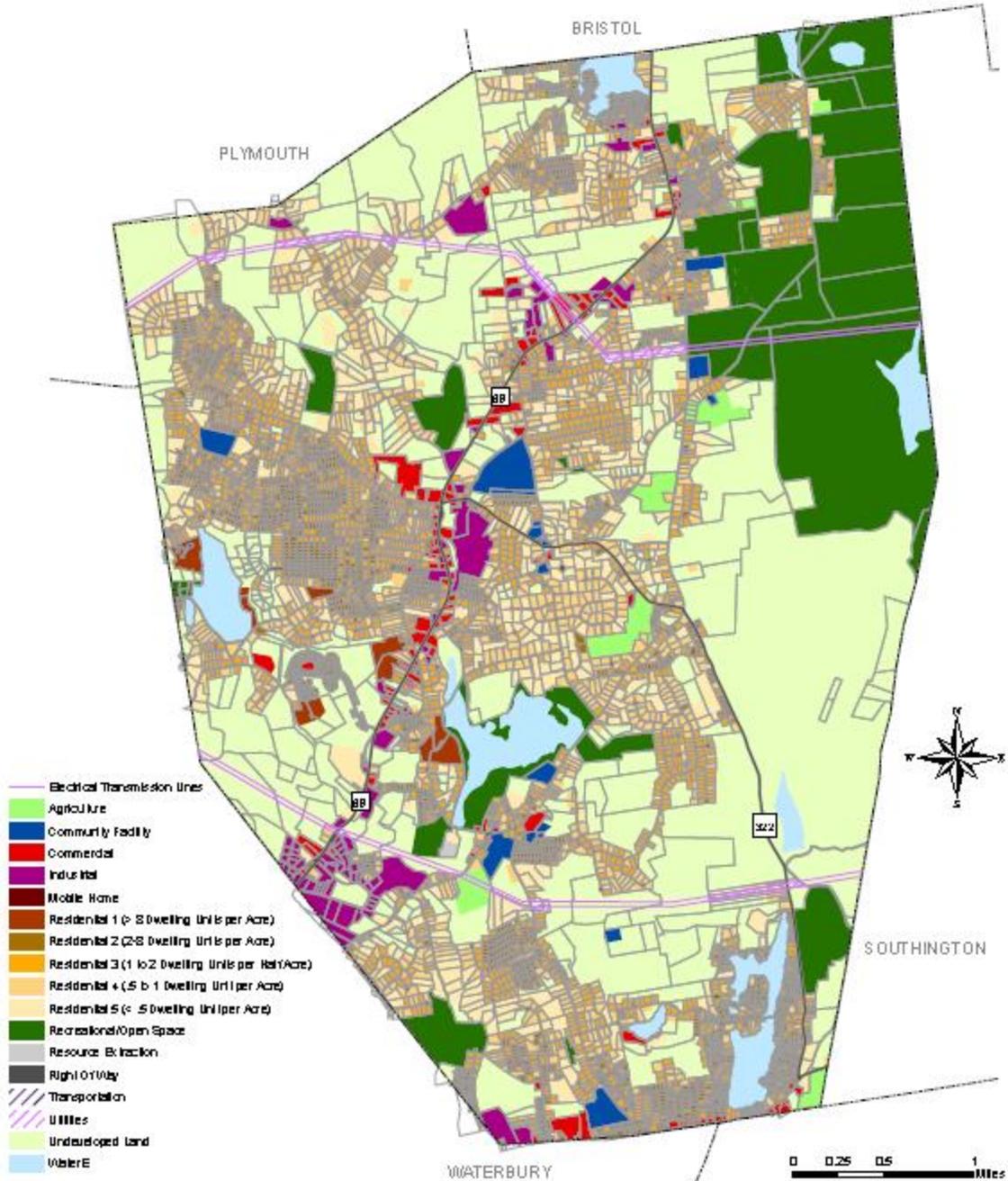
There are eleven land use categories used by the CNVCOG to identify generalized land use in the Town as shown on Figure E-1 and listed on Table E-1 Generalized Land Use. Below is a summary of CNVCOG’s 2008 land-use estimates.

Table E-1. Generalized Land Use 2008

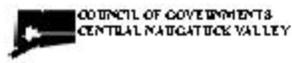
Land Use Class	Land Use Acres (GIS Calculated)	Land Use %
Agricultural	294	2.2
Commercial Facilities/Institutional	95	0.7
Commercial	161	1.2
Industrial	158	1.2
Recreation	112	0.8
High/Low/Medium Density Residential	4600	33.3
Resource Extraction	47	0.3
Transportation/Utilities	11	0.1
Undeveloped Land (includes water co. land)	7667	56.6
Water	497	3.7
Total Town Acreage	13,540	100.0



E-1 Generalized Land Use



Source: "Town Boundary", DEP
 "Land Use", COGCONV 2010
 For general planning purposes only. Distortions may not be exact.





2. Land Use Guidelines

The Town encourages future residential and non-residential development that can be supported by existing infrastructure. Future development should be consistent with and enhance the existing character of the town. In addition, to the greatest extent possible, new development should avoid causing adverse impacts on the environment, particularly in sensitive areas.

To preserve open space and protect environmentally sensitive lands (such as wetlands), the Town should consider a change to its regulations making cluster subdivisions “as-of-right” and conventional subdivision a special permit use. (See Figure E-4). The promotion of cluster subdivisions would serve to combat urban sprawl and preserve the rural character of the community, protect natural features and promote more viable open space.

Under the state MS4 (Separate Stormwater Sewer System), it was necessary for the Town of Wolcott to obtain a General Permit in 2004 which requires the Town to evaluate all Town of Wolcott stormwater discharges to determine if they are causing contamination of our waterways.

In addition to mapping all catch basins (2700 in Wolcott) and testing all stormwater overflows (250) the permit requires the Town to establish regulations to foster “cluster” development to reduce future stormwater discharges.

In item 6 of this section, the requirements for the Low Impact Development Regulations (LID) are described in greater detail. The draft proposed LID regulations which are to be incorporated as Section 36 of the current Zoning Regulations (when approved) is included as Appendix A. The incorporation of LID regulations is not optional as it is required under the Town’s Stormwater General Permit.

3. Zoning

The Town is under zoning authority of a five-member Wolcott Planning and Zoning Commission. Table E-3 lists the different zoning classifications for the Town and the associated minimum square footage of land required from each land-use category. Recently the Town Planning and Zoning Commission has added three (3) additional zones: R-30PRD, R30ARPRD and R40PRD. The existing zones and new zones are shown on Figure E-3, Draft Zoning, Town of Wolcott.



Table E-3: Town Zoning Classifications

<u>DISTRICT CODES</u>															
	R-30		R-40		R-50		R-130		RC	GC		I		EDD1	EDD2
	R-30PRD		R-40PRD												
	R-30ARPRD														
Lot Size	30,000		40,000		50,000		130,000		40,000	40,000		40,000		80,000	80,000

4. Build Out Analysis

In order to get a general estimation of future growth potential a build out scenario has been conducted with the help of the CNVCOG. Using GIS information submitted by the Town, CNVCOG staff were able to develop Table E-4.1 (and shown on Figure E-4) which estimates total developed and undeveloped land by zone. From this information we divided the minimum lot size for each zone to determine the number of available lots for future development.

As a final step, we deducted 25% as undeveloped area not considered buildable. Undeveloped areas include land with environmental constraints, (wetlands and steep slopes), roadways and plot constraints. The 25% is a standard deduction estimate used by planners.

The size deduction is consistent with the minimally and moderately constrained area shown on Figure E-6, Natural Resource Constraints Map for Wolcott, prepared by CNVCOG, and explained in Table E-4 below.



Table E-4 Natural Resources Summary Table

Development Constraint	Conservation Opportunity	Definition	Resource Condition
Minimal	Low	Having only few or slight environmental constraints to development. Most difficult to conserve from development.	Excessively drained soils Well drained soils, less than 15% slopes
Moderate	Modest	Having moderate or localized severe restrictions on development which may be overcome with environmental planning & mitigation. Difficult to conserve from development.	Well drained soils, 15-25% slopes. Well drained soils, high seasonal water table. Hardpan soils, less than 15% slopes. Shallow or rocky, soils, less than 15% slopes.
Severe	Important	Having some severe or very severe limitations on development which may be difficult to overcome with environmental planning & mitigation. Present many opportunities to conserve important natural resources and functions.	Any soil with slopes in excess of 25%. Shallow or rocky soils, 15-25% slopes. Hardpan soils, 15-25% slopes Hardpan soils, high seasonal water table. Floodplain (500-year, 0.2% probability).
Prohibitive	Significant	Having only severe or very severe limitations on development. Represent areas where it is most important to conserve natural resources and functions.	Watercourses and waterbodies Poorly drained soils (wetlands) Floodplain (100-year, 1.0% probability).



Theoretical Build Out Numbers

Future development in Wolcott however is contingent upon a variety of factors including the availability of land and the state of the local economy. The theoretical build-out analysis is a potential saturation-point scenario that assumes all of the undeveloped land in Wolcott is developed according to the underlying zoning. This information is a guide and does not suggest actual building levels for the next decade.

There are 2,673 residential lots undeveloped in Wolcott. Using a current household size of 2.79* person per household a full build-out of Wolcott would add 7,457 additional residents for a maximum town population of over 23,500.

Table E-4.1: Theoretical Development Buildout

Zone Code	GIS Acres	Developed Acres	Undeveloped Acres	Undeveloped Acres (-25%)	Minimum Lot Size	Available lots
RESIDENTIAL						
R-130	4826	430	4396	3297	130000	1079
R-30	2751	2310	441	330	30000	469
R-30/ARPRD	20	20	0	0	30000	0
R-30/PRD	91	43	48	36	30000	52
R-40	2128	1318	810	607	40000	646
R-40/PRD	92	47	45	34	40000	36
R-50	1338	725	613	460	50000	391
RC-MFRD (Multi-family age focus)	23	23	0	0		
TOTAL RESIDENTIAL	11269	4916	6353	4765		2673
BUSINESS						
Economic Development District 1	23	0	23	17	80000	9
Economic Development District 2	38	38	0	0	80000	0
General Commercial	274	196	78	59	40000	62
Restricted Commercial	17	11	6	5	40000	5
TOTAL BUSINESS	352	245	107	80		76
INDUSTRIAL	966	346	620	465	40000	495
WATER	431					
Total Town Acreage	13018	5507	7080	5310		3244



5. Growth Projection

It is highly unlikely that the theoretical build out of 2,673 lots would happen in the foreseeable future. The lands that are available for development are less desirable due to wetlands, slopes and septic system capabilities.

Potential shrinking household size will require more housing just to meet the requirements for the same number of people. While short term future development in Wolcott would appear to be limited, this should not abrogate the need to establish zoning changes, (particularly in regard to allowable uses within zone), which will enhance Wolcott's future.

Figure E-4 provides a comparison of cluster or open space development principles and the conventional or standard subdivision design.

6. Low Impact Development (LID)

A. Requirements

In a nutshell, to the maximum extent practicable, MS4 towns and institutions should establish a legal authority that:

1. Requires developers and contractors to default to using LID practices in their projects and prioritize LID over other municipal requirements or guidance. If LID isn't feasible on a particular site, the developer / contractor must explain why LID can't be used in their application to the town.
2. Set the following minimum stormwater retention standards:
 - a. Water Quality Volume (WQV) for sites with less than 40% DCIA
 - b. ½ the WQV for sites with more than 40% DCIA
3. If the relevant stormwater retention volume cannot be achieved, then two options are offered:
 - a. Whatever remaining volume that cannot be retained may instead be retained by an off-site mitigation project;
 - b. OR the town can collect a fee equal to the cost of implementing a retrofit project to retain the remaining water quality volume.

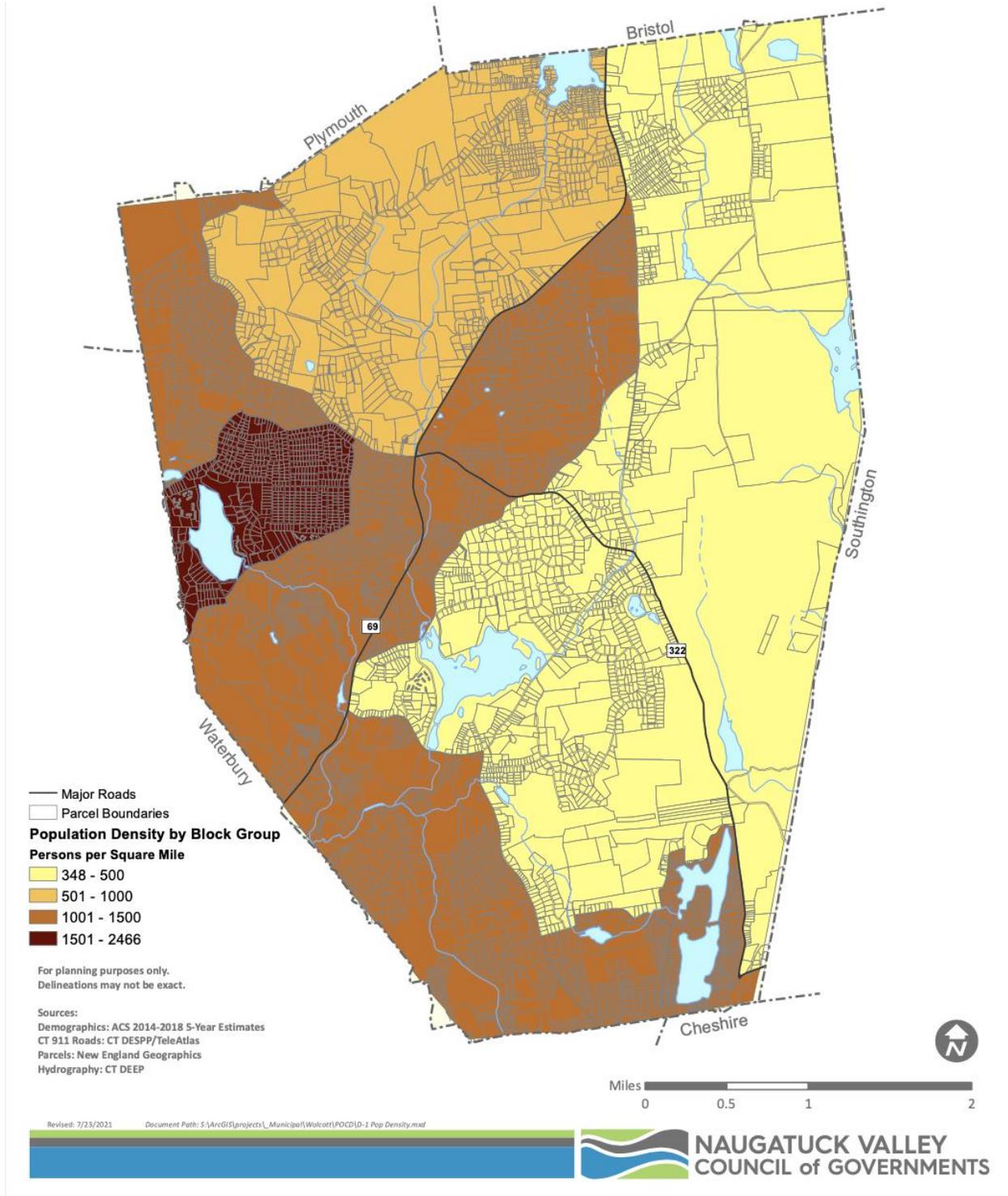


TOWN OF WOLCOTT
*Plan of Conservation and
Development*

Proposed LID Regulation: See Appendix A



E-1: Population Density

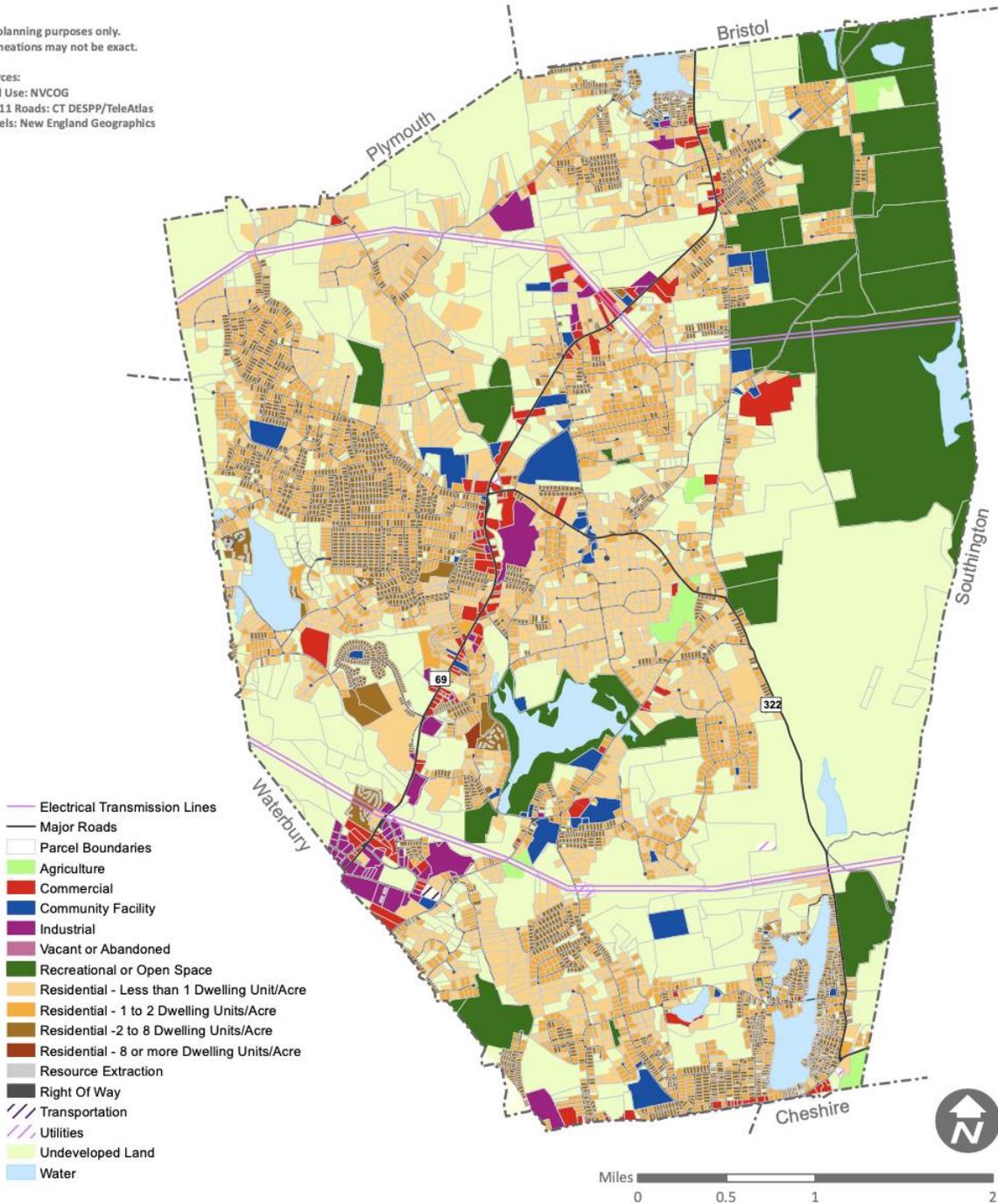




E-2: Generalized Land Use

For planning purposes only.
 Delineations may not be exact.

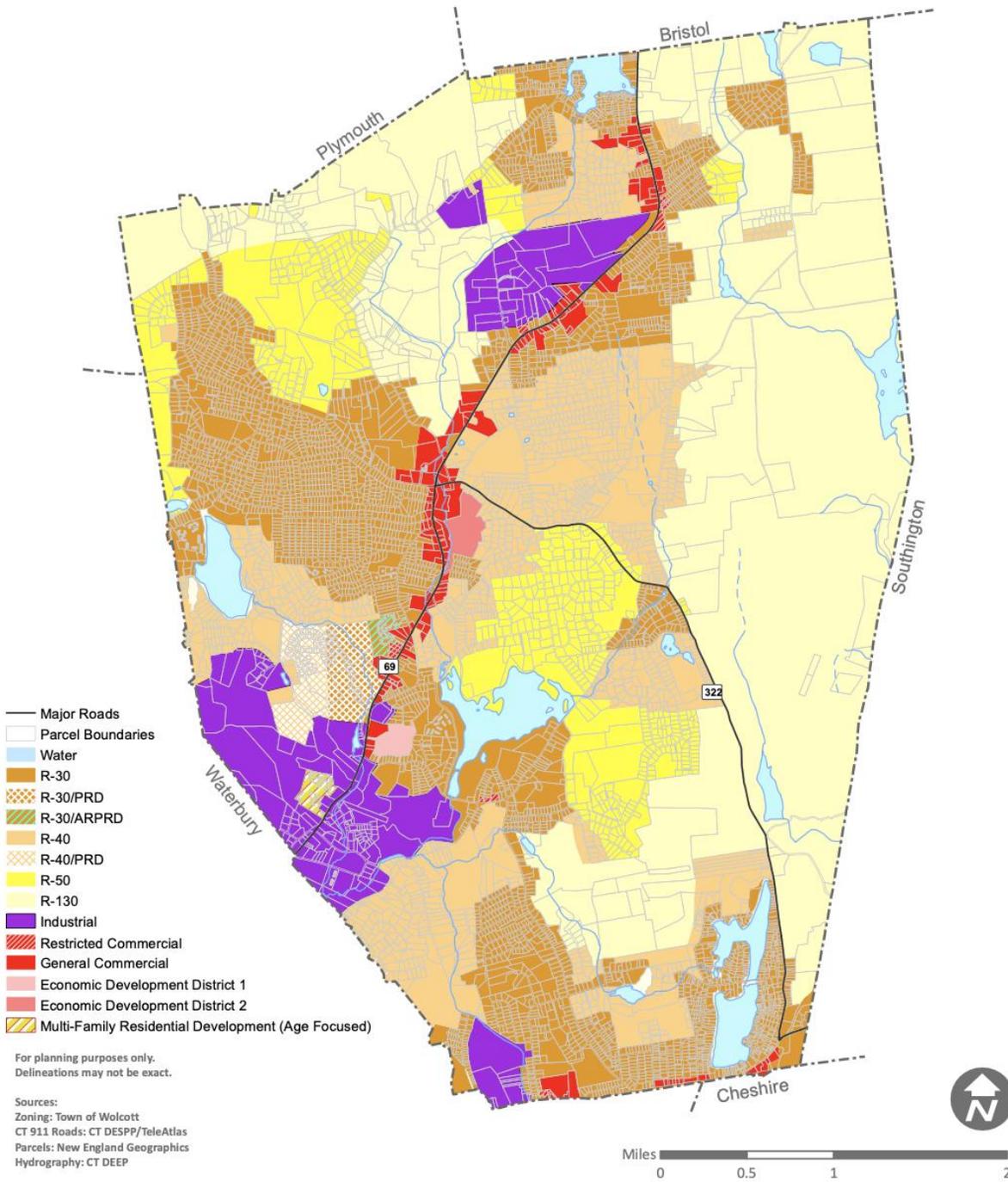
Sources:
 Land Use: NVCOG
 CT 911 Roads: CT DESPP/TeleAtlas
 Parcels: New England Geographics



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E-3: Draft Zoning



- Major Roads
- Parcel Boundaries
- Water
- R-30
- R-30/PRD
- R-30/ARPRD
- R-40
- R-40/PRD
- R-50
- R-130
- Industrial
- Restricted Commercial
- General Commercial
- Economic Development District 1
- Economic Development District 2
- Multi-Family Residential Development (Age Focused)

For planning purposes only.
 Delineations may not be exact.

Sources:
 Zoning: Town of Wolcott
 CT 911 Roads: CT DESPP/TeleAtlas
 Parcels: New England Geographics
 Hydrography: CT DEEP



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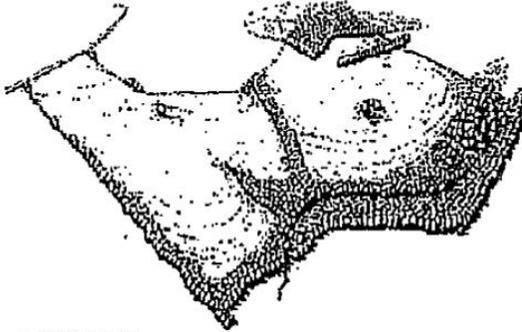




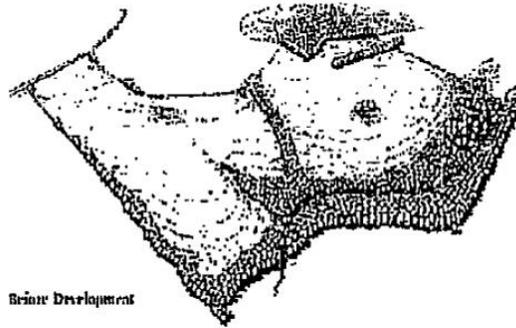
E-4: Cluster and Conventional Subdivisions

Cluster

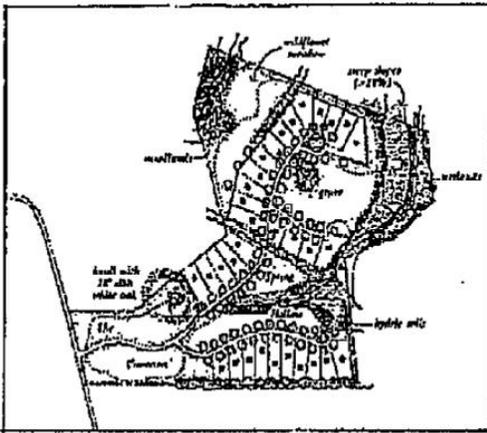
Conventional



Before Development



Before Development



Drawing in the Lot Lines



Drawing in the Lot Lines



With Open Space Design



With Conventional Development

E-6: Natural Resources Constraints



PART F. HOUSING



1. General

The predominant component of the land use plan for Wolcott, as with most communities, is housing. Its quantity, quality, type, condition and availability are major factors that affect the quality of life in a community. The vacant land analysis and calculations of potential residential development indicated that under the zoning pattern currently in effect, the available vacant land and undeveloped lots in 2011 could accommodate approximately 2,673 additional dwelling units. As of 2021,



2. Existing Conditions

The predominant housing form in Wolcott is the single family detached unit. Based on 2019 data from CDECD, single family homes accounted for almost 87% of all the housing units. All other unit types, ranging from attached townhouses to buildings with 5 or more units, only account for 13% of the total housing stock.

The total housing stock in Wolcott has grown steadily. After a growth spurt between 1960 to 1970, when it grew an average of about 30% per year, it then leveled off from 1970 to 1990 at an average rate of just under 20% per year. From 1990-2000 housing stock grew at a 13.8% rate, and from 2000-2010 at a 13.2% rate. However, from 2010-2018, the housing stock actually reduced by 0.3%.

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Table F-2.1: Total housing units by municipality



Geography	Total	1 Unit	2 Units	3 – 4 Units	5 Units	Mobile
Wolcott	6,255	5,578	195	149	333	0
Watertown	8,942	7,297	613	602	430	0
Cheshire	10,967	9,106	219	426	1,216	0
Prospect	3,552	3,127	109	74	77	165
Waterbury	47,364	18,943	5,453	9,543	13,329	96
Region Total	188,106	121,049	16,666	19,238	29,766	1,387

Source: US Bureau of the Census 2020

Table F-2.2: Total Housing Stock by municipality

Geography	Total Housing Units					% Change		
	2018	2010	2000	1990	1980	2010 - 2018	2000 - 2010	1990 - 2000
Wolcott	6,255	6,276	5,544	4,870	4,071	-0.3%	13.2%	13.8%
Watertown	8,942	9,096	8,298	7,522	6,618	-1.7%	9.6%	10.3%
Cheshire	10,967	10,424	9,588	8,590	6,996	5.2%	8.7%	11.6%
Prospect	3,552	3,474	3,094	2,625	2,063	2.2%	12.3%	17.9%
Waterbury	47,364	47,991	46,827	47,205	40,854	-1.3%	2.5%	-0.8%
Region Total	188,106	188,206	175,119	164,950	140,535	-0.1%	7.5%	6.2%

Source: US Bureau of the Census 2020

As would be expected, Wolcott’s housing stock is predominantly owner-occupied, single family detached and is anticipated to remain that way. The 2019 Census indicated that 79% of Wolcott’s housing units are owner occupied.

Housing statistics indicate that Wolcott’s housing stock is in generally sound condition. Only 17% of the total housing stock was built before 1950, (County 33.2% and State 31.5%). There are no areas or concentrations of deteriorated housing in the community. Wolcott reflected the trends of other Towns in the region and State, experiencing significant residential growth during the mid-1980’s and 90’s. Since then, however, adverse economic conditions in combination with reduced demands for housing has resulted in a significant softening of the market and the end of rapid appreciation of residential real estate values

Wolcott reflected the trends of other Towns in the region and State, experiencing significant residential growth during the mid-1980’s and 90’s. Since then, however, adverse economic conditions in combination with reduced demands for housing has resulted in a significant softening of the market and the end of rapid appreciation of residential real estate values.



3. Housing Demand

The bulk of housing demand will be filled by families with children living at home, looking for a single-family house. However, this well-established Wolcott market can expect a new component. Traditionally, elderly residents living in single-family homes have either chosen to remain in their single-family homes, downsize to smaller apartments or condominiums, relocate to smaller units in retirement communities or age restricted developments, or for some, assisted care facilities or convalescent homes. For older residents who opt to downsize, some relocate to warm southern and western climates. However, many choose to remain within their communities to be close to their family.

The 1997 Plan suggested, strongly, that single family housing produces a negative net fiscal impact on the Towns financing and that the Town should pursue older, “Active Adult” age restricted housing as a fiscal positive since it may limit the growth in school age children in the community. However, as stated in CNVR’s Regional Plan of Development (POD), as the residents of age-restricted housing become older, municipalities could experience demands for new senior services and transportation. CNVR’s Plan further suggests that Towns should limit the construction of age-restricted housing to avoid future vacancies and pressure to lift age restrictions, as the proportion of elderly in the population declines.

In addition to the housing demand of existing elderly residents, a new housing market will likely emerge as a baby boom demographic bulge makes its way through the population. Baby Boomers are people who were born between the years 1946 and 1964 and who are now between 47 and 65 years of age. With their children grown and retirement near, aging baby boomers are starting to redefine the housing needs of empty nesters (couples whose dependents have moved out on their own). As many of the baby boom generation downsize from large single-family homes, there will likely be an increased demand for apartments, age-restricted communities and condominiums, at which exterior improvements (i.e. painting, snow removal, landscaping, etc.) are provided by the condominium associations.

An alternative to facilitate needs for: (1) age restricted elderly housing; (2) Baby Boomer downsizing; and (3) the trend for more and more single person dwellings, is modification of zoning regulations to promote “Universal Design” attributes in housing developments, which reduce barriers in the house and add little to the construction costs. Developments of this kind, although oriented to older adults, need not be age restricted. Many older adults may prefer to live in neighborhoods with a mixture of age groups if suitable housing is available.



Another alternative is to amend zoning regulations to promote accessory dwelling units. At present Wolcotts’ zoning regulations allow accessory dwelling units however with many restrictions. The P&Z Commission should review the existing restrictions such as: (1) the dwelling must be in existence for over 3 years to be eligible; (2) expansion limitations; (3) additional parking requirements; and (4) other items which limit accessory dwelling opportunities. As discussed in the housing affordability section, accessory dwelling units qualify as affordable housing under Section 8-30 of CGS.

Table F-3: Changes in housing stock by municipality

Geography	New Housing Units by Year								% Change
	2017	2016	2015	2014	2013	2012	2011	2010	2010 - 2017
Wolcott	19	17	27	20	16	13	13	22	-13.6%
Watertown	21	20	9	31	33	21	16	21	0.0%
Cheshire	22	29	41	41	48	24	58	39	-43.6%
Prospect	19	22	29	27	20	23	49	48	-60.4%
Waterbury	29	40	71	44	34	62	28	32	-9.4%
Region Total	433	338	597	454	531	591	298	362	19.6%

Source: US Bureau of the Census 2020

4. Housing Affordability

In a well-functioning housing market, the relationship between housing demand and supply should reasonably match not only household preferences, but also housing needs and the ability to pay. Ability to pay is largely determined by whether housing costs, associated with household preferences, represent an affordable percentage of household income. The generally accepted definition of affordability is for a household to pay no more than 30 percent of its annual income on housing. Families who pay more than 30 percent of their income for housing are considered cost burdened and may have difficulty affording necessities such as food, clothing, transportation and medical care.

There is a significant demand in the Connecticut housing market for affordable, entry-level housing. While affordability of home purchases has improved since the 1990 census, it is still difficult for low-income families to afford to own a home in many parts of Connecticut, including Wolcott. Wolcott is a relatively affordable town with a diversity of housing and housing costs. In general, moderate-income wage earners are able to live,



work and participate in community life. However, while the town is relatively affordable, it has not met the requirements of the state statutes for 10 percent of the total housing stock to be affordable. A total of 8% of Wolcott's housing stock meets the State's definition of affordability.

Section 8-30g of the Connecticut General Statutes defines affordable housing as: *Affordable housing units must be affordable to households earning no more than 80 percent of the lesser of the state median income or the local area median income. Affordable housing units are those that (1) receive financial assistance under any governmental program for the construction or substantial rehabilitation of low and moderate income housing, and any housing occupied by persons receiving rental assistance, and/or (2) includes a forty-year deed restriction that guarantees that the unit will be sold or rented to families who meet income guidelines. These units include Housing Authority apartments, group homes, Section 8 certificates, homes purchased with CHFA mortgages, and those that are deed restricted.*

Exhibited on Table F-4.1 are the number and percentage of affordable housing units in Wolcott and area towns. However, there may be a larger number of affordable housing units in town than the number suggests. Many of the accessory dwelling units to single family homes described earlier qualify as affordable units under the State Statute. The State Statute classifies accessory units for which no rent is exchanged as affordable. The Planning and Zoning Commission should conduct a census of accessory dwelling units. This will provide a more accurate accounting of affordable housing stock.

What Constitutes Affordable in Wolcott?

According to the 2020 CERC Town Profile, the median family income in Wolcott is \$86,786. This income level is above the region's median family income (\$71,738).

Table F-4.1: Publicly assisted housing by municipality



Geography	Govt. Assisted	Tenant Rental Assistance	CHFA / USDA Mortgage	Deed Restricted	Total Affordable	
					Total	Percent
Wolcott	313	9	174	0	496	7.9%
Watertown	205	29	218	0	452	5.0%
Cheshire	258	22	97	17	394	3.8%
Prospect	0	7	52	0	59	1.7%
Waterbury	5,344	3,290	1,787	21	10,442	21.8%
Region Total	10,230	5,709	4,734	149	20,822	11.1%

Source: US Bureau of the Census 2020

The following equation shows the maximum gross income for a family of four to qualify for affordable housing (the income limit is different for larger and smaller households).

$$\$86,786 \text{ (median family income)} \times 80\% = \$69,428.80 \text{ (income limit)}$$

A qualifying household cannot expend more than 30 percent of its income on household expenses, so the following equation shows the maximum amount a family of four could spend per month on housing costs:

$$\begin{aligned} \$69,428.80 / 12 \text{ months} &= \$5,785.73 \text{ monthly income} \\ \$5,785.73 \times 30\% &= \$1,735.72 \text{ maximum monthly household costs.} \end{aligned}$$

The above maximum housing costs apply to both rental and home ownership. For rental households, monthly costs also include utilities.

The \$1,735.72/month housing cost translates into a home price between \$200,550 (5% down payment) and \$229,200 (20% down payment), assuming a 6 percent interest rate and the remainder for utilities, taxes and mortgage insurance.



Table F-4.2: Estimated Home Sales Prices

Income	\$69,428	\$69,429
Max. Monthly Housing Cost	\$1,735	\$1,735
Mortgage	\$1,145	\$1,145
Utilities, Taxes and Insurance	\$590	\$510
5% and 20% Down Payment	\$10,027	\$45,800
Maximum Sales Price	\$200,550	\$229,200
*Median selected homeowner costs for specific housing units.		

Table F-4.3: Median Home Value by municipality (inflation adjusted)

Geography	Median Home value		% Change 2000 - 2018
	2018	2000	
Wolcott	\$249,600	\$219,402	13.8%
Watertown	\$244,600	\$226,899	7.8%
Cheshire	\$332,600	\$324,360	2.5%
Prospect	\$297,000	\$276,471	7.4%
Waterbury	\$128,800	\$154,989	-16.9%
Region Total	\$246,152	\$238,924	3.0%

Source: US Bureau of the Census 2020

Table F4.4 shows the number of Wolcott residential home sales in different sales brackets in 2008 as compared to the rest of the county and state.



Table F4.4: Sales Price Distribution (2008)

	Wolcott		County		State	
	#	%	#	%	#	%
Less than \$100,000	0	0	155	2	495	2
\$100,001-\$200,000	44	23	1,602	23	5,866	18
\$200,001-\$300,000	90	48	2,612	38	10,094	31
\$300,001-\$400,000	26	14	1,340	19	5,655	17
\$400,001 or More	29	15	1,402	30	10,285	32
Total	189	100%	6,956	100%	32,395	100%

Source: CERC Town Profile 2008

Wolcott is similar to the County and State in percentages of sales of homes in the \$100,000 to \$200,000 and \$300,000 to \$400,000. Sales of homes in the \$200,000 to \$300,000 are significantly above and homes selling for >\$400,000 are significantly below County and State percentages.

Based on the housing affordability calculation the majority of home sales in the \$100,000 to \$300,000 range in keeping with the \$200,550 to \$209,200 price range calculated.

One way the town could increase its supply of affordable units would be to engage in town-sponsored housing development. In this type of arrangement, a town purchases land for residential construction and then transfers the land to a non-profit group responsible for developing and managing the housing. This arrangement allows the town to receive grants to lower the cost of the land, which in turn, enables the non-profit group to offer units at affordable rents. The town's role is critical to the process since it is less likely that a non-profit organization could secure certain grants on its own. The other option has been previously mentioned, which is to decrease restrictions on accessory dwelling units.



Part G. ECONOMIC DEVELOPMENT

Economic Development strategies require an understanding of trends in the marketplace regarding the needs of businesses and consumers and the relationship between them as well as a strategy to attract new businesses, help existing businesses sustain and grow, and maintain the current character of the town. Economic development can and should be a powerful tool to increase the Grand List. This section will discuss where we are economically and where we may seek to improve.

Wolcott is a member of the Central Naugatuck Valley Council of Governments (CNVCOGS) and as such is affected by the other member towns' and cities' economics. Basically, Wolcott is part of a regional economy. As you will see, much of the following information will show data from CNVCOGS for all members and the Town individually.

1. Economic Trends

The Naugatuck Valley economy was adversely impacted by the Great Recession and COVID-19 pandemic; however, data is not available to support this since this report only captures information from 2019. The major economic trends shaping the region up until 2019 are:

- Unemployment disproportionately affects young workers under the age of 25.
- As of 2019, the region has regained 97% of the number of jobs lost during the Great Recession.
- Jobs are suburbanizing.
- During the last 10 years the inner ring had job growth while the urban core lost jobs.
- Over half of Naugatuck Valley residents commute to jobs outside the region.

The labor force is made up of Naugatuck Valley residents over the age of 16 who are either employed, or are unemployed and looking for work. As of 2019, the Region's labor force was 236,025, of which 226,087 were employed and 9,938 were unemployed. From 2010 to 2013 the state and region experienced a labor force contraction, meaning that there were fewer residents who were employed or were looking for work. The labor force contraction can be attributed to stagnant job growth, unemployed workers dropping out of the labor force, and a growing number of residents hitting retirement age. In 2014 the labor force grew for the first time since 2009 and has remained steady. People who had difficulty finding work during the last few years are re-entering the labor force as the job market has improved.



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As of 2018 there were 226,025 employed residents living in the region. This is only 4,980 more than the 2007 number when there were 220,1045 employed residents. The number of employed residents decreased every year from 2008 to 2013 but has continued to rebound from 2014 to 2019. Population projections indicate that a significant number of baby boomers are nearing retirement age. The number of working-age residents is projected to remain stable up to 2020 and decline thereafter as the last of the baby boomers retire. Attracting and retaining young workers will be necessary to replace the growing number of retirees.

Table G-1: Jobs in the Naugatuck Valley by Sector and Location

Sector	Location			Total Jobs	
	Urban Core	Inner	Outer	Region	% of Total
Agriculture	0	341	7	348	0.2%
Utilities	250	71	0	321	0.2%
Construction	2,099	2,689	1,637	6,425	4.0%
Manufacturing	7,766	11,352	1,678	20,796	12.8%
Wholesale Trade	1,956	3,676	744	6,376	3.9%
Retail Trade	10,742	3,908	2,249	16,899	10.4%
Transportation and Warehousing	1,320	1,315	481	3,116	1.9%
Information	4,171	688	213	5,072	3.1%
Finance and Insurance	1,667	2,605	560	4,832	3.0%
Real Estate and Rental and Leasing	654	524	159	1,336	0.8%
Professional, Scientific, and Technical Services	1,443	3,401	1,703	6,547	4.0%
Management of Companies and Enterprises	616	874	327	1,817	1.1%
Administrative & Support and Waste Management	3,351	4,904	945	9,200	5.7%
Educational Services	1,327	907	174	2,408	1.5%
Health Care and Social Assistance	17,977	7,705	4,411	30,093	18.6%
Arts, Entertainment, and Recreation	405	574	133	1,112	0.7%
Accommodation and Food Services	5,366	3,640	2,036	11,042	6.8%
Other Services (except Public Administration)	3,570	1,885	1,175	6,630	4.1%
Total Government	10,738	5,349	3,820	19,907	12.3%
Total All Jobs	76,259	60,999	24,678	161,936	100.0%

Source: US Bureau of the Census 2020



2. Unemployment

From 2007 to 2010 the region saw the number of unemployed residents more than double from 11,954 to 24,656. The jump in unemployment was caused by both job losses and labor force growth. Unemployment has decreased each year since 2010. As of 2019 it stands at 9,938 or 4.2% of the labor force. The labor force contraction (unemployed persons that have stopped looking for work) is responsible for some of the drop in unemployment. Despite improvements over the last three years, the unemployment rate remains slightly above State and National averages. As of 2019, unemployment is highest in the urban core communities of Waterbury (5.9%), Ansonia (5.3%) and Derby (4.4%), and the lowest in the inner ring community of Cheshire (2.5%) and the outer ring communities of Middlebury (3%), Oxford (3.1%) and Woodbury (3.2%). Due to the collapse of the stock market from 2007 to 2009 many older workers have continued to work into retirement age. This trend, combined with the lack of new job creation, has led to a disproportionately high unemployment rate among young people. The unemployment rate for residents under the age of 25 is 14.5% compared to 7.2% for middle-aged workers and 4.7% for older workers.

Table G-2: Jobs in the Naugatuck Valley by Municipality

Geography	Jobs			% Change	
	2010	2014	2019	2010 - 2014	2014 - 2019
Wolcott	2,852	3,010	3,022	5.5%	0.4%
Watertown	7,631	8,168	8,890	7.0%	8.8%
Cheshire	14,544	16,128	16,794	10.9%	4.1%
Prospect	1,974	2,024	2,014	2.5%	-0.5%
Waterbury	38,171	38,871	39,067	1.8%	0.5%
Region Total	150,685	157,198	162,010	4.3%	3.1%

Source: US Bureau of the Census 2020

Table G-3: Labor Force Status by Municipality

Geography	Labor Force	Employed	Unemployed	Percent Unemployment
Wolcott	10,009	9,683	326	3.3%
Watertown	13,054	12,604	450	3.4%
Cheshire	15,903	15,499	404	2.5%
Prospect	8,707	9,405	9,736	3.3%
Waterbury	50,673	47,696	2,977	5.9%
Region Total	236,025	226,087	9,938	4.2%

Source: US Bureau of the Census 2020



3. Jobs

During the recession, the region experienced sharper job losses than the state and Nation as a whole. From 2007 to 2011, 12,337 jobs were lost, a decline of 7.6%. The manufacturing, finance and insurance, and construction sectors experienced the sharpest job losses. Some sectors, such as health care and social assistance, and educational Services, added jobs during the recession. These sectors have traditionally been “recession-proof”. Since 2011, the economy has improved, adding over 11,980 jobs. As of 2019, the region has gained back 97% of the number of jobs that were lost during the recession. As of 2019 there are 162,010 jobs in the region. Despite job losses during the last 10 years, Waterbury remains a job center of the region followed Shelton, Bristol, and Cheshire. As the population shifts to the suburbs, many employers have followed in order to be closer to their workforce. From 2004 to 2019 the urban core lost over 3,500 jobs while the inner ring gained over 7,700 jobs, mostly in Shelton and Cheshire. Bristol was the only urban core municipality to gain jobs (1,135). Outer Ring towns with good highway access such as Oxford and Middlebury also saw job growth.

Over the last half-century the region has shifted from a manufacturing oriented economy to a service-oriented one. Health Care and social assistance is now the largest job sector followed by manufacturing (12.8%) and government (12.3%), which includes public school teachers. While much less prominent than in the past, manufacturing remains the second largest sector of the Region's economy, with over 20,000 jobs. A majority of manufacturing jobs are now located outside of the urban core. Employment projections from the Connecticut Department of Labor for the northwest region of the state indicate that the Healthcare and social assistance sector will drive job creation between 2016 and 2026, largely due to increased demand for healthcare by the Baby Boomers. Other sectors projected to add jobs up to 2026 are administrative and support and waste management and remediation services, and construction, although the latter is largely dependent on housing.

The town's primary source of wages is Healthcare, consistent with many other communities. However, manufacturing still plays a large part in our local economy but not as significant as in the last POCD where it represented 24% of all income. Currently, it represents only 14%, once again consistent with most towns. Additionally, local wages have increased by over \$19 million or 17%. The median household income has increased for all towns in the Naugatuck Valley. Wolcott remains in the top half and had an 18% increase over the period.



4. Economic Policies

Wolcott's economic policies are basically the same as policies throughout the region and the state. Local economic policies should follow these guidelines:

1. Provide a higher tax base and higher number of job opportunities by providing a business-friendly environment for new businesses;
2. Support existing business and industry growth;
3. Continue current tax abatement program
4. Buffer local employment from the negative effects of cyclical trends by diversifying employment opportunities.
5. Provide businesses with appropriate information on financial assistance and business guidance.
6. Ensure Zoning regulations maintain the "look and feel" of our small-town traditional design for all new commercial buildings along the Route 69 Gateway.
7. Protect commercial and industrial land from residential encroachment.
Residential and industrial uses are not compatible. While residential uses should not be allowed in industrial areas, other non-residential uses may be allowed in an effort to strengthen the town's economic base. Therefore, the town should promote the industrial areas as locations for industrial uses but also consider additional businesses that will increase the town's economic vitality without undermining the operations of established and future industrial uses in the area.

In addition to economic and market conditions, remaining undeveloped industrial land in Wolcott is also due to physical constraints. There is currently no public water or public sewer service in all of the industrial zones north of Center Street. Unless sewer and water extension to this area is provided it would appear to be foolishly optimistic to think that this area would develop under current restrictive industrial zone limitations. Modifications for the industrial zone uses would be particularly beneficial.

5. Industrial Areas

As shown on Table E-4.1 (Theoretical Development Buildout) previously there is a large amount of industrial zoned land available. Of the 966 acres available in Wolcott 495 acres are undeveloped. While the industrial base of these zones should be preserved, there are likely to be development pressures that would lead to a diversification of use within the existing zoning district.

Currently the following uses are prohibited (including residential) in industrial zones:



A-11	Forestry
B-4	Cemeteries
B-8-10	Day Care Facilities
B-12	Golf, Tennis, Swimming Clubs
B-17 & 18	Flea Markets
C-1	Retail Sales & Service
C-2 & 2a	Package Stores
C-4	Restaurants for Fast Food
C-5	Undertakers
C-7 & 7a	Laundromats & Laundries
C-9	Medical and Dental Clinics
C-10	Adult Oriented Businesses
C-11	Indoor Theatres
C-12	Veterinary Clinics

With the regional trend towards precision (light) manufacturing, many of the above uses would not conflict with the existing and future industrial base.

6. Industrial Site Constraints

In addition to economic and market conditions, undeveloped industrial land in Wolcott is also due to physical constraints. There is currently no public water or public sewer service in all of the industrial zones north of Center Street. Unless sewer and water extension to this area is provided it would appear to be foolishly optimistic to think that this area would develop under current restrictive industrial zone limitations.

Modification of the industrial zone uses would be particularly beneficial for the northern industrial zones.

7. Education and Training

According to the COGCNV, there appears to be a mismatch between available job opportunities and the interests of the region's residents. While it is one of the region's strongest sectors, the labor force in the CNVR appears to have a negative view of the manufacturing industry. Many believe that positions in manufacturing are not well paid and involve undesirable working conditions, and security of jobs are at risk due to more



favorable manufacturing market conditions outside Connecticut.

The region is facing a shortage of highly skilled workers because it is not attracting a portion of the workforce. Compared with the State of Connecticut, the CNVR region has a smaller proportion of highly educated residents. A lower percentage of the region's population over the age of 25 has a bachelor's degree (or higher) than in the state: 21.5 percent in CNVR compared to 27.2 percent in Connecticut. Several companies need to go outside of the region to recruit highly technical workers.

As described in the Mt. Auburn Associates report prepared for the COGCNV, many surveyed employers perceive that the region's workforce for entry-level jobs is deficient in basic skills. Survey results provide evidence that employers are facing increasing challenges in finding and keeping qualified employees. Employers believe that the secondary schools do not adequately prepare students for local entry-level jobs.

Regrettably Wolcott's workforce educational level is the worst in the region (except for Waterbury). Of Wolcott's population 25 years and older (see table C-7) only 29% have an Associates or Bachelor's degree compared to 32.2% for the region and 38% for the State.

Wolcott's manufacturing businesses could benefit from the resources provided by The Connecticut State Technology Extension Program (CONNSTEP). CONNSTEP was established in 1994, with direct support from the Connecticut Department of Economic and Community Development (DECD), and now implements the state's Manufacturing Resource Center (MRC). The MRC provides the state's smaller manufacturers with the training they need to upgrade their operations and their workers' skills in order to make their businesses more competitive.

8. Economic Development Strategy

The purpose of the economic development strategy is to attract, retain, and assist business growth throughout the Town in order to make Wolcott a better place to live, work, and play.

Economic policies should seek to:

- Provide and create jobs for local and area residents by attracting new businesses. Economic theory and studies indicate that each new job creates approximately \$5,000 annually to the local economy. This amount can "turn" locally several times.



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- Create long term tax-base growth throughout the construction, replacement, expansion, and remodeling of business and Industrial facilities where appropriate and environmentally sound.
- Assist businesses with federal and state financing programs as well as other business assistance and consulting programs.
- Assist commercial brokers on all properties for sale or lease.
- Economic Development should meet with Planning and Zoning on developing a required "style" for all new commercial buildings as well as renovations, particularly in relation to the exterior appearance along the Route 69 corridor.
- Wolcott, unlike many small towns, does not have a typical central business district that is primarily retail. A most desirable location would be at or near the intersection of Route 69, Center Street and Beach Road. A commission should be appointed to develop such a plan.
- Seek to recruit an experienced Healthcare operator to build an assisted living facility. Not only does such a facility create a large number of jobs, it also significantly increases the Grand List and allows elderly residents to remain close to their families.



Part H. TRANSPORTATION

1. General

Coordination of the street system in a community is a major function of the Planning and Zoning Commission and an important element of a Plan of Development. A town's street system provides for the movement of people, goods and services both within the community and between the community and the surrounding region. An effective and safe street system is directly tied to the orderly growth of the Town in many ways. Automobile travel is our principal mode of transportation and will continue to be so in the foreseeable future. Public transportation is very limited and is not anticipated to expand significantly during the planning period.



2. Existing System

Much of the existing road system has evolved from farm roads and country lanes and are now being asked to serve the daily needs of considerable residential subdivision development. Many of them were never designed or intended to handle the traffic volumes which now or eventually may be generated. While widening and resurfacing will often help, in many instances vertical and horizontal alignment, drainage and bridge problems dictate major reconstruction efforts. To understand the function of each road and to guide their future improvement needs, the road system has been classified into three (3) categories, namely arterials, major town roads and local streets.

Arterials

The arterials consist of the State Highways and typically they carry the relatively large volumes of traffic in town. They primarily serve a regional function and much of their traffic is generated by other communities. The arterials included in this category are Route 69 (Wolcott Road), Route 66 (Meriden Road) and Route 322 (Center Road - County Road - East Street). Selected road improvements are performed by the State,



as necessary to address maintenance, capacity and safety issues, such as the recently completed County Road (Route 322) work and the current improvement of Wolcott Road (Route 69) in the vicinity of Potuccos Ring Road. No new arterial roads are anticipated during the planning period.

Major Town Roads

Major town roads include the many, heavily traveled local roads that collect traffic from other local streets and feed it to the arterial streets, and/or serve to interconnect neighborhoods and arterial streets. Continued upgrading and selective improvements will be necessary and desirable to address safety and capacity issues throughout the planning period. Included in this category are such roads as Spindle Hill Road, Woodtick Road, Todd Road, Central Avenue, Bound Line Road, Potuccos Ring Road, portions of County Road, Fairview Avenue, Nichols Road, Mad River Road, Allentown Road, Andrews Road, and Todd Hollow Road. A new major town road is proposed as an upgrading and extension of Grilley Road, connecting from Lyman Road to Wolcott Road, opposite Nichols Road.

Local Streets

Local streets make up the balance of the roads in town and primarily provide the necessary access to individual lots and parcels. It is the intention of good roadway coordination to pursue the connection of local streets into a logical and cohesive network when such connections are necessary or desirable to provide convenience and improved emergency access and to minimize public works and public safety problems associated with lengthy dead-end streets. It will be desirable to avoid creating shortcuts that will unreasonably increase traffic on local residential streets.

The 1997 plan talked about the undesirability of creating thru streets that would increase traffic on local streets. While recognizing that dead end streets (cul-de-sacs) are undesirable, the 1997 plan recommended the promotion of loop streets.

Although loop streets eliminate many of the traffic problems previously mentioned they also tend to limit the neighborhood. As discussed in the next section there are other techniques available to meet traffic concerns and promote neighborhood living.

3. Road Design Strategies

The standards for new road construction are specified in the Town's Subdivision Regulations. A 50-foot right of way is required for all streets with required pavement



widths of 30 feet for secondary streets, 28 feet for local residential streets and 24 feet for minor streets.

The Planning and Zoning Commission may want to consider the option of allowing narrower streets in new subdivisions. Studies have shown that 18-20 foot wide streets, in areas where on-street parking is not required, result in lower vehicle speeds. The Proposed Low Impact Development (LID) zoning regulations will require this evaluation.

Our peripheral vision informs us that 25-30 miles per hour is the maximum comfortable speed on residential streets that are about 20 feet wide, whereas we can reach speeds of 35-40 miles per hour on wider streets before we sense we are traveling too fast for road conditions.

The Planning and Zoning Commission may also want to consider requiring sidewalks for all new subdivisions. At present sidewalks may be required for areas within a ½ mile of schools, retail areas, public bus stops and within 500 feet of public parks. Walking has become one of the most popular outdoor recreation activities in the U.S. Sidewalks provide a safe place for adults and children to walk and ties a development into a “neighborhood”.

As one incentive to developers, Planning and Zoning can allow, for example, a reduced pavement width if sidewalks are installed.

4. Vehicular Circulation

Cul-de-sacs should be strongly discouraged because they interrupt the pattern of connecting streets, thereby decreasing accessibility for residents, mail vehicles, rubbish trucks and school buses.

The zoning regulation in Section 34.5.9 should remove preference for cul-de-sacs. The original tendency toward cul-de-sacs arose because excessive street design standards created virtual raceways through residential neighborhoods (Arendt 1994). Excessive speed can be controlled through street design, 3 and 4 way stop signs, roundabouts and other traffic calming techniques.

5. Accident Data

ConnDOT compiles accident data for all state owned and local roadways, intersections or road segments that have fifteen (15) or more accidents over a three (3) year period are considered “critical”. ConnDOT used to publish an annual report known as the Suggested List of Safety Surveillance Sites (SLOSS).



Due to a lawsuit, ConnDOT no longer provides said list. However, they do provide the raw data. Based on a review of that data the roads with the highest incidence of accidents over a three (3) year period (2018 - 2020) are as follows:

- Woodtick Rd. 73
- Spindle Hill 65
- Beach Rd. 29
- Todd Rd. 23

Between 2018 and 2020, there were a total of 764 crashes in Wolcott, involving 1,300 vehicles and 1,566 people.

6. Traffic Volumes

Analyzing the existing traffic conditions on Wolcott's major arterials helps determine where capital improvements are needed. The general unit of measurement for traffic on a road is the annual average daily traffic (AADT), which is defined by the Connecticut Department of Transportation (ConnDOT) as an estimate of the number of vehicles passing through the defined section of highway on an average day for both directions of travel combined. ConnDOT continually gathers traffic volume data for State and interstate highways and selected local roads.

As shown the greatest traffic volumes are as follows:

- Rte. 69 at Beach Rd. 14,800
- Rte. 69 at Long Swamp Rd. 11,300
- Rte. 322 at County Rd. 8,800
- Rte. 322 at Rte. 84 8,800
- Rte. 322 at Woodtick Rd. 7,200

7. Bicycle Circulation

According to ConnDOT, a bicycle route is a system of on-street facilities such as shared roadways, wide-curb lanes, bicycle lanes and/or separate multi-use paths. The location and type of bicycle routes are dependent on factors such as accessibility, safety and the riding environment. Bicycle routes should be located where their use can be maximized. Factors that should be considered are the routes' ability to serve employment centers, commercial areas, shopping centers, education facilities, and parks and recreation areas. The location of bicycle routes should provide for adequate access points, and provide a route that connects origin and destination points in a direct manner.



Bicycle routes should be selected to minimize conflicts with motorists and pedestrians. They should also provide a riding environment that is aesthetically pleasing and commensurate with the physical ability of the average cyclist. Another important consideration is continuity. A bicycle route of alternating segments of separate bicycle paths and on-street bike lanes should be avoided. Such routes tend to encourage wrong-way bicycle travel beyond the end of a bike path where bicyclists are required to cross to the other side of the street to travel with traffic. If a route type change is necessary, the transitions from one type to another must be well marked.

Figure H-4 shows the state's bicycle route through Wolcott, as shown on the Connecticut DOT Statewide Bicycle Planning Network map (2019). While these routes are shown on the state map, there is no signage in town identifying them as bicycle routes. All state roads should be designated as future bikeways so that when the state looks at making improvements to a state road, the roads will be designed to provide adequate bike lanes. In addition, the Town should designate certain local roads as bicycle routes, submit these bicycle routes to the State for inclusion on the State Map, and initiate the necessary roadway improvements for bicycle routes to be part of municipal projects.



H-1 Transportation Modes



GWTD Bus Routes
 Roads

For planning purposes only.
 Delineations may not be exact.

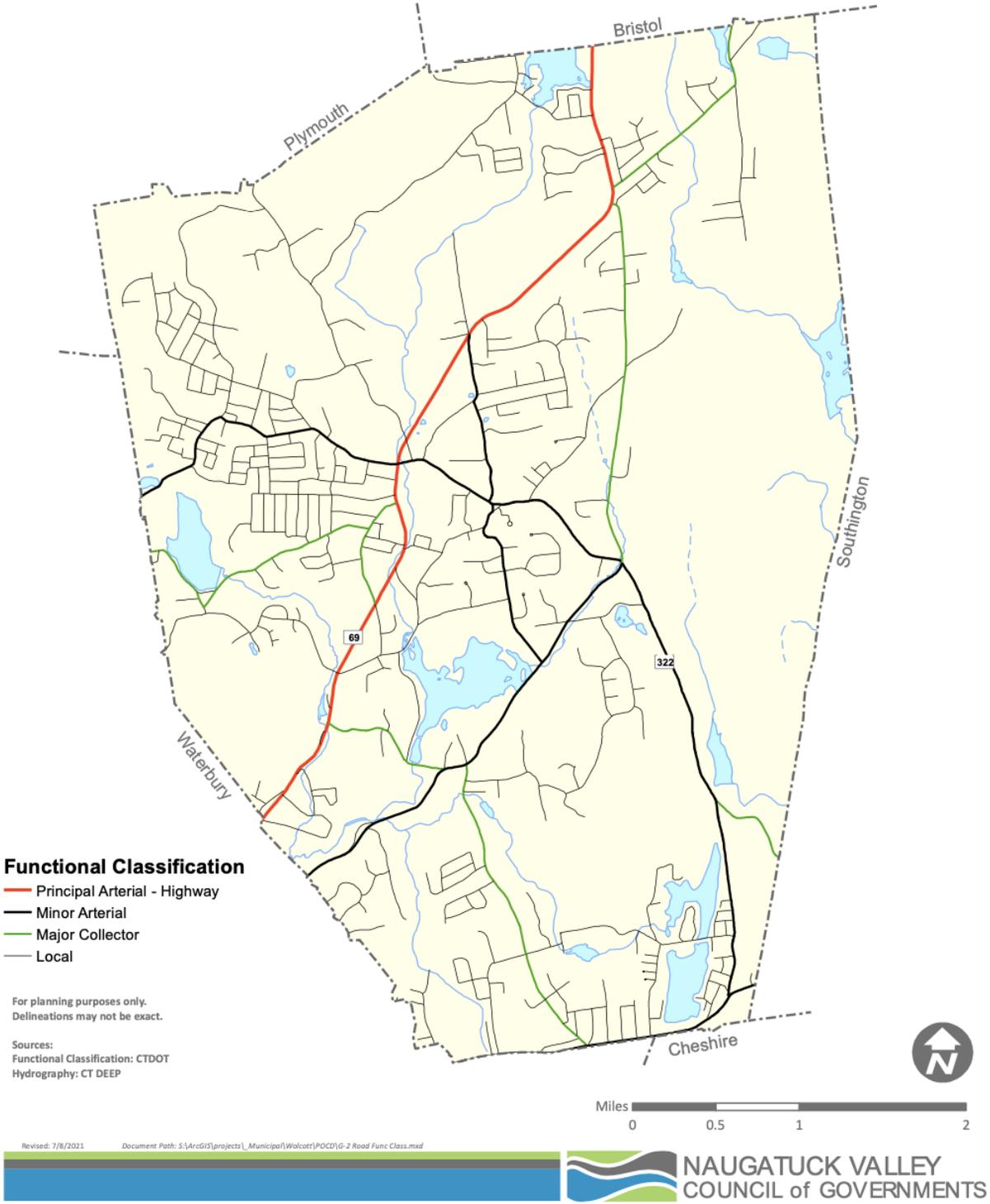
Sources:
 Bus Route: CTDOT
 CT 911 Roads: CT DESPP/TeleAtlas

Revised: 7/23/2021 Document Path: S:\ArcGIS\projects\Municipal\Wolcott\POCD\G-1 Tran Modes.mxd





H-2 Functional Classification of Roads





H-3 Traffic Volumes

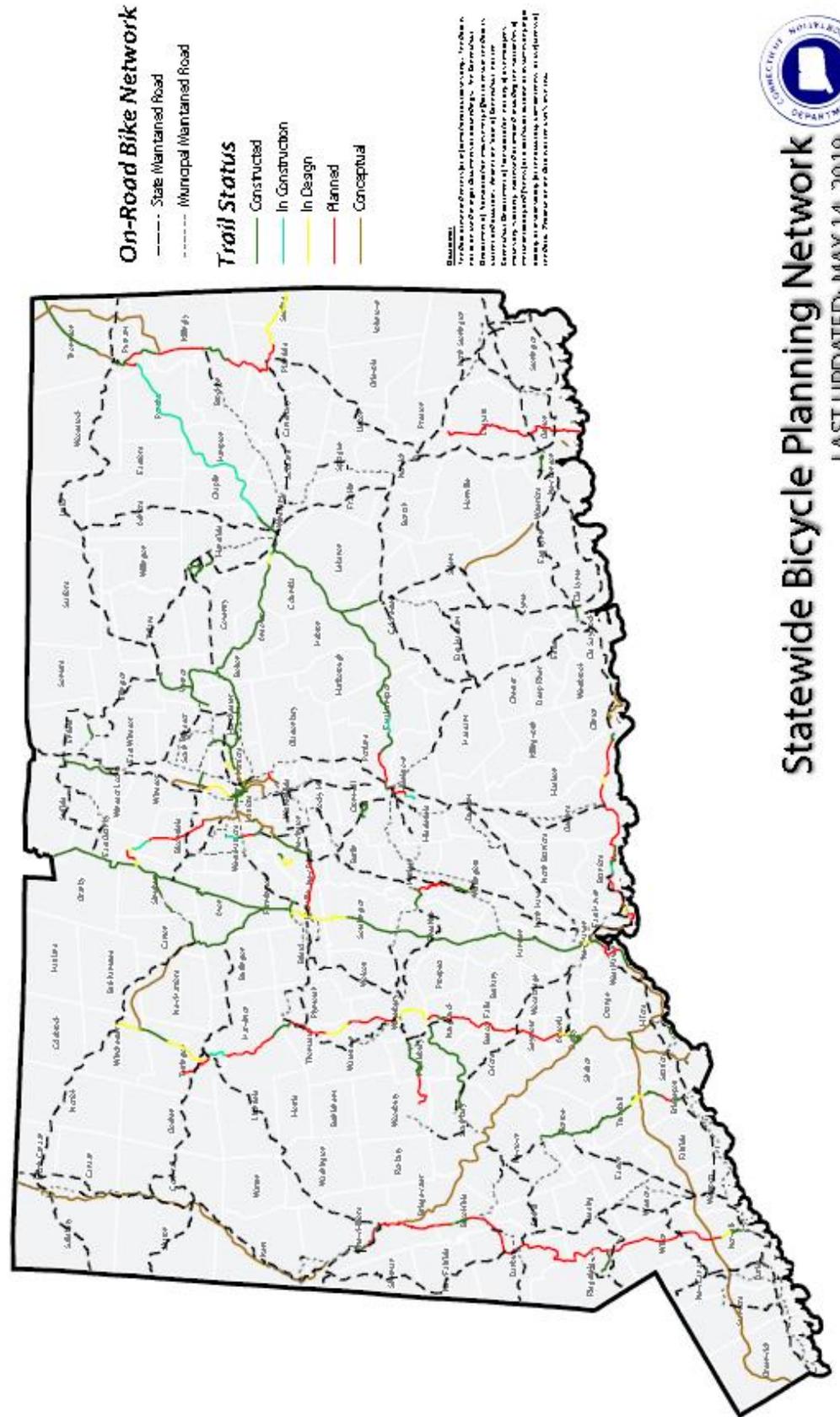


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Figure H-4 State Bi



Statewide Bicycle Planning Network
 LAST UPDATED: MAY 14, 2019



Part I. COMMUNITY FACILITIES AND UTILITIES

1. General

Community facilities encompass a broad range of governmental services and functions, including public works, public safety, governmental offices and education as well as municipal sanitary sewer and public water supply services. This review evaluates, in general terms, their adequacy to meet community needs during the planning period and beyond. The location of current facilities is shown on Figure H-1.

2. Public Works

The Public Works complex is part of a multi-purpose facility located on a sizable site on Todd Road, adjacent to the rear of Frisbie School. The site is also the location of the Ambulance



Service building, the Town Transfer Station, the Police Impoundment Area, the Town fuel Depot, the Town Salt and Sand Storage Dome, the Town Bus Garage, the Youth Center and the Red Storage Barn.

The current Public Works Repair Facility is the largest building on the site and is now 50 years old. It is in need of some renovation both exterior and interior. Officespace is limited and room for long term operations for staff is inadequate such as showers, rest area and toilet facilities. The roof of the Main Facility needs serious attention due to leaking in several areas. Several overhead doors are nearing replacement. The Transfer area needs improvement for separating and additional containers for disposal. The vehicle repair shop is in the planning stages to be relocated at the site of the Red Barn in a new 5 bay steel building. This department will be taking over repair of all town vehicles on 1 July, 2021. That will allow more inside storage for other department equipment. Property boundary lines have to be identified for the entire complex. Lastly, an area has to be planned and constructed for Emergency Operations during long term operations.



3. Public Safety

The Wolcott Police Department is located at 225 Nichols Rd., in a building that was built in 1990.



Although The building is well-maintained, it is 31 years old and showing its age. The roof has been repaired for leaks several times, and the heating and air conditioning system is constantly failing. Hopefully a new heating and air conditioning system will be installed if a new bonding package is approved. The police vehicle garage, which is also showing its age, is open on two sides, which allows for snow to build up after snow events. The police in-pound area is still located at the Public Works property. It is fenced in, alarmed and roofed. Although it can hold 8 vehicles, there are times when vehicles must be stored outside of the fenced-in area due to the inability to release or move vehicles from police custody because of active court cases, appeals, etc.. The Wolcott Police Department does not have it's own pistol range, but uses the Wolcott Landowners pistol range for yearly qualifications. The Waterbury Police Department has also offered use of their Pistol Range if need be, so there is no need for our own range. Lastly, the Wolcott Dog Pound that had been renovated in 2009, is located on Boundline Rd. Extension. It has had numerous changes made to the building and property to accommodate the animals that are brought in. The outer recreation area has been cleared and fenced in, all with donations to the pound, making it one of the best in the State. A state-of-the art camera system has also been installed to monitor the activities.



4. Fire Protection

The Town of Wolcott is currently well served by three (3) all-volunteer Fire Companies with well located and distributed firehouses. Company Number 1 is situated at the corner of Central Avenue and Samuelson Avenue, near East Street; Company Number 2 on North Street; and Company Number 3 on the corner of Lyman Road and Potuccos Ring Road. Since the previous Comprehensive Plan study in 1972, Company #1 and Company #2 have built additions to their stations and an addition is anticipated for Company #3. Typically, each Company owns its building and finances any necessary additions. With the assistance of a State grant, several tanker trucks were recently refurbished. At a time when many communities are finding it difficult to attract volunteers, especially in light of the special schooling now required, the Town of Wolcott is very fortunate to be able to maintain its able force of 20 to 30 firefighters per company. The central water supply and new hydrants being proposed to serve the lower portions of Route 69 will be a welcome addition to their facilities. It is anticipated that these facilities will be adequate to accommodate the Town's needs during the planning period.



5. Civil Preparedness

The Town of Wolcott Civil Preparedness Office, like most towns and cities, got its start from the Civil Defense programs created during the early days of World War II. President Franklin D. Roosevelt described America as being in "a state of unlimited emergency" and as a result, advised each and every city to organize its own "Civil Defense" system to plan and prepare for the dangers ahead.

On May 20, 1941 President Roosevelt created the Office of Civilian Defense to oversee and assist America's cities with this incredible task. Any lack of enthusiasm for this venture ended on December 7, 1941 when the Japanese attacked the U.S. Navy Pacific



Fleet at Pearl Harbor. The United States officially entered the war and Civil Defense became an ominous reality.

American's everywhere immersed themselves in the war effort. People were standing in line to enlist in the military. Many others got involved with the Civil Defense program. Cities throughout the country organized themselves into local Civil Defense chapters. It was a time of unlimited volunteerism. Civil Defense operated throughout the course of the war and when the war ended the world changed and so did Civil Defense.

The war was over, but the reality of the "atomic bomb" led to high international tensions and before long, we were in the "Cold War". It was during this time that many of us experienced the "duck and cover" exercises in school. During the 1950's and 60's we were reminded daily that in the event of an emergency we should tune our radios to the Emergency Broadcast System for instructions from our local CONELRAD station. Many families built home bomb shelters in their backyards. The Civil Defense program created "Fallout Shelters" in the basements of many public buildings and stocked them with food, water, first aid supplies, sanitation kits and Radiological monitors. Air Raid Warning Siren Systems were installed and the public was instructed to go to the nearest Fallout Shelter when the air raid warning sounded.

Civil Defense underwent many changes during the post-war years as well as many name changes. During the 1970's and 1980's, Civil Defense agencies began to move toward an "All Hazard" format where they prepared for and responded to any emergency in their communities from National Security issues to severe weather events, from technological hazards to natural disasters. The creation of the Federal Emergency Management Agency (FEMA) in 1979 began to bring all the various agencies together under one umbrella. The Civil Preparedness Office (as it is known today) is now a part of the Local Emergency Planning Commission which encompasses many other organizations i.e. Police, Fire, EMS, Red Cross, Amature Radio etc. to provide a true "All Hazard" support system. We have been and continue to plan for all types of disasters. Some examples of what we have done include providing functional shelter facilities with generator backup if needed.

You may have noticed that we have not only reactivated the All Hazard Siren System in town but we have added 2 additional sirens (one at the Public Works Building and the other at Wakelee School). We also have plans to expand the number of sirens we are currently using to increase the warning coverage within our growing Town. We have complete and workable Emergency Operations Plans in place to cover all types of emergencies and to facilitate disaster recovery. Enhanced communications and support with other Cities, Towns, State and Federal agencies. We are better prepared today than ever before but as September 11th 2001 has shown us, we still have areas to



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Plan of Conservation and Development

improve on. We will continue to Plan, Prepare, Train and Educate town residents in the need to be aware and understand that Civil Defense always has and always will “start at home”.

6. Town Hall



The general municipal administrative Town offices, other than those for Public Works and Sewer and Water, are located in the Wolcott Town Hall. Situated at the focal point of historic Wolcott Center, this attractive facility underwent a major expansion and remodeling in 1990. The site is adequate, with ample off-street parking provided. The facility should be more than adequate to accommodate the foreseeable future needs of the Town.



Wolcott Town Hall and Grange Hall prior to 1923

7. Sanitary Landfill

At one time, Wolcott had its own sanitary landfill/rubbish disposal area, located on Bound Line Road, north of Wolcott Road (Route 69). This facility, however, was closed 15 years ago and the Town is now served by the Bristol Regional Trash to Energy facility. It is expected that continued participation in this regional rubbish disposal facility will address the Town’s needs during the planning period.



It is anticipated that the former landfill site may at some point be suitable for other purposes. One suggestion has been that it may be of some use to the adjacent fire training school.

8. Library

The Wolcott Public Library, Located at 469 bound Line Road, is a two-story concrete building constructed in 1970 with a circular design and a flat roof. With the building being over 50 years old, mechanical, electrical, drainage and other systems as well as furnishings,



electronics and other equipment require close monitoring for needed repairs, replacement and updating to keep the building operating, efficient, and handicapped accessible for basic Library functions, programming, civic meetings and other activities. The flat roof construction has caused major drainage issues in the past. Although most issues have been corrected, small leaks and minor flooding can still be a problem. Some electrical equipment is well past its expected lifespan.

The building's 7 restrooms consist of 4 upstairs and 3 downstairs, including one handicapped restroom on each floor, an employee restroom upstairs, and one restroom downstairs converted to a storage area. They have been updated in stages over the last couple of years and we hope to complete this project in the near future. The original children's room circulation desk is in need of replacement at a cost of about \$5,000. We are considering the purchase of one or more Snap Cab Pods for soundproof tutoring as well as exam proctoring. These two person boxes, similar to an Old-Fashioned phone booth, come equipped with outlets for phone and/or computer charging and would allow some privacy for a teacher-student interaction. The cost of one study Booth is about \$15,000.

At the present time since the building is handicapped accessible on each floor, but not between floors, handicap patrons can only get between floors by exiting the building on one level to walk or drive, whatever the weather or time of day, to enter the building on another level. Patrons do have the option of using an unheated internal stairway, but



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that is clearly not a very helpful option for those with a disability. To remedy the situation, we are considering installing an elevator so that library patrons can get from the upper floor where the main library and children's room are located to the lower-level where programs, meetings, activities, and book sales are held. Besides moving people, to help with moving materials from one floor to the other, we are also considering installation of a dumbwaiter. Since most of our programs and activities, including Friends of the Library book sales, are held on the lower level, heavy books and cumbersome supplies must be carried up and down the staircase often requiring several trips. The building's shape and construction present a challenge in locating where an elevator and a dumbwaiter could be installed, whether inside or outside the building, and costs will vary accordingly, from an estimated low of \$10,000 for the dumbwaiter to \$80,000 or more for an elevator.

According to our Five-Year Plan we will be considering the need for additional space to accommodate our book and other collections, staff work space, storage space, and indoor and outdoor program needs. Since we do have an extensive piece of land adjacent to the library, ideas being considered range from beautification of the grounds and addition of picnic tables and benches, to construction of an addition to the existing building, which could be in the form of a solar-powered amphitheatre or pavilion For outdoor programming, and possibly a telescope Observatory. Because of the wide variety of ideas under consideration, cost could vary greatly. These are the goals we are working toward for the benefit of all the townspeople of Wolcott.





9. Educational Facilities

The global pandemic continues to affect our nation's public health; however, as we are in the earliest stages of the pandemic economy it may be difficult to predict economic trends. For example, some towns in Vermont, Maine and western Massachusetts are experiencing record single-family home sales with rapidly rising median sale prices at the same time important industries affecting hospitality and tourism are operating at a small fraction of their normal pace. However, we do know that the effects of the 2008 recession upon school enrollments differed significantly from one District to another. Some Districts declined in enrollment for a year or two, then experienced new families moving in. Others took up to a decade to recover.



Wolcott High
School



Tyrrell Middle School

The two factors now at work which will have the greatest effect upon future enrollments are: a. a decline in births to Wolcott residents and, b. an expected continuation of the in-migration of new families (which almost a decade ago recovered from the 2008 recession.) The students currently in Grades 1-10 were born during a period when Wolcott was averaging 125 births per year. More recently, and expected over the next 6-7 years, Wolcott now is averaging about 112 births per year, about -13 fewer births per year than previously. The strong relationship between Wolcott births and Kindergarten enrollments is displayed on the B-K graph. Of note, Wolcott is experiencing an increased number of 'net move-ins' of families with Kindergarten students, which over the last five years has experienced a range of enrollments from 125-157). Especially over the most recent 5-8 years, Wolcott registered about 122



Kindergarteners for every 100 Wolcott births (five years previous). Interestingly, Grade 1 tends to increase by adding 1% additional students each year.

“Hidden Trends” within the district: Like many nearby communities, Wolcott continues to experience fluctuations in enrollment and in/migration in Grades 1-8. There are additional trends and counter-trends to consider. More so than other grade levels, **Grades 1-8 in most districts, taken as a group, tend to be quite stable in numbers.** Grades 9-12 are excluded from the calculation as in many communities there tends to be additional fluctuation for reasons having little to do with students moving in/out of the community – in the case of Wolcott, Grade 9 tends to be 1% larger than the previous year’s Grade 8. Regarding the Grade 1-8 enrollment stability, if last year the Grade 1-7 total was 1,100 children, if no one moved in or out, this fall’s Grades 2-8 would equal about 1,100 – the same cohort of children. Because Grades 1-8 tend to be the most stable in total K-12 enrollment, these Grades 1-8 are potential places to discover “hidden trends” that otherwise might go unnoticed and provide a useful yardstick by which to measure a district’s tendency toward in-/out-migration. In the case of Wolcott, we know that the district had been experiencing an in-migration of school-age children (with increases in 8 out of 8 years, leading to a net increase averaging +33 student). The presence of in-migration in Grades 1-8 would be evidence of the complexity of enrollments in these unsettled economic times. Analysis of these hidden trends sometimes can provide an additional benchmark by which to assess enrollment trends.

Enrollment projections and real estate trends: Over the next three years, K-5 enrollments are forecast to decrease by a total of -5 students; Grades 4-5 are projected to increase by +2 students; Grades 6-8 to decrease by -6 pupils; and the high school level to decrease by about -28 pupils...all within the



Wakelee Elementary School

next three years – as the classes move up the grades. Enrollment projections are more reliable in Years #1-4 in the future and less reliable in the ‘out-years’- as many factors may change. This data is based on Fall 2020 enrollment data. That said, it is quite possible that real estate turnover will have increased further, bringing in additional new families – see the “projections” page. Although the Year #1-3 forecast likely will occur, the longer-term future is better viewed as a possible direction which may be affected by improved real estate conditions – rather than a specific set of numbers. That longer-term future also will be affected by the number of babies-yet-to-be-born...it is quite likely



that the birth numbers will increase slightly as new families move in. All projections are more reliable for Years #1-5 in the future; and less reliable in the “out-years” – as some many factors can change. As soon as the pandemic economy shifts, additional in-migration may occur into Wolcott. Building permits have begun to slow as well; see the “Additional Data” table. As additional families move in, the forecasted declines may moderate. See the “reliability of projections” section for more details. The birth numbers used in the projections, through 2018, are from the CT Department of Public Health – any “provisional” numbers reflect a total that is preliminary: the total may rise yet will not shrink. Any “estimated” years, are a rolling five-year average, which NESDEC has found to be the most accurate method of estimation. Local City/Town Clerks have up-to-date information on local births however do not have access to the number of Wolcott residents born out-of-state (information which will eventually become known to the CT DPH Vital Statistics).

Forecasting Kindergarten and Grade 9: The two most difficult grades to forecast in all districts are Kindergarten and Grade 9. The latter is difficult to anticipate, as there are so many options for Grade 9 (in vocational or agricultural schools, private or parochial non-public schools, etc.). Kindergarten can be difficult to project based upon births alone, especially in a changing real estate market like Wolcott at the present time, as many districts have large numbers of “net move-ins/move-outs,” who are ages 1-4. **Some districts take extra steps to track 3 and 4-year olds with a local census, or report to NESDEC the known number of 4-year-olds in local preschools/nursery schools which typically enroll Kindergarteners in the district. Knowing this information helps NESDEC to project Kindergarteners more reliably...as does data from the Kindergarten Screening in districts which also track 3 and 4-year old siblings (or neighbors) at that time. Wolcott’s in-migration of residents remains an important variable within the new class of Kindergarteners each year – and is well-worth tracking in order to update, periodically, the estimated number of newly-arrived children. The more data, in addition to births, which is sent to NESDEC regarding the incoming Kindergarten class, the greater the chance that “enrollment surprises” will be minimized.**

Trends in real estate sales: Everyday across America, 10,000 “Baby Boomers” celebrate their 65th birthday - a phenomenon which will continue for a decade. New England has a disproportionately large share of these senior citizens, many of whom had planned to “downsize” their living arrangements, yet postponed putting homes on the market due to the Great Recession. Millennials, many of whom postponed home buying, are now purchasing homes in record numbers. School enrollments are influenced strongly by the number of real estate sales, as these contribute to new families moving into many districts. In over 80% of districts, the number of real estate



sales is 4-5 times larger than the number of building permits for new residential construction – **thus the number of real estate sales often is a more important factor than the number of building permits.** The global economy continues to be somewhat unsettled, yet NESDEC has assumed that there will be continued economic stability on the national and regional levels.

In New England, how rapidly will additional homes be placed on the market? A mid-2014 study using data from the Federal Housing Finance Agency, Bureau of Economic Analysis and the U.S. Census Bureau directly links home prices to the “real Gross Domestic Product” (GDP) in each of the nine regions in the country. New information on the pandemic will become useful as it becomes known. Thus, although real estate sales and rentals are very strong in some New England towns and cities, there are many senior citizens who may still refrain from placing their homes on the market – as house prices still may be rising – this factor might affect many residents of Wolcott. New England births, however, are likely to remain at low levels, due to the advanced median age of the New England population.

A note about the Pre-Kindergarten Year (PK): Recent research on the critical value of quality educational programs for 3-and-4-year-old children is summarized in *The Most Important Year, Pre-Kindergarten and the Future of Our Children* by Suzanne Bouffard, a Developmental Psychologist, Penguin Random House (2017). A child’s brain develops faster during these essential early childhood years than at any other time during the life span. Further, children who attend quality Pre-Kindergarten programs develop better language, literacy, problem-solving and math skills, and are more likely to display stronger self-control – qualities that will prepare them for a lifetime of successful learning. Across the U.S., more districts are increasing the number of children in public Pre-Kindergarten – and some are considering “universal Pre-K” for all 4-year olds.



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Table I-9.1 PK-12 Enrollment Forecast

Continuing Declines Expected in New England's PK-12 Enrollments

From 2016 to 2028, the US Department of Education anticipates changes in PK-12 enrollment of +5.4% in the South; +2.1% in the West, -2.1% in the Midwest; and -3.7% in the Northeast.

State	Fall 2016 PK - 12	Fall 2028 Projected	PK-12 Decline	% Change, 2016- 2028
CT	535,118	471,100	-64,018	-12.0%
ME	180,512	171,600	-8,912	-5.0%
MA	964,514	939,400	-25,114	-2.6%
NH	180,888	161,000	-19,888	-11.0%
RI	142,150	135,700	-6,450	-4.5%
VT	88,428	80,400	-8,028	-9.0%

Source: USDE, National Center for Education Statistics, *Projections of Education Statistics to 2027*, Statistics to 2028, Table 3, Pages 35-36; Published May 28, 2020.

Table I-9.2 Historical Enrollment:

School District: Wolcott, CT - Spring Update

5/24/2021

NOTE: Spring update enrollment data provided by the district includes the anticipated return of homeschool/private/parochial grade students.

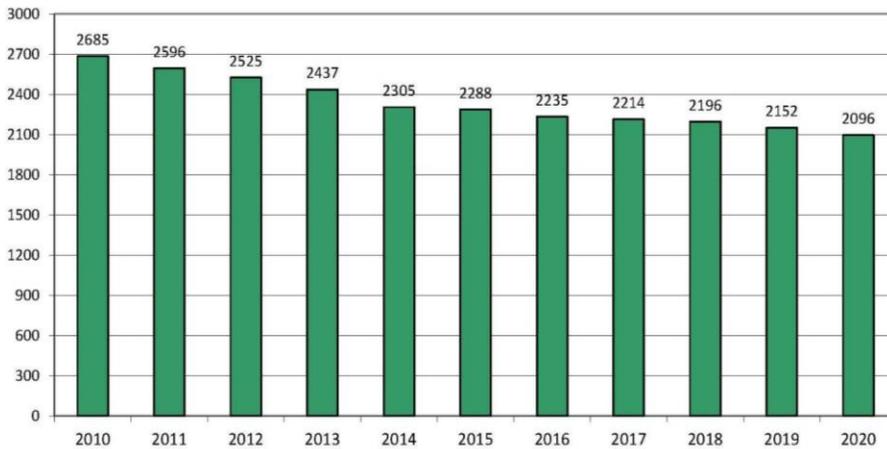
Historical Enrollment By Grade																			
Birth Year	Births	School Year	PK	K	1	2	3	4	5	6	7	8	9	10	11	12	UNGR	K-12	PK-12
2005	133	2010-11	53	167	153	183	213	199	187	222	252	209	237	211	221	231	0	2685	2738
2006	122	2011-12	53	133	176	162	183	213	201	199	220	248	180	244	212	225	0	2596	2649
2007	140	2012-13	47	151	129	182	161	179	218	221	204	215	210	181	245	219	0	2525	2572
2008	134	2013-14	45	126	151	133	175	172	179	232	223	201	193	223	182	247	0	2417	2482
2009	140	2014-15	52	125	132	153	139	176	165	186	230	222	181	193	220	183	0	2305	2357
2010	119	2015-16	50	132	126	138	154	149	181	183	189	232	200	187	194	223	0	2288	2338
2011	121	2016-17	50	140	145	128	147	157	150	196	187	193	207	204	184	197	0	2235	2285
2012	123	2017-18	49	147	144	142	134	151	164	169	203	192	173	209	201	185	0	2214	2263
2013	109	2018-19	48	137	150	152	150	138	158	177	171	207	163	173	210	210	0	2196	2244
2014	112	2019-20	44	157	138	148	149	153	149	171	187	170	174	167	180	209	0	2152	2196
2015	107	2020-21	55	118	150	137	148	157	152	169	173	198	160	180	173	181	0	2096	2151
2021 Spring Update	70		70	121	153	139	151	160	159	187	171	201	165	183	176	179	0	2145	2215

Historical Enrollment in Grade Combinations									
Year	PK-5	K-5	K-6	K-8	5-8	6-8	7-8	7-12	9-12
2010-11	1155	1102	1324	1785	870	683	461	1361	900
2011-12	1121	1068	1267	1735	868	667	468	1329	861
2012-13	1067	1020	1241	1660	858	640	419	1284	865
2013-14	981	936	1168	1592	835	656	424	1269	845
2014-15	942	890	1076	1528	803	638	452	1229	777
2015-16	930	880	1063	1484	785	604	421	1225	804
2016-17	917	867	1063	1443	726	576	380	1172	792
2017-18	931	882	1051	1446	728	564	395	1163	768
2018-19	933	885	1062	1440	713	555	378	1134	756
2019-20	938	894	1065	1422	677	528	357	1087	730
2020-21	917	862	1031	1402	692	540	371	1065	694

Historical Percentage Changes			
Year	K-12	Diff.	%
2010-11	2685	0	0.0%
2011-12	2596	-89	-3.3%
2012-13	2525	-71	-2.7%
2013-14	2437	-88	-3.5%
2014-15	2305	-132	-5.4%
2015-16	2288	-17	-0.7%
2016-17	2235	-53	-2.3%
2017-18	2214	-21	-0.9%
2018-19	2196	-18	-0.8%
2019-20	2152	-44	-2.0%
2020-21	2096	-56	-2.6%
Change	-589		-21.9%



K-12, 2010-2020



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Wolcott Schools

The Wolcott school system is composed of three elementary schools, grades K-5 (Frisbie, Tyrell, Wakelee), one middle school, grades 6-8 (Alcott Middle School), and one high school, grades 9-12, which additionally accepts tuition students (Wolcott High School). This grade composition reflects a change in conditions since 1972 when the school system was composed of six elementary schools, grades K-8, including one church basement (Alcott, Frisbie, Lewis, Tyrrell, Wakelee, Woodtick, and the Congregational Church) and one high school, grades 9-12 (Wolcott High School). The Town of Wolcott responded to the needs of the growing school population and improved school facilities thereby reducing overcrowding so that quality education could continue to be offered.

Board of Education

With the expected reduction in enrollment no additional facilities are planned or needed in the foreseeable future. The Board of Education did purchase the property adjacent to the entrance to the High School which is expected to be used for parking.

The Board of Education is evaluating future school facility configuration. As it appears from population projections that the student body in Wolcott will remain at its current level for the next ten years, no new facilities will be needed. However, because of the



age of the facilities, repairs are inevitable. The Board will be looking for the most cost effective alternatives for the future.

Educational Achievements

In the 2011 POCD, the Board reported that they were aware of low SAT scores for Wolcott High School students. At that time, the Board instituted a “critical thinking” curriculum emphasizing training, which has had direct application on the students’ future, whether they attend college or transition directly into the workforce.

The Board reports that many positive changes have resulted from the “critical thinking” process. In response to low SAT scores, the board now provides SAT Preparation courses for all students at no cost.

Table I-9.3: Wolcott Education 2018-2019 School Year

<i>2018-2019 School Year</i>				<i>Smarter Balanced Test Percent Above Goal (2017-2018)</i>					
	Grades	Enrollment		Grade 3		Grade 4		Grade 8	
Wolcott School District	PK-12	2244		Town	State	Town	State	Town	State
				Math	73.3% 53.8%	77.3% 51.3%	61.5% 43.0%		
				ELA	74.8% 53.1%	80.7% 54.9%	70.8% 56.1%		
<i>Pre-K Enrollment (PSIS)</i>				<i>Rate of Chronic Absenteeism (2017-2018)</i>					
Wolcott School District		2018-2019							All
		48		Connecticut					10.7%
				Wolcott School District					3.9%
<i>4-Year Cohort Graduation Rate (2017-2018)</i>				<i>Public vs Private Enrollment (2013-2017)</i>					
	All	Female	Male			Town	County	State	
Connecticut	88.3%	91.8%	85.1%	Public		92.8%	88.2%	86.8%	
Wolcott School District	96.7%	96.7%	96.7%	Private		7.2%	11.8%	13.2%	

Source: CERC 2019 Town Profile



10. Sanitary Sewer Service

The existing network of municipal sanitary sewers serves much of the older built-up areas of the Town and is connected to the treatment facilities in the City of Waterbury. Since public funding for sanitary sewers is not generally available, extensions to the existing system are and will continue to be limited primarily to those serving new developments with all costs paid by those private developers. This is the means by which newer subdivisions such as Arvida Woods, Alcott Meadows, Beachwood Estates, Forest Hills, Hampshire Glen, Lindsley Brook, Oakwood, Park of Wolcott, Red Fox Run, The Preserve, Watercreek, Woodgaite and Wolcott Hills have extended sewers. While there are approximately 52 miles of sanitary sewer lines serving the Town, there are still areas which would benefit from expanded sewer service, one being the Cedar Lake Area to the north at the Bristol Town line via Witches Rock Road. A study was performed for that area followed by a residential survey that resulted in the majority of property owners not in favor of expansion.

Recommended Strategies

1. New developments in reasonable proximity to the sanitary sewer system should be required to connect to the system. All costs should be the responsibility of the developer.
2. Require all expansions be via public roadways instead of cross-country easements in order to acquire services to every existing structure and available property in the area.

11. Water Supply

The first public water supply service in Wolcott occurred in 1989 when the system was extended from Waterbury into the industrial area off Route 69. The City of Waterbury's water supply sources are two reservoir systems including the Shepaug Reservoir System and the Wigwam Reservoir System. The Town currently provides potable drinking water and fire protection to its southern and western portions. Two meters are located at the interconnection at the Waterbury-Wolcott municipal boundary. Use of the interconnection is authorized by the Sale of Excess Water Permit #07-04 authorizing transfer of up to 0.8 million gallons per day (gpd) and a total of 292 million gallons per year. The transfer of water through the interconnection is governed by the current Water Diversion Permit that limits such transfer to 500,000 gpd. The 13.9 mile distribution system, (see Figure H-2), includes two water tanks (Barry Avenue and Edgemont Lane, each with a capacity of 565,000 gallons) and two pumping stations (Sunrise Road and Beach Road) associated with the zones supplied by the tanks.



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The 1997 South Central Connecticut Regional Water Authority (SCCRWA) began delivering potable water and fire protection to the eastern portion of Town through individual Service Area Agreements. Expansions of water supply service continued through the years. Today, SCCRWA is under agreement with the Town of Wolcott to service the Hitchcock Lake Area of town, a portion of Meriden Road, Chesterfield Avenue and Steele Avenue.

A water supply and distribution study for the Town of Wolcott was completed in September of 2009 and outlines a master water supply plan for the Town. The Master Plan will be used as a guide for the location and size of water transmission mains, booster pumping stations and water storage facilities.

Recommended Strategies

1. Future expansions of the water supply system should first be focused towards zones that can be serviced by the water tanks and pumping stations already in place.
2. Increase and sustain limitations in Agreements and Permits to ensure service to the entire projected town population.



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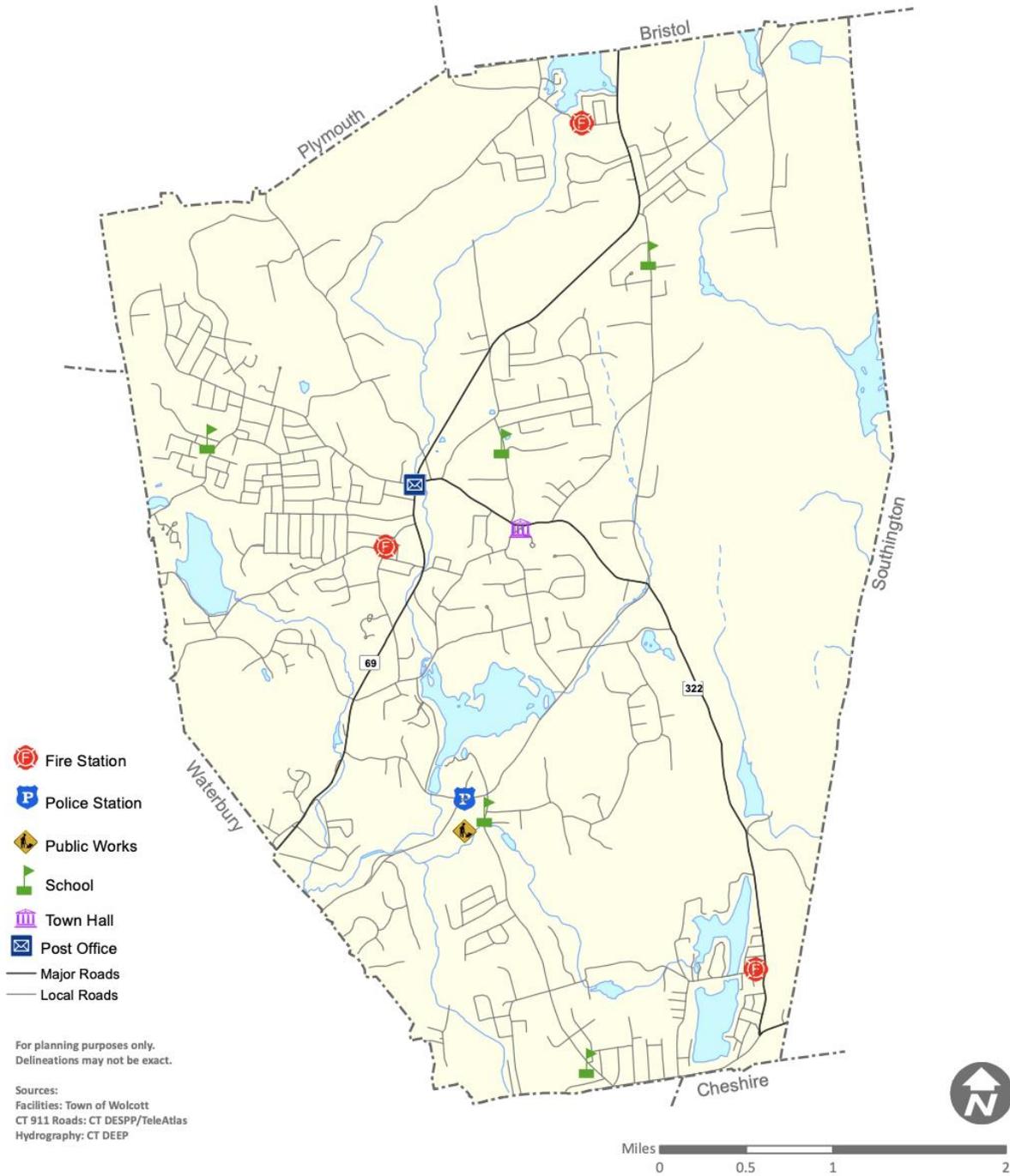
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3. Consider the feasibility of bringing public water to the area south of Beach Road, including the following:

- Long Meadow Dr
- Chasse Dr
- Laurel Ln
- Cedar Ave
- White Oak Ln
- Hickory Ln
- Ivy Ln
- Jasmine Ln
- Kingwood Ln
- Lancewood Ln
- Chestnut Dr
- Church Dr
- Longview Ln



Figure I-1: Town Facilities



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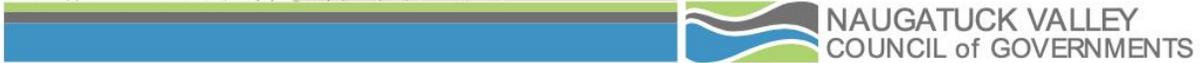




Figure I-2 Water & Sewer Service Areas





PART J. OPEN SPACE

1. General

The benefits of open space to a community are both economic and social. In terms of community benefits, open space preservation can produce far reaching effects on the local economy in its effects on the local “quality of life”. Study after study has shown that proper open space preservation increases property values



and returns in municipal taxes. On the other hand, lack of open space has a negative impact on water and air pollution and associated low density (sprawl) development will increase costs to the town. (It costs more to run school buses and emergency vehicles, to repair roads, and to collect garbage when houses are spread out over more miles of roads than when houses are located more closely together).

There are a variety of preservation techniques that may be used. Two commonly used programs, open space acquisition and cluster ordinances, are both economically viable methods of preserving open space. At a minimum, preparation of an Open Space Plan (recommended in the 1997 PCD) should be completed which establishes goals for open space, identifies key areas in the town to be protected and the method of preservation.

2. Definition of Open Space

What is the definition of open space? It can include ballfields, linear trails, forested trails, untraveled woodlands, wetlands, meadows, working agricultural lands, and more. For purposes of the plan, open space is primarily assumed to be natural, relatively untraveled land and areas without active recreation, such as athletic fields.

Open Space is a unique land use in that it can increase the livability of all other land uses and smooth the transitions between them. Examples are the buffering ability of open space which enhances aesthetics and reduces impacts of noise. When adjacent



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to protected open space residential property values and desirability are increased flood storage capabilities of protected wetlands and low lands can insure against property damage.

The amount of open space desired or needed should be determined by the residents of the town, or more specifically, the taxpayers and voters. Some suggested guidelines are:

- 25% of all land (N.Y. Regional Plan Association)
- 10 acres per 1000 population (National Recreation & Park Association – Recreation Only).
- 78 acres of open space of all kinds for every 1000 residents.

The State of Connecticut has set a goal of 21% of the total land area to be preserved by 2023 with 10% preserved by the State and 11% by municipalities. An inventory of "Existing Recreation and Open Space Areas in Wolcott" (Table J-1, below) reveals that currently there are 660 acres of town owned land and 2550 acres of semi-public/private land, (2,200 acres are Southington and New Britain Water Company land). The land totals do not include private undeveloped land.



Table J-1

**INVENTORY OF EXISTING RECREATION AND OPEN SPACE AREAS
 WOLCOTT, CONNECTICUT**

PUBLIC (Town-Owned)

<u>Facility/Ownership</u>	<u>Use/Development</u>	<u>Acreage</u>
Wakelee School	Play equipment, picnic tables, 2 ball diamonds, football field	7± of 17.0
Alcott School	Play equipment, picnic tables, 1 ball diamond 3± of 12.9	
Frisbie School	Play equipment, picnic tables, 2 ball diamonds,	3.5 of 10.3
Tyrrell School	Play equipment, play field	8.8 of 22.0
Wolcott High School	Football field, 1 ball diamond, track	14.7 of 25
Peterson Park	Play equipment, picnic tables, tennis and basketball courts, skating pavilion and trails	56.8
Woodtick Recreation Area	Swimming, picnicing, fishing, boating, pavilion, field sports incl. football, soccer and softball fields	358.7
Farmingbury Hills	9 hole golf course	55.9
Mattatuck Beach (Hitchcock Lake)	Beach area	0.15
Town Green	Passive, special events	0.4
Wolcott Hills P.R.D.	Open space	121

SEMI-PUBLIC/PRIVATE

Jacklin Rod & Gun Club	Hunting, fishing	48.5
Bristol Fish & Game Club	Hunting, fishing, shooting	158.8
Sandy Shores, Arrowhead, Bucks Hill, etc.	Private beach clubs, offering swimming and picnicing	27.9
Wolcott Landowners Protective Association	Archery, hiking	33.8
Baseball Assoc. of Wolcott	Baseball	
Grove Beach Association	Swimming	0.15
Wolcott Historical Society land	Open space	42.2
New Britain Water Company, Southington Water Company	Watershed land and reservoirs	2,200
Wolcott Sports Complex	2 soccer fields, 1 football field, lacross	32±

Based on Table J-1, over 25% of the Town is, at present, open space however, 17% is attributed to Water Company land, (Centralized Open Space is shown on Fig. J-1). The Town has enjoyed the conservation benefits of the large watershed land holdings of the



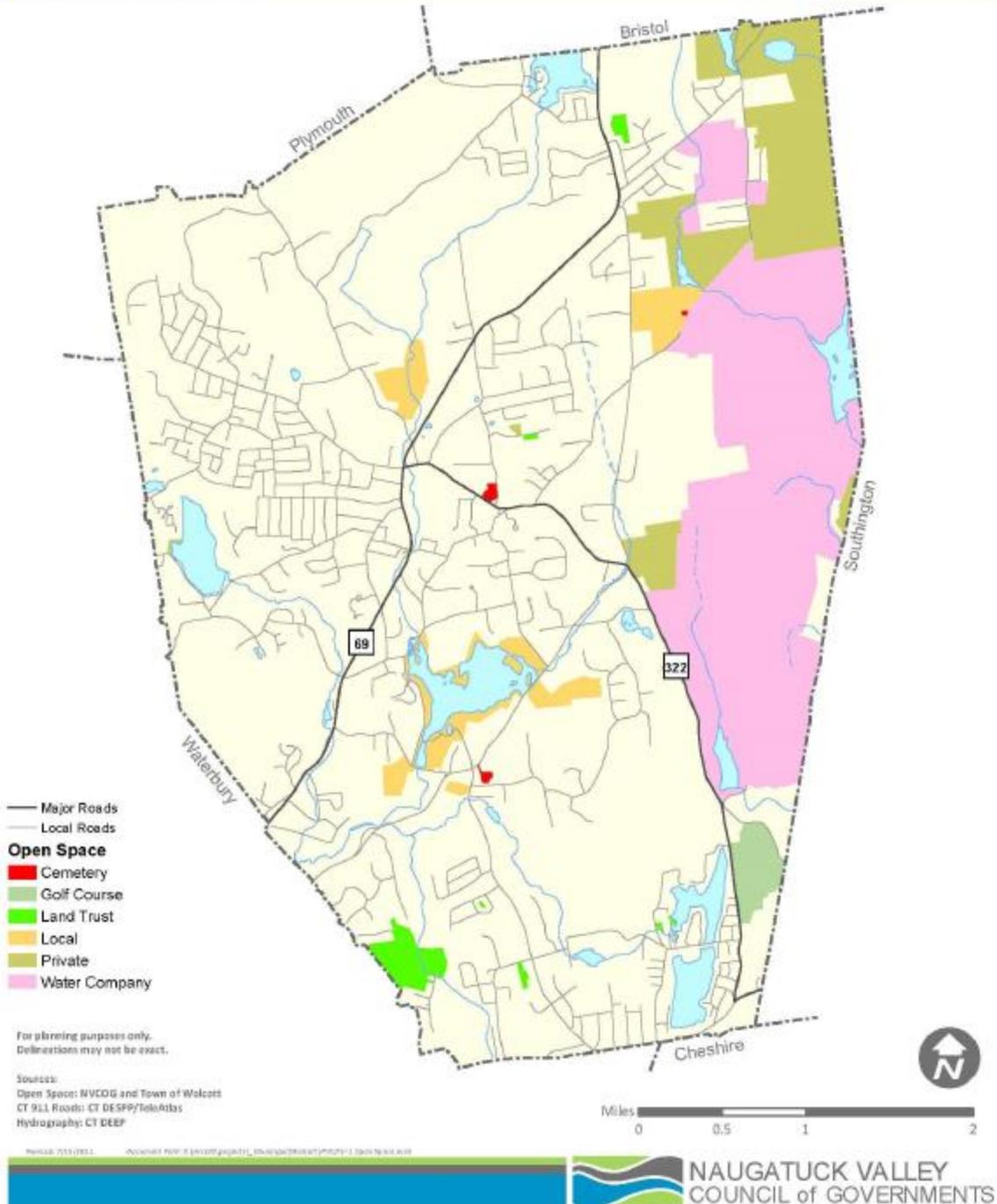
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New Britain Water Company and the Southington Water Company. These property holdings, in excess of 2,200 acres, are complemented by other lands of the Bristol Fish and Game Club, the Jacklin Rod and Gun Club, Hillside Equestrian Meadows and Wolcott Land Owners and in total they provide a large, wildlife habitat area and a prominent, visual open space of great significance. Although some of the Water Companies' land is excess land that could be disposed of, there is no current intention to do so since in most cases it abuts other undeveloped land. State Statutes mandate that prior notification be given to municipalities in the event of the intent to sell watershed land, together with a right of first refusal. Accordingly, should there be any plans for the disposition of excess lands, the Town would be given ample opportunity to acquire the property, normally at its fair market value.



J-1 Open Space



In this comprehensive planning effort, the Planning and Zoning Commission should give careful attention to this entire easterly and northerly area and propose a land use



pattern that will assure the continued existence of this area as a prominent, rural conservation and open space feature of the Town.

3. Open Space Preservation Strategies

While the Town presently enjoys an abundance of Open Space, in excess of any published State and National standards, a major portion of this space is in private and semi-private ownership and not normally available to the general public for use. To maintain and enhance the character of the Town and to guide the potential of Wolcott's significant open spaces the following strategies are offered:

a. Preparation of a Town Open Space Preservation Plan.

The plan should identify and prioritize undeveloped open space areas that have significant environmental, natural, scenic or recreational values and procedures through zoning or acquisition to insure preservation. The preparation of the plan should involve participation of town residents in identifying areas or aspects of the Town which makes Wolcott a special place. Other communities have conducted surveys where respondents are asked to locate "places of the heart" on a town map and to list landmarks, frequently visited or memorable places, aspects of the town that represent "home" qualities and feelings that represent the community.

b. Greenways

Greenways have emerged as a broad organizing principle in resource protection efforts in Connecticut. The Greenways Act (P.A. 95-355) declared the state's interest in creating a statewide greenway system. A greenway is a linear open space that can help conserve native landscapes and ecosystems by protecting, maintaining and restoring natural connecting corridors. A greenway is much more than a geographical linear open space. A greenway can reconnect people to their communities, water resources and fields, enhancing the sense of place that helps define the quality of life in Wolcott. They can provide opportunities for recreation, exercise and alternative transportation. Greenways can also contribute to the preservation of scenic and cultural assets.

Criteria for the designation of Connecticut Greenways

In 1995 the Connecticut General Assembly acted upon the recommendations of the Governor's Greenways committee and passed Public Act 95-335, which institutionalized Connecticut's greenways program. The Public Act defines greenway as a "corridor of open space" that:



- May protect natural resources, preserve scenic landscapes and historical resources or offer opportunities for recreation or nonmotorized transportation;
- May connect existing protected areas and provide access to the outdoors;
- May be located along a defining natural feature, such as a waterway; a man-made corridor, including an unused right-of-way; traditional trail

In order to meet the criteria for official designation as a greenway, open spaces and/or pathways must fit at least one aspect of this definition. The critical element, however, is connectivity. For example, while a loop trail in a public park may fit many recreational and open-space needs, it does not qualify as a greenway because it offers no opportunities to connect to a greater system. Conversely, a short segment of open space along a ridgeline or waterway may be deemed part of a greenway if it presently or in the future provides a linkage to a larger system. Potential candidates for greenways in Wolcott are the Mad River, the Mattatuck Trail and the Tunxis Trail.

In 2010, the Town submitted documentation to create a “Greenway” for the Mad River, from its origin at the Cedar Lake Dam to the Waterbury Line. In 2018, the Town completed a portion of this “Greenway,” which runs from the bridge at the intersection of Munson Rd and Wolf’s Hill Rd, and forms a loop around Scoville reservoir.

c. Conservation Agreements, Restrictions and Easements

Conservation agreements are often used to provide permanent protection of open-space areas without the actual deeding of full property rights. Landowners agree to restrict the density and future development rights of their property, often in exchange for tax advantages from the reduction in its value. In many cases, the location of future development is restricted. Restrictions could be used for the preservation of scenic views and ridgelines.

d. Open Space Assessment Program

To preserve open-space land as long as possible and slow the pace of growth, Wolcott should consider adopting an open-space assessment program (also known as PA 490). Under the program, as allowed by Section 12-107 of the Connecticut Statutes, Wolcott could assess land by its use (farm, forest, or open space) rather than its market value. The use assessment reduces the tax burden on the properties and reduces the likelihood that land will be developed to a more intensive use as a result of economic pressure and inability to pay the taxes. The legislation includes a “recapture provision” for property developed or sold within ten years of its designation. Additional tax, interest and, in some cases, penalties can apply.



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An open-space assessment policy might include any portion of a parcel that exceeds the minimum lot size for the zone provided the area that receives the assessment is greater than the minimum lot size for the zone. Land that is used for business or utility purposes is excluded.



Part K. PARK AND RECREATION

1. Existing Facilities

The quality of recreational opportunities offered by a community has become as important as other aspects of the educational, social and economic benefits associated with the quality of living in a municipality. The average American family with school age children relies on the after school and summer programs for the educational, health and custodial benefits in a lifestyle where often both parents work. Parents too have become increasingly aware of their own fitness needs as well.

The Wolcott Park and Recreation Department coordinates all sports and recreational activities for the Town. Utilizing all the schools, Town owned facilities and semi-public facilities,

the Park and Recreation Department provides after school and evening activities for Wolcott toddlers through adults.



Scoville Recreation Area

There are programs held at the library and of course at Peterson Park and the Woodtick Recreation Area. Special events such as music concerts are frequently held on the Town Green and the Park and Recreation Department also sponsors special trips and tours. Programs are also offered for infants, toddlers and preschoolers, age 3 and up. The summer programs are particularly well attended.

Complementing the Town facilities and programs are private groups such as the Baseball Association of Wolcott which organizes Little League Baseball on Town owned land; and the new Wolcott Sports Complex which provides fields for soccer and football on privately owned land.

Walking Trail: Utilizing the land around Scoville Reservoir that was purchased in the 1980's, a walking trail was designed and constructed. It was a phenomenal success.



Additional trails should be considered. The Mad River Greenway is a fine example of an area that should be evaluated for development of a trail.

2. Future Needs

a. Facilities

While population growth in the Town is expected to be moderate, recreational needs of the town are expected to increase, possibly significantly. For example traditional spring sports such as baseball and softball are now extending into the fall. Additional organized sports such as lacrosse are presenting further scheduling pressure on existing facilities. Although not in the immediate future, facilities for ice hockey and swimming may soon need consideration.

In the short-term, three possible options to relieve recreational facility pressure are (1) expansion of facilities at the Woodtick Recreation Facility, and (2) utilization of the 30+ acres of land owned by the Town adjacent to the Farmingbury Golf Course, (3) The Mad River Greenway

b. Recreation Program Management

As the need to provide practice and game scheduling for the increasing number of sport activities, as well as coordinating all of the other parks and recreation programs, consideration should be given to establishing a more centralized management system.





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Recently the town voted and approved combining the Parks and Recreation and Acquired Facilities into one Commission, which will facilitate future Parks and Recreational Facility Development.



Part L. COMMUNITY CHARACTER

1. Historic District

In February of 2000, the State Historic Preservation Board evaluated the historical significance of the Wolcott Green and several surrounding properties and voted to approve it as a historic district, thus placing them on the National Register of Historic Places. Placement on this register identifies the property as “historically significant and encourages the preservation of the property”. It also makes owners of these properties eligible to apply for federal grants-in-aid (when available) for preservation activities and



Tuttle House, built in 1792

provides protection from unreasonable destruction. The property may also be designated with a historical register marker. Placement on the register does not restrict the rights of the property owner in use, development, or sale of the property. It simply designates the property as historically significant. There are some towns and cities in Connecticut that have placed restrictions on historic properties, but Wolcott is not one of them. The historic district of Wolcott consists of the Wolcott Green, Edgewood Cemetery, the Congregational Church and parsonage, the Center School which houses the Superintendent’s office, the Grange Hall, the Town Hall and five houses that are on or near the Green. Provided on Figure K-1 are the historic districts in Wolcott as well as the other historic sites described below.

Early Roads and Highways

The King’s Highway: When the village site for ancient Waterbury was laid out in 1677 it was in accordance with Colonial law to lay out a road connecting that settlement with adjoining Farmington whose western boundary was the present Wolcott-Waterbury town line. Roads of this nature were called King’s Highways or “common ways” and were necessary for constant communication and mutual protection. For a time this road



was nothing more than a horse path but through the years the road was greatly improved. In the year 1754 the "Road to Farmington" was recorded as starting at East Main Street in Waterbury and proceeding easterly over what is now the Cheshire Road. At East Farms it turned northeasterly following the present Pierpont Road. Crossing over what is known as Putt Meadow, it entered Farmington at a point below the present Todd Road intersection where it continued easterly along the border of what is now southeast Wolcott. Dropping down the mountain it followed a course into the valley of the Quinnipiac where it merged with a highway connecting New Haven and Hartford.

Another road, shown on old maps as a King's Highway, was also called the Back-bone Road. Running north and south, it apparently commenced in Hamden and followed along the high elevations. Entering present day Wolcott from Cheshire, it continued northerly on the crest of Southington Mountain passing through properties now making up the golf course and the Southington Water Company holdings. The present Beecher Road in northeast Wolcott, appears to have been part of this highway which then probably dropped down into New Cambridge now Bristol. An historic burial ground and old foundations give evidence that some of Wolcott's earlier settlers lived along this road. Remains of the highway can still be found at the end of Beecher Road and part of an old road drops from this location down the ridge to Marion.

A "Second Road to Farmington", as it was called, began in Waterbury and proceeded northerly over Buck's Hill. It continued past Chestnut Hill and up over Spindle Hill. Then following the present Allentown Road, it continued along the side of Fall Mountain into what was then Farmington.

The Southington and Waterbury Turnpike: This route was incorporated in the year 1812. The section passing through south Wolcott followed the general path of the present Meriden Road. The western toll gate was located near Shelton Avenue. The toll collector's house stood nearby on an elevation appropriately called Gate House Hill. By 1860 the last toll was collected and the gate never again closed.

The Wolcott and Hamden Turnpike Company: In the year 1818 a corporation was organized for the purpose of building a toll road which would extend from the Plymouth line in northwest Wolcott then pass through Wolcott Center and connect with what was known as the "North and South" highway which paralleled the high ridge along the eastern boundary of Wolcott and finally into West Cheshire. A charter was granted by the General Assembly of Wolcott but support never materialized from investors and the road was never built.



Old Burying Grounds

Edgewood or Evergreen Cemetery: Located near the center of town and first referenced in 1764, this cemetery is still in use today.

Southeast Burial Ground: Established in 1772, this cemetery is located on Southington Reservoir property.

Pike's Hill Cemetery: This cemetery is located in the northeast section of town on "Rose Hill". It was established around 1774 and six stones still remain in the cemetery today. Several graves had been removed to Beecher Cemetery (Northeast) in 1805.



Northeast Cemetery: Located at the end of Beecher Road and originally referred to as the New Northeast Burial Ground, it was established in 1805 and used until the late 1920's. Much vandalism has occurred here and funds have been allocated by the Wolcott Historical Society recently for repairs.

Woodtick Cemetery: This cemetery is sometimes referred to as the Southwest Burial Ground. It is located at the corner of Woodtick and Todd Roads. Established in 1807, it is still in use today.

Early Schools

Prior to the establishment of an Ecclesiastical Society, the people of Farmingbury were allowed to have a winter parish which had its own schools and gave the residents exemption from paying taxes for schools in other towns. During the 1770 meeting of the



Ecclesiastical Society, a school committee was chosen and it was decided to divide the town into districts. Historic school houses which still remain are listed below:

Southwest District: The earliest school in this district was located on Nichols Road. The original wooden structure was destroyed by fire and was replaced circa 1821 with the present stone structure that today houses the Wolcott Historical Society Museum. In 1982 the building was listed on the National Register of Historic Places. In 1930 the stone



Stone Schoolhouse on Nichols Road

school was replaced with a new two-room brick school building called Woodtick School.

The Center School: The Center School was located on the Town Green near the Congregational Church and was built circa 1856. The original wooden structure was destroyed by fire in 1930. It was replaced with a larger brick structure soon afterward and today houses the offices of the Superintendent of Schools.

2. Historic Preservation

The Planning and Zoning Commission should consider modifications to zoning and subdivision regulations to ensure that development in areas of Wolcott's Historic value described above are evaluated and preserved in the design and configuration of future development. The Town should embrace its historic significance and promote it as one of the reasons to reside in Town.

3. Route 69 Corridor

The 1997 Plan recommended establishment of a Route 69 in Section 35.1 of the Zoning Regulations. The intent of the regulations were to:

- Promote economic vitality and growth and encourage an orderly and harmonious pattern of development.



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- Promote public health and safety, prohibiting uses that would intensify traffic congestion and
- Promote aesthetic quality

While the Town Hall area may be the original Town Center, Route 69 is the area that distinguishes Wolcott. The Route 69 Corridor regulations should remain in force and Planning and Zoning should consider modification of these regulations to further promote improvement of the aesthetics of Route 69. For example, the regulations regarding submission of landscape plans should be more rigorous including submission by a licensed landscape architect and mandatory tree planting along the roadway.

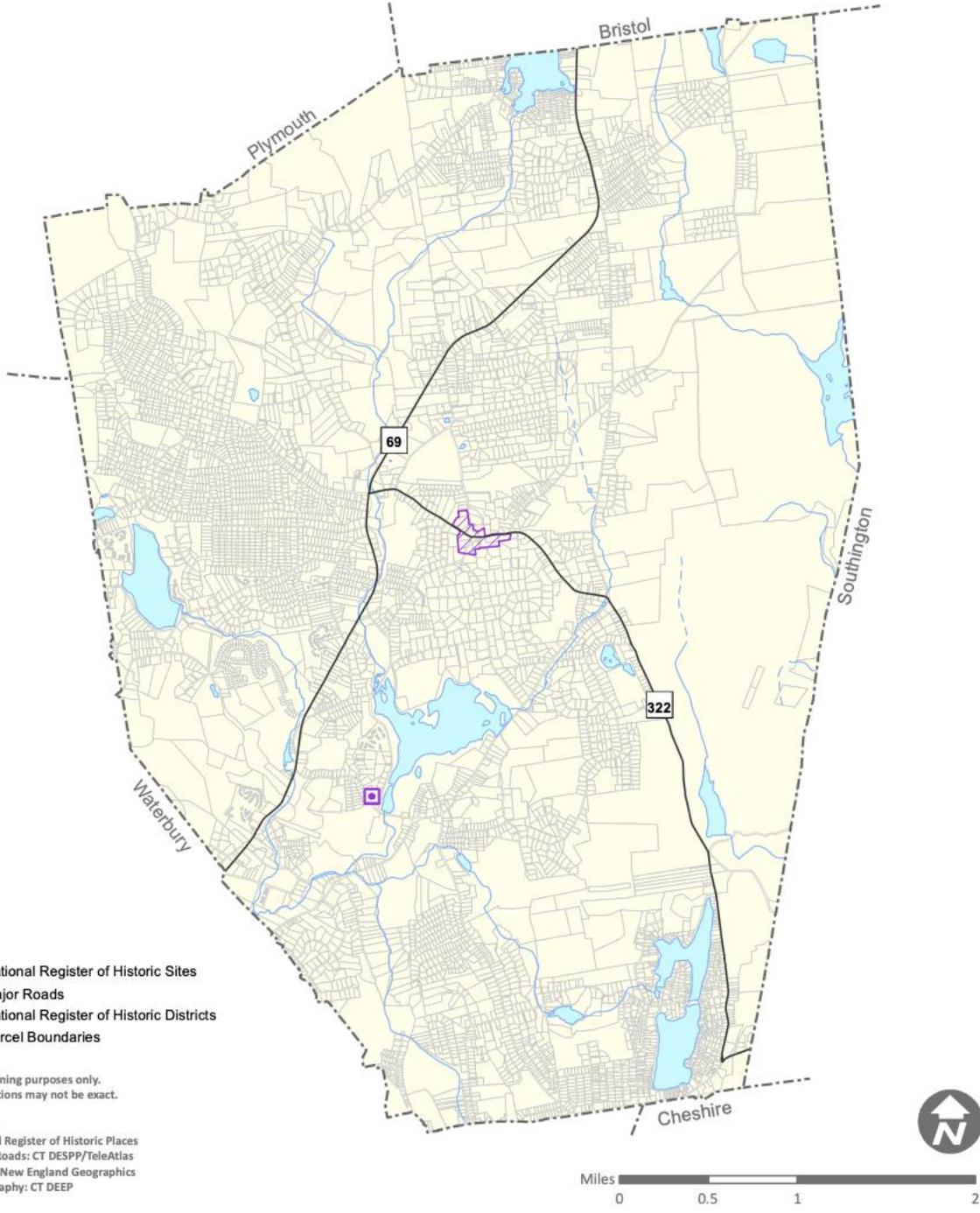
Regarding existing development on the Route 69 Corridor, the Planning and Zoning Commission should recommend that the Town organize a volunteer tree planting program. For example, the Town of Manchester, Connecticut, has instituted a memorial tree planting program. For a minimum donation of \$25.00 you can have a tree planted in memoriam of a loved one, anniversary or other significant event.

It is also possible to obtain a grant from the State of Connecticut under the States America the Beautiful grant program.

A final recommendation for community character is the aesthetic improvement of the de facto Town Center which is the intersection of Route 322 and Route 69. This area is within the proposed greenway for Mad River and is historically known as "Great Hill Place". The Town should pursue grants on other program assistance to evaluate and design an intersection incorporating sidewalks, lighting paths and sitting areas along the river in this historic and culturally significant area



L-1: Historic Areas



- National Register of Historic Sites
- Major Roads
- National Register of Historic Districts
- Parcel Boundaries

For planning purposes only.
 Delineations may not be exact.

Sources:
 National Register of Historic Places
 CT 911 Roads: CT DESPP/TeleAtlas
 Parcels: New England Geographics
 Hydrography: CT DEEP

Revised: 7/15/2021 Document Path: S:\ArcGIS\projects\Municipal\Wolcott\POCD\X-1 Historic Areas.mxd





Part M. THE PLAN

The Plan of Conservation and Development is a broad planning document – it provides guidelines for evaluating future land-use decisions and for developing new programs and regulations to direct the growth of the community. Included in the previous chapters are recommendations for the various functional elements of the plan, such as economic development and housing. This chapter summarizes the major recommendations developed using the set of goals and policies described in Chapter B.

1. Housing

The social fabric of communication can be disrupted if young families and the elderly are forced to move elsewhere to find suitable housing. Wolcott needs a range of housing types to maintain the Town's character and quality of life.

It has been the trend of area communities to promote elderly housing, by discouraging detached single family residences, as a panacea for Town budgets, by reducing the influx of school age children. This policy, however, is short sighted. Communities need young families to energize and grow the town and to provide a tax base for the future. Providing for elderly housing of Wolcott's seniors should obviously continue however at the same time making provisions for affordable housing for young families should be of equal priority.

Policies

- a. Develop regulations that promote “Universal Design” in all housing developments regardless if they are not aged restricted housing.
- b. Modify zoning regulations to promote “accessory dwelling units” which will allow more seniors to live with their families and also comply with state affordable housing requirements.
- c. Encourage conservation subdivision design for new single-family units to preserve critical environmental features and/or create or preserve valuable open space.
- d. Approve regulations for conservation subdivisions, (Low Impact Development LID)) to be, “as of right”, and traditional single lot ownership to be regulated by special use permit.
- e. Consider town-sponsored housing developments where the Town purchases the land and transfers the land to a non-profit group for development.



2. Development

Wolcott should strive to strengthen the town's economic base to preserve Wolcott as a desirable place to live, work and raise a family.

Policies

- a. While attracting new business and industry expands the tax base and increases employment opportunities it should be recognized that the majority of economic growth will most likely come from existing firms.
- b. Develop strategies to promote the Precision Manufacturing industry which is still competitive in the region.
- c. Explore training opportunities for Wolcott manufacturers such as upgrading worker skills.
- d. Expand allowable uses in industrial zoned areas. There are many uses which are now excluded in industrial zones that are compatible with existing industrial businesses.
- e. Support business and industry retention and development. The Commission encourages periodic meetings with the Wolcott Economic Development Commission to discuss strategies.
- f. Keep major land uses distinct from one another: (a) protect existing residential neighborhoods from commercial encroachment by discouraging zone changes that would allow mixed uses in established residential areas, except at the borders where major streets are located and (b) protect industrial land from residential encroachment.
- g. Support municipal infrastructure maintenance and capital improvements including roads, storm water drainage, water and sewer projects.

3. Transportation and Circulation Goal

Provide for the orderly and efficient movement of people and goods into, out of and within the Town of Wolcott and provide reasonable access to places of employment, residential, commercial and recreational activity. The Plan recognizes that the automobile serves as the present primary means of transportation for the future



however it will demand development of more energy efficient transportation modes.

Policies

- a. Promote and encourage the use of buses and other alternative means of transportation.
- b. Provide for adequate and convenient traffic circulation within and between all sections of the Town. Dead-end roads and cul-de-sacs should be discouraged. Zoning regulation changes should be considered which reduce road construction costs, such as allowing narrower roads and traffic calming techniques to facilitate through street construction.
- c. Encourage the Town and State to address transportation concerns and issues in a coordinated fashion.
- d. Mandate that land developers accommodate and comply with all road proposals and recommendations of the Plan of Development if a proposed road segment is located on the developer's land.
- e. Consider the need for the design of bicycle lanes in all new development roads and for reconstruction of existing roads.
- f. Require sidewalks in all new subdivisions.

4. Community Facilities Goal

Continue to provide existing municipal services to best serve the needs and expectations of the Town's residents.

Policies

- a. Provide and maintain municipal infrastructure facilities including roads, sanitary sewers and storm drainage facilities throughout the Town, to prevent physical deterioration, consistent with the Town's Capital Improvements Program.
- b. Prior to the future development of various types of land uses, consider the feasibility that the development is efficiently and economically served with public



facilities. Acknowledge that the responsibility for providing such facilities may rest with the developer.

- c. Provide an adequate range of educational, recreational and social facilities consistent with the population to be served, conveniently located and easily accessible to residents of all ages.
- d. Explore alternative and supplementary uses of educational facilities during nonschool hours.
- e. Program capital improvements on the basis of a priority system, related to the needs of the Town, integrated with and reflective of the Plan of Development.
- f. Require all new developments that are close to existing water and sewer services to connect to the town's system.
- g. Require all new water and sewer to be placed in roadways.

5. Open Space

Wolcott should protect significant environmental resources and maintain the town's rural character.

Policies

- a. Prepare an Open Space Plan that should identify and prioritize undeveloped open space areas.
- b. Consider use of conservation agreements to provide permanent protection of open space areas.
- c. Discontinue use of a "payment in lieu of open space" set aside until an Open Space Plan has been established.

6. Recreation

Expand Wolcott's recreational opportunities by better coordination of recreational organizations and utilization of existing available Town levels.



Policies

- a. Evaluate expansion of Woodtick Recreational facility
- b. Utilize the 30 plus acres of land owned by the Town adjacent to the Golf Course.

7. Community Character

Maintain and improve those aspects of community development important to the quality of life.

Policies

- a. Promote the rural/suburban character of the Town by encouraging additional trees and shrubs along Town streets, in public spaces and in existing and new private developments, both commercial and residential.
- b. Identify and protect historically and architecturally significant buildings and places, physically unique sites and areas of particular natural beauty, utilizing a variety of preservation techniques including acquisition, conservation easements, purchase of development rights and other land development controls.
- c. Promote the significance of the Town's historic sites, trails and cemeteries through installation of historic markers and school programs.
- d. Upgrade and improve the aesthetic appearance and safety of Route 69 through continuation of the Route 69 Corridor regulations to include requirements for licensed landscape architects plans and the strict regulation of signage, the planting of trees, the control of curb cuts, the improvement of personal safety and the provision of other functional and aesthetic improvements that will enhance those areas for both shoppers and the transient passers-by.
- e. Encourage the underground installation of utility lines for new, commercial, industrial and major single family developments.
- f. Protect and upgrade the quality of the Town's natural watercourses, ground water and air.



- g. Protect the quality of potable public surface water and groundwater supplies through strict controls on the use, density of land development and other activities which pose a threat to watersheds and groundwater resources.
- h. Carefully regulate development in sensitive ecological and environmental areas to preclude unnecessary damage to the land and the environment.
- i. Institute a town wide tree planting program.
- j. Pursue grants and other program assistance to upgrade "Great Mill Place", the de facto Town Center which is at the intersection of Route 322 and Route 69.

8. Future Land Use

This update of the Plan of Development does not propose any changes in zoned areas. Rather it proposes changes to the regulations for various zones which will facilitate orderly development.

The most significant change will be the institution of Low Impact Development (LID), which will require the town to promote sustainable future development.

Implementation of the various policy changes described previously in this section will be established upon adoption of the Plan by the Planning and Zoning Commission.



Appendix A
Low Impact Development Regulations

SECTION 36: Wolcott Zoning Regulations

Definitions:

Directly connected impervious area – the impervious area from which stormwater runoff discharges directly to waters of the state or directly to storm sewer system that discharges to waters of the state.

Low Impact Development (LID) – a site design strategy that maintains, mimics, or replicates pre-development hydrology through the use of numerous site design principles and small-scale treatment practices distributed throughout a site to manage runoff volume and water quality at the source.

Redevelopment - any construction activity (including, but not limited to, clearing and grubbing, grading, excavation, and dewatering) within existing drainage infrastructure or at an existing site to modify or expand or add onto existing buildings or structures, grounds, or infrastructure.

Retain – to hold runoff on-site to promote vegetative uptake and groundwater recharge through the use of runoff reduction or LID practices or other measures.

Runoff reduction practices – those post-construction stormwater management practices used to reduce post-development runoff volume delivered to the receiving water. Such practices include but are not limited to canopy interception, soil amendments, evaporation, rainfall harvesting, engineered infiltration, extended filtration or evapotranspiration.

Site - area extent of construction activities, including but not limited to the creation of new impervious cover and improvement of existing impervious cover (e.g. repaving or rebuilding on existing footprint without disturbing any soil would not be included).

1. Purpose and Intent. The purpose of these LID Regulations is to protect, maintain and enhance the public health, safety, environment and general welfare by establishing minimum requirements and procedures to control the adverse effects of increased post-development water runoff.
2. Stormwater runoff and non-point source pollution associated with new development and redevelopment. LID site planning and proper management of post-development stormwater runoff will minimize damage to public and private property and infrastructure, safeguard the public health, safety, environment and



general welfare of the public, protect water and aquatic resources, and promote groundwater recharge to protect surface and groundwater drinking supplies.

- a. Stormwater Retention Standards Developers and contractors seeking municipal approval for new or redevelopment projects shall, at a minimum, retain on-site the Water Quality Volume as defined in the Connecticut Stormwater Quality Manual (as amended) if the site has less than 40% Directly Connected Impervious Cover. If a redevelopment project is on a site that has greater than 40% Directly Connected Impervious Cover, they may retain on-site a lower standard of half the Water Quality Volume.

The Town of Wolcott may not waive these minimum retention requirements as they are required by the State Small MS4 General Permit for stormwater management of water quality protection.

In meeting these retention standards, applicants must consider the use of Low Impact Development and other runoff reduction development practices that encourage the infiltration of stormwater into the soil wherever possible prior to employing other stormwater management methods. The Runoff Reduction Checklist [to be included in the final regulations] must be completed and submitted with the applicant's site stormwater management plan.

If due to site restrictions the applicant is unable to accommodate the on-site Water Quality Volume retention standards identified in this section, the applicant shall submit a report detailing why on-site methods are not achievable using control measures that are technologically available and economically practicable and achievable in light of best industry practice. In addition, the applicant shall either:

- 1) implement an off-site stormwater mitigation project in the town that complies with the off-site mitigation project requirements in [indicate where found]. The mitigation project should be completed [within 6 months of the original project's completion] and retain an equivalent amount of runoff to the portion of the Water Quality Volume that could not be retained on the original site OR

- 2) provide a payment in-lieu fee to the [town] based on an estimate of the cost necessary to implement a retrofit project elsewhere in town to achieve an equivalent amount of runoff reduction to the portion of the Water Quality Volume that could not be retained on the original site.

3. Administration. The Planning and Zoning Commission shall administer, implement and enforce these Regulations. The Commission may utilize consultants or staff as its authorized agent for the purposes of reviewing applications for consistency with these LID Regulations.

4. Scope and Applicability . These LID review Regulations shall apply to all



development subject to site plan review, or approval by the Commission or the Zoning Board of Appeals, as the case may be, of a Special Permit. A single-family dwelling that is not part of a subdivision of land shall be exempt from these Low Impact Development (LID) Regulations.

5. Review Procedures and Requirements. Applications requiring LID review shall be required to submit the materials as specified in this section, and are required to meet the LID criteria as specified herein.
6. Peer Review. The Commission may retain the services of a registered professional engineer licensed in the State of Connecticut or other professional consultant to advise the Commission on any or all elements of the proposed development's LID Plan. In all cases in which the Commission deems that a peer review of the LID Plan is warranted, the applicant shall be required to reimburse the Town for the cost of the peer review. This payment shall be made to the Town in advance of the peer review based on an estimate provided by the peer reviewer. Failure to pay for the peer review costs shall be grounds for denial of the application.
7. Project Completion. At completion of the project, the permittee shall submit as-built record drawings of all structural stormwater controls and treatment best management practices required for the site as required herein. The as-built drawing shall show deviations from the approved plans, if any, and be certified by a registered professional engineer licensed in the State of Connecticut.
8. LID Plan Contents.
 - a. The LID Plan shall contain sufficient information for the Commission to evaluate the environmental impact, effectiveness, and acceptability of the site planning process and the measures proposed by the applicant for reducing adverse impacts from stormwater runoff. This plan shall be in accordance with the criteria established in this Section and must be submitted with the stamp and signature of a professional engineer (PE) licensed in the State of Connecticut.
 - b. The LID Plan shall fully describe the LID elements of the proposed development in the form of an LID Plan map and narrative. The map and attached narrative shall include and discuss, at a minimum, the following elements:
 - i. The proposed land use for the site and the location(s) of proposed buildings or other structures, impervious surfaces, and drainage facilities, if applicable;
 - ii. The location(s) of existing and proposed easements;
 - iii. The location(s) of existing and proposed utilities;



- 1v. The site's existing and proposed topography with contours at 2-foot intervals;
- v. The existing site hydrology (both groundwater recharge and surface runoff);
- vi. The delineation of existing stormwater conveyances, impoundments, wetlands, drinking water resource areas or other critical environmental resource areas, on or adjacent to the site or into which stormwater flows;
- vu. Soils information from test pits performed at the location of the proposed LID elements, including but not limited to soil descriptions, depth to seasonal high groundwater, depth to bedrock and percolation rates;
- vIn. The delineation of FEMA designated 100-yr floodplain, if applicable;
- ix. Estimated seasonal high groundwater elevation in areas to be used for stormwater retention, detention or infiltration;
- x. The existing and proposed vegetation and ground surfaces, with runoff coefficients for each;
- xi. The delineation of both existing and post-development watershed boundaries, drainage areas and stormwater flow paths, including municipal drainage system flows;
- xn. Computations shall be provided for the project consistent with the Hydrologic Sizing Criteria as outlined in the DEP Connecticut Stormwater Quality Manual. These shall include Groundwater Recharge Volume (GRV), Water Quality Volume (WQV) and Peak Flow Control where appropriate;
- xiii. The delineation and description of all components of the proposed LID system, including:
 - a) Locations of all drainage discharges and their method of stabilization with supporting computations;
 - b) All measures for the detention, retention or infiltration of water;
 - c) Description of non-structural BMPs;
 - d) All measures for the protection of water quality; and
 - e) The structural details for all components of the proposed drainage systems and LID elements and BMPs; and
- xiv. A plan for the operation and maintenance of each component of the stormwater management system listing the maintenance to be conducted and the frequency of such maintenance. The



maintenance schedule shall specify who is responsible for performing the maintenance and how the maintenance will be funded. The plan shall also identify any easements necessary for construction and maintenance of the system.

9. Performance Standards and LID Criteria.

- a. At a minimum, all development projects shall comply with the applicable standards, principles and best management practices (BMPs) described in the 2014 Connecticut Stormwater Quality Manual and the Low Impact Development Appendix to the Stormwater Quality Manual, both as amended.
- b. Proposed residential, commercial, or industrial subdivisions shall apply these standards and principles to the development as a whole. Individual lots in new subdivisions shall not be considered separate development projects, but rather the entire subdivision shall be considered a single development project.
- c. The use of better site design and non-structural BMPs is encouraged to minimize reliance on structural management measures.

10. Inspections.

- a. At the discretion of the Commission and the Town, periodic inspections of LID elements and infrastructure may be conducted during both the construction phase of the development and the post-construction maintenance phase of the development. Such inspections may be conducted by the Zoning Enforcement Officer or other such other agent as the Commission may designate.
- b. If the Commission determines that there is a failure to comply with the LID Plan, the property owner shall be notified, in writing, the nature of the violation and the corrective actions required.
- c. Parties responsible for the operation and maintenance of a stormwater management facility shall provide records of all maintenance and repairs to the Commission upon request. Parties responsible for the operation and maintenance of an LID element or LID infrastructure shall make records of the installation and of all maintenance and repairs and shall retain the records for at least five years. These records shall be made available to the Town officer or the Town's designated agent during inspection of the LID element or LID infrastructure, and to the Commission at other reasonable times upon request.